



VALVE CHATTER



July, 2020 Newsletter, Volume 25, Issue 7
Regional Group #148 of the Early Ford V-8 Club of
America, Inc



*Roadside
Chatter
with
the
President*



As we all have been wondering if we will get together again as a club I have talked with the manager of the Broken Yoke Restaurant and she has asked me to call her next month to see how seating will be arranged for a meeting.

Also Bob stopped by the Broken Yoke and the Broken Yoke at this time is using the room we were having our meetings in for their customers giving them more space for seating.

Tom Hamlin has come up with an idea that Bob McClelland and I think is a very good idea for us all. As soon as the manager gets back to us on the date we can resume our meetings we will be asking our members to sign up to attend our meeting. (Don't sign up yet!) The entire thing hinges on the Broken Yoke policy!

You can either email Bob at remac278@msn.com or call him at 951-233-6301. When seating has been filled for that meeting the member that didn't get in on the first meeting will be put to the top of the next list to insure that every member has a chance to come to a meeting.

If for any reason our committee member did not get on the list he or she can send in a report for that month and we will read it to the membership.

We hope this will help us get our meeting started once again and in a safe way for all. Take care and keep healthy and safe.

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 JULY 2020

July Birthdays

- 5 – Sylvia Harwick
- 6 – Jackie Ouellette
- 7 – Howard Dague
- 9 – Gloria Foote
- 9 - David Simard
- 12 – Jane Alling
- 17 – Judy Grobbel
- 17 – Loieanne Jeromin
- 17 – Ron Hopwood
- 18 – Tom Hamlin
- 20 – Ron Hull
- 21 – Chuck Abshire
- 25– Letrice Davis
- 26 – Mona Fucci
- 28 - Bonnie Bell
- 29 – Cal Westra
- 31– Diane Detwiler



July Anniversaries

- 7- Joe & Susan Valentino
- 8 – Gary & Karen Walcher
- 20 - Roger & Bonnie Bell
- 24 – Bob & Donna Payne

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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- Vice President** Bob McClelland
- Treasurer** Gregg Lowry
- Secretary** Linda Lowry
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Robert McClelland

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member on all committees

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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](http://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



- 1936 Ford Tudor Sedan Touring Street Rod project car. Over \$12,000 in suspension and various other parts including new Bob Drake running boards. \$8,000. Call for more detail and leave message if I don't answer. Jerry Otteson 909-518-5496.
- 1957 Ford Fordmatic Trans, appears re-built \$150.00 1941 Deluxe rear bumper, show chrome \$350.00 Dave Louzek (858) 682-8585 [1]
- Travel Scooter (make). 3 wheeled (folds up, weighs 35 lbs - lithium battery) \$800. \$2600 new Don Harwick (760).941-1933 [1]
- 1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000. Bud Williams (951)1440-1451 [1]
- Fans, shocks, carbs, dist . Cleaning out the barn! 1937,38 and 1939 speedometers and gauge clusters. have several Dan Krehbiel (951)302-5922 [1]
- 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 [1]
- 1947 Ford Sedan Coupe Dearborn winner fresh R/B engine. Phil (971) 219-9624 (Portland area) BEST OFFER. Dan Krehbiel friend, call Dan for details Dan Krehbiel (951) 302-5922 [1]
- CARS FOR SALE, Club member in Santa Barbara 1940 Ford std Coupe Black, 1948 Ford Sedan. coupe Maroon, 1953 Sedan delivery blue. All Have been restored, run good. Dave Dwelly (805) 897-3339. [1]




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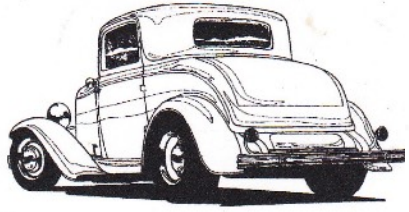
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AND NOW MORE OF THE STORY



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

Consumers loved them for more than their hearty flathead V8 or flathead inline-six engines. These were the first work vehicles developed with any real thought toward interior niceties; they gave consumers something with the convenience and functionality of a farming vehicle but with an interior comfort heretofore associated only with passenger cars. Ford reportedly spent \$1 million at the time to develop the trucks to give buyers more for their money, enhancing the riding experience for both driver and passenger. A company press release from the time touted the earliest ones as “designed to assure living room comfort.” It worked. Since the F-1 debuted in 1948, Ford has sold more than 26 million trucks worldwide.

Slow and Steady Rise



Early examples cost just over \$1,200 for the base model that debuted in 1948. They had rounded, wide fenders over their rear tires; the headlights sat flush with the rest of the front of the grill, and the windshield was a flat panel of glass. Each F-1 had a single, long bench seat in the cab (The 1951 model year saw a restyle, focusing primarily on a new large-bar grille, which became a styling theme for Ford through the rest of the decade in two subsequent platforms. In 1953, the F-1 became the F-100, which evolved into the modern F-Series trucks we have today. Ford launched the modernized F-100 in 1977 and the F-150 in 1984.)

A 1954 Ford F-100. *Photographer: Darin Schnabel/RM Auctions*

You're unlikely to find them at Gooding & Co. or Bonhams these days. Yet. They're not quite the blue chip specimens those auction houses sell. But pockets of classic cars tend to assume popularity after years of languishing in obscurity. The time to buy one is before they gain real momentum on the auction market. “We’ve noticed that collectors with relatively larger American collections begin to add a few pickups for nostalgic purposes once they’ve acquired the key cars in their garage,” Fisher said.

Several factors continue to contribute to F-Series stability on the auction market:

The vehicles cost little compared to many other classic cars. They're mechanically easy to maintain and repair—no computerized tools required. And when you do need to repair them, it's easy to get parts, since they are American-made trucks. Nothing need be shipped from overseas, which cuts down on the cost and time required to fix or restore one.

(Again to be Continued!)



2020 National News

Early Ford V-8 Club of America

May II



Drive Your V-8 Day



San Diego RG #19 on Drive your V-8 Day 2019

Did you take your V-8 out on "Drive Your V-8 Day" 2020?

Did you take a picture?

Don't forget to submit the best ones (not more than four, please!) along with a short description of what you did or what the photo(s) depict to the V-8 TIMES. E-Mail your pictures (put "Drive Your V-8 Day" in the subject line) by July 15 to v8times@cox.net or mail them to P.O. Box 16630, San Diego, CA 92116.

Your photos and captions may appear in the V-8 TIMES. It could be your chance for a cover shot!

Your Membership Info Up To Date?

Was your membership info in the 2020 Membership correct?

If not, you need to contact Cornerstone to update it. You can call (866) 427-7583 or send in changes using the membership form that comes with your V-8 TIMES. Indicate it is an update to your membership info.

If you're a registered user at the club website - www.efv8.org - you can access your membership info and make the changes yourself.

Bottomline - you're responsible for keeping your membership info up to date.

Don't Delay - it today!

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The Good Humor Man delivers cold treats on these hot days in this 1949 Ford truck. EARLY FORD V-8 CLUB ON THE ROAD, St. Louis RG #124
Mary Rogers, Editor

Harbor Freight Jack Stand Recall



The Harbor Freight jack stands that we've all bought, borrowed or seen in our friends' garages are being recalled due to a risk of collapsing under load. Go check yours immediately.

The recall document says that the problem could affect more than 450,000 6-ton jack stands produced between 2013 and 2019 and nearly 1.3 million 3-ton jack stands produced between 2012 and 2020.

These jack stands were sold

under the Pittsburg brand name, and can be identified by item numbers 56371 or 61196 on 3-ton models, and 61197 on 6-ton models.

Harbor Freight urges anybody in possession of affected jack stands to return them to the store in exchange for a gift card equal to the price of the stands. Any unsold jack stands covered by the recall have been removed from stores.

Check on your buddies and spread the word around—these jack stands are ubiquitous, and a failure like this could be fatal.

Club Books

While you're locked down, this is a good time to check out the Club books to help with your restoration.

If you're having your V-8 judged at a meet, you can challenge a deduction by using the Club book on your car as a reference.

**For The Latest News About
The V-8 Club
Visit The Website
www.efv8.org**

FORD FACT

Henry Ford and Thomas Edison were lifelong friends.

As requested by Ford, Thomas Edison's son captured Edison's last exhale in a test tube and sealed it with a cork. Ford kept the tube as a memorial to Edison's "life and breath."

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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.

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.

Skinny Wheels And Tires

Narrow front rolling stock was always part of the design for the coupe. Intro Wheels built custom rims, but the tires were grabbing, preventing the car from

completing a hard right of left turn. A lengthy search turned up the tires they needed, but the already narrow wheels needed an additional inch to be cut out, then were rewelded and repolished. It was a lot of effort, but necessary—and it worked.

Long Doors, Long Glass

A pair of 1939 Ford sedan doors were lengthened 10 inches, which improves their proportions relative to the rest of the body. But super-sized doors require super-sized door glass, which provided another challenge. Getting all that glass to move up and down without binding required some reconstructing of the Specialty Power Windows kit, including handbuilt tracks and guides.

Other Exterior Touches Plus Paint



(Cont: on pg 10)

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(Cont. from pg 9)

Fabricators at the Jalopy Shop and a T.J. 's own shop chopped the top 3 1/2 inches and moved the rear forward 4 inches. The windshield is laid back, and rear quarter windows were eliminated. Reshaping the rear fenders meant widening them 1 inch at the front and 3 inches in the rear. That modification keeps the front-to-rear body line straight, instead of bowing in at the rear. Extending the fenders lower and reshaping the wheel openings makes the coupe look lower even at its normal ride height.

A Specialty Power Windows wiper system was combined with the 1940 Ford wiper arms to keep the nostalgic outer appearance. The 1940 Ford convertible gooseneck mirrors were modified and blended into the side trim, instead of being mounted on the hinges. After hundreds of hours on the final metalwork and finishing, T.J. sprayed the cabernet three-stage paint, using PPF Vibrance materials.

Hot Rod Lincoln

Gregg and Linda thought their Ford should be FoMoCo powered. Linda's daily driver 1994 Lincoln Mark VIII was ready to be retired, but the aluminum Ford modular 4.6L engine seemed ready for more fun. HDS Machine Shop in Escondido performed the rebuild on the Lincoln. Gregg and T.J. didn't like the looks of the factory induction system, so they came up with the dual tunnel-ram setup. The custom-made air cleaners are hidden inside. The pretzel-inspired headers were necessary to pack the modular motor into the narrow engine compartment. Paint and chrome dress it all up. As T.J. said, "When everything is custom, you can't really stop." The stock EAOD transmission and shifter from the Lincoln were transplanted into the coupe, as well.

By Kugel

The original 1940 framersails were boxed and beefed up with an X-member and raised hoops built by T.J. The front and rear independent suspension systems came from Kugel Komponenten. The polished and chromed rearend includes four coilover shocks, inboard Jag-style brakes, and an aluminum third member with a 3.0:1-geared Ford 9-inch. The front clip features coilovers and custom stainless A-arms and 13-inch Wilwood disc brakes.

First-Class Cabin



Nostalgia meets style in the coupe's high-class interior. The custom dash was handbuilt to accommodate the swing pedal assembly, brake booster, and Vintage Air A/C system packed behind it. The air conditioning tubing was replaced with handbuilt ducts; the horizontal vents are mounted in the sanitary dash on both sides of the Classic Instruments Esquire gauges. A leather-wrapped Con2R steering wheel tops a Flaming River column. Tucked below the dash are the push-button ignition, Vintage Air controls, Pioneer Navigation system, and backup camera screen. Ron Mangus Upholstery covered Wiseguys power bucket seats in camel and tan leather, and used tan wool and suede for the headliner.

Words Of Advice

"Nine out of 10 people have no idea how much is involved in building a car like this," Gregg said. "You have to be prepared to adapt and adjust."

(Cont on pg 11)

(Cont: from pg 10)

Words Of Advice

You try to plan ahead, but there are always things you can't anticipate, and many times I was asking myself, 'What have I gotten into?' It really took T.J.'s skill and dedication to bring this to completion." As the car was finished, Gregg and Linda and T.J. talked about competing for the Ridler Award at the Detroit Autorama. The coupe would not have been out of place in that arena, but in the 13 or so years the car was being built it had gotten too much exposure to meet the Ridler rules. The 1940 Ford grabbed a couple of prizes at its Grand National Roadster Show debut, including a Street Rodder Top 100 award. Gregg Lowry is now fully retired from the Jalopy Shoppe. T.J. Gillespie is building hot rods in Collinsville, Virginia, where he owns Road House Rod & Customs. And Linda is having a blast enjoying her 1940 Ford coupe, 13 years in the making.

THE HOPWOOD'S 36 FORD UPDATE

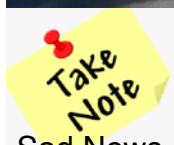
You may remember from the valve chatter of April 2019 that we purchased a '36 Ford pickup from our neighbor in November 2018. Ron had his eye on it for years and when he finally bought it, it did not run and needed other work. After a year long adventure finding an engine, parts, and shops to help us it was finally running and road worthy. During this time the Palomar V8 Club was a great source of information and support and we really appreciated each one of you. We have also enjoyed the meetings, tours and activities throughout the year, but always had to come in the "modern" car. This April we were going to surprise the club and drive the '36 to the meeting at the Broken Yoke. The surprise was on us! Covid 19 arrived and there was NO meeting! There are about 1000 miles on her now, she is running strong and we look forward to seeing you all soon and sharing her with you.

Ron and Marty

PS We have your phone numbers in case we need assistance on our way from San Juan Capistrano.



Ron & Marty Hoopwood at Hemet Car show



Sad News, Ted Thompson brought to my attention that Dick Hecker a prior member has passed away. He lived in Orange County. Some of our longer members may remember him!

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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.
Broken Yolk Cafe 26495 Ynez Rd. Temecula, Ca. 92591

UPCOMING MEETINGS:

ALL MEETINGS CANCELLED UNTIL FURTHER NOTICE

UPDATES TO COME!

MARK YOUR CALENDARS!! JULY, 2020
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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