



# VALVE CHATTER

OCTOBER, 2020 Newsletter, Volume 25, Issue 10  
Regional Group #148 of the Early Ford V-8 Club of  
America, Inc



*Roadside  
Chatter  
with  
the  
President*



As a follow up on Parks and Recreation, I have made the call to check if the restrictions have been lifted and as for now everything is still in place with no changes. Due to the current situation we are coping with, Brain (of Parks and Recreation) said that he would inform me of any changes next month but he did not feel that the restrictions would be lifted any time soon.

With so many activities and meetings not happening for now your board of officers has decided to roll over their office for the year 2021 with no objections of the membership. Contact Bob McClelland or Patsy Hamlin with any comments you might have to proceed in a different direction.

Sam Jeromin, had an AMMCO Brake Shoe Arching machine. He wanted a club member to own this machine and would make available to all club members. The machine has found a new home at Tom Hamlin's shop call for appointments if you find a need of such machine. Recently Tom and I through caution to the wind and went on a road trip with about 30 cars to Julian. It was so nice a day and Julian was over flowing with a lot of people with the same idea. There were motorcycles, rat-rods, cars from the 50's, and even a 2020 Corvette. The wineries were also doing a bustling business. Some of us brought our own lunch and that was the best idea for the lines were long and the wait was at least 40 minutes to get inside a restaurant. All in all it was a great day to be out and unbelievable how many people were not observing the mask rule.

Thank you,  
Patsy Hamlin

## RESOLUTION 2020-1

**A RESOLUTION OF THE NATIONAL EARLY FORD V-8 CLUB BOARD OF DIRECTORS RELATING TO THE ADOPTION OF A POLICY PROHIBITING SANCTIONED EVENTS PENDING FURTHER APPROVAL BY THE BOARD OF DIRECTORS; TOGETHER WITH OTHER MATTERS PROPERLY RELATING THERETO**



*From the Editor*

### October Birthdays

- 5 – Nick Cacci
- 5 – Eddy Rodriguez
- 10 – Cheryl Westra
- 18 – Jay Harris
- 27 – Dave Louzek
- 30 – Leona Spanier



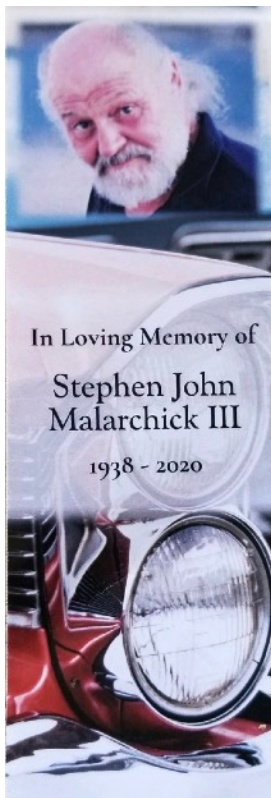
We're always looking for your stories. What travel's have you done, what restorations have you done on your car? We would love to feature your story in the Valve Chatter! Please send them to: Bob McClelland remac278@msn.com

### October Anniversaries

- 10 – Tom & Gale Anderson
- 11 – Jim & Sandy Hurlburt
- 15 – Ted & Dory Thompson



Sad note, past member Steve Malarchick passed away last month. Keep him and his family in your prayers





- 1957 Ford Fordmatic Trans, appears re-built \$150.00 1941 Deluxe rear bumper, show chrome \$350.00 Dave Louzek (858) 682-8585 [3]
- Travel Scooter (make). 3 wheeled (folds up, weighs 35 lbs - lithium battery) \$800. \$2600 new Don Harwick (760).941-1933 [3]
- 1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000. Bud Williams (951) 440-1451 [3]
- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several Dan Krehbiel (951)302-5922 [3]
- 1947 Ford Sedan Coupe Dearborn winner fresh R/B engine. Phil (971) 219-9624 (Portland area) BEST OFFER. Dan Krehbiel friend, call Dan for details Dan Krehbiel (951) 302-5922 [3]



1936 Ford Tudor Sedan Touring Street Rod project car. Over \$12,000 in suspension and various other parts including new Bob Drake running boards. \$6,800. Call for more detail and leave message if I don't answer. Jerry Otteson 909-518-5496.



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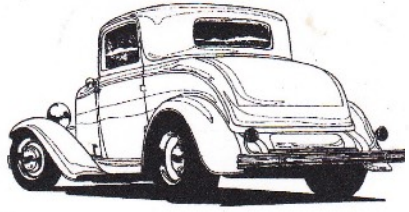
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## Ford Model B on Display!

OK. That's nice, you say. We love 1932 Fords, both the V-8s and the 4 cylinder Model B.

But, *this* Model B is a bit older—like 28 years older!

It's a 1904 Model B, one of only 6 known to exist.

It has been loaned to us for a limited time. Ford came a long way in just one short year when he introduced the 1903 Model A Runabout.



Wayland Henry of Oregon had numerous museums in which to choose from to display his car, but he chose the Ford V-8 Museum in Auburn, Indiana, clear across the country!

We're proud that he selected us. We have made a nice, if temporary, spot in our Frank

Corey Gallery to display it for all to see. But hurry, it won't be here long.

The Model B was championed by Alexander Malcomson, Henry Ford's financial backer and partner. The following is from Richard Snow's book, *I Invented the Modern Age*: Ford moved to a new three-story building on Piquette Ave. ... where he built the Model A's successors, the B, C, and F (the D and the E disappeared with the experimental models they designated). The C and the F were essentially improved Model As, a little heavier, a little more powerful. The B was a different animal altogether. It was an imposing touring car—the term was just coming into wide use—with a twenty-four horsepower four-cylinder engine that could spur it along at forty miles an hour. The Model B weighed seventeen hundred pounds, and cost two thousand dollars. It was Malcomson's baby, and Ford didn't like it.



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## Power sources.

# AND NOW MORE OF THE STORY

### 19th century[]

During the 19th century attempts were made to introduce practical steam-powered vehicles. Innovations such as hand brakes, multi-speed [transmissions](#) and better steering developed. Some commercially successful vehicles provided [mass transit](#) until a backlash against these large vehicles resulted in the passage of legislation such as the United Kingdom [Locomotive Act](#) (1865), which required many self-propelled vehicles on public roads to be preceded by a man on foot waving a red flag and blowing a horn. This effectively halted road auto development in the UK for most of the rest of the 19th century, inventors and engineers shifted their efforts to improvements in [railway locomotives](#). The law was not repealed until 1896, although the need for the red flag was removed in 1878. In 1816, a professor at [Prague Polytechnic](#), [Josef Bozek](#), built an oil-fired steam car.<sup>[8]:p.27</sup> [Walter Hancock](#), builder and operator of London [steam buses](#), in 1838 built a 2-seated car <sup>7</sup>

In 1867, Canadian jeweller Henry Seth Taylor demonstrated his 4-wheeled "steam buggy" at the Stanstead Fair in [Stanstead, Quebec](#) and again the following year.<sup>[9]</sup> The basis of the buggy, which he began building in 1865, was a high-wheeled carriage with bracing to support a two-cylinder steam engine mounted on the floor.<sup>[10]</sup> One of the first "real" automobiles was produced in 1873 by Frenchman [Amédée Bollée](#) in [Le Mans](#), who built self-propelled steam road vehicles to transport groups of passengers.

The first automobile suitable for use on existing wagon roads in the United States was a steam-powered vehicle invented in 1871 by Dr. J.W. Carhart, a minister of the Methodist Episcopal Church, in [Racine, Wisconsin](#).<sup>[1][11][self-published source]</sup> It induced the State of [Wisconsin](#) in 1875 to offer a \$10,000 award to the first to produce a practical substitute for the use of horses and other animals. They stipulated that the vehicle would have to maintain an average speed of more than 5 miles per hour (8 km/h) over a 200-mile (320 km) course. The offer led to the first city to city automobile race in the United States, starting on 16 July 1878 in [Green Bay, Wisconsin](#), and ending in [Madison, Wisconsin](#), via [Appleton](#), [Oshkosh](#), [Waupun](#), [Watertown](#), [Fort Atkinson](#), and [Janesville](#). While seven vehicles were registered, only two started to compete: the entries from Green Bay and Oshkosh. The vehicle from Green Bay was faster, but broke down before completing the race. The Oshkosh finished the 201-mile (323 km) course in 33 hours and 27 minutes, and posted an average speed of six miles per hour. In 1879, the legislature awarded half the prize. The alphabet cars: 1903: Model A 1904: Model B, C & AC 1905: Model F 1906: Model K & N 1907: Model R & S 1908: Model T (introduced as a 1909 model) (To be continued)



A replica of Richard Trevithick's 1801 road locomotive 'Puffing Devil'



A 40 coupe with a recently rebuilt 59AB with A heads. Body is good - I replaced both floors, which had some rust. Interior is partially done. Some of the details would not satisfy a purist, but the car is quite presentable. This was a great driver, perhaps the most fun to drive. Price \$18K

A 48 club coupe with perfect body, a rebuilt engine and complete upholstery. A good driver. Price \$10K



A 53 Sedan Delivery with a Merc engine (262 cu in), and overdrive. The only rust was the rockers, which I replaced. Interior is mostly done to my satisfaction. It is painted Glacier Blue, the original color. It served me well as a driver and a workhorse. Price \$8K

Anyone interested in the above three vehicles contact **David Dwelley** (dsd@dwelley.org) or contact Dan Krehbiel for info (951) 302-5922



1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000.

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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

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**DEADLINE:** 20th of Each Month

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Initiation Fee: \$15.00 (includes two Regional  
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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 [Wwww.efv8.org](http://www.efv8.org)



ACCESSORIES FOR OCTOBER  
2020

DEAR FRIENDS: NOT MUCH NEW.  
ANOTHER MONTH HAS GONE WITH US ALL  
IN QUARANTINE. THANK YOU AGAIN FOR  
YOUR SUPPORT BY PURCHASING SHIRTS  
AND CAPS. WE ARE SO GRATEFUL TO  
HAVE A SUPPLIER THAT WILL DO THE  
SMALL ORDERS WE HAVE HAD. THERE IS A  
SAD NOTE TO REPORT. OUR SUPPLIERS  
SOURCE FOR SCREEN PRINTING HAS QUIT  
AND WE CANNOT HAVE SHIRTS DONE AS  
IN THE PAST. EMBROIDERED ITEMS ARE  
STILL AVAILABLE. IF ANYONE KNOWS OF A  
SCREEN PRINTER THAT WILL ACCEPT VERY  
SMALL ORDERS, PLEASE LET ME KNOW.

THANK YOU AGAIN,  
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## 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:

**ALL MEETINGS CANCELLED UNTIL FURTHER NOTICE**

**UPDATES TO COME!**

MARK YOUR CALENDARS!! OCTOBER, 2020  
CHECK OUT

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

CHECK THE LINK ABOVE FOR CAR SHOWS AND CRUISES  
QUITE A FEW HAVE BEEN CANCEL DUE TO THE CORONA VIRUS



### 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  
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