



VALVE CHATTER



MAY, 2018, NEWSLETTER

Volume 23, Issue #5

The Palomar Mountain V-8's

Regional Group #148 of the Early Ford V-8 Club of America, Inc



From the Desk of the President

I DON'T HAVE MUCH TO SAY THIS MONTH -- JUST HOPE TO SEE ALL OF YOUR SMILING FACES AT OUR NEXT MEETING. I DON'T MEAN TO NAG BUT WE NEED A NEW PRESIDENT; VICE-PRESIDENT; AND SECRETARY FOR NEXT YEAR. IF ANYONE IS INTERESTED, PLEASE LET MYSELF OR JANICE KNOW ASAP. IF NO ONE WANTS THESE OFFICES, WE MAY HAVE TO EITHER CHANGE OUR BY LAWS OR DISMANTLE THE CLUB. PLEASE CONSIDER RUNNING FOR AN OFFICE. I KNOW WE STILL HAVE A FEW MONTHS TO GO BEFORE THE END OF THE YEAR BUT WE NEED NOMINATIONS BEFORE THE XMAS LUNCHEON. ALSO, LINDA HAS VOLUNTEERED TO LEAD THE COMMITTEE FOR THE CHRISTMAS LUNCHEON ARRANGEMENTS ONCE AGAIN AND I WANT TO THANK HER



**Palomar Mountain
Early Ford V-8 no
longer maintains a
post office box!**

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

2017 Board of Directors & Officers

President Cliff Gustin

Vice President Kathy Shedd

Treasurer Gregg Lowry

Secretary Janice Gustin

Past Pres./Dir. Cal Westra

2017 Committee Chairpersons

ACCESSORIES

Irene Griffin

AUDIT COMMITTEE

Officers & Member at Large per By-laws

ADVERTISING / FUNDRAISING

HISTORIAN

Vacant

MEMBERSHIP, *BADGES, *ROSTER

www.valvechatter.org

Dory Thompson

NEWSLETTER EDITOR

Robert McClelland

Email: remac278@msn.com

DEADLINE: 20th of Each Month

*SPECIAL DRAWINGS CHAIR

Kathy Ries—Shedd

SUNSHINE CHAIR

Jackie Ouellette

TOUR LEADERS

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

Www.efv8.org

May Birthdays

- 1 - Zee Dunham
- 1 – Donna Payne
- 5 – Frank Fucci
- 7 - Stephanie Terrel
- 9 – Tom Keck
- 11 – Dick Foote
- 13 – Marilyn Rounds
- 24 – Jo Ann Barbieri
- 24 – Jay Smith
- 25 – Gayla Louzek
- 29 – Ray Ouellette



May Anniversaries

- 10 - Ron & Kathy Shedd
- 11 – Robert & Sharon McClelland
- 13- Frank & Irene Griffin
- 15 – Dave & Gayla Louzek
- 16 – Tim & Sandy Shortt
- 17 – Lois & Mike Pierson
- 21 – Steve & Kimry Wells
- 28 – Ron & Susan Hull
- 31- Rudy & Lori Perez



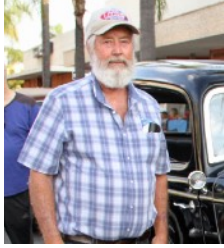
- 1951 Ford Victoria Root beer, 350 Chev engine, 400 turbo trans., vintage air, disc brakes front sway bar front & Rear, new glass & rubber \$33,000! Peggy Petrucci (951)600-1266 [2]
- “94” Carburetor & Manifold for flathead \$100. Eddy (951)693-4740/eddysixrod@aol.com [1]
- 1940 Ford dash \$65. ,Pair 1949-51 Ford fender skirts \$100.,
- Rear sliding window 1972-79 Ford Ranchero Dan Krehbiel(951) 302-5922 [1]
- 1957 Ford Thunderbird (needs restoring) 1936 Ford Complete set of headlights \$150.
- 1935 - 37 Ford jack \$50. [no crank] , (4) 600 X 16 Coker W/W tires 50% tread \$200. Tom Hamlin (760) 745-5099 [1]
- 1937 Ford Hub caps \$150 Bob McClelland (951) 233-6301 [1]
- 1935 Ford spoke 16” wheel, straight/sanded/ready for paint \$30. 1953 Mercury manifold 2T pot carburetors, oil bath air cleaner \$100. Ted Thompson (619)507-8535 [2]
- 6 years of V-8 Times 2010-2016 (6 issues each and all like new) plus Membership rosters. FREE , Irene e-mail [-figriffin@verizon.net](mailto:figriffin@verizon.net).

WANTED

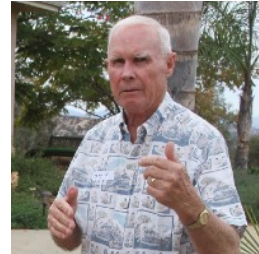
- 1946 Ford fuel sending unit Tom Hamlin (760) 745-5099 [2]
- 1940-48 Ford (2) Front brake drums & backing plates Don Harwick (760) 941-1933 [2]
- 1936 Ford driver side horn & bracket! Dan Krehbiel (951) 302-5922 [1]



Save the Date



Tom Hamlin has invited our club to again participate in the Cruis'n Grand event in June. The date is **Friday, June 22nd, from 4-9.** We have participated in the past, and it's always a fun evening. Also, Tom has offered trailer parking at his home for anyone who might want to trailer a car to the event. The name of the event is the Evolution of Ford, and will feature Ford products on display - Model T's Model A's, Early V8s, etc.



Announcing our May tour: May's tour is simply titled 'The Mystery Tour'!

The destination, the assembly location, the tour route, the event itself - - all a mystery. All we can tell you is this: the date is Wednesday, May 16th. Stay tuned for more information at our **May 1st** breakfast meeting!! For those who may not be able to attend the meeting, but wish to be included, please call or email us. Also, more information will be sent via email in early May to all members.

The mystery continues!

Jay and Janet Harris

MARK YOUR CALENDARS!! MAY, 2018
CHECK OUT WWW.SOCALCARCULTURE.COM
OR
WWW.GOODOLEBOYSSANDIEGO.COM/EVENTS

JUNE 22ND CRUSIN GRAND CLUB PARTICIPATION
NATIONAL DRIVE YOUR FORD DAY JUNE 16TH 2018
MAY 20TH ANAHEIM, SWAP MEET 3855E LAPALMA AVE 8:00AM
ESCONDIDO CRUSIN' GRAND SEASON
APRIL THRU SEPT. 4PM - 8PM MAY 20TH
MAY 27TH FALLBROOK VINTAGE CAR SHOW 2001 OLD HWY 395 9:30 - 4:00

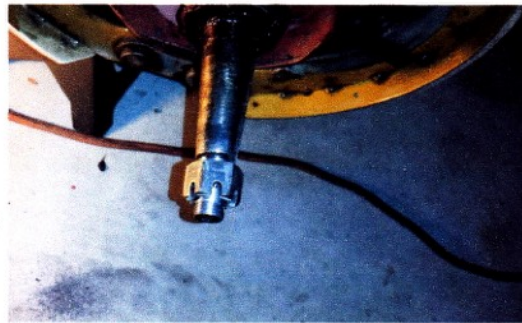
Alongside the road in 1936 by Ted Thompson



Last September I was finishing my preparations on our 1936 Slantback so we could drive to the Western National Meet in Portland Oregon. One of the last jobs was the brakes which we changed all the shoes, wheel cylinders, and lines. With the car on the ground, I grabbed the torque wrench to bring the rear axle nuts to the proper spec, starting with 60 pound feet. The next round when I brought the torque up to 125 pound feet, DARN! The driver side nut spun like there were no threads! My hopes were dashed when I found it was the axle, not the nut that stripped out.

Well, my first call to John Connelly was not what I wanted to hear, "the correct way to repair the axle was to pull the rear end out and change the axle." Yikes! We had two days to leave on the tour, all reservations were paid as was the registration fees. Dan Krehbiel's answer was the same, except he said we could get the axle out with some effort leaving the housing attached to the torque tube. I mixed myself a drink and put on my thinking cap.

My first thought was to rethread the axle in the car. I thought a metric size might be just a little smaller than the stripped 5/8-18, but as I checked the specs, I found the diameter of 9/16- (18 threads per inch) were very good for the rethread. The minor diameter (smallest size of the thread for a 5/8-18) is .5568 and the major diameter of the 9/16-18 is .5625 which means if I can just remove the majority of the old 5/8 threads, I can make the 9/16-18 rethread easily. If I am careful, I can pick up the lead of the 5/8 thread and continue the new thread exactly where the old ones were.



Now, how am I going to get my 1936 Ford into a lathe to remove the THREADS?? This article is written with the idea that even on the side of the road, a guy can repair his axle threads with a couple of hand tools that could be borrowed or at least bought for a few bucks at the local auto parts store. One thing to remember when working with hand tools and spinning devices, is to maintain complete concentration and an eye on safety. So, you are on the side of the road and luckily you caught the problem before it killed the taper on the axle or the rear drum.

