



VALVE CHATTER



FEBRUARY 2021 Newsletter, Volume 26, Issue 2
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



*Chatter
From
the
President*

**Happy
Valentine's
Day**

With Valentine's Day just around the corner, I hope everyone is ready with a hug and a box of candy to celebrate the sweetest day of the year. So toast one another that we made it through 2020.

I have talked to a few of the members and I see that we are keeping in touch with one another in the safest way and that is by using our phones and computers. It puts a smile on my face to know that we are staying safe and hopefully soon we will be back to meeting face to face.

About a week ago Tom put a hold on working on his 1933 Roadster, one because he is waiting on parts and for another we acquired a 1964 Falcon Ranchero with a factory 260 ci V8 engine and a 4 speed transmission. It nice and straight with" so we were told" original paint, white in color It needs a little work to get it on the road but I am excited for I can't wait to drive her (of course it's a girl) around town and even take it to the market. This is the second car we have that is not in the 30's and 40's, one being a 1970 Mustang and now this 1964 Ranchero. Now for sure we are out of room in our garages to put any more cars in. Tom has to take a car out to use his lift (poor baby).

You are probably wondering when we will be braking ground for another garage but unless we move we are bound to stay with what we have.

I would also like to remind everyone that until we have heard from the National Board of Directors that it is safe for us to have a meeting we are still in a pandemic situation .I along with your board members are doing our best to keep you informed of any news we may come in contact with.

Thank you for your patients.

*Have a Happy Valentine's Day
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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DEADLINE: 20th of Each Month

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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



Ford AB flathead engine does turn over.
\$500. for info Guy White (760) 450-6015



ACCESSORIES FOR February
2021

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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February Birthdays

- 3 – Barbara Keck
- 3 – Lisa Graham
- 6 – Marty Hopwood
- 11 – Clark Mears
- 14 – Janice Gustin
- 15 – Kimry Wells
- 22 – Phil Pettit
- 29 – Beth Pettit



Take Note



February Anniversaries

14 – Dan & Bonnie Krehbiel

Sad news

Our good friend and long time member of the Palomar Mountain Club, Frank Griffin passed away suddenly but peacefully on January 4th. He was at home and it was not Covid related. Our condolences and prayers go out to Irene and the entire Griffin family

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

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



- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several
Dan Krehbiel (951)302-5922 [1]
- 1941 Ford flathead V8. Stock bore. Never rebuilt. Complete except for heads. \$300.
Jay Harris 760-310-9530. [2]
- 1937 Ford 2 door standard fast back, Columbia, 34,000 original miles, original upholstery \$25,000 1951 Ford Victoria, Blue, New upholstery, Columbia Dearborn quality \$27,500.
Dan Krehbiel (951) 302-5922. [2]
- 1930 Ford pick-up appraised at \$7500. 1957 Ford Thunderbird appraised at \$19,500.
contact virginiaboos@rocketmail.com. [2]



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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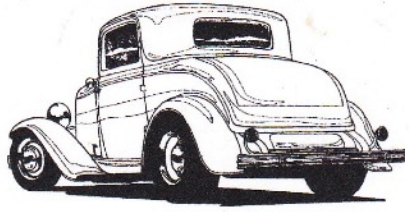
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THE SMARTEST MAN IN TOWN

Let me tell you a story
'Bout George Augustus Brown
A guy who's known to all
As the smartest man in town

You see George had a habit
Of collecting Mustang cars
He'd snoop and sneak around
In back lots and old barns.

George was a lad of twenty
When he first got his start
The year was '73
Yes George was truly smart.

Out back of Chauncey's tavern
Sat a Mustang, '64
And before ten minutes passed
George acquired the first of his horde.

Old Chauncey laughed with glee
As George and Mustang left
Fifty dollars had been paid
Of George he'd gotten the best.

But nobody really bested
George Augustus Brown
The guy who's known to all
As the smartest man in town.

One day a hapless plumber
Came driving down the street
His car, an old fastback
'65, and all complete.

Of course young George's eye
Was instantly aware
That this 'Stang was ripe for pickin'
He quicky became prepared.

It took just under an hour
For George to ply his trade
And our plumber was later seen leaving
Town in an old Chevrolet.

Time slipped by, the collection grew
For George Augustus Brown
The guy who's known to all
As the smartest man in town.

One day not long ago
An auction of cars was held
An old estate was settled
George figured he'd "get well."

For the list of cars included
Two Mustang '68's
George quickly went to work
A conquest was at stake.

He persuaded the auctioneer
With an offer he couldn't resist
And the end result was simple
George added two to his list.

Ten years have nearly passed
Since it all began for George
The never-ending hunt
For early Mustang Fords.

His collection is unsurpassed
And his wisdom undenied
Who's laughing now, not Chauncey
Not even if he tried.

And the popular old Mustangs
Have reached a milestone
They're now the age of twenty
And by everyone are known....

To be the alltime favorites
Of George Augustus Brown
The guy who's known to all
As the smartest man in town.



Jay Harris
The Pitiful Poet





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For Sale, 1950 Ford Convertible Casino Cream, nice straight car with overdrive, leather seats and fender skirts. Price \$27,000 Phone Vic Terrell 760-749-8337.

History of the automobile

Internal Combustion Engines

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

And now MORE of the story!

Across the northern United States, local mechanics experimented with a wide variety of prototypes. In the state of Iowa, for example, by 1890 Jesse O. Wells drove a steam-powered Locomobile. There were numerous experiments in electric vehicles driven by storage batteries. First users ordered the early gasoline-powered cars, including Haynes, Mason, and Duesenberg automobiles. Blacksmiths and mechanics started operating repair and gasoline stations. ^[32] In Springfield, Massachusetts, brothers [Charles](#) and [Frank Duryea](#) founded the [Duryea Motor Wagon Company](#) in 1893, becoming the first American automobile manufacturing company. [The Autocar Company](#), founded in 1897, established a number of innovations still in use^[33] and remains the oldest operating motor vehicle manufacturer in the United States. However, it was [Ransom E. Olds](#) and his [Olds Motor Vehicle Company](#) (later known as [Oldsmobile](#)) who would dominate this era with the introduction of the [Oldsmobile Curved Dash](#). Its production line was running in 1901. The [Thomas B. Jeffery Company](#) developed the world's second mass-produced automobile, and 1,500 [Ramblers](#) were built and sold in its first year, representing one-sixth of all existing motorcars in the United States at the time.^[34] Within a year, [Cadillac](#) (formed from the [Henry Ford Company](#)), [Winton](#), and Ford were also producing cars in the thousands. In South Bend, Indiana, the [Studebaker](#) brothers, having become the world's leading manufacturers of [horse-drawn vehicles](#), made a transition to electric automobiles in 1902, and gasoline engines in 1904. They continued to build horse-drawn vehicles until 1919.
^[35]p.90

The first motor car in Central Europe was produced by the [Austro-Hungarian](#) company [Nesselsdorfer Wagenbau](#) (later renamed to [Tatra](#) in today's Czech Republic) in 1897, the [Präsident](#) automobile.^[36] In 1898, [Louis Renault](#) had a [De Dion-Bouton](#) modified, with fixed [drive shaft](#) and [differential](#), making "perhaps the first [hot rod](#) in history" and bringing Renault and his brothers into the car industry.^[37] Innovation was rapid and rampant, with no clear [standards](#) for basic vehicle architectures, [body styles](#), construction materials, or controls, for example many [veteran cars](#) use a [tiller](#), rather than a wheel for steering. During 1903, [Rambler](#) standardized on the steering wheel^[38] and moved the driver's position to the left-hand side of the vehicle.^[39] [Chain drive](#) was dominant over the drive shaft, and closed bodies were extremely rare. [Drum brakes](#) were introduced by Renault in 1902.^[40]

The next year, Dutch designer [Jacobus Spijker](#) built the first [four-wheel drive](#) racing car;^[41] it never competed and it would be 1965 and the [Jensen FF](#) before four-wheel drive was used on a production car.^[42] Within a few years, a dizzying assortment of [technologies](#) were being used by hundreds of producers all over the western world. [Steam](#), [electricity](#), and petrol/gasoline-powered automobiles competed for decades, with petrol/gasoline internal combustion engines achieving dominance by the 1910s. Dual- and even quad-engine cars were designed, and [engine displacement](#) ranged to more than a dozen litres. Many modern advances, including [gas/electric hybrids](#), [multi-valve](#) engines, [overhead camshafts](#), and four-wheel drive, were attempted and discarded at this time. Innovation was not limited to the vehicles themselves. Increasing numbers of cars propelled the growth of the [petroleum industry](#),^[43] as well as the development of technology to produce gasoline (replacing [kerosene](#) and [coal oil](#)) and of improvements in heat-tolerant [mineral oil](#) lubricants (replacing vegetable and animal oils).^[44] (Continued on Page 11

(Continued from Page 10)

There were social effects, also. Music would be made about cars, such as "In My Merry Oldsmobile" (a tradition that continues) while, in 1896, [William Jennings Bryan](#) would be the first presidential candidate to campaign in a car (a donated Mueller), in [Decatur, Illinois](#).^[45] Three years later, Jacob German would start a tradition for New York City [cabdrivers](#) when he sped down [Lexington Avenue](#), at the "reckless" speed of 12 mph (19 km/h).^[46] Also in 1899, [Akron, Ohio](#), adopted the first self-propelled [paddy wagon](#).^[46]

By 1900, the early centers of national automotive industry developed in many countries, including Belgium (home to Vincke, that copied Benz; [Germain](#), a pseudo-Panhard; and [Linon](#) and [Nagant](#), both based on the [Gobron-Brillié](#)),^{[11]:p.25} Switzerland (led by [Fritz Henriod](#), Rudolf Egg, [Saurer](#), [Johann Weber](#), and [Lorenz Popp](#)),^{[11]:p.25} [Vagnfabrik AB](#) in Sweden, [Hammel](#) (by A. F. Hammel and H. U. Johansen at Copenhagen, in Denmark, which only built one car, ca. 1886^{[11]:p.25}), [Irgens](#) (starting in Bergen, Norway, in 1883, but without success),^{[11]:p.25–26} Italy (where [FIAT](#) started in 1899), and as far afield as Australia (where [Pioneer](#) set up shop in 1898, with an already archaic [paraffin](#)-fuelled centre-pivot-steered wagon).^[11] Meanwhile, the export trade had begun, with Koch exporting cars and trucks from Paris to Tunisia, Egypt, Iran, and the [Dutch East Indies](#).^{[11]:p.25} Motor cars were also exported to British colonies, for example, the first was shipped to India in 1897.

Throughout the veteran car era, the automobile was seen more as a novelty than as a genuinely useful device. Breakdowns were frequent, fuel was difficult to obtain, roads suitable for traveling were scarce, and rapid innovation meant that a year-old car was nearly worthless. Major breakthroughs in proving the usefulness of the automobile came with the historic long-distance drive of [Bertha Benz](#) in 1888, when she traveled more than 80 kilometres (50 mi) from [Mannheim](#) to [Pforzheim](#), to make people aware of the potential of the vehicles her husband, Karl Benz, manufactured, and after [Horatio Nelson Jackson](#)'s successful transcontinental drive across the United States in 1903. Many older cars made were made with an assembly line that would help mass-produce cars, a system that continues to be used because of its efficiency.

Brass or Edwardian era^[edit]

Main article: [Brass Era car](#)

See also: [Antique car](#)

The Brass or Edwardian period lasted from roughly 1905 through 1914 and the beginning of World War I. It is generally referred to as the [Edwardian era](#), but in the United States is often known as the [Brass era](#) from the widespread use of brass in vehicles during this time.

Within the 15 years that make up this era, the various experimental designs and alternate power systems would be marginalised. Although the modern [touring car](#) had been invented earlier, it was not until [Panhard et Levassor](#)'s *[Système Panhard](#)* was widely licensed and adopted that recognisable and standardised automobiles were created. This system specified [front-engined](#), [rear-wheel drive](#) internal combustion-engined cars with a sliding [gear transmission](#). Traditional coach-style vehicles were rapidly abandoned, and buckboard runabouts lost favour with the introduction of [tonneaus](#) and other less-expensive touring bodies.

By 1906, steam car development had advanced, and they were among the fastest road vehicles in that period. (To be Continued)

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. Don't forget to file for your National membership!



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

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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

PLEASE NOTE

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
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(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!! FEBRUARY 2021
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
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