



VALVE CHATTER



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



*Roadside
Chatter
with
the
President*



Hello to the membership of the Early Ford V-8 club, as you can see there is no meeting in the near future but a lot of ideas have been flying around but as of now none have stuck.

As for now it looks like we are still not have any gatherings and I have heard of no tours either. Safety first and tours are considered gatherings.

Tom and I have been keeping busy like most of you with cars and crafts and of course our pets. We have to do something to keep our minds off of not being able to gather and spend time with our friends and family.

With the hot months upon us we will hopefully burn up the corona virus and hopefully it does not join force with the flu season in September, how dreadful that would be.

Well enough of the sad things in life hopefully all is safe your way and remain that way and we can get together in some means. Not much of an update but with all due respect I close for now and if anyone has ideas of how we can get together please let us know and we will see if they are plausible.



REMEMBERING A FRIEND AND
EARLY FORD V-8 MEMBER
KATHY SHEDD



KATHY SHEDD

ON JULY 23, 2020 our good friend Kathy passed away after a short battle with a brain tumor found in January 2020. She was tough and fought hard. Kathy and Ron Shed joined the Palomar Mountain Early Ford V-8 Club in February, 2007. Kathy was inspired by the friendliness of the members. She was impressed with how helpful members were in helping Ron with his 36 restoration. Kathy was one of our most active members attending the Western National in Temecula in 2007, showing her 1936 Ford three window coupe. They also have a 1934 todor sedan and a 1940 todor sedan. Kathy and Ron did eventually attain the Dearborn Emeritus Award as well as many others. Kathy continued her participation throughout the years. She was always one of the first to step up when you needed something done. Kathy was our monthly raffle person selling tickets and handing out the money. She was always on the committe for the Christmas luncheon as well as the gift exchange expert, keeping track of the numbers. On special occasions, like Valentines she would bring candy and place it on the tables for all to enjoy. One time she even brought everyone a succulent plant. Kathy was always thinking of the other person. Kathy served 2 years as Vice President. Ron and Kathy traveled to Many of the National Meets and Kathy was always there to volunteer for the registration table or anything else they needed. At the banquet she always made sure all members were able to sit together by reserving us a table! This is by no means all that she did for Palomar Mountain V-8. Her presents and smile will be sorely missed!

Thank you,
Patsy Hamlin
&
Bob McClelland

August Birthdays

2 – Gregg Lowry
4 – Georgina Brown
20- Lisa Simard
21 – Mike Pierson
26 – Jane Dague
26 - Sandy Shortt
26 –Sharon Mc Clelland
27 - Sandy Hurlburt
28 –Marlene Dupriest
28 –Victor Terrell
29 –Theresa Huckins



August Anniversaries

8 – Frank & Mona Fucci
10 – Dick & Gloria Foote
10 – Nick & Mary Cacci
18 – Carroll & Marlene Dupriest
25 - Phil & Judith Spaid



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 [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) 440-1451 [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]
- 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]



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.



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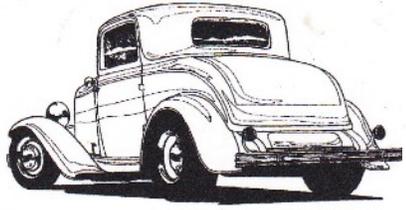
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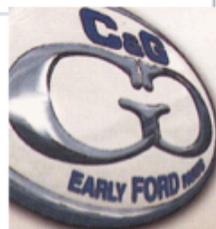
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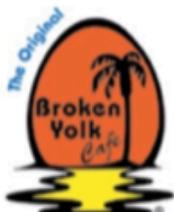
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AND NOW THE REST OF THE STORY

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



BLOOMBERG



A 1953 Ford F-100 pickup. This one has a 106 bhp, flathead V-8 engine, three-speed manual transmission, front and rear suspension with leaf springs,

Prices for high-quality examples have remained fairly steady, with a slight, upward tilt, over the past five years. In 2012, A 1948 Ford F-1 half-ton pickup that Hagerty classifies as in “Excellent” condition was worth \$18,700 on average; now the same is worth an average of \$24,400.

RM Sotheby's sold a fully restored 1953 Ford F-100 Pickup for \$38,500 in 2014; it sold another restored 1954 Ford F-100 Pickup in desirable colors for \$33,000 that same year. Or, try the catalogs at Mecum and Barrett-Jackson auction houses. Hemmings lists them from \$6,950 for those that need plenty of repair work to \$125,000 for one that has been rebuilt, from the bolts to body paint.

While the first-generation F-1 is special, it's the second-generation 1953-1956 segment that's most desirable and collectable, according to Fisher. The fifth-generation, from the late 1960s to early '70s, look the coolest. Whichever era, though, choose examples that have no rust, even if they cost a little more, and that come with documents matching their repair-and-maintenance history. Those will hold their value the longest and require the least amount of repair.

Most important, buy the most original example you can find. Those make the strongest investments because authentic survivors from that era are rare. Most were used on farms and ranches, driven day in and day out until they simply wouldn't run.

Which is exactly how it should be—it's an honorable way for a truck to die. Consider yourself lucky if you find one still alive. It's worth holding on to.



The second generation of the F-1, introduced in 1953, was named the F-100.



Photographer: Darin Schnabel/RM Auctions

THE END



1951 Ford Victoria Root beer color,
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HISTORY OF THE CAR RADIO



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Submitted by Ken Magers

Seems like cars have always had radios, but they didn't.

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.). Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it.

That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

First production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*. But even with the name change, the radio still had problems. (**To be continued**)



A 40 coupe with a recently rebuilt 59AB with A heads. Body is good - I replaced both floors, which had some rust. Interior is partially done. Some of the details would not satisfy a purist, but the car is quite presentable. This was a great driver, perhaps the most fun to drive. Price \$18K

A 48 club coupe with perfect body, a rebuilt engine and complete upholstery. A good driver. Price \$10K



A 53 Sedan Delivery with a Merc engine (262 cu in), and overdrive. The only rust was the rockers, which I replaced. Interior is mostly done to my satisfaction. It is painted Glacier Blue, the original color. It served me well as a driver and a workhorse. Price \$8K

Anyone interested in the above three vehicles contact **David Dwelley** (dsd@dwelley.orreg) or contact Dan Krehbiel for info (951) 302-5922



1940 Ford dlx Coupe Built eng., 59A eng., Columbia, ready for touring, \$34,000.

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Incorporated August 7, 2001

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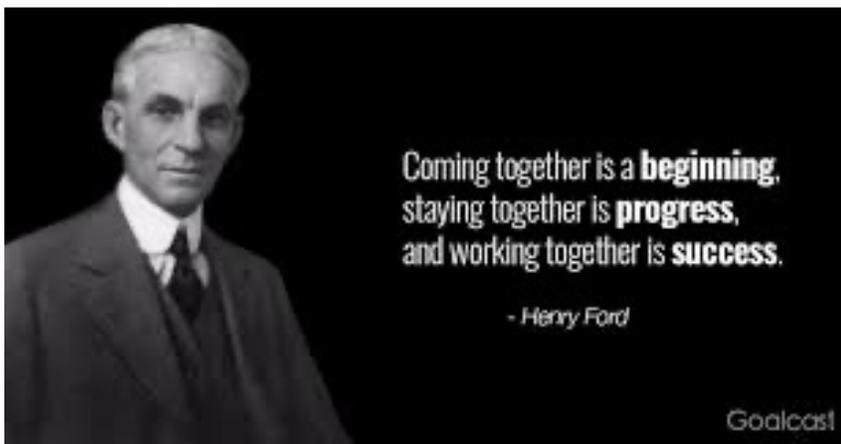
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ACCESSORIES FOR AUGUST
2020

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 AUGUST 2020



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UPCOMING MEETINGS:

ALL MEETINGS CANCELLED UNTIL FURTHER NOTICE

UPDATES TO COME!

MARK YOUR CALENDARS!! AUGUST, 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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