



VALVE CHATTER



September, 2022 Newsletter, Volume 27, Issue #9
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



NOTES FROM THE PRESIDENT



Bob McClelland

Summer is almost over, but you would never know it by the warm days we are having! We again encourage all members to join us at our monthly meetings, we do have a minimum to meet, and come and join the great fellowship.

There will be a board meeting after the general meeting on the 13th to discuss membership. There is a need to review where we are and where we are going. Members are welcome to join the meeting.

We had a great presentation on tires at the August meeting from Michael Gayette from America's Tire Company in Murrieta! They are one of our Valve Chatter advertisers!

I will be looking for a volunteer for nominating committee chair and members to join the effort!

We are also looking for individuals to put on programs. It can be members or anyone that has a program that would be interesting to the members. No sales pitches please.

I would like to thank Ted & Dory Thompson for organizing the tour to the Lyon Air Museum! Steve & Kimry Wells took some great pictures, which I will share at our meeting on the 13th!

Bob McClelland
President



Win a 1957 Thunderbird or \$10,000

ENTER NOW

2nd prize: \$3,000 & 3rd prize: \$1,000

Drawing September 9th, 2022

Tickets \$10 Each, 6 for \$50 or 15 for \$100

2181 Rotunda Dr. Auburn, IN 46706

(260) 927-8022 info@fordv8foundation.org

Fordv8foundation.org



WIN

ENTER NOW



All proceeds benefit the Early Ford V-8 Foundation Museum
License #145296

ACCESSORIES
2022

All prices include embroidery and tax. Sizes S-2XL

Women's Polo \$21
Men's Polo \$24

Cap \$10.80

Long sleeved denim shirt \$21
Short sleeved denim shirt \$19.75

Long sleeved tee shirt with or without pocket \$16.31
Short sleeved tee shirt with or without pocket \$13.05

Nylon jacket \$27



A club member can also go on SanMar.com web sight and look under **Port Authority** brand. It is a wholesale web sight so *you* can not buy from them. But, if you see something you wish to purchase, note the order number, color and product and Tim will give us the price with embroidery and tax. This is actually the best way to pick out the color you want.

Feel free to call me if you need help,

Janet

Accessory Chair report



Jackets

You can go online to **S&S Active Ware** website and pick out any jacket. Email me the product name and number and I will get the price for you. It will be less than stated in the catalogue. The club emblem will be attached to the left chest.

All other products go to **SanMar** website. Look under "Port Authority" brand. You can pick anything you want. Just email me the product name and number and I will get a price for you. Price will include having our logo sewed on.

When you order, make a check payable to Palomar V-8 Club and send to Janet Harris:

3088 Skycrest Dr

Fallbrook, 92028

Turnaround time is approximately 2 weeks. I will pick up your order and bring it to the next meeting. Any questions? Feel free to contact me at brokerjanet@hotmail.com or 760-522-8423



Roxie
Otteson



Board of Directors & Business Meeting of the Members of The Palomar Mountain V-8's Regional Group of the Early Ford V-8 Club of America, Inc.

A California Non-Profit Public Benefit Corporation

A regularly scheduled business meeting of the Board of Directors and Members of the Palomar Mountain V-8's Regional Group of the Early Ford V-8 Club of America, Inc., and a California Non-Profit Public Benefit Corporation was held on August 9th, 2022, at the meeting place of the members: Richie's Real American Diner, 40651 Murrieta Hot Springs Rd., Murrieta, California.

Directors Present: Robert McClelland (President), Gregg Lowry (Treasurer), Roxie Otteson (Secretary) and Patsy Hamlin (Director).

Members Present & Cars Driven: The following members drove modern vehicles: Gregg & Linda Lowry, Bob Davis, Tom & Patsy Hamlin, Bob & Sharon McClelland, Peggy Petrucci, Steve Wells, Ron Shedd, Jim Hurlburt, Bud Williams, Roger Bell, Don & Sylvia Harwick, Rudy Perez, Ray & Jackie Ouellette and Leona Spanier.

The following members drove their Early V-8's: Jerry & Roxie Otteson ('41 Ford Sedan Delivery), Cliff Gustin ('41 Ford), Dan Castellini ('53 Ford Tudor), and Ted and Dory Thompson ('36 Tudor).

Guests: We had two guests today, Sharon & Bob McClelland's son, Tracy and Jim Hurlbert's daughter, Melissa.

Meeting was called to order at 9:00 A.M. by President, Bob McClelland. Gregg Lowry led us in the Pledge of Allegiance and Dan Castellini led us in Prayer.

Officer & Committee Reports were then accepted.

President: Bob McClelland had nothing to report at this time.

Vice President: Cheryl Westra was not present today.

Treasurer: Gregg Lowry reported the Club balance at the end of July 2022

Secretary: Roxie Otteson asked for a motion to accept the July 2022 minutes as presented. Motion was made by Jackie Ouellette and seconded by Peggy Petrucci. Motion Passed. Roxie congratulated those members who celebrated birthdays and anniversaries in the month of August.

Director: Patsy Hamlin had nothing to report at this time.

Accessories: Janet Harris was not present today.

(Cont. From PG. 4)

Advertising: Don Harwick reported that he continues to recruit new advertising and has 2 or 3 he is currently working on, including American Tire, who will be providing our Program today.

Historian: Susan Valentino was not present today.

Membership & Club Badges: Dory Thompson reported that Lyle Christensen is not renewing his membership. After 10 years, I would like to do something else. I also believe there should be term limits.

Sunshine Lady: Jackie Ouellette reported that she sent a sympathy card to Cliff Gustin.

Tours: Jay Harris was not present today. Ted & Dory Thompson are checking on a possible tour to Lyon's Museum for later this month. Information to follow.

Newsletter: Bob McClelland had nothing to report.

Old Business: Nothing to report.

New Business: Nothing to report.

Announcements: No announcements currently.

Program: Our program today was presented by Michael Gayette from America's Tire Company in Murrieta. Their advertising includes "Guaranteed Low Price" statement. Coker Tires are available for Specialty Orders with a turn-around estimate of 3 – 4 days. They offer other discounts including AAA.

Ask The Experts: Nothing was presented today.

Tom's Trivia Question: Tom Hamlin's Trivia Question for today was: How much did a Firestone 600 x 16 w/w tire sell for in 1975?? 1. \$32.50 2. \$43.75 3. \$36.50 4. \$48.50 The answer is 4. \$48.50.

Special Drawing: Sharon McClelland announced that \$110 was collected with \$55 going to the Club and \$55 being won by Patsy Hamlin.

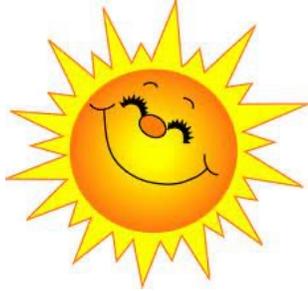
Being no further business to come before the meeting, and as a motion was made by Gregg Lowry and seconded by Dan Castellini, this meeting was adjourned at 10:03 A.M.

It is directed that this action be filed in the Minutes Book of the Corporation. This action is executed pursuant to the Corporation Code of the State of California, which requires accurate minutes of any meeting of the Board be maintained.

Dated: August 22, 2022 Respectfully Submitted

Roxie Otteson, Secretary Corporate Minutes





SUNSHINE REPORT

THINKING OF OUR MEMBERS
STRUGGLING

Nothing to report this month
let the Sunshine Lady know when a
member needs encouragement

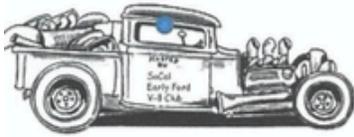
11th Annual So-Cal Early Ford V-8 Club Inter-Regional

Giant... Collector Car *Swap Meet* Lots of Ford Flathead Stu

Saturday, October 1, 2022

The only place that you're going to find Early Ford stuff
is at a swap meet like this - put on by Early Ford V-8 Club Folks
Car & Truck Parts - Accessories - Tools - Literature, Books & much more

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EFV8 SWAP MEET LOCATION
Elks Lodge - Buena Park
7212 Melrose St.



