



VALVE CHATTER



APRIL 2019 Newsletter, Volume 24, Issue #4
The Palomar Mountain V-8's
Regional Group #148 of the Early Ford V-8 Club of America,
Inc



From the Desk of the President

“Happy Easter”



I would like to thank Don Harwick for his presentation of his memories of his days gone past of his collection of cars. Just like most men he had his fair share. I know we all enjoyed seeing Don's album of cars and friends of his youth. While we were having a technical problem with the computer he covered for us so nicely. Hopefully there is someone else who would like a spot as guest speaker to let us know of his or her walk through life with a collection of cars or collection.

Also I would like to thank Dory Thompson for her article she read on the “Perfect woman” from the fifties. You know we have come a long way!! Now it takes two to be bread winners to make ends meet.

This month our guest speaker will be Steve Branch and Georgina Brown. They are going to let us know about their experience in converting a church into a residence and home based business. We look forward to their presentation.

Thank you to Susan Valentino for taking the position of Historian the search is over and I am sure she will do us a good job. In taking this position she has made our team of officer's and committee's whole once again.

Patsy





**Board of Director's & Business Meeting of the Members of
The Palomar Mountain V-8's Regional Group of the Early
Ford V-8 Club of America, Inc.
A California Non-Profit Public Benefit Corporation**

A regularly scheduled business meeting of the Board of Directors and Members of the Palomar Mountain V-8's Regional Group of the Early Ford V-8 Club of America, Inc., and a California Non-Profit Public Benefit Corporation was held on March 5, 2019 at the meeting place of the members: The Broken Yolk Cafe, 26495 Ynez Road, Temecula, California.

Directors Present: Patsy Hamlin, Bob McClelland, Gregg Lowry, Linda Lowry, Cliff Gustin

Members Present & Cars Driven: Roger & Bonnie Bell, Steve & Georgina Branch, Bob & Letrice Davis, Mark Detwiler, Frank & Irene Griffin, Cliff Gustin, Tom & Patsy Hamlin, Jay & Janet Harris, Don & Sylvia Harwick, Ron & Marty Hopwood, Ron Hull (1941 Ford), Jim & Sandy Hurlburt, Dan Krehbiel (1939 Ford), Dave Louzek (1953 Ford Customline), Gregg & Linda Lowry, Bob McClelland, Jerry & Roxie Otteson, Bob Payne (1936 Ford), Rudy Perez, Peggy Petrucci, Ron & Kathy Shedd, Leona Spanier, Ted & Dory Thompson, Joe & Susan Valentino, Steve Wells, Cal & Cheryl Westra.

Guests: Paul & Bilma Beck, Thomas Brumley, Bob Tompkins

The meeting was called to order at 9:00 a.m. President Patsy opened the meeting and asked Tom Hamlin to lead us in the Pledge of Allegiance and Bob McClelland to lead us in Prayer.

Officer & Committee Reports were accepted:

President: Patsy – Welcomed everyone, introduced our guests and welcomed our newest members; Ron & Marty Hopwood.

Vice President: Bob – No report but shared with members his positive news regarding his cancer treatment.

Treasurer: Gregg - reported a club balance.

Secretary: Linda - presented the February minutes. Motion to accept made by Kathy Shedd and seconded by Steve Branch. Motion passed.

She announced and congratulated those members who celebrated birthdays and anniversaries in February.

Director: Cliff – No report. Gave members an update on Janice's health.

Accessories: Irene – Reported that club merchandise inventory is limited to T-Shirts and Hats.

Advertising: Peggy – Reported she is contacting advertisers and asked members to let her know of any businesses that she could contact as perspective advertisers.

Historian: Vacant

Membership & Club Badges: Dory – Reported she is waiting to hear from a few members who haven't renewed. She is working on the Roster.

Sunshine: Jackie – No report

Tours: Jay - Reported that the March tour will be to the J.A. Cooley Museum in North Park. He shared information on upcoming car shows and discussed ideas for future tours.

Newsletter & Website: Bob – He welcomes any articles for the Valve Chatter. If members have a change in delivery preference of the Valve Chatter, please let him know so he can update.

Special Drawing: Kathy – Announced \$200 was collected with \$100 going to the club and \$100 won by Kathy Shedd.

Old Business: None

New Business: None

Announcements: None

Program: Don Harwick gave a wonderful presentation and video entitled 'Days with the Old Ford'- a story about his 1939 Ford Sedan Delivery. (Cont.on Pg. 3)

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(Cont. From Pg 2)

Being no further business to come before the meeting and on motion duly made by Peggy Petrucci and seconded by Steve Branch, the meeting adjourned at 9:50 a.m.

It is directed that this action be filed in the Minute Book of the Corporation. This action is executed pursuant to the Corporation Code of the state of California, which requires accurate minutes of any meeting of the Board be maintained.

Dated: March 5, 2019

Respectfully submitted,

Linda Lowry, Secretary
Corporate Minutes



ACCESSORIES FOR APRIL 2019

HELLO EVERYONE. A GREAT BIG THANK YOU FOR YOUR WELCOME LAST MEETING. IT WAS GOOD TO BE BACK. AN UPDATE FROM OUR SUPPLIER. HE CAN STILL DO ANY CAP ORDERS IN A TIMELY FASHION, HOWEVER IF ANYONE WISHES TO HAVE THEIR CAR PRINTED ON THEIR OWN, WHITE OR LIGHT GREY T-SHIRT, THE LEAD TIME IS FROM THREE TO FOUR WEEKS. SOMETHING TO KEEP IN MIND IF YOU WISH THE ITEM FOR A GIFT. THANK YOU AGAIN FOR YOUR SUPPORT AND INTEREST.
IRENE



Ron & Marty Hopwood on a Ford Dog Bank Adventure

We purchased a 1936 Ford pick-up in November last year from a neighbor. Saw it parked for a year knew it did not run. Now our challenge was to “fix it up”, major engine issues! Last month attended our first meeting of the Palomar Mountain V-8’s Club. It was a great source of information. Friendly members and interesting talk by Rudy about Ford Dog Banks! We decided we needed a **Dog** of our own. The next week we headed to Northern California to pick up an engine block. We visited family, and thrift stores to look for “Our Dog” could not believe on our first stop, Kettleman’s Bravo Farms, we bought our Galpin Ford Dog! Thanks to the Club and Rudy for making our V-8 project more successful and fun.
Ron and Marty Hopwood!

The Palomar Mountain V-8's Regional Group of the Early Ford V-8 Club of America, Inc., Temecula, CA Organized November 8, 1996 Chartered January 18, 1997 RG #148 Incorporated August 7, 2001

2018 Board of Directors & Officers

President Patsy Hamlin
Vice President Bob McClelland
Treasurer Gregg Lowry
Secretary Linda Lowry
Past Pres./Dir. Cliff Gustin

2019 Committee Chairpersons

ACCESSORIES
Irene Griffin

AUDIT COMMITTEE
Officers & Member at Large per By-laws

ADVERTISING Peggy Petrucci

MEMBERSHIP, *BADGES, *ROSTER
www.valvechatter.org
NEWSLETTER EDITOR
Robert McClelland
Email: remac278@msn.com

DEADLINE: 20th of Each Month
*SPECIAL DRAWINGS CHAIR
Kathy Ries—Shedd

SUNSHINE CHAIR
Jackie Ouellette

TOUR LEADERS
Volunteers on Monthly Basis

WEBSITE CHAIR: OPEN/BOARD

AdHoc committees: President is Ex-Officio member on all committees

MEMBERSHIP
Contact Dory Thompson (619) 889-3242 On-line:
www.valvechatter.org
Initiation Fee: \$15.00 (includes two Regional Group Name Tags to wear to meetings & events.)
Annual dues: \$25 per year (Jan. thru December 31) Nat'l Membership also required Nat'l Dues: \$35/yr + \$3 spouse Or optional \$10/yr no magazine Www.efv8.org



- 1941 Ford Super Deluxe Rear bumper - Show Chrome \$300. offer 1936 Tranny re-built \$250. 1955-62 Ford automatic low mileage on re-build \$100. Dave Louzek (858-682-8585 [1]
- Ring & pinion sets (matched) 1935-37 10 spline 3.54 \$250. 6 spline 3.54 1938-48 \$250 other ratio's available. installation also available! Dan Krehbiel (951)302-5922 [2]
- 1936 Ford Pick-up \$11,000.Many parts included! Leona Spanier (951)927-3003 [2]
- 1951 Ford Victoria Root beer color, 350 Chev engine, 400 turbo trans,, vintage air, disc brakes front, sway bar front & Rear, new glass & rubber \$33,000! Peggy Petrucci (951)600-1266 [2]
- 1949-51 Ford pair fender skirts \$100., Rear sliding window 1972-79 Ford Ranchero Dan Krehbiel(951) 302-5922 [2]
- 1932 Ford Truck cowl, with air vent \$600. vertical belt/disc sander combination \$75. Cutoff wheel chop saw for steel. Bandsaw 1' wheels , table saw & wood lathe 24" bed. 1950 Ford Miisc. parts call for list. (951) 415-9115 [2]
- 1932 Ford Frame & front axle w/Hydraulic brakes Dave (Vista (978) 413-1401 [2]
- **FORD BOOKS** THE V-8 AFFAIR \$15. THE OPEN ROAD \$75. THE FORD ROAD 1903 -1978 75TH ANNIVERSARY - FORD MOTOR CO. \$45. 1936 FORD PICK-UP VINTAGE 12X18 PHOTO! \$10

WANTED

- 1951 California License plates Nice Originals DMV clear Dave Louzek (858) 682-8585 [1]
- 1947 Stake bed truck fences, complete or just metal parts Dan Krehbiel (951) 302-5922 [1]
- 1936 Ford LB Or 37-38 engine block 221/21 stud Ron Hopwood (949) 212-5600 [1]

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April Birthdays

- 1 - Janet Harris
- 8 - Bud Williams
- 8 - Missi Kay
- 10 - Karen Walcher
- 29 - Liz Dow
- 23 - Ray Brock
- 30 - BelindaRodriguez



April Anniversaries

- 3 - Tom & Barbara Keck
- 16 - Eddy & Belinda Rodriguez
- 23 - Howard & Jane Dague



Our 1956 Mercury Raffle Continues!



Tickets are \$10 each; \$50 for 6 tickets; \$100 for 15 tickets.

Order by calling the Museum at **260-927-8022** or by sending your check to Early Ford V-8 Museum, P.O. Box 284, Auburn, IN 46706. Indicate how many tickets you want. Include a SASE if you want your stubs mailed to you.

DRAWING IS ON AUGUST 27, 2019
at the Central National Meet Banquet in Auburn.

License #148609
www.valvechatter.org

(Continued from March)

The Care and preservation of Historic motorized Vehicles

By Malcom Collum, Senior Conservator, The Henry Ford

DRAIN OLD ENGINE OIL

You may wish to refill the engine with new oil and crank the engine with its starter to recirculate the clean oil through the engine. Then drain this oil. Be sure to remove each spark plug and squirt in approximately two tablespoons of a thick engine oil such as 50 weight into each cylinder. Leave out all of the spark plugs, then rotate the engine one complete turn. Finally, spray some Marine Fogging Oil into each cylinder to leave a protective film of oil in the combustion chambers. Reinsert the plugs to keep out debris and moisture. Seal off the air intake with plastic wrap to prevent humid air from getting into the engine. Lubricate the cylinders and rotate the engine once a year. Try to leave the engine in a different position each year so that different valves are left compressed.

DRAIN TRANSMISSION AND DIFFERENTIAL

The small shavings of metal that accumulate in the bottom of the manual transmission accelerate the degradation of the oil. Refill these components with new oil. Jack up one of the driven wheels (typically a rear wheel). Rotate the wheel while an assistant goes through all of the gears, and then drain the new oil. This will help flush the degraded oil from recesses leaving a coating of clean oil on the internal components. Any breather caps should be sealed off to keep out moisture. Change the transmission fluid on automatic transmissions and leave fluid in.

LUBRICATE HINGES AND MECHANICAL JUNCTIONS

A small amount of corrosion between two closely mated surfaces will act like a powerful adhesive and abrasive, so it is important that all junctions are lubricated with just a small amount of oil.

USE AXEL STANDS

Stands should be placed under suspension elements to keep the wheels off the ground. As tires age, they become increasingly stiff and eventually turn brittle. The only practical way to slow the degradation of tires is to keep them out of ultraviolet light. Oxygen also causes rubber to degrade. Do not bother filling tires with inert gases such as Nitrogen or Argon since the fastest rate of degradation is on the exterior, which is continuously exposed to oxygenated air. Vehicles that are stored or displayed on their tires will eventually develop flat spots (permanent tire distortion) and lose air pressure. Place axle stands under the suspension elements to keep the tires just above the ground. The vehicle will look “correct” and, contrary to popular belief; the suspension will not become fatigued. Suspensions will only become fatigued through rough handling and corrosion to the springs. Some vehicles may need to have custom-made axle stands to provide the correct height for display. There are several companies supplying reproduction tires, but they are expensive and many historic sizes and colors are no longer available. (Cont. Pg.7)

(Cont. From Pg.6)

Try to avoid moving vehicles on old tires. Use wheeled hydraulic jacks or Gojaks, which jack individual wheels.

CHECK FRAME AND SUSPENSION ELEMENTS FOR CORROSION

Many vehicles were driven through salty roads and were never properly cleaned. Whenever the humidity climbs, these salt residues will promote corrosion which, given enough time, will destroy the structural integrity of the entire vehicle. Do not apply underbody coatings to an already contaminated surface. They will only hide active corrosion. The easiest method to simply stop corrosion from causing any more damage is to saturate it with a wax/oil solution. The efforts required to properly clean, inhibit and coat the underbody of a vehicle are significant and the costs are difficult to justify unless the structural integrity is already compromised to the point where a major restoration is required. To stop corrosion from progressing, brush off all loose corrosion. Spray all areas with a thin wax/oil solution such as CRC-350. Allow this coating to saturate and apply a second coating if needed. Allow to dry for several days then apply a more viscous wax/oil solution such as CRC-400. This treatment should prevent further damage and it is reversible with mineral spirits.

BRIGHTWORK

Clean brightwork once, then protect it with a coating. Every time a metal surface is polished, material is removed, so it is important that the metal surfaces are thoroughly protected to maximize the time between each polishing. All elements to be polished should be removed and disassembled to prevent polish residues from collecting in recesses and to simplify the coating procedure. The cleaning and coating of one brass headlamp can take as long as three days. Use a mild polish such as Autosol, then clean off polish residues with acetone and mineral spirits before coating. Watch out for intentionally painted areas, particularly in stamped lettering. Never use a buffing wheel or any powered abrasive methods to clean brightwork. Nickel-plated surfaces can be very thin and are probably worn thin from previous polishing. Coat all brass and nickel surfaces with an acrylic such as Inralac for the best aging properties. Since this work requires the use of solvents, as well as experience in identifying materials and how to best treat them, consult a conservator. All chromed surfaces should be polished (if needed), cleaned with acetone and mineral spirits, and then coated with a microcrystalline wax such as Renaissance Wax. Apply a heavy coat of wax then allow it to dry without buffing. Use a hot air gun to slowly and evenly heat the part. When the wax begins to melt, spread it around the surface and let the part cool down. The heating process drives off moisture that may be trapped in corrosion pits and allows the wax to flow into these pits to form a sealing plug. After the part cools, buff off the excess wax with a cotton cloth. Only do this to pieces that are away from paint and plastic and can handle the heat from a hot air gun. If there are significant areas of iron corrosion under the chrome, a corrosion inhibiting wax/oil solution, such as CRC-350, should be applied before waxing to saturate and stop the corrosion. Use extreme care when removing parts for treatment. Always consider the risks involved in removing and handling a part versus any cosmetic improvement that you might be seeking.



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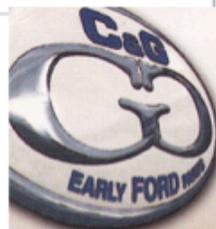
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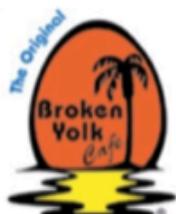
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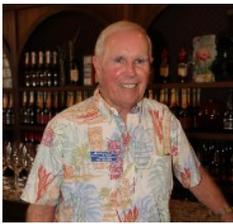
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ALL ABOUT TOURS by Jay and Janet Harris

Twenty Four Palomar Mountain V-8s members met at the Lawrence Welk resort on March 27 to enjoy a tour to the JA Cooley museum in San Diego. The group was welcomed by none other than the owner and founder of the museum, JA 'Jim' Cooley, who told us he started collection cars and memorabilia back in 1934!! A highlight of his collection was a 1910 Hunt, and one-off touring car built in San Diego at the direction Mr Hunt at an unbelievable cost of \$16,000!! The builder was the son of the builder of the iconic Del Coronado Hotel. Lunch followed at BJ's Restaurant and Brewhouse in Mission Valley, where a group table was waiting. Everyone seemed to enjoy the museum, and chatting with other members.

Respectfully submitted,
Jay and Janet Harris

The J.A. Cooley Museum



BREAKFAST & FELLOWSHIP





2019 National News

Early Ford V-8 Club of America



1939 Ford Turns 80!

There are automobile enthusiasts who contend that the 1939 Ford DeLuxe was among the best looking models the Ford Motor Company ever built. Design credit for the 1939 Fords go to legendary Ford designer Bob Gregorie along with certain styling touches by Edsel Ford.

The 1939 Fords were once again divided into the DeLuxe and the slightly cheaper Standard models. Whereas the new 1939 standard Fords looked very much like their previous year counterparts, DeLuxe models received a more stylish front end as well as hydraulic brakes that were new for the whole line-up for the year.

Model year 1939 would prove to

be the last year for the floor shifted manual transmission until the popular Ford Thunderbird of 1955.

In 1939, The Ford Motor Company started using Lockheed type hydraulic brakes on their automobiles for the first time. Prior to 1939 Henry Ford believed that hydraulic brakes were essentially unsafe and was the last automaker to finally employ them.

Face-To Face Board Meeting

The annual Face-To-Face board meeting was held in San Diego February 26-27. Here are some highlights:

- Settlement of the Dan Wittern lawsuit was made. Details in the March/April V-8 TIMES.

- Membership has been in a slow decline and the numbers can vary depending on when renewals come in. Presently the paid membership showed an ending balance of 7,795 members at the end of 2018.

- Book and accessories had a good year with total sales increasing over \$23,000 from 2017. The new thumb drive with the back issues of the V-8 TIMES has sold out half of the original inventory. The new FLATHEAD FORD V-8 ENGINE ALBUM is also selling well.

- National Meets

2019 - Central National Meet: Auburn, IN, August 24-27 Ohio RG #141

2020 - Eastern - Morgantown, PA, June 15-18, National Capital RG#36

2020 Central - Open

2020 Western - Alamosa, CO, September 21-24, Hi-Country RG#28

- The Club's annual audit was completed in good order. Results published in the March/April issue of the V-8 TIMES.

Can This V-8 Be Saved?



Back in 1993, Gene Drake spotted this 1933 Ford DeLuxe Roadster's rusting bones lying on her side in a potato field in Skowhegan, Maine, thrust aside to enable more "important" work to be done. He bought it and towed it to his shop where it sat for over 25 years as he began collecting parts for its restoration.

Gene Drake is a living legend in the greater Bucksport-Blue Hill region of Maine. He has been repairing and restoring cars now for over 60 years in his crowded, cluttered, but (at least to him) perfectly organized shop.

Don Colt and Gene became close friends over the last 15 years, having shared a number of restoration projects together. A few years ago, they started looking around for the next reclamation project.

It was then that they began to have some serious conversations about the appropriate future of the 1933 Roadster sitting out back in his shed. They both agreed that it would be a crime to sell it to anyone who might to chop it down into yet another hot rod.

The only logical conclusion they could come up with was to let Don buy the car, together with an engine and the assortment of parts collected over the last two to three decades, and get on to Gene's schedule for restoration. They shook hands on a price, and this project was born.

Did they succeed? Find out in the May/June 2019 V-8 TIMES.

2019 National Activities

Drive Your V-8 Day
June 15

Driftless Tour
July 15-19
Minnesota/Wisconsin/Iowa

Central National Meet
August 24-27
Auburn, Indiana

Three National Parks Tour
September 15-20
Colorado/Utah

Details V-8 TIMES
www.efv8.org

FORD FACT

The Ford Motor Co. built two convertibles in 1939. The 1939 Ford Convertible Sedan DeLuxe cost \$920. The 1939 Ford Convertible Coupe DeLuxe cost \$790. Other popular Ford automobiles included the Standard and DeLuxe Fordor, Five-Passenger Station Wagons.

Presented by the Early Ford V-8 Foundation

MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR MEETINGS

First Tuesday Monthly

(January thru November) Breakfast @ 8:00 am Meeting @ 9:00 a.m.

Broken Yolk Cafe 26495 Ynez Rd. Temecula, Ca. 92591

UPCOMING MEETINGS:

APRIL 2ND REGULAR MEETING

MAY 7TH REGULAR MEETING

JUNE 4TH REGULAR MEETING

MARK YOUR CALENDARS!! APRIL, 2019

CHECK OUT

<http://www.socalcarculture.com/events.html>

OR

WWW.GOODOLEBOYSSANDIEGO.COM/EVENTS

7TH ESCONDIDO 7TH ANNUAL DEER PARK CAR SHOW

29013 CHAMPAGNE BLVD

12TH ESCONDIDO CRUSIN GRAND FRIDAY'S WEEKLY 5PM - 9PM

14TH ANAHEIM 34TH ANNUAL FABULOUS FORDS FOREVER ANGEL STADIUM

2000E GENE AUTRY WAY 10AM - 3PM

27TH DANA POINT 22ND ANNUAL DOHENY WOOD ALL WOODIES SHOW

DOHENY STATE BEACH 8AM - 3PM

27TH EAST MENIFEE 7TH BIG BARN CAR SHOW 28380 US HWY 74 10AM-4PM



Palomar Mountain V-8's

VALVE CHATTER newsletter

The Palomar Mountain V-8's Regional Group

of the Early Ford V-8 Club of America, Inc

A non-profit public benefit charitable California

Corporation Regional Group No.148



RUDY AND HIS FORD DOGS

DELIVER TO: