



VALVE CHATTER



June, 2020 Newsletter, Volume 25, Issue 6
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



*Roadside
Chatter
with
the
President*



Here we are the middle of the year and we are going to have to cancel our meeting until further notice. There is no sight of anything becoming of a meeting any time soon and of course we are sorry for that. All Bob and I can do at this point is to keep you informed .

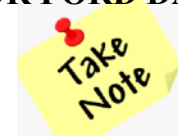
While Tom and I are diehard when it comes to our cars, we are still going to Cruisin Grand and meeting up with a few friends and just cruise. When Tom and I were dating cruising Grand was a for real activity in Escondido, we would go from the Car Hop to the Burger Bar and then over to George and Ann's finally ending up at the Slab. The only thing different from cruising Grand then and now is that there wasn't so many stop lights and signs.

We also took a trip around the county on Mother's Day and it felt so good to be out and doing something other than what we have been doing at home. We went up to Palomar Mountain beautiful up there and we saw a couple of does while we drove around the mountain, off we went to and thought Mesa Grande so green and lots of wild flowers, down the grade to Ramona and then Highland Valley road towards home. We arrived home in time for a light dinner and topped the evening off with a good movie. Hope you are trying out your wings and doing whatever you feel safe doing .

My good wishes go out to the membership for safety and good health until we are once again meeting and socializing once again.

DON'T FORGET JUNE 20TH IS NATIONAL DRIVE YOUR FORD DAY

Thank you,
Patsy Hamlin





ACCESSORIES FOR JUNE
2020

DEAR FRIENDS: NOT MUCH NEW.
ANOTHER MONTH HAS GONE WITH US ALL
IN QIARANTINE. 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 JUNE 2020

June Birthdays

- 3 – Steve Branch
- 10 – Gale Anderson
- 11 - Ron Shedd
- 13 – Gloria Tompkins
- 16 - Lyle Christensen
- 22 – Dory Thompson
- 23 – Gary Huckins



June Anniversaries

- 6 – Jay & Janet Harris
- 15 - Dave & Maryellen Huhn
- 27 – Steve & Georgina Branc



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

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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



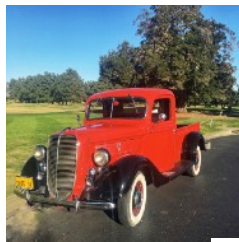
From the Editor

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



- 1957 Ford Fordmatic Trans, appears re-built \$150.00 1941 Deluxe rear bumper, show chrome \$350.00 Dave Louzek (858) 682-8585 [3]
- Travel Scooter (make). 3 wheeled (folds up, weighs 35 lbs - lithium battery) \$800. \$2600 new Don Harwick (760).941-1933 [3]
- 1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000. Bud Williams (951)1440-1451 [3]
- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several Dan Krehbiel (951)302-5922 [3]
- 951 Ford Victoria Root beer color, 350 Chev engine, 400 turbo trans,, vintage air, disc brakes front, sway bar front & Rear, new glass & rubber \$30,000! Peggy Petrucci (951)600-1266 [3]



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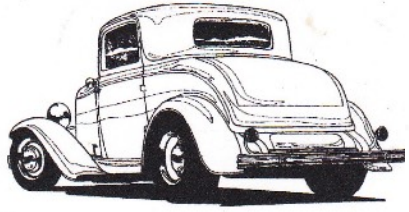
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Why Now's the Time to Invest in a Vintage Ford Pickup Truck

The early F Series Fords are primed to pop.

By [Hannah Elliott](#)

June 19, 2017, 1:08 AM PDT

The best-selling vehicle in America isn't a car. It's a truck.

Most industry followers know the Ford F-150 has dominated sales of all vehicles in the U.S. for decades; since 1984, it has surpassed even things as ubiquitous as the Toyota Camry and Honda Accord as the most popular four-wheeled machine on the road today.

But even truck fans may not know the intricacies of how the original 1948 Ford F-1 launched the Ford F-Series that eventually developed into the modern pickup that dominates the U.S. market.



A 1958 Ford F-100 Custom Cab pickup. *Photographer: Darin Schnabel 2014 (Courtesy RM Auctions)*

“Ford has [produced trucks] the longest, since the days of the Model T, and introduced a V8 engine before both Chevrolet and Dodge,” said Pete Fisher, the car specialist for RM Sotheby’s. “There is certainly a collector base for vintage Chevy pickups as well, while Dodge examples were not as popular until the 1970s ... but the Ford F-Series is essentially an American institution.”

The first F-Series trucks were the 1948 F-1, F-2, and F-3. These were the snub-nosed trucks Ford Motor Co. developed as its first all-new vehicles after World War II; they were an integral part of jumpstarting Ford’s success in the U.S.

(To Be Continued)



1957 Montclair Raffle



Due to the cancellation of the Eastern National Meet in Morgantown, PA in June, RG 36's raffle of a 1957 Mercury Montclair has moved to the Early Ford V-8 Museum. Proceeds from the raffle will still benefit the Museum, but now the Museum will run the raffle. All tickets already sold have been entered into the drawing. Tickets are \$10 each, 6 for \$50 and 15 for \$100. To purchase tickets using a credit card, call 260-927-8022, or send a check payable to the Early Ford V-8 Museum, P.O. Box 284, Auburn, IN 46706. Enclose a self-addressed stamped envelope if you want the stubs sent to you.

The drawing date has been moved to
Sept. 5, 2020

**Win this 1957 Mercury Montclair
4 door hardtop sedan or \$10,000**

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Drawing Sept. 5, 2020

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Proceeds benefit the Early Ford
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BAD NEWS MARTY MOLINE

by
THE PITIFUL POET
Jay Harris



No Mustang meet would be complete
Without the presence, I mean
Of my mythical friend, the livin' end
Bad news Marty Moline.

Now Marty loved cars, and would drive afar
To attend the Mustang meets
San Diego '83, was no exception, you see
His obligations back home would keep.

The problem, however, wasn't the weather
Nor the distance, nor time of year
It was simply his car, his pitiful car
A fastback that'd seen better years.

Actually, you could say, it'd be wise to pray
When Marty'd make the scene
In his '66 fastback, six kids, and wife Pat
That was Bad News Marty Moline.

Now you've got to envision a man with a mission
To make it to the San Diego scene
Six kids and a wife, holding on for dear life
In his fastback - a tired machine!

Hung on the top, nearly ready to drop
Were suitcases, spare parts, and more
The Mustang '66, Marty, wife, and six kids
San Diego or bust, that's for sure!

By the third day out, Marty was about
To abandon the whole darn plan
The muffler had dropped, the motor had stopped
Marty was a beaten man.

But then just like that, Marty told Pat
"We'll make it, you wait and see...
We've come this far, I'll fix this car"
Declared Bad News Marty Moline!

Well, he was right, 'cause out of the night
As noisy as could possibly be
Came Marty and wife, and six kids full of life
To attend the San Diego meet.

The next day at eleven, Marty, plus seven
Were cruising the concourse site
The rods were knocking, the paint was shocking
But they were there - Marty, kids, and wife.

To the relief of all, Marty found a stall
And parked the tired machine
One thing was clear, they knew he was here
Yes, 'twas Bad News Marty Moline.



Stealth Details Put This 1940 Ford Coupe Over the Top



Tim Bernsau Author Jorge Nunez Photographer May 7, 2020

This Coupe Has Lincoln Mark VIII 4.6-Liter Power And Many Mods You Might Not Notice.

One of the more popular purposes in building a rod or a custom is to distinguish your car from every other car. Imaginative and well-done modifications achieve that goal. But many builders, including the two professional street rodders responsible for this award-winning 1940 Ford coupe, go to extreme lengths to disguise the modifications they make. The objective is not to draw attention to the car with a bunch of modifications, but to draw attention to the car by making modifications that will improve its overall looks without being a distraction.

Gregg and Linda Lowry's cabernet red coupe is a perfect example of what we're talking about. There isn't an inch on the car that hasn't been tweaked and fine-tuned. A ton of those tweaks are impossible to miss—especially the mods made under the hood, in the interior, and underneath the car. We'll talk about those, but we also want to call out a handful of the outward changes that aren't as obvious, those mods that took hundreds of hours to make invisible.

When Gregg bought the coupe, he was just getting started with his own hot rod shop, The Jalopy Shoppe in Escondido, California. The business was a success, which meant that this personal project had to be set aside for several years. During that time, though, ideas percolated and parts accumulated. As Gregg began to transition into retirement, he was able to pay more attention to finishing the car that had been slowly coming to life for several years.



(Cont: from PG. 10)

Thomas "T.J." Gillespie, who was working with Gregg, was in the process of starting a shop of his own in the area. Together, they began to get busy on the coupe. "He didn't realize how big an apple he was biting into," Gregg told us. Even simple builds can be affected by the domino effect, and a car with as many complex changes as this coupe can present a mountain of unforeseen challenges. "You touch one thing, and three other things happen," as T.J. said. He elaborated on three (of many) challenges and solutions that happened with the coupe: the hood and fenders, the front tires and wheels, and the windows. Gregg and T.J. thought they were almost done with the sheetmetal work on the car when they had problems getting the hood to fit right. The car's original Deluxe hood had been swapped for a standard hood, which was narrowed and piecut to slope downward, eliminating the nose-in-the-air that 1940 Fords are known for. But the hood, cowl, and fenders weren't lining up with each other, and the gaps were too large. It took a few stops and starts, and between 700 and 800 hours of work, to make everything perfect. From underneath, you can see the custom hinge setup. The stock hardware was replaced with handbuilt S-shaped hinges that mount further inboard through the firewall. Check out the photo and see for yourself—and check out the elaborate custom metal shaping on the underside of the hood while you're looking. (To Be Continued)



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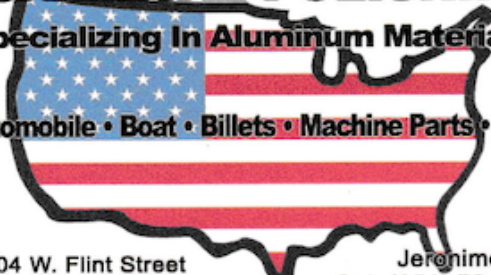


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MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR MEETINGS



First Tuesday Monthly
(January thru November) Breakfast @ 8:00 am Meeting @ 9:00 a.m.
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UPCOMING MEETINGS:

ALL MEETINGS CANCELLED UNTIL FURTHER NOTICE

UPDATES TO COME!

MARK YOUR CALENDARS!! JUNE, 2020
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

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