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7:00 AM

Open to
the Public
8:00 AM

Only \$15.00 per space - non-club members \$25 per space

First come, First served!

Call Tom McLaughlin Ph. 714 998-4528

or Gary Zimmerman Ph. 714 726-8384

coffee and donuts will be on sale

Supplied by the So-Cal Regional Group of the Early Ford V-8 Club

Long before the big players, these pioneers laid the groundwork
By [Hemmings Admin](#) from December 2019 issue of [Hemmings Motor News](#)

CONTINUED FROM THE AUGUST ISSUE!

The Quad's drivetrain was full of secrets. First was a double gear reduction giving a 43.2:1 low range through a constant-mesh four-speed selective transmission. Top speed was governed to 14 mph, which was still vastly faster than a mule team. Second were startlingly sophisticated, automatically locking M&S mechanical front and rear differentials, which really did make it essentially unstoppable: With chains around the solid rubber tires, high-centering was all that would halt you.

To get power to the wheels, the differential case was mounted on top of the axle, with unequal-length half-shafts leading to a U-joint right above the steering knuckle. As it was offset from the centerline of the wheel, the end of the driveshaft carried a spur gear that turned an internal gear within the diameter of the wheel, giving the additional gear reduction. Thanks to the U-joint, the wheels—front and rear linked by rods— could turn almost 90 degrees, so the truck had a 44-foot turning radius. Wide band brakes on all four wheels combined with a fifth transmission shaft brake and engine braking provided control of heavy loads on the steepest slopes.

Within a year of its introduction, Jeffery had sold more than 2,000 Quads, with production really starting to pick up in the spring of 1914. Initially the U.S. Army owned 62 Quads, but that number increased to 1,000 and foreign orders for war use rolled in—first from British Dominion Canada, which ordered 50 Quads as soon as they entered WWI in the August of 1914. Forty of those appear to have been armored, although it looks as though most ended up in Ireland, away from combat.



Luella Bates dumps a load of sand from her Model B FWD in 1921. Bates was a pioneering woman truck driver who made several transcontinental tours while working for FWD, promoting the company's haulers. Orders for hundreds of Quads from England, France, and Russia followed quickly: more than 800 by April 1915.

The first test for American troops in Quads came in 1915, when the Marine Corps brought it into Haiti; while they got a workout, however, it wasn't combat. That came a year later when the Army Punitive Expedition went into Mexico after Pancho Villa. Jeffery was awarded a contract to supply 28 trucks, for which the Army Quartermaster built wagon bodies. Quality issues appear to have been of concern through the end of the war, and demand was so great that Nash, which had purchased Jeffery and changed the name in mid-1917, subcontracted production with Hudson, Paige-Detroit, National, and Premier. Nash alone built more than 9,000 Quads in 1918, with almost as many again built by the subcontractors.

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The end of WWI had seen the martial use of more than 250,000 motor vehicles, tens of thousands of them Quads. Between commerce and combat, they ended up in the farthest recesses of the globe—crossing the Himalayas, trudging through Southeast Asian swamps, hauling road trains across the Australian Outback, bringing ore out of the Andes. The British Royal Tank Corps in the North West Frontier of India (now Pakistan), used the last known military Quads in 1925, in terrain that still provides a huge challenge to modern trucks. Civilians used them far longer, with Quads doing their slow but unstoppable work at least until the 1950s.

All told, Jeffery and Nash built more than 23,000 Quads—some sources say there were more than 40,000 with all variants accounted for—and it's not an exaggeration to say their trailblazing capabilities made them the pattern for a generation of succeeding vehicles.

AND THAT IS THE REST OF THE STORY

AUTOMOBLOG



From solid to pneumatic, from bikes to motor vehicles, wheels and tires are like so many other vehicle components: we take them for granted. Most of us are accustomed to the regular replacement of our car's tires, which eventually wear out. It's easy to forget (or ignore) how different it was just a few decades ago, before innovations like radial tires, long-life tread, run-flats, and TPMS (Tire Pressure Monitoring Systems). But what were tires like at the dawn of the automobile?

We are NOT going to make any attempt to document the invention of the wheel!

Whether made of stone, wood, metal, or some combination, the wheel has been around for many thousands of years. Our interest here is in the automobile's use of rubber tires mounted onto a center disc. Below are just the highlights of 100+ years of rubber tire innovations and improvements. It really begins with the bicycle, which went through several popular crazes in the 1800s. We will trace the path of tire development from bikes to cars, focusing on some of the better-known milestones in the industry.

Horse-drawn carriages required strong wheels. As the pathways of the 19th century were hard earth, stone, or even unpaved fields, wood or metal wheels could stand up to these harsh conditions. The trade-off was an equally harsh ride. Rubber may have been considered as an alternative material, but in its natural state, it is sticky, gummy, and subject to temperature fluctuations, being soft in warm weather, and brittle in the cold.

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Rubber's usefulness changed for the better in 1839, when a man named Charles Goodyear (that last name may sound familiar) invented a process to vulcanize rubber. Vulcanizing rubber transforms it into a substance which is more durable, can be formed into a consistent shape, and can deform, or bend, and then return to its original shape. In other words, it was a significant improvement over the hard wheel.

PNEUMATIC TIRES

In the mid-1880s, Europeans began to develop the bicycle, and its popularity took off. Original bike wheels were wood, but sometime in the 1860s, solid rubber tires were introduced. Still, the rubber material, while long-lasting, did little to cushion the ride. (An early nickname for the bicycle was the "bone-shaker.") And as the bicycle progressed, average speeds increased. The public wanted more comfort on this newest transportation fad. In 1888, a man named John Dunlop (another familiar surname), desiring his young son to have a more comfortable ride on his bike, invented the first practical pneumatic, or air-holding tire. Coincidentally, the automobile industry was born around this same time.

DETACHABLE TIRES

These early tires were permanently mounted to their wheels. When a solid rubber tire wore out, the entire assembly was replaced. The bigger issue arose with pneumatic tires, as it was a difficult and time consuming process to make a repair. Although there are some claims for British inventors in 1890, the first effective, detachable pneumatic tire is usually credited to Edouard Michelin (our 3rd inventor with a recognizable name), who patented his version for bicycles in 1891.

HORSELESS CARRIAGES DRIVE THE DEMAND

TREADED TIRES

Rubber tires were originally smooth, as there was no inherent demand for a tread pattern (except for decorative or marketing purposes). As roadways improved and speeds increased, and as cars, unlike bikes, were used year-round in all kinds of weather, the need for better traction arose. In 1904, [Continental Tire](#) of Germany was the first to introduce a tread pattern on a tire. Grooved tires to help with traction in slippery conditions came about from the Goodyear Tire Company by 1908.

INNER TUBES

Early tires and wheels were made of materials which could not sufficiently contain air pressure. This, combined with inefficient mounting techniques and high tire pressures, resulted in a requirement that all tires use a rubber inner-tube, between wheel and tire, to hold the air.

BIAS PLY CONSTRUCTION

By the 1910s, tire engineering and manufacturing had evolved to use sheets of cotton cord material, cut at an angle ("on the bias"), layered, and molded into sheet rubber. So was born the "bias ply tire," which remained the industry standard, at least in the U.S., until the 1960s.

RADIAL CONSTRUCTION

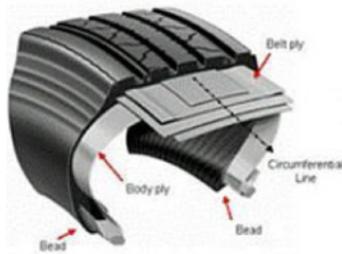
Like so many other tire technologies, the radial tire was initially developed early in the tire industry's life, but a combination of poor design, lack of manufacturing know-how, and failure to find a market led to a lack of success. In 1948, the Michelin Tire Company produced the first commercially available steel-belted radial tire, so named because the tire's cords were placed at a 90 degree angle (radially) to the wheel.

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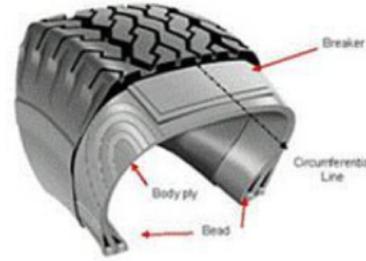
(CONT FRM PG 9)

This Michelin X radial was used on a French Citroen, a car company which Michelin happened to own at the time.

Radial Ply Tyre



Bias Ply Tyre



BIAS BELTED CONSTRUCTION

Radial tires, for all practical purposes, were invented in Europe and became hugely popular there. Radials promised longer life, better handling, and improved fuel economy. Other tire companies in Europe and Japan began to manufacture them, and by extension, car companies on those continents adopted the tire. But in the U.S., there was resistance as American tire companies were hesitant to invest in expensive equipment to make the changeover.

American car companies, thinking that they would need to re-engineer their suspension systems, rejected the radial tire as “too harsh” for their vehicles. Goodyear aimed for a compromise. In 1967, they brought to market a bias belted tire, which was a bias-ply tire with an additional fiberglass belt. It had longer tread life than a bias-ply and could be used on soft American car suspensions. But a radial tire it was not. When the first gas crisis hit in 1973, Americans began to buy more fuel-efficient, radial equipped imports, and demanded better mileage from their own cars. The radial tire eventually found its way onto all American-built cars by the early 1980s.

TUBELESS TIRES

Tube-type tires were around for more than half of the 20th century. Early attempts to improve tire/wheel sealing and eliminate tubes were unsuccessful. The B.F. Goodrich Tire Company filed for a patent for a “pneumatic tire without inner tube” in 1946, which wasn’t granted until 1952. The first U.S. car to use tubeless tires was the 1954 Packard Clipper.



RUN FLATS

Because of poorly-surfaced roads, flat tires were a very common problem for those brave early “automobilists.” It took a long time for the U.S. to provide for widespread and improved roads. (The U.S. Interstate Highway System didn’t begin until 1956.) Cars typically carried more than one spare. If the driver could not fix the flat him/herself, a repair station might be many miles away. The Dunlop Tire Company, during the 1970s-1980s, made the first large-scale, commercially successful “fail-safe” wheel/tire combo, eventually making it standard on certain British car models.

(TO BE CONTINUED)



A NOTE FROM OUR TOUR DIRECTORS

PLEASE NOTE..

If anyone has a suggestion for a tour let us know, we would be glad to look into it! Jay & Janet

From the Editor

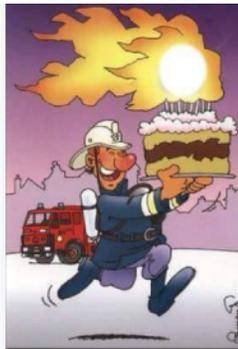


We're **STILL** looking for your stories. What travel's have you done, what restorations have you done on your car? We would love to feature your story in the Valve Chatter! You can also send sale or wanted ads for future Valve Chatters! Notify me if your item has sold.

Please send to: Bob McClelland remac278@msn.com

September Birthdays

- 1 - Maryellen Huhn
- 1 - Robert McClelland
- 7 - Rudy Perez
- 10 - Judith Spaid
- 12 - Merleen Magers
- 16 - Carolyn Mears
- 17 - Tom Brumley
- 20 - Gary Walcher
- 23 - Len Barbieri
- 24 - Jim Hurlburt
- 25 - Ken Magers
- 29 - Linda Lowry



September Anniversaries

- 8 - Ron & Marty Hopwood
- 16 - Gregg & Linda Lowry
- 16 - Jack & Missi Kay
- 20 - Len & Jo Ann Barbieri
- 22 - David & Lisa Simard
- 24 - Ray & Jackie Ouellette

A POIGNANT TALE

All of us who drive their prized Early V8's out in public know the pleasure of having a stranger approach us to comment on our car or reminisce about good old Uncle Jack, who had one 'just like yours.' Well, I'm no different, and this story, no matter how many times I tell it, always brings a tear to my eyes.

About 20 years ago I was displaying our '39 Ford Convertible at a Cruisin' Grand event in Escondido. The car was parked diagonally to the curb, and I was sitting comfortably in a beach chair next to the driver's side door. As I peered out over the crowd I noticed an elderly couple walking slowly in my direction. They were holding hands, and seeing them smile and talk to each other, I got a warm, fuzzy feeling. But I had no idea what was coming next. Soon they were standing in front of our car, pointing and gesturing. About when I was ready to get up and greet them the gentleman walked over to me, and his wife slowly walked around the passenger side of the car. He began to explain their particular interest in the car. He slowly explained that he and his wife had driven the exact same make, model, and color of Ford on their honeymoon in 1939! They were speechless as they walked around the car and whispered little nothings to each other. Then he returned to where I was now standing and quietly asked me if he could sit in the driver's seat for a few minutes - and oh, yes, could his wife get in and sit beside him? Of course I stumbled all over myself in trying to say a simple 'yes', and they settled in the car and closed the doors. Nothing was said - they just looked straight ahead, and a tear rolled down the elderly gentleman's cheek. Then I lost it. I could only imagine what was going through their minds.

After a few poignant, touching moments, he opened the door, got out, and went around the car to help his wife exit her side. He then asked me for my address so he could send us a photo of him and his bride in front of their '39 Ford Convertible.

I'm really not sure where that photo is today, but he did send it, and it's time for me to find that treasure!

Lovingly,
Jay and Janet Harris



Hosted By:



CRUIZERS

Car Show

October 29th, 2022

From 9am to 3:00pm

Veterans Memorial Park, Perris, CA

197 South D Street, Perris, CA 92570

Cars, Food, Music, Awards, 50/50 Raffle

For the Benefit of:



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THANK YOU FOR YOUR HARD WORK



CRUIZERS

Perris Veterans Memorial Car Show

Classic Car Registration Form

October 29, 2022 - 9am to 3:00pm

Perris Veterans Memorial; 101 South D Street, Perris, CA 92570

Fee: \$30.00 1st entry, \$15.00 subsequent entry - T-Shirt for the first 200 to Register

Deadline to register October 20, 2022

Contact Name:

Address:

Phone Number:

E-mail:

Club Affiliation: *Please note if you want to park together as a club; you must enter together- we are unable to reserve space.*

Classic Car 1	Classic Car 2
Year: <input type="text"/>	Year: <input type="text"/>
Make: <input type="text"/>	Make: <input type="text"/>
Model: <input type="text"/>	Model: <input type="text"/>
License Plate #: <input type="text"/>	License Plate #: <input type="text"/>
Color: <input type="text"/>	Color: <input type="text"/>

Judging Categories - Trophies will be awarded for the following categories:

- Over 40 Awards**
- Best in Show
 - Best Paint
 - Best Interior
 - Best Engine
 - Best in Class

T-Shirt Size:

- Med
- Large
- X-Large
- 2XL

Circle only 1

Judges trophies are determined by the Sun City Cruizers preselected judges. The decisions are final, the winners are announced at the main stage during the Veterans Memorial awards ceremony.

Please mail this completed application and Check payable to the Sun City Cruizers

Sun City Cruizers
PO Box 189, Menifee, CA 92586

For more information regarding call 562-242-9909 or email SunCityCruizers@gmail.com

Happy Labor Day



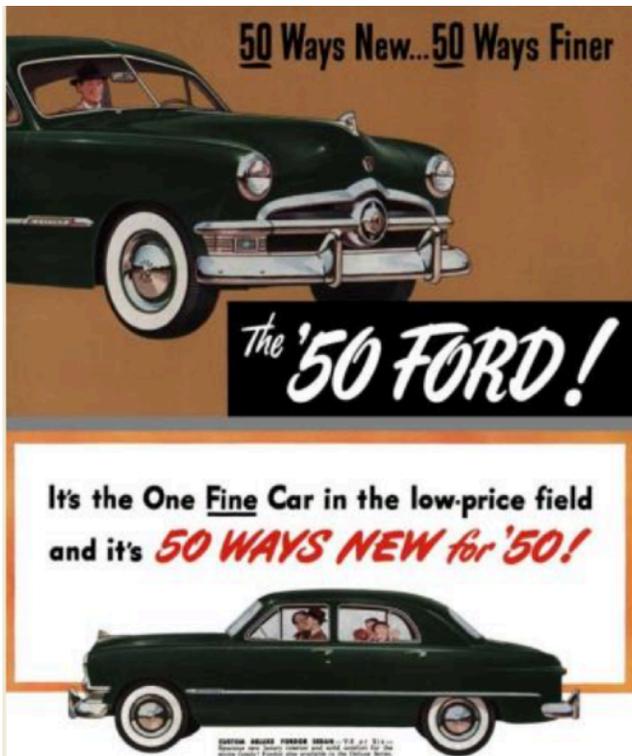


FOR SALE

- 1950 Ford Crestliner Jerry James for details Phone 909-626-3646 [1]

WANTED

- 1951 Ford Air cleaner, bumper jack, 1 stock steel wheel, deck lid hinges Tom Hamlin (760) 743-5099 [1]



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, 2022

2021 Board of Directors & Officers

President Robert McClelland

Vice President Cheryl Westra

Treasurer Gregg Lowry

Secretary Roxie Otteson

Past Pres./Dir. Patsy Hamlin

2022 Committee Chairpersons

ACCESSORIES

Janet Harris

AUDIT COMMITTEE

Officers & Member at Large per By-laws

ADVERTISING Don Harwick

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

Jay & Janet Harris

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



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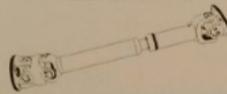


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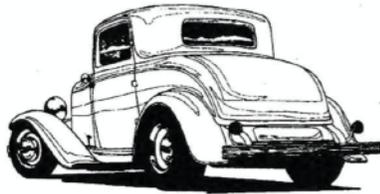
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MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR MEETINGS

Second Tuesday Monthly

(January thru November) Breakfast @ 8:00 am Meeting @ 9:00 a.m.

Richies Real American Diner 40651 Murrieta Hot Springs Road

Murrieta, Ca. 92562

Sept. 13 th 8:00 AM

Oct. 11th 8:00 AM

Nov. 8th 8:00 AM

**MARK YOUR CALENDARS!! SEPTEMBER 2022
CHECK OUT**

San Diego - The Greatest Show on Turf - 3605 Clairemont Dr. - 9AM - 2:30PM

Escondido -  4PM - 9PM



SEPT 4TH Vista - 32nd Annual Vista Rod Run - Historic Main Street - 9AM - 2PM

SEPT 10TH San Clemente - San Clemente Car Show - 200 Avenida Del Mar - 10AM - 3PM

SEPT 10TH Corona - Veterans Car & Bike Show - Corona City Park 930 6th St. - 9AM - 4PM

SEPT 17 Encinitas - 43rd Wavecrest Woodie Meet -

Moonlight Beach 4th & C St. - 8AM - 3PM

SEPT 10TH San Diego - The Greatest Show on Turf - 3605 Clairemont Dr. - 9AM - 2:30PM



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