



VALVE CHATTER



MARCH 2021 Newsletter, Volume 26, Issue 3
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



Patsy Hamlin

*Chatter
From
the
President*



Already March and still we are not being able to have any meetings. I have been in contact with Joe Valentino and he has informed me that there has been no change with the National Board of Directors. With the months flying by and we sit being patiently waiting to be able to gather once again, hopefully with everyone getting their Covid vaccine shots will make a difference.

Our Sympathy goes out to Jim Hurlburt and family for their loss of Sandy Hurlbert She passed away from Covid on January 30, 2021. Sandy wore a happy smile and was friendly to everyone. She will be missed by one and all.

I was reading the Times and in the issue they announced that they are going to have a contest to bring new membership to our club and the one club to bring in the most will be awarded \$1,000.00 for their club to enhance their treasury. Look for the article in the next Times for rules, dates and any other information printed.

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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Email: remac278@msn.com

DEADLINE: 20th of Each Month

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

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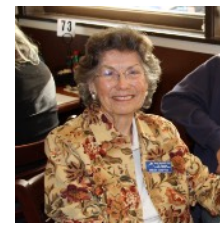
Initiation Fee: \$15.00 (includes two Regional

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 MARCH
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,
IRENE MARCH 2021



Ford AB flathead engine does turn over.
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March Birthdays

- 6 – Glenn Davis
- 11- John Alling
- 13- Joe Fazio
- 18 – Steve Wells
- 23 - Lori Perez
- 25 – Don Harwick



March Anniversaries

- 1- Jerry & Roxie Otteson
- 3 - Ken & Merleen Magers
- 4 – Bud & Cassandra Williams
- 4 – Alan & Kate Cutsinger
- 21- Clark & Carolyn Mears
- 22 – Cliff& Janice Gustin
- 23 – Gary & Theresa Huckins



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.co



Sad news

Our good friend and member of the Palomar Mountain V-8 Club, Sandy Hurlburt passed away on January 30th. She had covid 19. Her friendly smile and friendliness will be missed! Our prays and thoughts go out to Jim and the family!





- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several Dan Krehbiel (951)302-5922 [2]
- 1941 Ford flathead V8. Stock bore. Never rebuilt. Complete except for heads. \$300. Jay Harris 760-310-9530. [3]
- 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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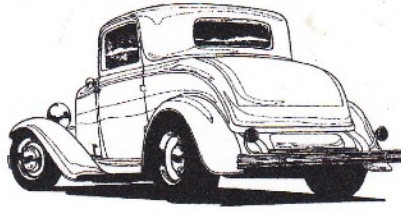
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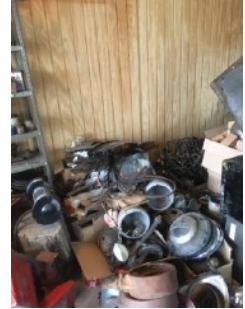
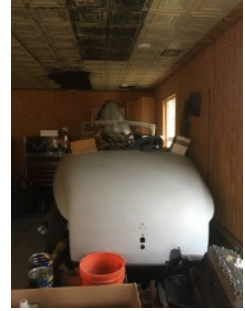
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1941 Ford Convertible

Body and hood bead blasted, no rust in excellent condition Chassis bead blasted and powder coated, plus extra chassis Doors original (bead blasted), hubcaps (NOS) with wheel rings Original steel springs Steering column original and NOS 1941 Ford flathead engines rebuilt Transmission rebuilt with NOS parts Top bows (NOS) and motors (NOS) for top Hood ornament, taillights, headlights, steering wheel, instruments, radiator, grill and body trim (NOS) Original horn, Radio and heater NOS Seats original in good condition.

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A 1953 Mercury flathead engine that has been rebuilt and painted
Original 1941 jacks for both
Too many extra parts to mention .

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History of the automobile

Internal Combustion Engines

Main article: Vintage era

And now MORE of the story!

From Wikipedia, the free encyclopedia

Vintage era

Main article: Vintage car

The vintage era lasted from the end of [World War I](#) (1918), through to the [Wall Street Crash](#) at the end of 1929. During this period the front-engined car came to dominate with closed bodies and standardized controls becoming the norm. In 1919, 90% of cars sold were open; by 1929, 90% were closed.^{[11]:p.7} Development of the internal combustion engine continued at a rapid pace, with [multi-valve](#) and [overhead camshaft](#) engines produced at the high end, and [V8](#), [V12](#), and even [V16 engines](#) conceived for the ultra-rich. Also in 1919, [hydraulic brakes](#) were invented by [Malcolm Loughead](#) (co-founder of [Lockheed](#)); they were adopted by [Duesenberg](#) for their 1921 Model A.^[40] Three years later, [Hermann Rieseler](#) of [Vulcan Motor](#) invented the first [automatic transmission](#), which had two-speed [planetary](#) gearbox, [torque converter](#), and lockup [clutch](#); it never entered production.^[40] (Its like would only become an available option in 1940.)^[40] Just at the end of the vintage era, [tempered glass](#) (now standard equipment in side windows) was invented in France.^[40] In this era the revolutionary [ponton design](#) of cars without fully articulated [fenders](#), [running boards](#) and other non-compact ledge elements was introduced in small series but mass production of such cars was started much later (after WWII).

American auto companies in the 1920s expected they would soon sell six million cars a year, but did not do so until 1955. Numerous companies disappeared.^[53] Between 1922 and 1925, the number of U.S. passenger car builders decreased from 175 to 70. H. A. Tarantous, managing editor of "MoToR Member Society of Automotive Engineers", in a [New York Times](#) article from 1925, suggested many were unable to raise production and cope with falling prices (due to assembly line production), especially for low-priced cars. The new [pyroxylin](#)-based paints, eight-cylinder engine, four-wheel brakes, and balloon tires as the biggest trends for 1925. **(Cont: on Pg 11)**

Pre-war era

Main article: [Classic car](#)

The pre-war part of the classic era began with the [Great Depression](#) in 1930, and ended with the recovery after World War II, commonly placed during 1946. It was in this period that integrated fenders and fully-closed bodies began to dominate sales, with the new [saloon/sedan](#) body style even incorporating a trunk or boot at the rear for storage. The old open-top [runabouts](#), [phaetons](#), and [touring cars](#) were largely phased out by the end of the classic era as wings, running boards, and headlights were gradually integrated with the body of the car.

By the 1930s, most of the mechanical technology used in today's automobiles had been invented, although some things were later "re-invented", and credited to someone else. For example, [front-wheel drive](#) was re-introduced by André [Citroën](#) with the launch of the *Traction Avant* in 1934, though it had appeared several years earlier in road cars made by [Alvis](#) and [Cord](#), and in racing cars by Miller (and may have appeared as early as 1897). In the same vein, the independent suspension was originally conceived by [Amédée Bollée](#) in 1873, but not put in production until appearing on the low-volume [Mercedes-Benz 380](#) in 1933, which prodded American makers to use it more widely.^[48] In 1930, the number of [auto manufacturers](#) declined sharply as the industry consolidated and matured, thanks in part to the effects of the [Great Depression](#).

Post-war era

Main article: [Classic car](#)

A major change in automobile design since World War II was the popularity of [pontoon](#) style, in which running boards were eliminated and fenders were incorporated into the body. Among the first representatives of the style were the Soviet [GAZ-M20 Pobeda](#) (1946), British [Standard Vanguard](#) (1947), United States [Studebaker Champion](#), and [Kaiser](#) (1946), as well as the Czech [Tatra T600 Tatra](#) (1946) and the Italian [Cisitalia 220](#) sports car (1947). Automobile design and production finally emerged from the military orientation and other shadow of war in 1949, the year that in the United States saw the introduction of [high-compression V8 engines](#) and modern bodies from [General Motors' Oldsmobile](#) and Cadillac brands. [Hudson](#) introduced the "step-down" design with the 1948 [Commodore](#), which placed the passenger compartment down inside the perimeter of the frame, that was one of the first new-design postwar cars made and featured trend-setting slab-side styling. **(To be Continued)**

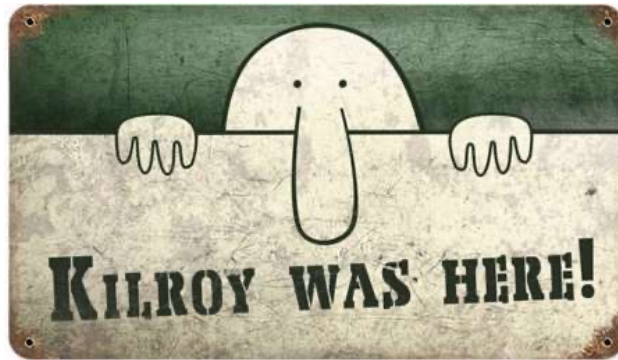


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1937 Ford 2 door standard fast back, Columbia, 34,000 original miles, original upholstery \$25,000 Dan Krehbiel (951) 302-5922

SALE



He is engraved in stone in the National War Memorial Washington , DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known- but everybody seemed to get into it.

So who was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America ," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax , Massachusetts , had evidence of his identity.

'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

(To Be Continued)

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!! MARCH, 2021
CHECK OUT

<http://www.socalcarchculture.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

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