October 2026

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

The Ford Fan



Prez Sez

September was an active month for many of our members.

The September 9 breakfast was well attended. Since the weather was very hot, the normal 30 minute tire kicking in the parking lot was reduced to about 10 minutes. The attendees quickly retreated to the air conditioned Broken Yoke.



On September 12, a group of members - Dennis Bailey, Paul Alvarado, Joe Valentino, Bob Newsome, and I - showed our early Fords at “The Greatest Show on Turf” on the grass at the South Clairemont Park. It was announced that over 160 cars were there. Congratulations to Bob Newsome. His 34 roadster won one of the coveted trophies.

On September 19, I participated in the San Diego Woodies car club annual car show “Wavecrest” at Moonlight Beach in Encinitas. As luck would have it, my Woodie was placed next to the beautiful 1947 Mercury Woodie owned by fellow V8 Club member Jim Hallsted. I had not met Jim before, but during our discussion, he indicated that he no longer drives at night to attend meetings. It sounded like he has been active in the past. Hopefully, those of you who know him, can persuade him to participate in our daytime activities. I mentioned to him both the Christmas party and the All Ford picnic. He, his wife, and his Woodie would be a great addition to the picnic. My 51 Ford Country Squire was fortunate to win a Wavecrest award.

Elsewhere in the “Ford Fan”, Joe will discuss other September events attended by members that I was unable to attend.

Hope to see all of you at the October breakfast and October 21 morning meeting.







Letter from the Editor

Well, this month’s Ford Fan is gettng to you a little later than usual. I have an excuse. Microsoft, maker of the wonderfully user-friendly and intuive Publisher sotware I had been using, decided to eliminate it and send me searching for a replacement. I found one. Unfortunately, learning it has been somewhat akin to mastering Chinese algebra while wearing a blindfold. Add to that the fact that there was a lot to report this month, and here we are.

This issue includes stories on The Greatest Show on Turf Car Show, our meet-up at the Classics Malt Shoppe, Carl Atkinson’s “boat building”, the Wavecrest Woodie Show, Bayfair, the RPM Nationals, our South Bay hot rod shop tour, and the Eye Candy Car Show. We also have a story from the Historian’s Glovebox, a remembrance of Dan Prager and the celebra on of a life well lived, an update on Jay Leno’s Law, plus all the usual Ford Fan this-and-that. Enjoy!

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The Greatest Show on Turf

On a sunny Saturday morning, September 12, a group from the San Diego Early Ford V-8 Club gathered in the parking lot of Clairemont High School for the ***Greatest Show on Turf***, part of the annual Clairemont Family Day.

Meeting at 7:30 a.m. were Dennis Bailey in his 1937 Ford two-door, Bob Newsome in his 1934 Roadster, Russ Ries in his 1936 Cabriolet, Paul Alvarado in his 1940 Mercury Coupe, Joe Valentino in his 1949 Mercury Sport Sedan, and Jerry Bennett in his 2007 Shelby GT Mustang.

We departed promptly at 8:00 a.m., and after an exhausting journey of nearly five minutes, we arrived at the Clairemont Community Center.

The Family Day festivities offered something for everyone, including the car show, free pony rides, dancing, live music, magic, civic and community organizations, local vendors and plenty of food. The car show, which benefited the **San Diego Association of Car Clubs**, attracted an impressive 160 cars.

Because we entered as a group, our club members were able to park together in a prime location—conveniently close to the food vendors, pancake breakfast and, perhaps most importantly, the bathrooms. Jerry and Paul also had the foresight to bring pop-up canopies, giving us a welcome place to gather and escape the sun.

Several other car clubs were well represented, with the largest turnout coming from the Subaru Club—or the "Subes," for those in the know. And these Subaru enthusiasts are certainly no slouches when it comes to spending money on their rides. One owner apparently spent a small fortune transforming his car into a Batman-themed creation, complete with elaborate graphics and dramatic bat-wing doors that opened much like those on a Lamborghini Countach.

A couple of us started the morning with the community pancake breakfast. Volunteers at the door were selling breakfast for $10, with coffee and orange juice available for $2 each. I went for the pancakes and coffee. The breakfast was quite tasty, but I swear the coffee tasted like something **3M** would market as a paint remover! It did, however, accomplish its primary mission—I was definitely awake afterward.

Of course, no car show would be complete without a little recognition for the Early Ford V-8 Club.

Bob Newsome took home a trophy for his gorgeous 1934 Roadster! Along with the trophy came the added glory of being photographed alongside the famous Hot Rod Holly.

Congratulations, Bob, on another well-deserved honor—and thanks to everyone who came out for a great day of cars, friends and fun at the Greatest Show on Turf!

The following are pictures of a Day at ***the Greatest Show on Turf!***



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The Greatest Show on Turf







The Early Ford V8 Club of San Diego

20% of them won a trophy!





Beautiful smiles first thing in the morning!



Flapjacks !



The Cheer Squad loved Paul's 40 Mercury

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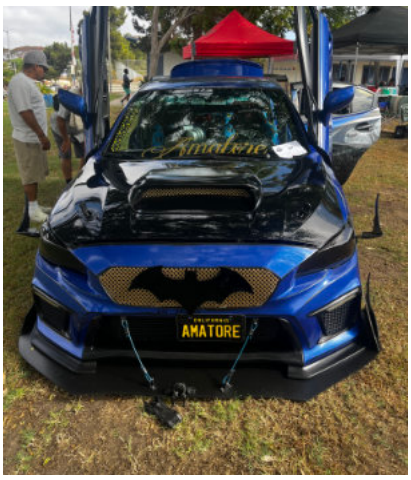
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Our Pal, Jerry









A "SUBE"


1 HP










Congratulations to Bob Newsom
Pictured here with Trophy Girl
Hot Rod Holly

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Take a Walk on the Wild Side!

Need a break from all that healthy food your mate is lovingly feeding you so you'll live a long and healthy life? That's very thoughtful of them—but come on, every once in a while you need to take a walk on the wild side.

The next time an announcement lands in your mailbox about a meetup at the Classics Malt Shop on Midway Drive, throw caution to the wind and join us.

Let's face it, you're probably not going disco dancing tonight or base jumping off an office building. So get your thrills the old-fashioned way—with a burger, fries and a shake. Not ready to completely abandon good judgment? Order a salad and ease into it.

Bring your cool old car, your modern car, or whatever happens to start that morning, and take a break from the ordinary. There's good food, plenty of car talk and usually something interesting sitting in the parking lot.

And for those of you who live east of Interstate 5, there's an added bonus: it's noticeably cooler at the Classics Malt Shop.

Come on down and try it sometime. A burger and a milkshake may not be base jumping—but at our age, it's probably close enough.












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Carl Atkinson's Homemade Boat

At 99 years old, Carl Atkinson says he can no longer build cars—but fortunately, he can still write about them, and his memory is remarkably good.

Carl recently shared the story of a boat he built in the early 1950s. It was a 15-foot Crackerbox-class boat, and like many projects from that era, it was built with ingenuity, determination and whatever could be adapted to make the idea work.

Carl constructed the hull himself from plywood. He had just built a new house and didn't yet have carpeting installed, so he brought two 4-by-8-foot sheets of plywood into the dining room and laid out the boat right there! Construction then moved to the garage.

For power, Carl chose a Ford flathead. The propeller shaft ran at a 12-degree angle, so the flathead was mounted at the same angle. That necessitated moving the oil pump to the front of the engine. A thrust bearing was installed at the rear of the crankshaft, and the engine provided direct drive to the propeller.

The arrangement worked. The boat performed well, and Carl used it for water skiing for about two years. You can tell from the picture that both the boat—and Carl—performed pretty well!

Carl eventually sold the boat to a man who hit a sandbar and bent the propeller shaft. The new owner changed the propeller-shaft arrangement, drilling and pinning the connection. Unfortunately, the modification didn't hold. While running the boat at full throttle, the shaft broke loose, sending the propeller and rudder to the bottom. The nose of the boat went down, and the boat sank.

When Carl built the boat, he had made the engine compartment watertight, but the new owner had changed that arrangement, leaving the engine exposed when the boat went under. According to Carl, the engine was turning between 6,000 and 7,000 RPM when disaster struck. The carburetors filled with mud and water, and three connecting rods ended up wrapped around the crankshaft. That flathead had finally met its match!

Carl's adventures with flathead-powered boats weren't over, however. A friend later bought a half-finished boat, and another flathead was installed. Once again, the oil pump was moved to the front of the engine, and new bearings were installed. When they finally fired it up, Carl recalled that it "knocked real loud." After some investigation, they discovered one small problem—the engine had no oil pressure!

Once that was corrected, the boat proved to be a success. Carl remembers that it took at least one lap around the bay to work up enough nerve to pull a skier, but it was all worth it. Just look at the picture! Carl said that boat ran for more than a year without any engine trouble.

Carl summed up his boat-building adventures with an observation that many Early Ford V-8 owners will appreciate:

"Flatheads are a great engine."

.



Carl in Action!

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A Winning Day at Wavecrest - *contributed by Russ Ries*

Saturday, September 19, was an action-packed day for Southern California car enthusiasts, with several events competing for attention. The annual Wavecrest Woodie Show was held near Moonlight Beach in Encinitas, Bayfair brought its powerboat racing and festivities to Mission Bay, and friends and fellow Early Ford V-8 Club members gathered to celebrate the life of longtime member Dan Prager.

Our own Russ Ries made the trip to Wavecrest with his fantastic 1951 Ford Woodie—and came home with an award!

Russ's '51 is a beautifully customized Woodie originally built by his late brother, who not only enjoyed customizing cars but was also a renowned drag racer. The car was sold many years ago to an enthusiast on the East Coast, where it remained until Russ learned that it was once again for sale. He jumped at the opportunity to purchase it and bring this special car back into the family.

Fortunately, relatively few miles had been added during its years back East. Its owner generally brought it out only during the summer, often taking his friends for a cruise to the beach.



Today, the Woodie remains a slick, beautifully built custom and, more importantly, a wonderful piece of Ries family history. The '51 is back where it belongs—in Russ's hands.

Apparently, the Wavecrest judges appreciated the craftsmanship of the car as well. Russ's '51 received an award at the show.

Congratulations, Russ!





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Bayfair — 60 Years of Speed on Mission Bay

On the weekend of September 18 – 20 San Diego's Mission Bay held its annual car show and unlimited hydroplaned races.

Some car shows take place at fairgrounds or city streets. This one unfolds alongside one of Southern California's biggest weekends of powerboat racing, giving visitors the chance to enjoy two sides of motorsports in a single day. While the cars remain the centerpiece of the show field, the backdrop of high-speed racing on Mission Bay creates an atmosphere that feels a little different from the typical weekend gathering. Crown Point Park in San Diego County, the waterfront location offers plenty to see beyond the rows of parked vehicles. The car show takes place as part of the annual San Diego Bayfair weekend, allowing participants and spectators to experience both the automotive displays and the World Series of Powerboat Racing finals. With the shoreline just steps away and a variety of vehicle styles filling the park, it's easy to spend the afternoon moving between the show field and the racing action. The price to enter you car in the car show was $40, but that fee also gave you shuttle service to and from the power boat races.

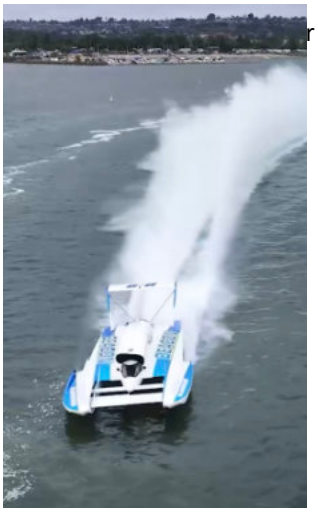
For enthusiasts who appreciate more than one form of horsepower, this gathering brings both together in one setting. The combination of classic and modern vehicles, waterfront scenery, and the excitement of race weekend makes Bayfair Car Show one of the more distinctive automotive events on Southern California's September calendar.

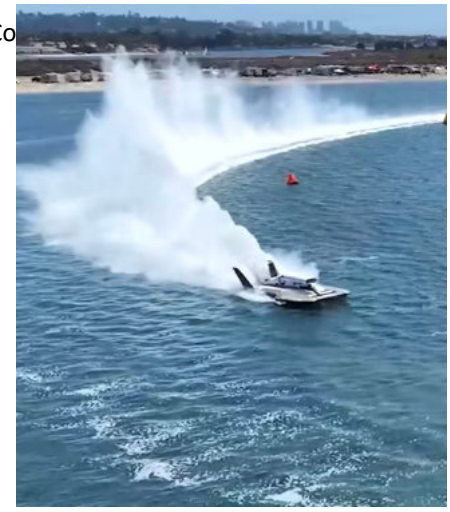
Organized by San Diego Bayfair, the event welcomes classics, muscle cars, hot rods, imports, trucks, customs, and other enthusiast-owned vehicles. Registered participants receive access to the car show, with awards presented across multiple vehicle classes. Throughout the day, attendees can also enjoy live music, food, and the energy surrounding the Bayfair festivities, making it as much a community event as an automotive one.

For 60 years, San Diego Bayfair has been bringing some serious horsepower to Mission Bay. I have lived close to Mission Bay for close to 40 years. Close enough to hear the roar of the Hydroplane engines and see the rooster tails and glimpses of the boats as they speed around the Bay. Unfortunately, I was unable to attend this year, but Club member Paul Alvarado was there and said it was an excellent event.

It all started in 1964, largely through the efforts of legendary Unlimited hydroplane racer Bill Muncey. When Mission Bay was being developed, the shoreline between Vacation Island and Fiesta Island was designed with boat racing in mind. The islands were created by dredging, the shorelines were curved to form a 2.5-mile oval course, and the beaches were sloped to help absorb the wakes from those thundering hydroplanes. Today, most Unlimited Hydroplanes use Lycoming T55-L-7A gas turbine engines, the same basic type of engine used in helicopters. These engines produce roughly 3,000 horsepower and drive the boat through a reduction gearbox. They seem much quieter than the Miss Budweiser era boats, but are quite thunderous still.

Bayfair —Coninued next page









It is difficult to appreciate the sheer size of these hydroplanes from the action photos. Fortunately, I found these two impressive boats sitting on their trailers, being prepared for transport to the next race.

A kind passerby agreed to stand next to the hydroplane on the right, giving us a much better idea of just how big these machines really are. Boy, that made a big difference! They certainly look different when you see one sitting on dry land!

And if you're wondering about the Flav-R-Pac name partially hidden behind our volunteer, it is a brand of frozen fruits and vegetables produced by NORPAC, a farmer-owned cooperative in Oregon's Willamette Valley. Their produce is frozen at peak ripeness to preserve its flavor and nutrients. Who doesn't enjoy fresh ripe produce?

So there you have it—hydroplanes, horsepower, frozen vegetables, and agreeable passers-by. You never know what you're going to learn at Bayfair!





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RPM Nationals Story & pictures by Joe Pifer

On September 19th Paula and Joe Pifer attended the 10th annual RPM Nationals at Santa Margarita Ranch in the San Luis Obispo area. The RPM Nationals drag races are a throwback to the 1930s, 40s & 50s. They only allow 4 cylinders (bangers) and flatheads to race. They say the racing is for pre-1936 cars but they allow any car running a flathead to race. They start each race with a flag starter, a lady in a pink starter suit and a bob hair cut who points the flag at each driver to make sure they are ready to race and then jumps into the air and waves the flag to go. The race also includes a very informal swap meet held in the weeds around the track and a car show of around 200 cars.

It has been said that the first ever recorded drag race was held at Goleta, a small airport which is now known as Santa Barbara Airport and that the Motor Monarchs car club put it on. If you would like to attend the RPM Nationals a little closer to home they also hold the race at Barona Dragstrip in Ramona in early May each year. If you would like more information, check out their website at www.rpmnationals.com . Here are pictures taken at the event by Joe Pifer.













RPM Nationals - continued















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The South Bay Shops Tour

A Rare Look Inside Two Remarkable Hot Rod Shops

On Wednesday, September 30, members of the San Diego Early Ford V-8 Club were treated to a rare behind-the-scenes look at two of the area's most impressive hot rod and custom car shops.

Our first stop was **Quality Powder Coating** in Chula Vista, where owner **Shawn Killion** welcomed us into his business. But calling Shawn simply the owner of a powder coating shop doesn't begin to tell the story. He is also an accomplished hot rod builder, land-speed racer and, above all, a genuine car guy.

The walls of the business portion of the powder coating shop are filled with automotive memorabilia and car-related *objets d'art*, providing a pretty good clue that this is no ordinary powder coating business. But the real treat was waiting inside.

Shawn is currently completing an extraordinary hot rod that he plans to enter in the **2027 Grand National Roadster Show**. Because a car being prepared for its debut at the show cannot be publicly revealed beforehand, you won't find photographs of it in this issue of the *Ford Fan*. Those of us on the tour, however, were privileged to get a close look.

Without giving anything away, I can tell you that the car demonstrates remarkable imagination, engineering, craftsmanship and attention to detail. It is one of those creations where the longer you look, the more you discover. Once the car has made its public debut, you can be sure the *Ford Fan* will share photographs so everyone can appreciate what Shawn has created.

And that was only part of what we saw.

Shawn's automotive interests run the gamut. There were four-cylinder hot rods, custom cars, cab-over trucks, Porsches and land-speed racers that have competed at places such as El Mirage and Bonneville. His land-speed interests range from hopped-up Model A-powered machines to serious dry-lake racers packing enormous V-8 engines. Outside were still more cars patiently waiting their turn to become Shawn's next creation.

Shawn is clearly a man with a long list of projects and not nearly enough hours in the day, which made us especially appreciative that he took time away from his work to show us around, answer questions and talk cars. He even provided pizza, beverages and cookies for the group.

And yes, Quality Powder Coating really does powder coating! Their equipment can accommodate pieces up to **20 feet long**, so if you have a project that needs quality powder coating, you might want to remember the name.

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Quality Powder Coating



















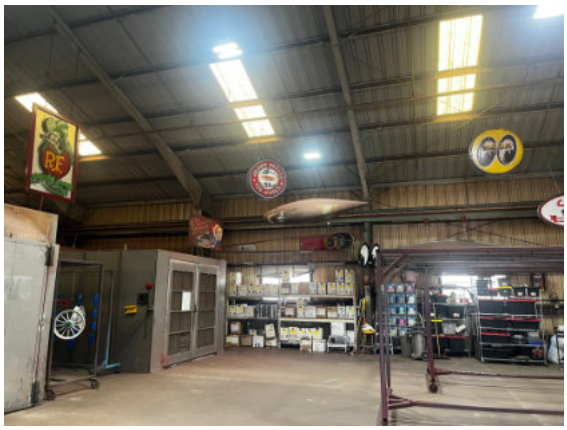
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Quality Powder Coating





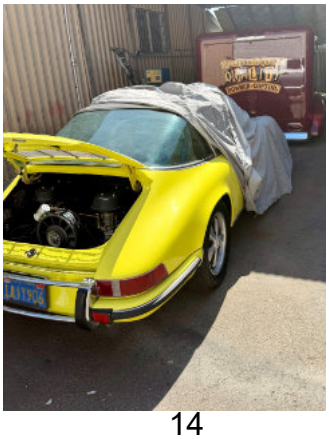














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From Shawn's **Quality Powder Coating shop**, we traveled just a few buildings down the street to our second stop, **Bello's Kustoms**.



Several projects filled the crowded workspace, while the walls were decorated with "precious metal"—'36 Ford grilles, vintage Ford fenders, fender skirts and assorted old car parts. Everywhere you looked, there was something interesting to see.

Mike Bello is a renowned custom-car builder whose work has appeared at the Grand National Roadster Show and in numerous custom-car publications. He is particularly acclaimed for his ability to chop a car's roof in a way that enhances, rather than disrupts, its original lines and proportions. You can see examples of Mike's craftsmanship on his YouTube channel and other social media.



Mike also has a particular affection for Lincoln Zephyrs, and we were fortunate to see two during our visit. A customer's red Zephyr sat on a lift, while Mike's own 1938 Zephyr convertible was in the middle of the shop.



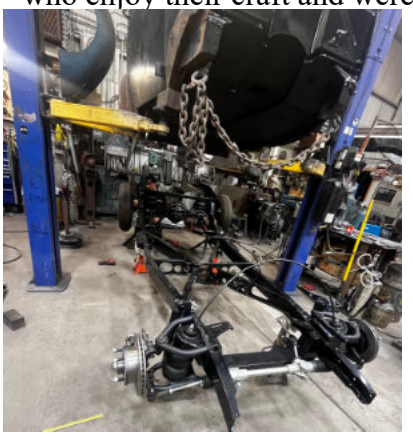
Mike's Zephyr came to him as a rusted body. The sills and portions of the fenders were rusted away, but upper portions of the body survived, along with the convertible top irons. In place of the original Lincoln V-12, he installed an LS1 V-8, which he fired up for us—to the enjoyment of many of us.

As Mike explained, customer cars naturally come first. His own Zephyr gets attention between paying jobs, and those paying jobs, in turn, help finance his personal projects. I suspect more than a few of us could relate to that arrangement.

The equipment at Bello's was almost as fascinating as the cars. Mike has some impressive metal-forming machinery, including a massive power hammer and one of the largest English wheels I have ever seen.

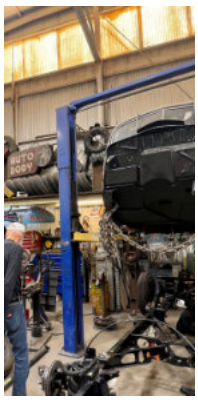
Like Shawn, Mike was remarkably generous with his time. He stopped what he was doing, walked us through the shop and patiently answered our many questions.

What struck me most about Shawn Killian and Mike Bello was how humble and unassuming they both were. Here are two craftsmen capable of building cars worthy of national shows and magazine features, yet both are simply car guys who enjoy their craft and were happy to share it with a group of fellow enthusiasts.









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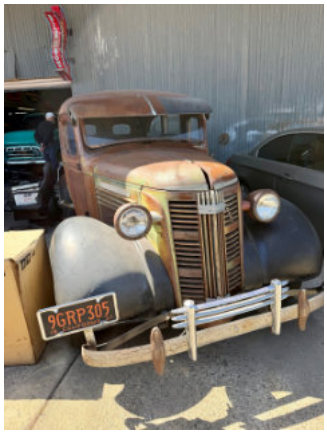


















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Eye Candy — The Sweetest Car Show in Town

Pal Joey's Cocktails San Diego, California

On October 17, the annual **Eye Candy Car Show**, sponsored by the generous owner of Pal Joey's, once again lived up to its billing as "**The Sweetest Car Show in Town**."

The show is hosted by the **Friends of Braille Institute**, a 501(c)(3) nonprofit organization. Proceeds from the event help support the Braille Institute's free programs and services for people of all ages living with vision loss. It's a great cause—and a great reason to spend a day surrounded by some beautiful automobiles.

Pal Joey's is located on Waring Road in a shopping center with several eateries to choose from. Mike Miller, owner of Pal Joey's, is an exceptionally generous supporter of the event. If you've attended the show before, you know just how impressive the number of trophies is. With roughly 200 cars in attendance, awards recognize outstanding cars from the 1920s, 1930s, 1940s and just about every decade thereafter.

There was also an amazing assortment of raffle prizes and silent-auction items, including two-day getaways, Padres tickets, dinners at some very nice restaurants and much more. You get the picture—there was plenty to keep everyone interested even when they weren't admiring the cars.

Representing the San Diego Early Ford V-8 Club were Paul Alvarado, Ric Carlton, and Susan and Joe Valentino, accompanied, of course, by Cannoli the poodle. Several friends of the aforementioned were also there enjoying the festivities.

Once again, Eye Candy delivered an excellent turnout, an abundance of cool cars, beautiful San Diego weather and a worthwhile cause.

And, after careful consideration and extensive field research, we can report that **Pal Joey's** still makes the best Bloody Marys!




Our favorite!

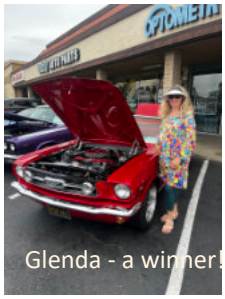

Champion Heads, rare!

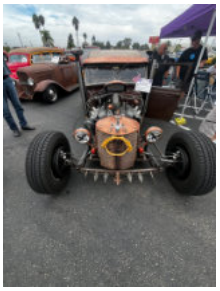







The Trophies!


Glenda - a winner!



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From the Historian's Glovebox

October 1939 — Let's Go to the Pictures

Here we are again, wondering when summer will finally loosen its grip on San Diego. Hot days, warm nights, and talk of unusual weather ahead make us wonder what we might have been saying around the kitchen table in the autumn of 1939.

So, let's turn the key and step back into October 1939.

What a September it had been.

On September 21, San Diego reached an astonishing 106 degrees. Imagine that without air conditioning—the curtains drawn against the afternoon sun, electric fans stirring warm air, and glasses of something cold sweating almost as much as we were.

And then the air began to change.

A tropical storm was moving north from the waters off Mexico. By September 25, *El Cordonazo*—the "Lash of St. Francis"—had reached Southern California, bringing wind and torrential rain to parts of the region.

After all that heat, we can imagine the first drops striking the dusty pavement, releasing that unmistakable earthy smell of rain. The air felt damp against our skin. Leaves dripped. Tires hissed along wet streets. And for the first time in what seemed like forever, we could open the windows and breathe.

By October, we were ready to get out of the house.

Let's go to the pictures.



A few telephone calls were made and before long we had gathered enough friends to fill our 1939 Ford woodie station wagon.

Someone squeezed over. Someone else called dibs on a window. A sweater was tossed into the back, just in case. Doors slammed, the V-8 came to life, and off we went from Mission Hills toward downtown.

The evening air still carried a little moisture from the recent weather, cool against our faces through the open windows. Inside the Ford was that familiar mixture of warm upholstery, wood and perhaps just a trace of someone's perfume.

As we approached downtown, everything changed.

B Street was alive with headlights and glowing signs. Neon reflected from storefront windows and flashed across the polished wood along the sides of our Ford. Streetcars clattered past. Horns sounded. People hurried along the sidewalks beneath brightly lit marquees.

And there it was—the Fox Theatre at Seventh and B.

The great illuminated FOX sign seemed to hang over the street, drawing us toward it. We parked the woodie and joined the crowd beneath the marquee.

Inside was another world.
We passed the ticket booth and stepped into an enormous, glittering lobby. Crystal chandeliers glowed overhead. Gold ornamentation caught the light, carpets softened our footsteps, and everywhere we looked there seemed to be another flourish. Nearly 3,000 people could fit inside the Fox, but that evening it felt as though the place had been built just for the excitement of going to the pictures.

Somewhere beyond all that grandeur sat the theater's enormous Robert-Morton pipe organ—a magnificent reminder of the silent-picture days, even though by 1939 the talkies had long since taken over.

And then, amid all that elegance, came the most irresistible smell of all.
Popcorn.



Warm, salty popcorn.

(*"From the Historian's Glovebox" continued)*

Naturally, we bought some. And a little cardboard box of Jujubes, which made a satisfying rattle when shaken and would undoubtedly spend much of the evening stuck to our teeth.

We followed the usher's flashlight into the darkened auditorium, feeling our way past knees until everyone was settled.

The velvet curtain waited ahead of us. The lights dimmed. The talking stopped. And the curtain began to open…

There were James Cagney, Priscilla Lane and Humphrey Bogart in *The Roaring Twenties*.

Released that October, the picture took us back through Prohibition and the wild decade that followed the Great War. There were bootleggers, speakeasies, fast cars, gunfire and enough trouble on the screen to keep us happily occupied for the evening.

For a couple of hours, we had forgotten entirely about the weather.

When the picture ended and the theater lights came up, we spilled back onto the sidewalk, blinking beneath the downtown lights and all talking at once.

Naturally, nobody was ready to go home. There was only one sensible thing to do.

Pie and coffee.

Soon we were gathered around a table, steaming cups warming our hands.

The apple pie arrived warm, with a slice of sharp cheddar cheese laid across the top, just beginning to soften at the edges.

My Grandma Belle always served apple pie with cheddar cheese. Perhaps that is why, even now, it seems exactly right.



The first bite was warm and sweet, then salty and sharp from the cheese. The coffee was hot and fragrant, and the cup felt good between our hands as we replayed the picture, argued over our favorite parts and laughed about who had eaten most of the popcorn.

Eventually, it really was time to go home.

We piled once more into the woodie and began dropping our friends off one by one.

The streets grew quieter as we climbed back toward Mission Hills. The V-8 hummed beneath us. Cool, slightly damp air slipped through the open windows, carrying that fresh smell that comes after rain.

What a difference a few weeks could make.

September had given us 106 degrees and a tropical storm.

October gave us a woodie filled with friends, a night at the pictures, popcorn and Jujubes—and one last warm slice of apple pie with cheddar cheese and a cup of coffee.

We know which one we'd rather remember.

And if you'd like to visit our 1939 movie palace, you still can. The grand auditorium of the old Fox Theatre survives today as San Diego's Jacobs Music Center.



October 2026

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

The Ford Fan

Remembering Dan Prager



On September 19, members of the San Diego Early Ford V-8 Club joined family, friends and neighbors at the home of longtime member **Dan Prager** to celebrate the life of a man who was a good friend to so many.

Dan was born in 1932 and grew up in San Diego. He joined the U.S. Army in 1951 and served in Japan and Korea as a military policeman. Dan and his wife, Muriel, raised four children, and their family grew to include 15 grandchildren and 14 great-grandchildren. It was a large family, and Dan loved them all.

Throughout the gathering, friends and neighbors stood to share their memories of Dan. Again and again, they spoke of his kindness, his zest for life and that seemingly perpetual smile.

Neighbors recalled how Dan would sit on his front porch each morning, armed with a supply of dog biscuits, and hold court with the neighborhood pooches as they and their owners made their way down the street. There's an old saying that you can tell a lot about a person by the way he treats animals. By that measure—and by many others—Dan was a very good man.

Above all, Dan was a devoted family man. His children and grandchildren spoke of him with great love and of how much they will miss being able to stop by, visit and simply enjoy his company.

Early Ford V-8 Club members knew another side of Dan—his love of Mercury automobiles. Appropriately, Dan's 1947 Mercury Coupe sat proudly on the front lawn during the celebration, letting arriving guests know without question that they had found the right house.

Dan drove his Mercury on trips throughout the country, often accompanied by his good friend and fellow Club member Jerry Windle. Dan's other Mercury, a four-door convertible, is now in Utah with his son Danny, who continues to enjoy driving it and has even taken it out for holiday parades. It seems fitting that Dan's enthusiasm for old Mercurys will continue with the next generation.

Those who knew Dan will remember his unmistakable full mane of coal-black hair, his gift of gab, his enthusiasm for a good conversation, his love of cars and, most of all, the warmth and friendship he extended to those around him.

Dan remained a part of our Club right through his 93rd year, attending meetings whenever he could. In recent years, getting there became a team effort, with Bob Hargrave behind the wheel of Dan's big van and Jerry Windle and Dan along for the ride. That effort says something about Dan, too—his friends wanted him there, and Dan wanted to be there.

The San Diego Early Ford V-8 Club has lost a longtime member, but for many of us the loss is much more personal. We have lost a good friend, a familiar face and a man whose smile and conversation were part of our Club for many years.

Dan will be greatly missed, but the memories, the friendships—and those Mercurys—will keep a part of him with us for a long time to come.

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The Bad Joke(s) of the month

- **President Lincoln was approached by a woman after a political speech… If you were my husband I would poison your tea. Lincoln replied...if you are my wife I'll gladly drink it**
- **Have you heard the joke about yoga. Nevermind its a bit of a stretch.**
- **3 unwritten rules of life . 1) 2) 3)**
- **I have a phobia of over engineered buildings. I have a complex complex complex**

Leno's Law Update:



California classic-car owners will soon get some relief from smog-check requirements. Gov. Gavin Newsom signed **SB 1392, known as "Jay Leno's Law,"** on September 16. The new exemption takes effect **January 1, 2028**.

The law applies to qualifying **collector vehicles at least 35 model years old** that are used primarily for shows, parades, exhibitions, maintenance, preservation and similar activities—not as the owner's primary transportation.

The exemption will be phased in. **1980 and earlier vehicles become eligible in 2028**, followed by 1981 models in 2029, 1982 in 2030, 1983 in 2031, 1984 in 2032 and 1985 in 2033. The law currently stops with the **1985 model year**; it does not automatically extend to newer vehicles as they turn 35.

Beginning in 2028, owners can qualify by providing proof of **collector-car insurance**. Starting in 2030, another option will be available for qualifying vehicles driven **fewer than 1,000 miles per year**, subject to state verification procedures.

The exemption also eliminates the smog-certificate requirement for **initial registration and transfer of ownership** once a qualifying model year becomes eligible.

California's DMV and Bureau of Automotive Repair still must establish the procedures and documentation owners will need. So, while help is on the way for many classic-car owners, **nothing changes until January 1, 2028.**

October Events Around Town

- **SAT. October 3rd - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK**
- **SAT. October 3rd - Poway Cruisers In-N-Out Cruise In | 10:30a-1:30p | 12890 Gregg Court. Poway, CA 92064 | Every 1st Saturday | billpersonius@gmail.com**
- **SUN. October 4th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- SUN. October 4th - Classic Retro Car Show and Pancake Breakfast | 8a-12p | 1400 E Washington El Cajon, CA 92019 | 619-279-3184
- **SUN. October 4th - Mustangs By The Bay | 10a-3p | Embarcadero Marina Park North - 400 Kettner Blvd, San Diego, CA 92101 | 619-282-2210**
- **TUE. october 6th - SDACC of Car Clubs Meetup | 5p-7p | 9630 Carlton Hills Blvd Santee 92071 | 1st Tues in apr, june, aug, oct | 619-201-8207**
- **SAT. October 10th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK**
- **SAT. October 10th - Imperial Valley Fall Car Show | 10a-3p | 373 E. Aten Road, Imperial, CA | 760-455-0791**
- **SUN. October 11th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. October 11th - Conservative Autobody Car show | 9a-1:30p | 7075 mission gorge road, San Diego ca 91920 | 619-204-9799**
- **SAT. October 17th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK**
- SAT. October 17th - Elks Chula Vista Trunk or Treat Car Show & Craft Fair | 8a-2p | 901 Elks Lane , Chula Vista, Ca 91910 | 619-244-6088
- **SUN. October 18th - SD Automotive Museum Cars & Coffee | 6:30a-8a | 2080 Pan American Plaza 92101 | Every 3rd SUN | Brandi@sdautomuseum.org**
- **SUN. October 18th - Cars and Coffee La Mesa | 7a-9a | 8332 La Mesa Blvd. La Mesa, CA 91942 | Every 3rd Sunday | INSTAGRAM**
- **SUN. October 18th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**

October Events continued next page

October Events continued

- SUN. October 18th - El Cajon Elks Car Show | 9a-3p | 1400 East Washington St , El Cajon CA 92019 | 619-249-3659 OR 619-985-7595
- **SUN. October 18th - Spar Customs Monthly Car/Music/Bike Show | 12p-4p | 890 Palomar rd, Carlsbad Ca 92011 | dabbles@sparcustoms.com**
- **SAT. October 24th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK**
- **SAT. October 24th - Santee Cars & Coffee | 7a-10a | 9608 Carlton Hills Blvd. Santee, CA 92071 | Every 4th Saturday | 619-253-0524**
- **SAT. October 24th - San Diego Road Ramblers Fall Fling Picnic | 9a | 15805 El Monte Rd Lakeside, CA 92040 | samvartwork@outlook.com**
- **SUN. October 25th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. October 25th - Black Angus Steakhouse Car Show | 10:30a-1:30p | 707 E St. 91910 | Every 4th Sunday | 619-778-1395**
- SUN. October 25th - Belmont Park Fall Car Show | 3p-6p | Belmont Park - 3146 Mission Blvd, San Diego, CA 92109 | 619-201-8207
- THU. October 29th - Trunk or Treat at Santee Lakes | 3p-6p | Santee Lakes - 9310 Fanita Parkway, Santee, CA 92071 | 619-201-8207
- FRI. October 30th - Uptown Car Wash Halloween Spooktacular Trunk or Treat | 5p-8p | 4157 Normal Street, San Diego CA 92103 | 619-253-0524
- **SAT. October 31st - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK**



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

October 2026

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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 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

None!!

Birthdays

10/08 Susan Valentino
10/10 Cheryl Westra
10/18 Jay Harris
10/18 Ken Burke
10/19 Rick Carlton
10/21 Russ Ries
10/23 Phyllis Burke
10/31 Edna Greenfield







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.

TECH TALK

Vacuum Gauge — What Is It Telling You?

Simply put, the vacuum gauge has proven itself time and time again to be an invaluable tool in troubleshooting engine problems.

The key to using a vacuum gauge to diagnose engine problems is understanding exactly what the gauge is telling you. Armed with this knowledge, you'll be able to quickly distinguish between simple tuning issues and potentially more serious mechanical problems.

Good-quality vacuum testing gauges are available at most auto parts stores and online and are relatively inexpensive. Before beginning any vacuum testing, a visual inspection should be made of the entire vacuum system. Check all hoses and hose connections, and make sure all open ports on the carburetor and intake manifold are plugged. (Note: Some cars also have vacuum-operated heat and A/C controls.)

To get started, hook the vacuum gauge to an intake manifold vacuum source. Manufacturers install ports on their manifolds for many different purposes, including the brake booster, PCV system, EGR switch, A/C controls, etc. You simply need to find one small enough for the vacuum gauge line to fit firmly.

This can also be done by installing a tee in an existing line or by disconnecting a vacuum line and connecting the gauge directly. For example, the vacuum line to the transmission can be used. Start your engine and allow it to come up to operating temperature before testing.

Common Vacuum Test Results

Normal Engine: On most engines, accelerate to around 2,000 RPM and then quickly release the throttle. The engine should snap right back to a steady 17–21 inHg of vacuum.

Steady Low Reading of 5–10 inHg: This indicates that the engine may have a leak in the intake manifold or intake gasket.

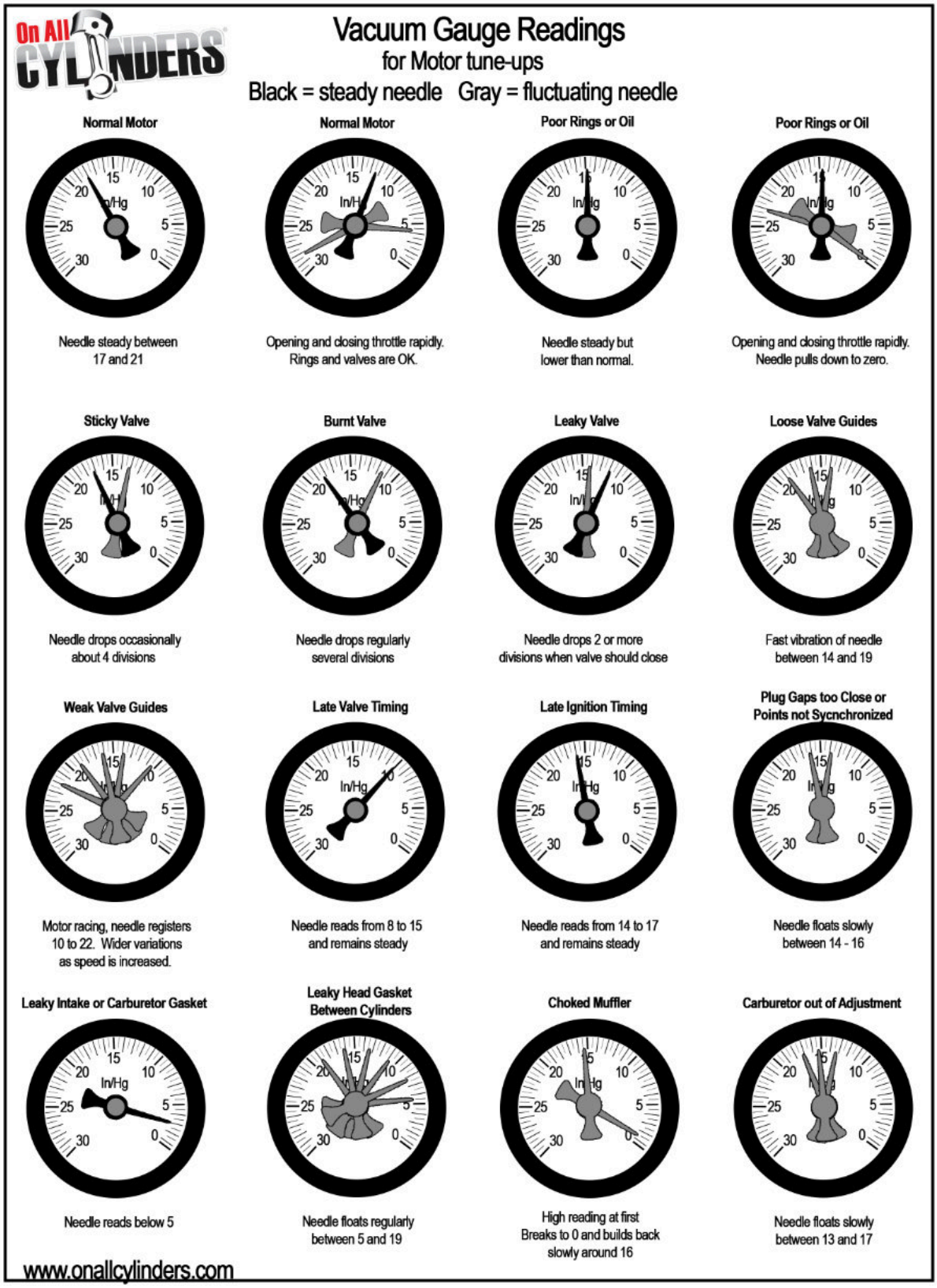
Steady Low Reading of 15–18 inHg: This low reading indicates retarded ignition timing. Advance the timing at the distributor to correct the problem, then recheck the vacuum.

Fluctuating Needle: A fluctuating needle indicates there may be a problem with a valve or an engine misfire.

Needle Drops During Acceleration: If the needle drops steadily during acceleration, there may be a restriction in the exhaust or intake. This is typically due to a clogged muffler or exhaust system.

See next page for Vacuum Gauge Chart.

The Ford Fan


On All Cylinders
Vacuum Gauge Readings
for Motor tune-ups
Black = steady needle Gray = fluctuating needle
Normal Motor
Needle steady between 17 and 21
Normal Motor
Opening and closing throttle rapidly. Rings and valves are OK.
Poor Rings or Oil
Needle steady but lower than normal.
Poor Rings or Oil
Opening and closing throttle rapidly. Needle pulls down to zero.
Sticky Valve
Needle drops occasionally about 4 divisions
Burnt Valve
Needle drops regularly several divisions
Leaky Valve
Needle drops 2 or more divisions when valve should close
Loose Valve Guides
Fast vibration of needle between 14 and 19
Weak Valve Guides
Motor racing, needle registers 10 to 22. Wider variations as speed is increased.
Late Valve Timing
Needle reads from 8 to 15 and remains steady
Late Ignition Timing
Needle reads from 14 to 17 and remains steady
Plug Gaps too Close or Points not Sycnchronized
Needle floats slowly between 14 - 16
Leaky Intake or Carburetor Gasket
Needle reads below 5
Leaky Head Gasket Between Cylinders
Needle floats regularly between 5 and 19
Choked Muffler
High reading at first Breaks to 0 and builds back slowly around 16
Carburetor out of Adjustment
Needle floats slowly between 13 and 17
www.onallcylinders.com

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

The Ford Fan

General Meeting Minutes, September 16, 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.
- Bob won an award at the Greatest Show on Turf with his '34 roadster
- Christmas party is December 5th.
- **Picnic is June 26**
- **We received a publication from the Association of California Car Clubs**
- Russ read a list of anniversaries and birthdays.
- Breakfast at the Broken Yolk October 7th.
- Next club meeting the 21st of October and is a morning meeting.

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: no change in numbers.

Accessories: **No report. George is not present**

Website: is spectacular!

Fan: Software's changing so it will look different. Coming along just fine. Arranging a tour of Sean Killian's Quality Powder Coating shop on September 30th. Next door to Mike Bello's customs.

Car Club Council: Fliers back there. San Diego Bay Fair car show Crown Point Sat 9/20, also 9/20 Cops and Rodders on the Embarcadero. 9/27 Pal Joey's. October 4th Mustangs on the Bay. Also the 4th El Cajon Lions Club car show and pancake breakfast. Wavecrest Woody Auto show Saturday September 19th in Encinitas.

Sunshine Report: Rick Carlton'sstitches wife Sheryl has 12 stitches in her head where some cancer cells were removed. Bob Brown is having painful shoulder issues.

Historian: Susan reported on the San Diego Regional Group's road trip to a Colorado EFV8 show in 1975 from a story in the V8 times.

Tours: Brocktoberfest good to go for the 9th with 30 people. Dennis will not be wearing his lederhosen. Ignite tour November 7th 9:30-12:00, 8-10 people. Midway tour 8 people have available dates. Also have a list of 8 people for a swift boat tour.

Program: A video was presented on the impact of Ford flathead V8, available to every man, on hot rodding.

Tech Problems: Joey's 1941 Mercury had squeaking brakes. He sanded the shoes thinking they might be glazed. Test drive to come.

Old Business: none

New Business: none

50/50 Drawing: Maureen won $37..

Name tag drawing: no winner.

Adjournment: A motion was made seconded and approved to adjourn at 8:36 pm.

October 2026

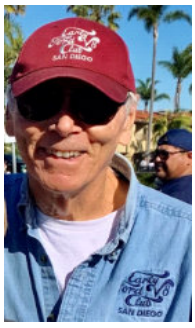
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What do those well-appointed characters pictured have in common? It's not luck—and it's not just the cars. It's the unmistakable polish that comes from sporting San Diego Early Ford V8 Club apparel. For more than 50 years, our members have been quietly (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!

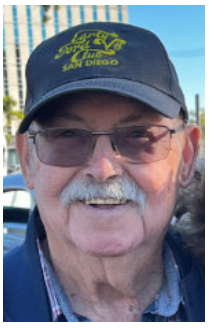












New Club Merchandise Alert!

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



Dates to Remember

Ignite Tour - 11/7/26 _____ More information to come

Midway Tour - 11/12/26 _____ More information to come

Swift Boat Tour - 12/13/26 _____ More information to come

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

~ 2026 ~	
Date	**Time**
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 Swap meet— For Sale, Trade, Give -Aways & Miscellaneous (continued)



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





1950 Ford Convertible 1953 Mercury engine. Air conditioning, overdrive, recent paint and top, radiator, brakes, tune -up and tires. $16,000. Firm Tim Shortt —(619) 851-8927

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



Call Tim Krehbiel (213) 215 -3011

1941 Mercury Coupe - 284cu. in. Flathead with Stroker kit...Polished Navarro heads & intake manifold, 2 New Stromberg's, (from England) Electronic Ignition, Scheider Cam 260, good idle! Red's Ceramic Headers, Stainless Exhaust, Dan Krehbiel built Columbia Rear. The car was repainted The Original Capri Blue by a previous owner. The last four owners have all been Early Ford V8 members. This 41 Mercury has been to 6 Early Ford National meets...as far west as Auburn, IN(From Long Island) Al Wintermyer (631) 445-8582 leave a message or email: 747akw@gmail.com $28,000 or best offer







Do you have a car or parts lying around taking up space? Turn that stuff into petty cash! Send a photo and description to: Joeyv@pacbell.net ! Please let me know when your item is sold —Thanks!

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

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

Ray Brock's 51 Ford Victoria was purchased by John Poppenhagen last year, but it is up for sale again. If you were kicking yourself for not buying it last time, here is your chance! John put another $5,000 into the car replacing all of the suspension parts and mufflers. 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!

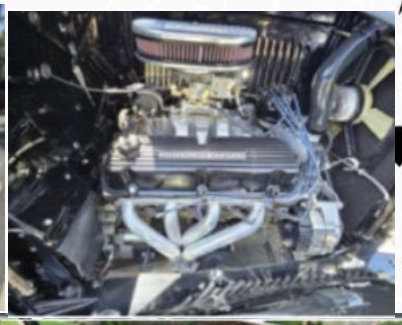
Increase the usable space in your garage!

Make money so you can buy more stuff!!

For Sale
1956 Ford Convertible
Ron Long
Call, Message, E-Mail
612-505-8351 V83756@comcast.net



1932 Ford Roadster Hot Rod



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

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

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

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

Please Call Charlie Ricotta @ (714) 334-2201

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

Email Candy Green (cndgrn3@att.net)



FORD HYDRAULIC BRAKE PARTS

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

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

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

EDITOR'S SUGGESTIONS







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

3486 Kurtz St. Suite 101

(619) 260-1211

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

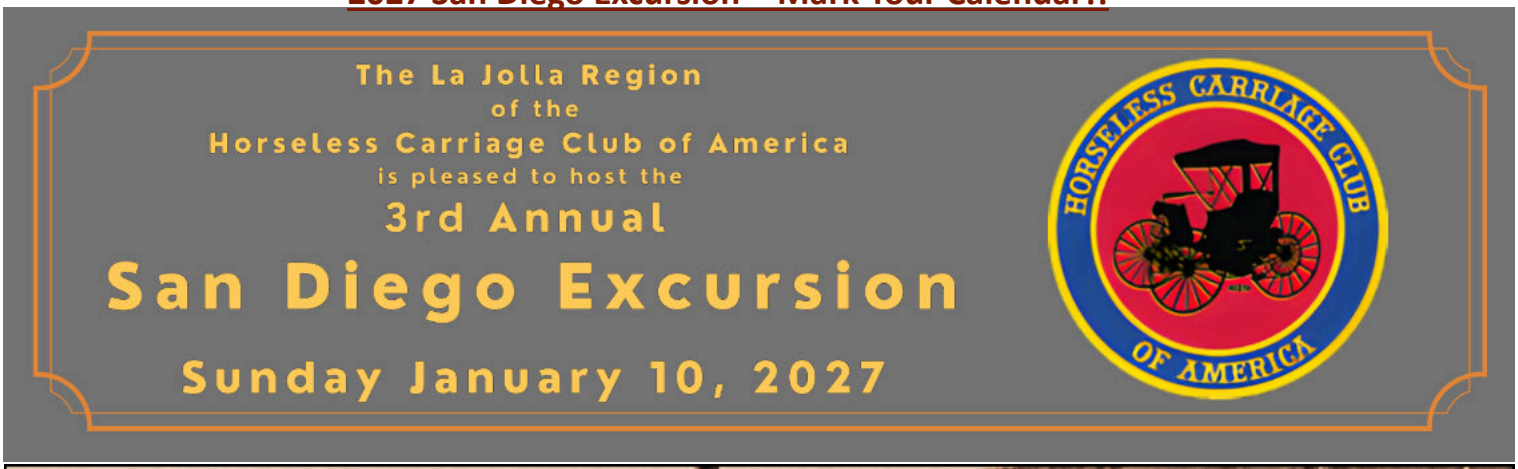


October 2026

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The Ford Fan

2027 San Diego Excursion - Mark Your Calendar!!





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

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

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

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

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

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

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

Steve Ness
858 218 6281
2027 SD Excursion - Driver Communications

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

The Ford Fan

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



SAN DIEGO EARLY FORD V-8 CLUB

Annual Holiday Party!



— CELEBRATE THE HOLIDAYS —

— and the —

CLUB MEMBERS

THAT YOU RARELY SEE DURING THE YEAR



Mark Your Calendar!

DECEMBER 5TH

1:00 PM – 4:00 PM

EARLY FORD V8 CLUB ANNUAL HOLIDAY PARTY

There will be delicious catered food, *menu TBD*

— We look forward to celebrating with you! —