First we jacked the car up and blocked the axle securely with some wooden blocks (or a jack stand) so that it is steady and

level. We found some big rocks to block the other three wheels so the car will not roll. Then, the drum and wheel that has come loose is set aside for now. Back when I was a kid and lathes were much more primitive I watched machinists remove a small amount of metal by slowly spinning a shaft in a lathe and stroking a big mill bastard file against the rotation. THAT'S IT! The axle housing is the lathe and the Flathead engine and transmission is the power.

We pulled the emergency brake as extra safety and with no drum on the wounded side, the axle would spin. Since the axle I am working on is on the driver side and I am right handed, I put the car in

reverse so my right hand would push the file. The dash throttle was employed to get a good speed for the "lathe" and the new mill bastard removed the threads with ease. We had to keep the file parallel so the threads were even and since the minor diameter of the 5/8 will be the major diameter of the 9/16 thread, no micrometer was employed. We left a light witness of the old threads that would also give us guidance for the new threads.

[Cont. on Pg. #7]



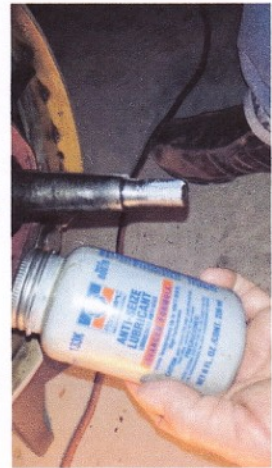
Now that we have the threads removed, we can clean the area and apply a good quality thread cutting oil. You can see there is still a very small amount of the old threads on the shaft. We now use a 9/16-18 threads per inch die in a proper die handle and you need to be able to read "start from this side " through the guides on the handle. It might take a little effort and a good flashlight, but the new 9/16 die should be able to pick up the old 5/8 threads which will make a stronger new thread and since the thread count is the same, there will be no cross threading. If you are truly on the side of the road, then one or two revolutions should be taken by cutting one quarter turn in, one half



turn out to clean the shavings, then repeat the cutting. Then, after making two revolutions of threads, completely remove the die and use a small brush to clean both the shaft and the die. With a new die the cutting should go easily as long as you continue to apply a small amount of cutting fluid and clean with a brush as explained. Eventually the guides of the die handle will reach the step on the axle, which is not the end of the tale. Unthread the die and remove it from the handle and **TURN IT AROUND AND INSERT IT INTO THE HANDLE BACKWARDS!** It sounds crazy but now you can rethread it onto the shaft (take care to pick up the lead thread) and make up the last couple of threads. Now remove the die and handle and clean up the shaft for the last time, be sure to admire your job.



One advantage to using a 9/16-18 thread size is there is a high quality nut sold in any local auto parts store. I happened to have one, it's called a one ton CHEVROLET LUG NUT! Usually torque settings call for a dry fit, but since we die cut these threads, I used an anti-seize compound to lessen the chance of galling the assembly. The lug nut fit nicely, so another round of cleaning on the shaft took place and the key was installed as well as the hub and drum. I scrounged around and found a nice heavy flat washer (probably from a head bolt) to space the nut out to allow for a "castle slot". Before I installed the nut, I filed a line on the end of the axle locating the hole in the axle. Then, I installed the washer with the lug nut turned backwards. instead of the recommended



122 pound feet of torque, I scaled back to 100 pounds. At this point I center punched the nut to locate the cotter. With the nut off the axle again I filed a slot in the tapered part of the lug nut large enough to allow the cotter pin to lock it on the axle. I did clock the slot about 1/16 of a turn tighter to ensure proper re-torque. I found when I reinstalled the nut a torque of 110 pound feet was required for the alignment. **THE JOB WAS COMPLETED IN LESS TIME THAN IT TOOK TO WRITE THIS ARTICLE!** Dory and I made Jay's Final Tour and The Western Meet!



Board of Director's & 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 April 3, 2018 at the meeting place of the members, The Broken Yolk Cafe, 26495 Ynez Road, Temecula, California.

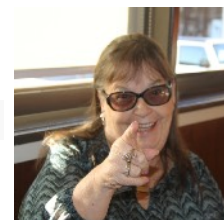
Directors Present: Clifford Gustin-President; Kathy Shedd-Vice President; Gregg Lowry-Treasurer; Janice Gustin-Secretary; Cal Westra-5th Director.

Members Present & Cars Driven: Clifford & Janice Gustin; Judd Lynn; Bob Payne; Dan Krehbiel-39 Tudor; San Jeromin; Steve Wells; Jim Wells; Zip & Ruth Zepede; Clark Mears; Peggy Petrucci; Roger & Bonnie Bell; Linda & Gregg Lowry; Eddy Rodriguez-41 Ford; Rudy Perez; Ron & Kathy Shedd; Bob & Sharon McClelland 36 Ford; Leona Spanier; Tom & Patsy Hamlin-46 Ford; Cal & Cheryl Westra; Frank & Irene Griffin; Gary Huckins; Jay Smith; Ted & Dory Thompson-36 Ford; Lyle Christensen. Jim & Sandy Hurlburt.

Guests: Joe Fazio; Amy Westra; Wyatt Westra; Levi Westra; Russell ??; Swiggles ??; Roger Honey - 46 Ford. The meeting was called to order at 9 a.m. President Clifford opened the meeting and led us in the Pledge of Allegiance Cal Westra led us in Prayer. Officer & Committee Reports were accepted.

President: Cliff went over birthdays and anniversaries. He thanked all the guests for attending.

Vice President: Kathy Shedd had no report but put flowers in jar vases on each table in celebration of Spring and advised members they could take them home. The roses were from her garden.



Treasurer: Gregg Lowry reported a club balance. He advised that taxes would be done by May 15th. He also advised members that due to the volume of paperwork kept that the Board had agreed to revise records keeping and will scan records. He asked if any members opposed this but no one responded.

Secretary: Janice presented the March minutes. Motion to accept made by Kathy Shedd and seconded by Peggy Petrucci. Motion passed.

Director: Nothing to report.

Accessories: Irene Griffin advised that the printer will accept our own shirts to be printed, white or grey. She was disappointed with the old shirts the printer used. We have only 7 mugs and tote bags left to sell.

Advertising: Cal Westra advised he is getting business cards from Quik Print for members to hand out when using our advertisers. He advised that the Board agreed to allow advertisers to pay either \$60.00 per year or \$150.00 for three years. Bear Valley has dropped and Bird is about to be dropped. C & G locked in for 3 years. Others that have not renewed to date are American Material and Grumps. Cliff will talk to these two.

Membership & Club Badges: Dory stated that Jim & Sand Hurlburt just joined our group and the members welcomed them to our Club.

Sunshine: Not present - If anyone knows of someone under the weather or undergoing medical treatment, let her know.[Cont. on pg 9]

Tours: Jay Harris not present - no tours planned for April.

Newsletter & Website: Bob McClelland advised that if someone is not getting the newsletter to let him know. Also, he still needs articles.

Old Business: None.

New Business: None

Announcements: Dan Krehbiel advised that Temecula Valley Paint has color match with hardener in a spray can and is very good at this. Rudy Perez presented some of his collection of Ford pamphlets/ advertising for car dealers. He advised that from 1929-1934 the dealers used the old outer folders and just put new inserts into them. In 1935, they changed the outer books. Tom Hamlin asked if we knew why Easter is not always on the same Sunday- Easter always falls on the Sunday after a full moon. Also, coins (pennies-Nickels) have smooth edges. Quarters-Dimes have rough edges - WHY - Gold & Silver had enough value in olden days that people would shave coins and use the shavings for their gold and silver.

so the rough edges were put on so they could not do this. Of course, nowadays, the coins are not made of Gold or Silver.

Program: Bob McClelland showed photos of the last tour prior to the meeting. Amy Westra and her assistant< Wyatt, put on a program about Norwex products that uses no chemicals normally used in cleaning products. she showed various cleaning products and waxes, along with car wax products. All in all, it was a very informative presentation.

Being no further business to come before the meeting and on motion duly made and carried, the meeting adjourned at 10 a.m. It is directed that this action be filed in the Minute 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: April 5, 2018

Respectfully submitted,
Janice Gustin - Secretary
Corporate Minutes

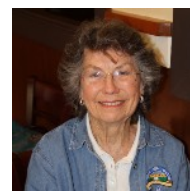
ACCESSORIES NOTE FOR MAY, 2018

Thanks again for the interest in having your car printed on your t-shirts. Hopefully more of you will show-off your car in this manner. Remember, it can be your own shirt, as long as it is, preferably all cotton, white or light grey and the photo can be printed in an oval or rectangular shape, and the club logo can be on a pocket, if the shirt has one, or above. Also, have a new price for the caps as shown only \$12.00 plus tax. Let me know if interested.



Mother's Day is just around the corner. How about a surprise gift of a travel mug or tote bag filled with candy, flowers, new magazine, puzzle, etc. Only a few left—mugs \$8.00 and tote bag \$10.00 so makes a very reasonable little something extra.

Thanks again for your support. Irene



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:

May 1st Regular

June 5, Regular

June 11 - 15 Grand National Meet Dearborn, Michigan

July 3rd, Regular



Palomar Mountain V-8's

VALVE CHATTER newsletter

The Palomar Mountain V-8's Regional Group

of the Early Ford V-8 Club of America, Inc

A non-profit public benefit charitable California

Corporation Regional Group No.148

DELIVER TO:



NEW MEMBERS
JIM & SANDY HURLBURT