



VALVE CHATTER



APRIL 2021 Newsletter, Volume 26, Issue 4
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



*Chatter
From
the
President*



Happy Easter!



Patsy Hamlin

Hopefully everyone has gotten their Covid injections and your waiting period is over as well. Looking forward to getting together as soon as we hear all is well to meet once again. I will be participating in a Zoom meeting with the National Board to cover the guide lines to once again restart our meetings. At this point it looks promising that we will be able to meet in May. We will put out the information as soon as it is finalized!

Tom and I have gotten our Covid injections and our waiting period is over and we have gone out . Last night we met up with Sylvia and Don Harwick at the casino for dinner. We had a great time and it was good to be around people once again. Then today Don called and wanted to come over to our house and another experience we have not had in some time company at our house. Tom showing Don his new acquisition “The 1964 Ranchero” and just sitting around cutting up, thought I would put this picture in the Chatter. Tom and Don sitting together on the love sit. Sylvia and I were not about to give up our chairs so there they are sitting close. As you can see the Muffin man has grown some new hair on his chin, so now we have another fur face in the club.

Thank you,
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

2021 Board of Directors & Officers

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

2021 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

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

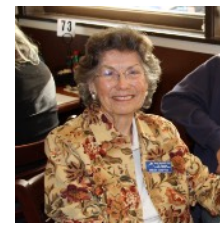
Initiation Fee: \$15.00 (includes two Regional

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



ACCESSORIES FOR APRIL
 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 APRIL 2021



Ford AB flathead engine does turn over.
 \$300. for info Guy White (760) 450-6015

Parts & Headers for:
 Ford, Lincoln & Mercury
 1932-1953

Mon-Thurs 8am-3pm Pacific
 62400 Chiriaco Rd.
 Chiriaco Summit, Ca. 92201
(760) 343-2590
reds-headers.net
www.redsheaders.com

April Birthdays

- 1 - Janet Harris
- 8 – Bud Williams
- 8 – Missi Kay
- 11 – Bob Tompkins
- 10 – Karen Walcher
- 29 – Liz Dow
- 23 – Ray Brock
- 30 – Belinda Rodriguez



April Anniversaries

- 3 – Tom & Barbara Keck
- 16 – Eddy & Belinda Rodriguez
- 21 – Phil & Beth Pettit
- 23 – Howard & Jane Dague



HARRIS TOUR 2021

Well, a Happy New Year to all! Now that we're solidly into 2021 and maybe looking for something to look forward to, we thought it's about time to send out a 'tease' regarding the HARRIS TOUR 2021. Yes, in spite of COVID-19 concerns, which we have great respect for, we've gone forth with an outline of a tour in June - no dates yet. This year our touring will be limited to Central and Northern California, with a probable tour assembly location in Paso Robles. **See attached list of possible sites we may stop at.** We understand that some sites may be closed due to COVID. Your comments are welcomed.

- Jay and Janet Harris
- Blackhawk Automotive Museum, Richmond
- Rosie the Riveter WW II National Historic Park, Richmond
- Jelly Belly Candy Factory, Fairfield
- Burney Falls
- Red Rock Canyon State Park
- Shasta Dam tour
- Western Pacific Railroad Museum, Portola

- Historic Holbrooke Hotel, Grass Valley
- Historic Broad St, Nevada City
- Anderson Valley Vineyards
- Winchester Mystery House, San Jose
- Devil's Post Pile
- Alcatraz
- Moaning Caverns Adventure Park
- Lassen Volcanic National Park
- Monterey Bay Aquarium
- Chateau Montelena Calistoga
- Tioga Pass
- Lake Almanor
- Historic Benbow Inn, Benbow
- Eel River
- The Mendocino Tree – world's largest
- Avenue of the Giants
- Ferndale
- Chandelier Drive Thru Tree, Leggett
- Calaveras Big Trees State Park
- Little Backbone Creek, Shasta Lake
- Mendocino Botanical Gardens
- Preston Castle, Ione
- California Auto Museum, Sacramento



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





- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several Dan Krehbiel (951)302-5922 [3]
- 1930 Ford pick-up appraised at \$7500. 1957 Ford Thunderbird appraised at \$19,500. contact virginiaaboos@rocketmail.com. [3]
- 1951 Ford ring and pinion gears 410 to 1 ratio. Ron HOPWOOD (949) 496-5136. (1)

WANTED



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



Quality Engine Rebuilding by

- Foreign & Domestic
- Custom Headwork
- Custom Overhauls
- Performance Marine
- Industrial



ARROW ENGINES
Dave Shaw
 43162 Blackdeer Loop, #A
 Temecula, CA 92590
 951.296.1934 • fx 951.296.1936



AMERICAN MATERIAL COMPANY
 FASTENERS FITTINGS TOOLS

GARY RASMUSSEN

1200 W Flint St
 Lake Elsinore, CA 92530
 (951) 674-1160 Phone
 (951) 674-2872 Fax
 american_materialsca@msn.com
 WWW.AMERICANMATERIALCOMPANY.COM

TOM'S  **ORANGE**
 SINCE 1967

RADIATOR & AIR CONDITIONING
 828 W. Chapman (at Batavia)
 Orange, CA 92868
 (714) 532-6771
 WWW.TOMSRADIATORORANGE.COM
 RADIATORS • GAS TANKS • A/C • HEATERS



AUTO AIR PRO
 "We Keep You Cool"
Steve Chagolla
 autoairpro@aol.com

•AUTO A/C SPECIALISTS
 •FREE ESTIMATES **(951) 679-0996**

Hours: M-F 8 a.m. to 5
 Weekends/Emergency Service by appointment only

32525 Murrieta Road • Menifee, CA 92584

EARLY FORD STORE
 of California

Specializing in Rare Part and Accessories for Early Fords 1928/1972 Passenger Car & Pick-Up

www.earlyfordstore.com

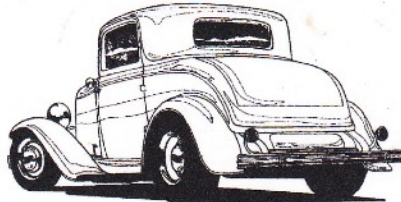
AMERICA'S TIRE

TOM VENTRONE
 MANAGER

24680 MADISON AVENUE
 MURRIETA, CA 92562
AMERICASTIRE.COM

951.698.0446
 FAX: 951.698.0908
 cas_35mgr@americastire.net

Bill McGrath
 San Dimas, CA 91773
 108 W. Bonita Ave.
 Tel: (909) 305-1955
 Fax: (909) 305-1953



GRUMPS GARAGE
HOT ROD PARTS AND MUSIC SHOP

- LARGE SELECTION OF 1928-1956 FORD CAR AND TRUCK PARTS
- BLUES, ROCK N' ROLL, HILLBILLY, ROCKABILLY, PSYCHOBILLY & SURF MUSIC
- HOT ROD DVDS
- GAS AND OIL SIGNS
- HOT ROD DECALS
- POSTERS
- CLOTHING
- AND MUCH MORE.



SHOP HOURS:
 TUES-FRI 10-5
 SAT 9-4
 CLOSED SUN & MON

112 N. MAIN ST. LAKE ELSINORE, CA 92530
 PHONE: (951) 402-3024 WWW.GRUMPSGARAGE.COM
 FACEBOOK.COM/GRUMPSGARAGE

Chuck Cutshall




PLATINUM DISTRIBUTOR

Temecula Valley Paint, Inc.
 27641 Commerce Center Drive
 Temecula, CA 92590
 Phone: (951) 676-2943
 Website: www.TemeculaValleyPaint.com
 Email: TVP92590@hotmail.com

AUTOMOTIVE * INDUSTRIAL * MARINE * SOLAR * ELECTRIC CART
TELECOMMUNICATION*ALARMS*RV*WHEELCHAIR*COMMERCIAL



AMERICAN BATTERY CORPORATION

COMMITMENT TO EXCELLENCE



CORPORATE OFFICES
(760) 746-8010 FAX (760) 746-1919
525 WEST WASHINGTON AVENUE
ESCONDIDO, CA 92025
E-Mail: dennis@americanbattery.net

DENNIS D. LOSO, President
SAN DIEGO (619) 231-1580
POWAY (858) 486-0840
TRI-CITIES (760) 942-8565
TEMECULA (951) 296-1228



1932-1979
C&G Early Ford Parts
1941 Commercial St, Escondido, CA 92029

760-740-2400
fax 760-740-8700
info@cgfordparts.com
www.CGFordparts.com



'40 Ford Sedan Delivery

Escondido Plating Inc

860 Metcalf St.
Escondido Ca. 92025
760-743-4148 cell 760-505-4148
www.autochromeplating.com
email escondido plating@att.net

The Best Price in Town to Take a Leak

Ace Radiator



- REPAIRING • CLEANING • RECORING
- INDUSTRIAL & HEAVY EQUIPMENT
- MARINE HEAT EXCHANGERS
- SALES & REPAIR OF NEW/ALUMINUM RADIATORS

1836 National Ave., San Diego, CA 92113-2114
letty@aceradiator.sdcocxmail.com

Chaney Silva (619) 233-8811

PRINT KWIK

P 951-506-5945 — f 951-506-5946
E info@print-kwik.com
www.print-kwik.com
31285 Temecula Parkway, #140



We've Got Huevos!

