



VALVE CHATTER



MAY 2021 Newsletter, Volume 26, Issue 5
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



*Chatter
From
the
President*



Patsy Hamlin

Welcome back, this month we will be having a face to face meeting at the Broken Yolk May 4th, 2021. With the membership having had their Covid injection we should be relatively safe. With the National Board giving out their requirements for having meeting' once again we will be required to wear face masks and if not family to be 6' apart, the Broken Yolk has assured us that their facility meets these requirements for seating. Of course we are looking forward to when the state is open for inside seating and hopefully have some normalcy for our meetings.

The Zoom meeting with the National Board of Directors went well and I have already lined up the requirements for face to face meeting.

1. Virtual Car Show guide lines for entry in your V8 Times. Deadline was the 1st of May. Hopefully all of you have seen and entered.
2. Our membership has taken a fall and the National Directors are promoting a contest to help regain membership. All information will appear in your V8 Times. A \$1,000.00 cash prize in each category will be awarded, there are three categories.

For the first meeting there will be only business and no speaker, we will try and fill positions that have been vacated for one reason or another also it is not too early to be thinking of other positions that will be vacated soon President, Vice President, and Secretary our Treasurer will stand in his position, thank you Gregg Lowry. At the last meeting Roxie Otteson showed some interest in filling the position of Secretary hopefully she still has the desire.

Happy Mother's Day to all the ladies of our club!

Thank you,
Patsy Hamlin



#148 Members. I am pleased to inform you that on May 4th 2021 we will resume our face to face meetings at the Broken Yolk. It has been a tough year for all, we are excited that we can finally get together. The Early Ford National organization has passed a resolution authorizing resumption of Club activities. The only caveat is that we must strictly follow the State and Local covid requirements. Riverside County is currently in the Moderate level (Tier 3)
Requirements:
Must wear face covering
Must social distance 6 feet
These requirements will be enforced!
More importantly, the health and safety of Club members and the public is the most important consideration.

In order to give the Broken Yolk a heads up on numbers of attendees we will need to have members give us an RSVP. We request that you respond by Friday April 29th to:

Patsy Hamlin (760) 743-5099 tomsl7ford@aol.com
OR
Bob McClelland (951) 233-6301 remac278@msn.com

Breakfast at 8:00am Meeting at 9:00am



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



ACCESSORIES FOR MAY
 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 MAY, 2021



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May Birthdays

- 1 – Donna Payne
- 5 – Frank Fucci
- 7 - Stephanie Terrell
- 9 – Tom Keck
- 11 – Dick Foote
- 13 – Marilyn Rounds
- 24 – Jo Ann Barbieri
- 25 – Gayla Louzek
- 29 – Ray Ouellette



May Anniversaries

- 11– Robert & Sharon Mc Clelland
- 15 – Dave & Gayla Louzek
- 16 – Tim & Sandy Shortt
- 17 – Lois & Mike Pierson
- 18- Al & Diana Pierce
- 21 – Steve & Kimry Wells
- 28 – Ron & Susan Hull
- 31- Rudy & Lori Perez



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, Lone
- 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 [1]
 - 1930 Ford pick-up appraised at \$7500. 1957 Ford Thunderbird appraised at \$19,500. contact virginiaboos@rocketmail.com. [1]
- WANTED
- 1951 Ford ring and pinion gears 410 to 1 ratio. Ron HOPWOOD (949) 496-5136. (2)



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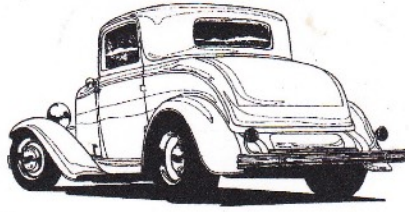
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The Real Secret Behind Entrepreneur Henry Ford

BY MABU



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

AND NOW MORE OF THE STORY

“Stop shipping, and we go bankrupt,” said Couzens, and so they shipped. [Tweet “‘Stop shipping, and we go bankrupt,’ said Couzens. They shipped. #henryford “] Ford shipped that car, **the Model A**, in 1903. It wouldn't be until 1908 that the infamous Model T, Ford's masterpiece, would be released. In the five years that spanned between the A and the T, the Ford plant engineered, and sold, more than 20 different models before finally getting it right. Henry Ford, one of the most celebrated entrepreneurs in American history, may not have been the success he was without Couzens, who forced him to ship.

A History Of Slow Improvements

The Model A car that left the showroom on Couzens urging were far from perfect, but Couzens knew that a company without a product wasn't a company at all. So, rather than taking the time to perfect the model, he shipped it, and then began sending Ford mechanics to every corner of the country to make repairs and gather feedback. He chose to fail faster, and to focus on slow improvements. Ford mechanics would travel to customers by train, fix the mechanical issues, and then report their findings back to the engineering team in Detroit. At the plant, Ford began making improvements on the fly, implementing them as new Model A's rolled off the assembly line. Slowly, the Ford process took shape. Before they knew it, they had iterated themselves to the Model T. It was a process of slow improvements.

Lessons Learned

As I read the biography of Henry Ford, I find that there are thousands of lessons to learn, but this one stands out in particular. Ford would prove his own business acumen over the years, but in those early days, it was Couzens who made his mark in history. While I suspect that Henry Ford would have found a way to make his company a success in some way, no arguments can be made about the Couzens effect. Ford got to the Model T faster because of Couzens. While this never made Couzens particularly famous, it did make both him and Ford extremely successful. (Continued on page11)

Ship Early, Ship Often

Behind every good product, company, or service is someone who ships. Someone who says “be damned with the consequences, we need to get this show on the road.” It isn’t easy. You could fail. Ford did, twice. And, he may have again without an ornery business partner by his side.

Sure, when you ship you risk failure, but you will fail faster. The Model T would have happened eventually, but it would have been long after 1908 if it wasn’t for the learning that took place on that early Model A and its subsequent revisions that were based on failures. Couzens and Ford had no doubt perfected a useful feedback loop that made better cars, and continually a better business. Faster failure

Business isn’t about perfection, it is about improvement. Start, fail fast, learn, and always be improving. As far as James C. Couzens is concerned, it is a sure formula for success.



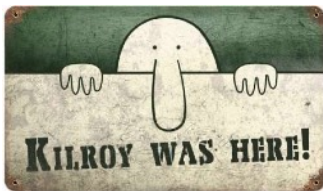
The Ford Model T, widely regarded as the world’s most influential car of the 20th century. A product of iteration.





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AND NOW THE REST OF THE STORY

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon. As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were = the first GI's there).

On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?" To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts .



AND THE TRADITION
CONTINUES



Even Outside Osama Bin
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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.
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UPCOMING MEETINGS:

May 4th, 2021

June 1st, 2021

UPDATES TO COME!

MARK YOUR CALENDARS!! APRIL, 2021
CHECK OUT

<http://www.socalcarchulture.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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