



# EARLY FORD V-8 CLUB OF AMERICA SACRAMENTO REGIONAL GROUP #4



## CLUTCH CHATTER

### February 2012

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**Clutch Chatter needs your inputs. We are looking for articles about you and/or your car and articles about car related matters such as the two articles in this issue. Pictures are always welcome.**

**Dues for 2012 are due!  
Please send your check to  
Alma Thompson  
9575 Horseshoe Bar Rd.  
Loomis, CA 95650**

#### Minutes of the Previous Meeting

No minutes are available, please enjoy this picture of a beautiful Ford.



#### February Meeting

Our next meeting will be held on MONDAY, February 6th, in the Conference Room of the Sheriff's Sub-Station at 2500 Marconi Avenue, Sacramento, CA. Tire Kicking at 7:00 PM and Meeting at 7:30 PM Sharp. Parking is available in the front parking lot. We hope that you all can attend; guests are always welcome.

**Brian Bendix owner of American Stripping is the presenter for our February 6th meeting he will be talking about Metal Spray (Metalizing).**

Advancing *metal spray* technology has allowed American Stripping Company to take metal repair and corrosion protection to a whole new level. We are now offering a metal spray or metalizing" service to fill rust holes and for providing corrosion protection. The future of rust repair and corrosion protection is here, and American Stripping Company is delivering it at an affordable price.

Please visit our website at [clutchchatter.org](http://clutchchatter.org) for pictures, tour plans and much more.

## Fred's Passion for the Quickest Flathead V-8

By Dan Schwartz & Bev Davis

Fred Hultin was 15 years old and living in Tigard, OR when he bought his first flathead V-8, a 1940 Ford convertible. In 1959 he learned of a 1939 Ford Tudor owned by a lady whose grandson had succeeded in borrowing and while driving burned out a rod bearing. Fred bought the car and drove it home with the rod knocking fully intending to rebuild and modify the stock flathead V-8 engine. That plan changed when he located a Cadillac OHV V-8 engine with a side shifter transmission.

By 1990 still intent on modifying a flathead V-8, Fred bought a 1932 Ford five window coupe. Now he could modify a flathead for the coupe. Searching for parts Fred contacted a friend over in Bend, OR who had flathead parts. His friend was looking for GTO parts (which Fred had) and an exchange took place. Curiously, this friend and his son had built a 1923 fiberglass Model T Roadster that they planned to take to the Sacramento Raceway to drag race. Fred had never considered T-Roadster drag racing but his friend invited him to come along to see for himself. Watching the roadster drag race at the raceway Fred discovered a new interest he had to pursue. When his friend indicated they wished to sell their T-Roadster (after much discussion) Fred decided to buy it.



Thus began the process of “ramping up” (excuse the pun) ie: learning how to maintain and race the T-Roadster. Welding a Mercury 4” crank to get a 4½” stroke can weaken the crankshaft as Fred found out when a rod journal broke in half. A new crankshaft with a 4½” stroke had to be made out of a solid billet.

The roadster body is a reproduction heavy fiberglass 1923 Model T-Roadster that sits on a custom 1½” x 4” steel tubing frame. The Ford 8BA flathead V-8 block is bored 3 3/8” with a 4½” stroke. The piston displacement is 322 cu. in. A 1953 Hilborn fuel injection system supplies the alcohol fuel to the cylinders which is ignited by a Herman and Collins magneto. The water jackets have been filled with aluminum to give the block and cylinder walls added strength. The power from the flathead V-8 is conveyed to the rear wheels via a *Power glide* automatic transmission through an 8” modified Ford rear end. The rear end gears are 3.40 and that has provided the roadster a time of 10:00 for the quarter mile.



Fred's T-Roadster has the distinction of being the quickest flathead. This distinction is the result of more than the T-Roadsters' design and power plant. The driver's skill in reading the starting lights on the “Christmas Tree” (light stand) together with split second reaction timing to “Cut the Light” determines how fast one gets off the starting line. Responding to the amber light on the “tree” is the key to a successful start of a drag race. Fred and Lynda have worked hard to master this skill.

The drag racing class in which Fred and Lynda race is termed “bracket racing” where you establish a time bracket you will remain within when racing. This past year Fred and Lynda have taken the T-Roadster to the following drag strips: June - Fontana, CA; July - Lodi, CA; August - Woodburn, OR and September - Fresno, CA.

## Car Radio, an Interesting True Story (Car Tunes)

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

### SUNDOWN

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 had 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 as easy as it sounds: 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.

### SIGNING ON

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

That 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.

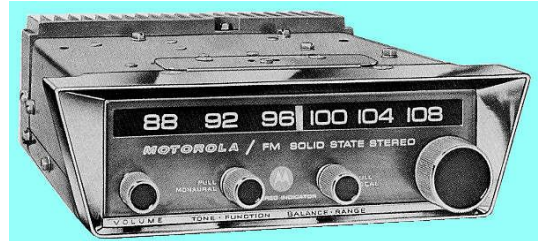


But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

## HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handy-Talkie – for the U. S. Army.



A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturers in the world. And it all started with the car radio.

## WHATEVER HAPPENED TO....

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

<u>DATE</u>	<u>EVENTS 2012</u>	<u>PLACE</u>
FEB 6 MONDAY	REGULAR MEETING 7:00 PM Tire Kicking 7:30 PM Meeting	SHERIFF'S SUBSTATION
MARCH 5 MONDAY	REGULAR MEETING 7:00PM Tire Kicking 7:30 PM Meeting	SHERIFF'S SUBSTATION
APRIL 2 MONDAY	REGULAR MEETING 7:00 PM Tire Kicking 7:30 PM Meeting	SHERIFF'S SUBSTATION
APRIL 30 MONDAY	4:30PM VINTAGE FORD REGULAR MEETING (Pictures will be taken of members cars for album)	RANCHO CORDOVA
MAY 5 SATURDAY	FORDS TO THE FOOTHILLS CAR SHOW	REDHAWK CASINO
JUNE 6 WEDNESDAY	WM POND PARK 5PM CASPER HOTDOGS – POTLUCK (Pictures will be taken of members cars for album)	SACRAMENTO
JULY 7 SATURDAY	OLD AIRPLANES & OLD FORDS BBQ & POTLUCK 10AM (Pictures will be taken of members cars for album)	CLARKSBURG MEET EXECUTIVE AIRPORT
AUGUST 18 SATURDAY	ICE CREAM SOCIAL ALMA & GARY THOMPSON'S (Pictures will be taken of members cars for album)	THE THOMPSON'S LOOMIS 11AM BROOKFIEDS
SEPTEMBER 9	SWAP MEET	CONSUMNES RIVER COLLEGE
SEPTEMBER 12-14	2012 WESTERN NATIONAL MEET	REDMOND, OR
SEPTEMBER 20 THURSDAY	REGULAR MEETING 5-8:30 PM PIZZA & SALAD	CAM SACRAMENTO
OCTOBER 6 SATURDAY	POKER RUN & SOUP AT KANE'S 9-930 AM	WILTON MEET AT BROOKFIELD'S
NOVEMBER 5 MONDAY	REGULAR MEETING 7:00PM Tire Kicking 7:30 PM Meeting	SHERIFF'S SUBSTATION
DECEMBER 2 SUNDAY	CHRISTMAS DINNER 5 PM SOCIAL HOUR – 6 PM DINNER	DANTE CLUB

## CARS AND PARTS FOR SALE

Jahans 3-5/16 new pistons in box \$450.00

Slightly used 3-5/16 pistons \$150.00

Russ Broyles (916) 363-3740

1941 complete gage cluster needs front glass \$150.00

Single wire chrome alternator 80 amps \$75.00

Mercury 4" crankshaft has not been turned standard \$350.00

Ford 3.75 crankshaft \$100.00

Exhaust manifolds 38-48 Ford or Mercury \$25.00

Gary Thompson (916) 652-0701

4" Drop Axle for a 29 model A \$150.00

Front upper and lower brackets for tub shocks  
for 29 model A \$30.00

46-48 Front and Rear backing plates \$100.00

Steve Wahab (916) 988-4244

49 Ford Rear Brake Drums and Shoes  
10 inches by 2 1/2 inches.

Virtually new, less than 2000 miles use  
\$50 plus shipping or deliver locally

Dave Fibush (916) 435-2288

