



VALVE CHATTER



DECEMBER, 2020 Newsletter, Volume 25, Issue 12
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



*Chatter
From
the
President*



Our year is coming to an end, Tom and I would like to wish all of the membership a Very Merry Christmas.

I hope your Thanksgiving was a blessed event and with Christmas coming may the holiday be safe. Hopefully in the New Year we will be back to normal or normal enough to have meetings once again. We are on a wait and see schedule and we all hope that things open up and stay for people to get out once again.

Our board meeting went well in November as you know from the report that was made in the Valve Chatter, thank you Bob McClelland. After the meeting it was Pumpkin Muffins and coffee all around.

When I first met Tom he was driving a 1929 Ford Coupe and a 1940 Ford deluxe Tudor sedan. We still have the 1929 Ford after all these years he sold the 1940 Ford because it had more value than the coupe he then purchased my wedding rings. After all of these years when he sees a 1940 Sedan he yells out "hay Patsy show this fellow my 1940 Ford". This month it will be 59 years that we have been married.

DON'T FORGET TO TURN IN YOUR ANNUAL MEMBERSHIP FORM

Until next year may all be safe and healthy.

Merry Christmas,
Patsy Hamlin

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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NEWSLETTER EDITOR

Robert McClelland

Email: remac278@msn.com

DEADLINE: 20th of Each Month

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Jackie Ouellette

TOUR LEADERS

Volunteers on Monthly Basis

WEBSITE CHAIR: OPEN/BOARD

AdHoc committees: President is Ex-Officio

member on all committees

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Contact Dory Thompson (619) 889-3242 On-line:

www.valvechatter.org

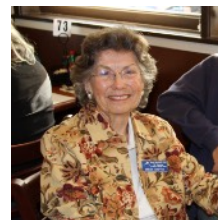
Initiation Fee: \$15.00 (includes two Regional
Group Name Tags to wear to meetings & events.)

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



ACCESSORIES FOR DECEMBER
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,
IRENE DECEMBER 2020

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The Wonder Years"**

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Wonder where
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Wonder where
my glasses are?

Wonder what
day it is?

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December Birthdays

- 2 – Alan Cutsinger
- 12 – Sam Jeromin
- 14 – Mark Detwiler
- 14 – Robert Davis
- 15- Joe Valentino
- 17 - Tim Shortt
- 19 - Roger Bell
- 19 – Patsy Hamlin
- 25 – Clifford Gustin
- 27 – Frank Griffin
- 31 – Al Pierce



December Anniversaries

- 1 – Don & Sylvia Harwick
- 8 – Bob & Gloria Tompkins
- 14 – Robert & Letrice Davis
- 17- John & Jane Alling
- 23 – Tom & Patsy Hamlin
- 27 – Sam & Loieanne Jeromin
- 28 – Mark & Diane Detwiler



From the Editor

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

Jim Chambers passed away Aug 13 and had been a long time member of the Palomar V8's.



James Morrison Chambers

September 16, 1935 - August 13, 2020

CARLSBAD — James "Jim" Morrison Chambers, 84, died in Encinitas, California, August 13, 2020, from a cardiac arrest following hospitalization for pneumonia.

He was preceded in death by his parents, Carl and Margaret, and his younger sister, Elizabeth Gailey Chambers. He is survived by Janet, his beloved wife of 61 years, sons, Frederick and Andrew, daughter and son-in-law, Carol and Brad Jefferies, grandchildren, Levi, Phineas, Oona and Django, and his older sister, Jane Nancy Ranck and her family.

Jim was an electrical engineer with degrees from Rensselaer Polytechnic Institute, Franklin & Marshall, and University of Pennsylvania, where his father was a dean. His career was spent at RCA, Kratos and Hughes Aircraft. He and Janet moved to California in 1962, and to Carlsbad in 1979.



After retirement, Jim focused on his hobby restoring vintage Ford cars, and was an active member of the Ford V-8 Clubs of Palomar and San Diego. His wanderlust and love of the outdoors was quenched by camping, sailing, fishing, motorcycles, driving, even learning to fly.

Jim was a humble, steady, loyal, responsible man of integrity with a silly wit, and an intense, but quiet, love for his family. Every sunset will remind us of him.

Please sign the Guest Book online obituaries.sandiegouniontribune.com

I am very sad to tell you that Dennis Carpenter passed away on November 14, 2020.

Dennis had been more than professional and supportive of the Early Ford V-8 Club, both in sponsorship and friendship. He will surely be missed.



Bruce Nelson
2020 President
Early Ford V-8 Club





- 1957 Ford Fordmatic Trans, appears re-built \$150.00 1941 Deluxe rear bumper, show chrome \$350.00 Dave Louzek (858) 682-8585 [2]
- Travel Scooter (make). 3 wheeled (folds up, weighs 35 lbs - lithium battery) \$800. \$2600 new Don Harwick (760).941-1933 [2]
- 1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000. Bud Williams (951) 440-1451 [2]
- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several Dan Krehbiel (951)302-5922 [2]
- 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 [2]
- 1941 Ford flathead V8. Stock bore. Never rebuilt. Complete except for heads. \$300. Jay Harris 760-310-9530. [1]



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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As a 501(c)(3) organization, some tax benefits may be available from donations made to the Early Ford V-8 Foundation

I'd like to make a cash donation in the amount of \$ _____ for the General Fund [] Building Fund []



Q: Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.



Q: What city was the first to use parking meters?

A: Oklahoma City, on July 16, 1935



Q: True or False? The 1953 Corvette came in white, red and black

A: False. The 1953 'Vett's were available in one color, Polo White.



Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's

A: Carroll Shelby's Mustang GT350. ...

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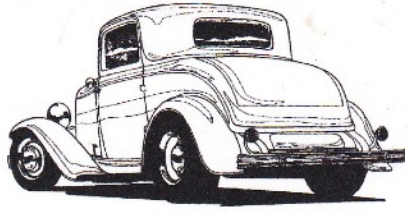
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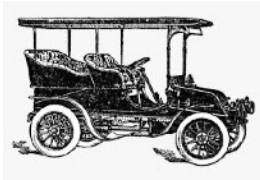
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HARRIS TOUR 2020



And NOW more of the story

Other options were to proceed directly to Durango and sightsee there, or take the Durango and Silverton steam train. In Mesa Verde most hiking attractions were closed due to covid 19, but truly spectacular views of the ancient ruins and shear cliffs were everywhere, so the visit was worth every hour spent there, including the impromptu lunch in a thick grove of Aspen trees enjoyed by Mike Petermann and the Harris'. Upon arrival in Durango we settled in at the Best Western Plus Rio Grande Inn, only steps from the Durango and Silverton train depot and business district. A street fair was being held on 2nd St a few blocks for our hotel, so your tour leaders took a walk to stretch our legs and perhaps find a suitable spot for dinner. We stumbled upon a lovely restaurant named the Dandelion, with an outdoor bar and eating area, enjoyed a glass of wine, and made reservations on the spot for any of our group who wished to join in. The word got around, and at 6:00 we all met in the lobby of our hotel and walked the 5+ blocks to the Dandelion for dinner. It was a delightful, slow paced day – short mileage and great scenery! Day five, however, proved a worthy rival to the scenic vistas of the previous day. This Sunday adventure would take us from Durango to Grand Junction, Colorado, which traverses the mountains on a dynamic scenic two lane road dubbed The Million Dollar Highway when it was constructed – a reference to the fact that it cost \$1,000,000 per mile to build. It makes it's way through the mountain towns of Silverton, Ouray and Montrose – each of which we stopped in to walk the (sometimes) unpaved streets and explore the myriad of small shops beckoning the frazzled traveler to stop, slow down, and come take a peek. In Ouray we did just that – walked the 'main drag', window shopped, and ended up in Fellin park for a picnic lunch before departing for our next destination – Black Canyon of the Gunnison National Park, just outside of Grand Junction.

[Continued on Page 10]

HARRIS TOUR PHOTO'S



Clockwise: Tom & Barbara Keck, Bob & Latrice Davis, Jay & Janet Mike Peterman



Tour Leaders



Grand Canyon Caverns Cave Room



Lunch in Hovenweep NM



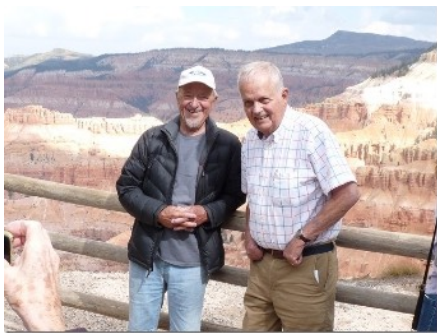
Scott, Judi, Janet, Jay, Mike Petermann at our Salina, Utah motel



Dan Krehbiel receiving gift of a FORD hat from Scott



Jim & Diane Little, Jay, Tom & Barb Keck, Mike Petermann, Bill & Sue Greening, Janet Harris - Cedar Breaks NM



Dan Krehbiel & Ralph Hubbard



Cedar Breaks NM, Utah



[Continued from Page 8]

Only one problem – when we got there the number of cars lined up to enter the park was prohibitive; it was very hot (the Early V8s were complaining), and we had no idea how long it would take to get in. Soooo . . . an executive decision was made to scuttle the whole idea and we all turned around and headed for the Holiday Inn Express in Grand Junction. Oops, hold on, let's not forget another small problem with the Harris' '51 Victoria! While briefly waiting in line at the park a disturbing 'rubbing' noise in the engine compartment got our full attention, and once turned around we knew we had to find a place to pull over and address the problem. A suitable spot was found, the hood was opened, and it was discovered that the plastic fan shroud yours truly had installed so many years earlier had been warped by the heat (it was made of material used to make plastic trash cans, of all things!), and the tips of the fan blades were rubbing on it!! Twenty-five year HARRIS TOUR participant Jim Little had stopped with us, and he deftly applied pressure to the offending shroud seam to eliminate the problem. Then it was off to Grand Junction for a little R&R before the whole group walked across the hotel parking lot to a delightful Mexican restaurant for dinner. Day six. Not to be outdone by the eye popping scenery of The Million Dollar Highway, the plan for today was to visit the little known gem of Colorado National Monument not far west of Grand Junction. It was supposed to be an easy exit from Grand Junction to the east entrance. Key words 'supposed to be'!

All of us have experienced the 'precision' intended by highway engineers in the public's use roundabouts, these modern intersections we've all seen around the country. Well, suffice to say, after AN ENTIRE HOUR of trying to round up drivers who discovered the limitations of their driving expertise AND the questionable use of directional arrows in these wonderful roundabouts, we were finally all back together and gleefully entered the east entrance to Colorado National Monument. I must say that the views and overlooks turned out to be worth all of the' roundabout roulette ' we had to play to get there! [To be Continued]



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History of the automobile

Electric automobiles

Main article: [History of steam road vehicles](#)

And now MORE of the story!

Sources point to different creations as the first electric car. Between 1832 and 1839 (the exact year is uncertain) [Robert Anderson](#) of Scotland invented a crude electric carriage, powered by non-rechargeable primary cells. In November 1881, French inventor Gustave Trouvé demonstrated a working three-wheeled car powered by electricity at the [International Exposition of Electricity, Paris](#).^[20]



German *Flocken Elektrowagen* of 1888, perhaps the first electric car of the world^[16]

English inventor [Thomas Parker](#), who was responsible for innovations such as electrifying the [London Underground](#), overhead tramways in Liverpool and Birmingham, and the smokeless fuel [coalite](#), built the first production electric car in London in 1884, using his own specially designed high-capacity rechargeable batteries.^[21] However, others regard the *Flocken Elektrowagen* of 1888 by German inventor Andreas Flocken as the first true electric car.^[16]

20th century[edit]

Electric cars enjoyed popularity between the late 19th century and early 20th century, when electricity was among the preferred methods for automobile propulsion, providing a level of comfort and ease of operation that could not be achieved by the gasoline cars of the time. Advances in internal combustion technology, especially the electric starter, soon rendered this advantage moot; the greater range of gasoline cars, quicker refueling times, and growing petroleum infrastructure, along with the mass production of gasoline vehicles by companies such as the Ford Motor Company, which reduced prices of gasoline cars to less than half that of equivalent electric cars, led to a decline in the use of electric propulsion, effectively removing it from important markets such as the United States by the 1930s. 1997 saw the [Toyota RAV4 EV](#) and the [Nissan Altra](#), the first production battery electric cars to use NiMH and Li-ion batteries (instead of heavier lead acid) respectively.

1st century[edit]

However, in recent years, increased concerns over the [environmental impact of gasoline cars](#), higher gasoline prices, improvements in battery technology, and the prospect of [peak oil](#), have brought about renewed interest in electric cars, which are perceived to be more environmentally friendly and cheaper to maintain and run, despite high initial costs.

[To Be Continued]



DON'T FORGET TO FILE FOR YOUR 2021 NATIONAL MEMBERSHIP



Early Ford Club of America

Return To: National Director

National Director Names & Addresses are listed in the V-8 Times and in your Roster

Address: _____

**DUE ANNUALLY
By January 31st**

For the Year
2021

Street Address

Request for Officer Names & Addresses for Annual Roster for the Early Ford V-8 Club of America, Inc.

Please complete this form and return it to the above address ANNUALLY (by January 31st). We require this information in order for your Regional Group to be properly listed in the upcoming Annual Roster published in the first quarter of the year.,

PLEASE PRINT OR TYPE

Regional Group Name: _____

Email: _____ **WEBSITE: _____ Regional Group Number _____

Address _____
Mailing Address City Zip Code

(Please list the Mailing Address of your Club, or the President's mailing address where official Minutes should be mailed.)

Address: _____
Mailing Address for National Minutes delivery City Zip Code

REGIONAL GROUP OFFICERS

OK to list President's Phone on Nat'l Website?

President: _____ Phone: () _____ YES NO

President's Email Address: _____ CIRCLE ONE

Vice President: _____ Phone: () _____

Vice President's Email Address: _____

Secretary: _____ Phone: () _____

Secretary's Email Address: _____

Treasurer: _____ Phone: () _____

Treasurer's Email Address: _____

Newsletter Editor's: _____ Phone: () _____

Newsletter Editor's Email Address: _____

Regional Group Board of Directors (Names and Phone Numbers)

Name & Title

Phone Number

Name & Title	Phone Number
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Please use reverse or attach another sheet if you need to provide more information!

NOTE: The Early Ford V-8 Club of America requires that you be a National Member in order to attend National Meets, Grand National Meets and to hold an office in your Regional Group.



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.

Bud Williams (951) 440-1451



Important Note

The Board of Directors has waived the 2021 membership dues. If a member desires to pay dues to financially support the club feel free to do so. All Members should still submit a 2021 Membership application.



**PALOMAR MOUNTAIN V-8'S
REGIONAL GROUP #148**
Of the **EARLY FORD V-8 CLUB OF AMERICA, INC.**
A Nonprofit Public Benefit Corporation



Early Ford V-8 Club RG #148 in the Temecula Valley area of Southern California celebrating All Ford vehicles from 1932-1953 RG #148 meets the 1st Tuesday of each month (Except December) Visit our website: www.valvechatter.org

Membership Application / Renewal Form

NAME _____ BIRTHDAY _____

Address _____
(Street) (City) (State) (Zip)

Telephone _____ FAX _____ Cell _____ Email _____

SPOUSE NAME _____ BIRTHDAY _____

Telephone _____ FAX _____ Cell _____ Email _____

Wedding Anniversary _____ New Application ___ Renewal ___

Early Ford V-8's Owned (use back of this form to list additional vehicles)

Year _____ Model _____ Condition _____

Year _____ Model _____ Condition _____

Year _____ Model _____ Condition _____

Year _____ Model _____ Condition _____

Palomar Mountain V-8's Regional Group #148 Dues & Initiation Fees:

New Members: **Initiation Fee (\$15.00 includes up to two Name Badges)**
 Plus Annual Dues (\$25.00) \$40.00

Renewals: **Annual Dues (January through December)..... \$25.00**

Make checks payable to **Palomar Mountain V-8's Regional Group #148**. All dues must be accompanied by a **signed** new completed Palomar Mt. V8's Membership Application each year. Mail check and application to:

Dory Thompson, Membership Chairman Phone: (619) 889-3242
32375 Ontario Way Email: pmv8mc@gmail.com
Lake Elsinore, CA 92530

It is required that applicants noted above be members in good standing of the national club known as:

THE EARLY FORD V-8 CLUB OF AMERICA

C/O Cornerstone Registration Ltd., P.O. Box 1715, Maple Grove, MN 55311-6715

Email: registration@cornerstonereg.com Website: www.earlyfordv8.org

(Annual membership is \$35.00 for singles \$38.00 for dual). **National Membership Number** _____

Personal Liability: Applicant hereby agrees to abide by the rules set forth by the Regional & National Clubs to hold harmless the members or officers, including directors or the total group known as the Palomar Mountain V-8's Regional Group of the Early Ford V-8 Club of America, Inc. Cars driven to any of the functions of the National or Regional Groups are required to have automobile Property Damage and Public Liability Insurance.

AGREEMENT TO THE FOREGOING

Date _____ Signature _____

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!! DECEMBER 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
A non-profit public benefit charitable California
Corporation Regional Group No.148



HARWICK'S 1933 SEDAN DELIVERY

DELIVER TO:

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