Broken Yolk Café
26495 Ynez Rd.
Temecula, CA 92591
(855) 229-9655
6:00a.m.—3:00 p.m.

We've Got Huevos !

Support our Advertisers !!

Ad Rates !!

BIZ CARD style ADS IN THE MONTHLY VALVE CHATTER ARE SHOWN & LISTED IN COLOR ON THE ADS PAGE OF OUR WEB SITE DAILY!
AD RATES: \$60 ANNUALLY
PUT MORE INFORMATION ON YOUR AD!
Double the size for only \$100 ANNUALLY TOTAL !

BIZ CARD style ADS IN THE MONTHLY VALVE CHATTER are shown in Black and White. AD RATES: \$60 annually OR

Put more information on your ad !
Double the size for \$100 annually !!
Advertisers may check on their ads by going to our website:
www.valvechatter.org

PRECISION ALIGNMENT & BRAKE

WE WILL FIX IT SO IT 'BRAKES'

27860 DEL RIO RD UNIT B
TEMECULA CA 92590

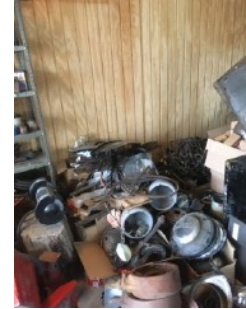
PRECISIONALIGN@AOL.COM

SCOTT & CHRIS DITTMER

951-699-3159



**FOR
SALE**



1941 Mercury Convertible:

Body and hoods bead blasted. , no rust in excellent condition Doors, fenders and Mercury hub caps NOS Chassis bead blasted and powder coated Original steel springs. Rear end bed blasted and powder coated 41 Mercury flathead with Offenhauser head and 4" crankshaft, rebuilt Transmission rebuilt with NOS parts Top bows NOS and motors (NOS) for top Hood ornaments, taillights, headlights, steering wheel, instruments, radiator, grill and body trim NOS Original horn, radio and heater Wheels sand blasted Seats original in good condition.

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.

Additional Parts

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

Contact information:

Camron Dillard
(970) 310-3666
E-Mail camrondillard@icloud.com

Asking \$19,410. OBO



1951 Ford Victoria Root beer color,
350 Chevy engine, 400 turbo trans.,
vintage air, disc brakes front, sway bar
front & Rear, new glass & rubber
\$28,000! Peggy Petrucci
(951) 600-1266



**FOR
SALE**



GOSch
Ford **TEMECULA**
For Your Best Buy, Buy GOSch

Donna Holiday
Business Development Manager

26895 Ynez Rd
Temecula, CA 92591
www.goschauto.com

Cell (909) 816-1676
Phone (951) 699-1302
• Direct Line: 951-719-8253
Email: dholiday@goschauto.net



**Take
Note**

1939 STANDARD COUPE
Restored, new paint, columbia, flat head!
Asking 23k give me a call and lets talk
Sam Jeromin (760) 445-7441

USA METAL POLISHING
"Specializing In Aluminum Materials"
Automobile • Boat • Billets • Machine Parts • Etc.

1204 W. Flint Street
Lake Elsinore, Ca. 92530

Jeronimo
Cel. (951) 764-6321

BIRD FAMILY TIRE AND AUTO
Complete Auto Repair

Nick Kelly
Manager

(951) 693-BIRD • Cell: (760) 535-6547 • Fx: (951) 693-2471
(2473)
E-mail: birdfamilytireandauto@verizon.net
27886 Del Rio Road • Temecula, CA 92590

Car Craft Motor Machine Inc.

**TURBO
HOT**
HEADER COATING

Available In
Polished Silver
And
Flat Black

www.turbohot.com

951.781.4480

DAN KREBIEL
THE BIG WINNER

1400 La Cadena Dr.
Riverside, CA 92507



**FOR
SALE**



1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000.
Bud Williams (951) 440-1451



**1936 Model 68 Convertible
Sedan**

All original, runs great! consider reasonable offer.
Chip Judd
(323) 744-7060
juddlynn@Gmail.com



1936 Ford Standard 5 Window Coupe 4 time Emeritus Winner Black with Tan LeBaron Bonney interior Trunk model with roll down back window Aluminum heads, Script battery, some extra parts \$39,000 OBO
Ron Shedd 858-485-8967 (CA)



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: [Vintage era](#)

*And now **MORE** of the story!*

From Wikipedia, the free encyclopedia

Post-war era

Main article: [Classic car](#).

The [unibody/strut-suspended](#) 1951 [Ford Consul](#) joined the 1948 [Morris Minor](#) and 1949 [Rover P4](#) in the automobile market in the United Kingdom. In Italy, [Enzo Ferrari](#) was beginning his [250 series](#), just as [Lancia](#) introduced the revolutionary [V6-powered Aurelia](#).

Throughout the 1950s, engine power and vehicle speeds rose, designs became more integrated and artful, and automobiles were marketed internationally. [Alec Issigonis](#)' [Mini](#) and [Fiat's 500](#) diminutive cars were introduced in Europe, while the similar [kei car](#) class became popular in Japan. The [Volkswagen Beetle](#) continued production after [Hitler](#) and began exports to other nations, including the United States. At the same time, Nash introduced the [Nash Rambler](#), the first successful modern [compact car](#) made in the United States,^[56] while the standard models produced by the "Big Three" domestic automakers grew ever larger in size, featuring increasing amounts of chrome trim, and luxury was exemplified by the [Cadillac Eldorado Brougham](#). The markets in Europe expanded with new small-sized automobiles, as well as expensive [grand tourers](#) (GT), like the [Ferrari America](#).

The market changed in the 1960s, as the United States "Big Three" automakers began facing competition from imported cars, the European makers adopted advanced technologies and Japan emerged as a car-producing nation. Japanese companies began to export some of their more popular selling cars in Japan internationally, such as the [Toyota Corolla](#), [Toyota Corona](#), [Nissan Sunny](#), and [Nissan Bluebird](#) in the mid-1960s. The success of [American Motors](#)' compact-sized [Rambler](#) models spurred GM and Ford to introduce their own downsized cars in 1960.^[57] Performance engines became a focus of marketing by United States automakers, exemplified by the era's [muscle cars](#). In 1964, the [Ford Mustang](#) developed a new market segment, the [pony car](#). New models to compete with the Mustang included the [Chevrolet Camaro](#), [AMC Javelin](#), and [Plymouth Barracuda](#).

[Captive imports](#) and [badge engineering](#) increased in the United States and the UK as [amalgamated](#) groups such as the [British Motor Corporation](#) consolidated the market. BMC's space-saving and trend-setting [transverse engine](#)d, front-wheel-drive, [independent suspension](#) and monocoque bodied [Mini](#), which first appeared in 1959, was marketed under the [Austin](#) and [Morris](#) names, until [Mini](#) became a [marque](#) in its own right in 1969.^[61] Competition increased, with [Studebaker](#), a pioneering automaker, shutting down, and the trend for consolidation reached Italy where niche makers like [Maserati](#), [Ferrari](#), and [Lancia](#) were acquired by larger companies. By the end of the decade, the number of automobile marques had been greatly reduced. (Continued on page 11)

(Continued from Page 10)

Technology developments included the widespread use of [independent suspensions](#), wider application of [fuel injection](#), and an increasing focus on safety in automotive design. Innovations during the 1960s included NSU's [Wankel engine](#), the [gas turbine](#), and the [turbocharger](#). Of these, only the last endured, pioneered by General Motors, and adopted by [BMW](#) and [Saab](#), later seeing mass-market use during the 1980s by [Chrysler](#). [Mazda](#) continued developing its [Wankel engine](#), in spite of problems in longevity, emissions, and fuel economy. Other Wankel licensees, including [Mercedes-Benz](#) and GM, never put their designs into production because of engineering and manufacturing problems, as well as the lessons from the 1973 oil crisis.

The 1970s were turbulent years for automakers and buyers with major events reshaping the industry such as the [1973 oil crisis](#), stricter [automobile emissions control](#) and safety requirements, increasing exports by the Japanese and European automakers, as well as growth in inflation and the stagnant economic conditions in many nations. Smaller-sized cars grew in popularity. During the [Malaise era](#), the United States saw the establishment of the [subcompact](#) segment with the introduction of the [AMC Gremlin](#), followed by the [Chevrolet Vega](#) and [Ford Pinto](#).^{[62][63]} The [station wagon \(estate, break, kombi, universal\)](#) body design was popular, as well as increasing sales of non-commercial [all-wheel drive off-road vehicles](#).

To the end of the 20th century, the United States [Big Three](#) (GM, Ford, and Chrysler) partially lost their leading position, Japan became for a while the world's leader of car production and cars began to be mass manufactured in new Asian, East European, and other countries.

Modern era

The modern era is normally defined as the 40 years preceding the current year. The modern era has been one of increasing [standardisation](#), [platform sharing](#), and [computer-aided design](#)—to reduce costs and development time—and of increasing use of electronics for both engine management and entertainment systems.

Some particular contemporary developments are the proliferation of front- and [all-wheel drive](#), the adoption of the diesel engine, and the ubiquity of fuel injection. Most modern passenger cars are front-wheel-drive monocoque or unibody designs, with transversely mounted engines.

Body styles have changed as well in the modern era. Three types, the [hatchback](#), sedan, and [sport utility vehicle](#), dominate today's market.^{[citation}

^{needed]} All originally emphasized practicality, but have mutated into today's high-powered luxury [crossover SUV](#), sports wagon[and two-volume [Large MPV](#). The rise of [pickup trucks](#) in the United States and SUVs worldwide has changed the face of motoring with these "trucks" coming to command more than half of the world automobile market.^[citation needed] There was also the introduction of the MPV class (smaller non-commercial passenger [minivans](#)), among the first of which were the French [Renault Espace](#) and the [Chrysler minivan](#) versions in the United States.

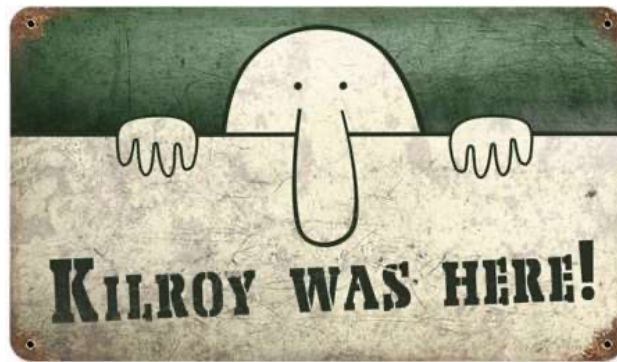
The modern era has also seen rapidly improving [fuel efficiency](#) and engine output. The [automobile emissions](#) concerns have been eased with computerized [engine management systems](#). (TO BE CONTINUED)



1951 Ford Victoria, Blue, New upholstery, Columbia Dearborn quality \$27,500 Dan Krehbiel (951) 302-5922



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



AND NOW MORE OF THE STORY

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters. One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

(To be continued)

The Real Secret Behind Entrepreneur Henry Ford

BY MABU



Henry Ford, James Couzens, Elwood Rice and Gaston Plantiff in Ford Model K Car, 1907.

Henry Ford was a brilliant machinist, inventor, and business tycoon, but he would have never made it without his reluctant business partner James J. Couzens. There's a good chance, though, that you've never heard of Couzens.

Most people don't know that before starting the Ford Motor Company in 1903, Henry Ford was a part of two failed automobile enterprises. The first was the Detroit Automobile Company, which folded after Ford failed to ship a working automobile. The second (the Henry Ford Company), eventually became known as the Cadillac Automobile Company after some failed partnership dealings.

There was one big reason for the failure of Ford's first two Automobile companies: Ford's failure to get his product to market. He didn't ship.

This changed, after starting the Ford Motor Company, because of one man – James J. Couzens. Henry Ford was, among other things, a perfectionist who cared deeply about every minor detail of his automobiles. This perfectionist habit worked in his favor most of the time. Ford racing cars usually outperformed their counterparts

simply because of their superior craftsmanship. But when it came to business, his habits got the best of him. For months, his investors waited for a final product to bring to market, but Ford repeatedly failed to submit a final design, insisting on continuing improvements. [Quote "Quality means doing it right when no one is looking. – Henry Ford"] Ford certainly had a point. Quality matters, but in business, so does the almighty dollar, and more particularly, on shipping cars. After Couzens was brought into the Ford Motor Company as its first Vice President, he became uniquely focused on business matters, and more particularly on shipping cars. Upon arrival, Couzens came to find that Ford was falling back into his old habits. He was continually seeking to improve his cars at the sacrifice of legitimate deadlines. As new issues would come in, Ford would look to hold off another month or two from releasing his first car from the assembly plant.

To be fair, these were no small issues. Overheating engines and disintegrating brakes were among the many problems that faced the early Ford Motor Company. But Couzens, known for his hard-nosed approach was not persuaded. **(TO BE CONT.)**

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!! APRIL, 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
of the Early Ford V-8 Club of America, Inc
A non-profit public benefit charitable California
Corporation Regional Group No.148



THE HOPWOOD'S NEW RIDE,
CONGRATS

DELIVER TO: