



VALVE CHATTER



FEBRUARY 2024 Newsletter Volume 29, Issue 02
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



*NOTES
FROM THE
PRESIDENT*

DAN CASTELLINI



Valentines Day will soon be here. Gentlemen, don't forget the card, candy, flowers and special dinner. Since I'm not a good cook, Gloria and I will dine out at one of her favorite places around town.

It was great to see everyone at the January meeting. We had twenty five members, one guest and three members drove their EFV-8's. Driving our EFV-8's to the monthly meetings not only shows pride in our club, it draws the attention of the community and other car enthusiasts. Cliff arrives early each meeting to place reserve parking cones for our EFV-8's. Let's show our appreciation and fill each parking spot with one of our classics.

At the Board meeting, Linda Lowry was appointed to head up our 2024 Christmas Luncheon. If you have any suggestions for this years event contact Linda or any board member. Also, the annual audit is underway and will be presented at the February meeting.

The board is discussing what our tour program will look like going forward. Based on input from our members, I would like you to consider a "Try One" opportunity. Simply, you can sign up to conduct one tour. If you are interested contact me for details.

Our guest speaker for February will be Greg Allison, owner of California Classic Cars, Murrieta. He will tell us about his business and market trends for classic cars. You don't want to miss this informative presentation.

According to Henry Ford: "Coming together is a beginning, staying together is progress, and working together is success"

Dan



LINDA
LOWRY
SECRETARY



**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 January 9, 2024 at the meeting place of the members: Richie's Diner, 40651 Murrieta Hot Springs Road, Murrieta, California.

Directors Present: Dan Castellini, Steve Wells, Gregg Lowry, Linda Lowry

Members Present & Cars Driven: Roger & Bonnie Bell, Jim Brown (1940 Convertible), Dan Castellini

(1953 Ford), Bob Davis, Cliff Gustin, Tom & Patsy Hamlin, Jay Harris, Don & Sylvia Harwick, Jim Hurlburt, David Louzek (1953 Ford Custom Line), Gregg & Linda Lowry, Ken & Merleen Magers, Jerome Mueller, Jerry & Roxie Otteson, Rudy Perez, Peggy Petrucci, Ron Shedd, Leona Spanier, SteveWells

Guests: Christian Mueller

The meeting was called to order at 9:15 a.m. President Dan Castellini opened the meeting and asked Gregg Lowry to lead us in the Pledge of Allegiance and Dan lead us in Prayer.

Officer & Committee Reports were accepted:

President: Dan Castellini - Welcomed everyone and gave a brief update since our last meeting. He encourages all members to invite family and friends who might be interested in our club to come to a meeting and possibly join. He welcomes all suggestions that can help grow our membership. There will be a brief board meeting after our general meeting and stated all members are welcome to attend.

Vice President: Steve Wells – Emphasized what a great club we have and the importance of Dan's message in finding ways to help grow membership and give exposure to our club.

Treasurer: Gregg Lowry - reported a club balance.

The Annual Audit Committee will be meeting this month to review financial records and the proposed 2024 budget. Gregg will present budget to the membership at the February meeting.

He passed around the latest magazine from McPherson College with the award-winning car that the students from the auto restoration program restored for Pebble Beach.

He will be filing the annual report & charitable trust renewal with Office of California Attorney General. He also shared his experience listing items for sale in the *V-8 Times* classified section and cautioned members to be aware of the scammers.

Secretary: Linda Lowry - presented the November minutes. **Motion to accept made by Merleen Magers and seconded by Peggy Petrucci. Motion passed.** She announced and congratulated those members who celebrated birthdays and anniversaries in December & January.

Director: Bob McClelland – No report

Accessories: Janet Harris – Jay reported that Janet is available for any club orders. Please contact her.

Advertising: Don Harwick – Continues to work on bringing in new advertisers.

Membership & Club Badges: Bob Davis reported we currently have 45 members and has contacted

the 10 members who have not renewed to remind them of the deadline. He read the names of those members and asked that anyone who might know them to reach out to them as well.

Sunshine: Jackie Ouellette – No report

Tours: Dan thanked Jay again for his years of coordinating tours for our club. Contact Dan if you are interested in helping as Tour Chairman.

Newsletter & Website: Bob McClelland – No report

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Old Business: None

New Business: None

Announcements: None

Program: Dan discussed the ‘aging out’ problem within our club and the challenge of balancing our club core values with growth. He asked members what their expectations are for our club, their interests, concerns, how tours might look in the future, etc. He encouraged members to share their input with him.

Ask the Experts: None

Tom’s Trivia Question: What year did Ford first use Tubular Shocks on their vehicles? Tom gave us the correct answer – 1947 – and a bit of history behind it.

Special Drawing: – Tom Hamlin announced \$120 was collected with \$60 going to the club and \$60 won by Roger Bell.

Being no further business to come before the meeting and on motion duly made, the meeting adjourned at 10:00a.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: January 9, 2024
Respectfully submitted,
Linda Lowry, Secretary
Corporate Minutes



ONE OF MANY STORIES OF LEAP YEAR

The intercalary day that usually occurs every four years is called the leap day and is created by adding an extra day to February. This day is added to the calendar in leap years as a corrective measure because the Earth does not orbit the Sun in precisely 365 days. Since about the fifteenth century, this extra day is 29 February, but when the Julian calendar was introduced, leap day was handled differently in two respects. First, leap day fell *within* February and not at the end: 24 February was doubled to create the (strange to modern eyes) two days both dated 24 February.^[14] Second, the leap day was simply not counted so that a leap year still had 365 days.^[15][\[page needed\]](#)



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2024

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Nylon jacket \$27

A club member can also go on SanMar.com web sight and look under **Port Authority** brand. It is a wholesale web sight so *you* can not buy from them. But, if you see something you wish to purchase, note the order number, color and product and Tim will give us the price with embroidery and tax. This is actually the best way to pick out the color you want.

Feel free to call me if you need help,

Janet



Accessory Chair report

Jackets

You can go online to **S&S Active Ware** website and pick out any jacket. Email me the product name and number and I will get the price for you. It will be less than stated in the catalogue. The club emblem will be attached to the left chest.

All other products go to **SanMar** website. Look under "Port Authority" brand. You can pick anything you want. Just email me the product name and number and I will get a price for you. Price will include having our logo sewed on.

When you order, make a check payable to Palomar V-8 Club and send to Janet Harris:

3088 Skycrest Dr

Fallbrook, 92028

Turnaround time is approximately 2 weeks. I will pick up your order and bring it to the next meeting. Any questions? Feel free to contact me at brokerjanet@hotmail.com or 760-522-8423



WOMEN OF FORD PART 2: 1950S-1980S

LOOKING TO THE WOMEN OF THE PAST TO INSPIRE OUR FUTURE OUR FUTURE



At the Ford Motor Company, we value diversity and embrace inclusion. Throughout our history we have partnered with great talent, many of whom are women, to help further these tenets. Read on for part two in a series celebrating the accomplishments of some of these inspiring women.

In the 1950s, Ford expanded roles for women by opening new and varied opportunities to them. For example, by 1958 Ford had five women stylists working at the Advanced Styling Studio, including Helen Vincent and Sally Eaton. Vincent, who was inspired by paintings like Van Gogh's "Iris," sketched and weaved fabric design for cloth upholstery in vehicles. Eaton sketched new designs, to be duplicated by textile mills, for the trim and color studio.

In October 1962, Ford employed approximately 11,500 women. Of those, 7,200 women were salaried employees who mainly worked secretarial or clerical jobs, which was typical of the automotive industry at that time. The average worldwide employment for Ford Motor Company in 1962 was 302,563 employees. Since women hadn't yet reached 4% of the Company's workforce, opening doors to let women in would require more attention in the coming years.

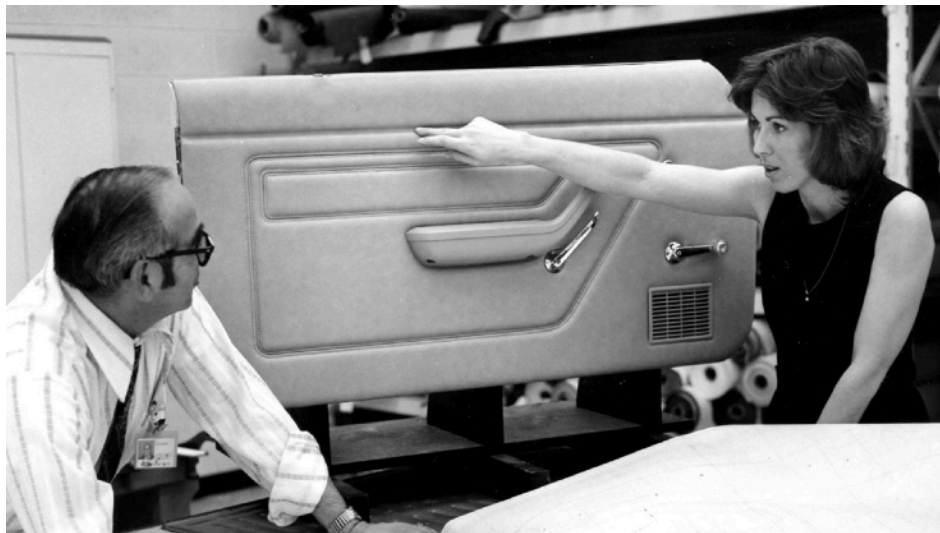
By 1969, Ford had 10 female engineers employed at the Research and Engineering Center in Dearborn, Michigan. That same year Concetta Celia DiPonio, who worked in data processing for Ford, was named one of the top working women in Detroit by The American Businesswomen's Association. DiPonio also served as President of the Ford Girls Club, which provided social, educational, cultural, and sporting opportunities for female employees.

Internationally, women in the workforce were also making their voices heard. The Ford Sewing Machinist Strike led by Rose Boland, Eileen Pullen, Vera Sime, Gwen Davis, Violet Dawson, and Sheila Douglass began on June 7th, 1968, when women sewing machinists at Ford Motor Company Limited's Dagenham plant walked out. They were striking because their jobs were labeled "grade B" or unskilled, despite the training they had to undergo to maintain these jobs. They were also paid less than their male counterparts. They were followed later by the machinists at Ford's Halewood Body & Assembly plant. These women made car seat covers and as stock ran out, the strike eventually resulted in a halt to all car production. This strike would ultimately lead to the passing of the Equal Pay Act of 1970 in the U.K. **(CONT ON PG 6.)**



Previous trends in hiring women in engineering and design continued into the 1970s. In 1979 Wilma L. Jackson worked as a senior numerical systems development engineer at Design Center. Jackson started at Ford as a computer programmer in the late-1960s. She is highlighted as having played a role in a variety of projects, including the automation of trim and color availability charts for all Ford Motor Company vehicles, which had previously been prepared and maintained manually.

Mimi (Ornes) Vandermolen joined Ford in 1970 as a designer for the Philco home appliance division of Ford and by the late 1980s was promoted to the position of Design Executive for Small Car and Concept Studios, Ford North America. Vandermolen is perhaps best known for her work in the thoughtful, ergonomic interior design of the 1986 Ford Taurus. Much of Vandermolen’s work was motivated by the needs of female drivers. **“If I can solve all the problems inherent in operating a vehicle for a woman,”** she maintained, **“that’ll make it that much easier for a man to use.”**



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In 1976, over 20 years after Eleanor Clay Ford served out the remainder of Edsel Ford's term on Ford's board of directors, New York Times Company executive Marian S. Heiskell became the first woman elected to serve on the board. Heiskell would serve on our board for 13 years. In 1979, Ella Ledbetter, a 48-year-old instrument panel installer at the San Jose Assembly Plant, became the first woman elected president of a UAW-Ford local union. She had been with the plant since 1973 and had been serving as a committee person for the union since 1976.

The career of Helen O. Petrauskas offers a noteworthy example of the involvement of women in Ford's mission to be a safe and environmentally conscious company. Beginning her career at Ford in 1971, as a staff attorney on emissions and safety, Petrauskas would go on to hold several different positions of increasing responsibility at the Office of General Counsel. In 1982, she was appointed executive director of Environmental and Safety Engineering, and in 1983, was named vice-president of the same organization. She would go on to serve in this position until 2001.

The corporate sphere became significantly more open to women from the 1950s through the 1980s, when new jobs were available in fields that women would not have had the opportunity to pursue previously. In areas such as design, engineering, clerical work, manufacturing, and even labor organizing, the women of Ford left their mark on the Company and the employment market. Look for part three of Women of Ford to learn more about how progress continued towards our diverse and inclusive workplace of today.

About Ford Motor Company

Ford Motor Company (NYSE: F) is a global company based in Dearborn, Michigan, that is committed to helping build a better world, where every person is free to move and pursue their dreams. The company's Ford+ plan for growth and value creation combines existing strengths, new capabilities and always-on relationships with customers to enrich experiences for and deepen the loyalty of those customers. Ford develops and delivers innovative, must-have Ford trucks, sport utility vehicles, commercial vans and cars and Lincoln luxury vehicles, as well as connected services. Additionally, Ford is establishing leadership positions in mobility solutions, including self-driving technology, and provides financial services through Ford Motor Credit Company. Ford employs about 182,000 people worldwide. More information about the company, its products and Ford Credit is available at corporate.ford.com. **AND THAT IS THE REST OF THE STORY!**



“IS VALENTINES DAY CELEBRATION JUST FOR LOVERS”

In fact, it can be celebrated by anyone who wants to express their affection for someone special, regardless of their relationship status. Valentine's Day is a day for celebrating love, not just romantic love between couples. It's a day to celebrate the love we have for our friends, family members, and even ourselves.

THE IN-N-OUT STORY GOES ON!



1951-1999

In Memory Of Guy Snyder

Guy Snyder tragically passes away on December 4. During his tenure as Chief Executive Officer, In-N-Out adds new locations and grows to a family of 140 restaurants. Guy is remembered for his commitment to quality and taste, as well as his passion for drag racing as a car owner and driver. He also created the not-so-secret-menu item called the "Flying Dutchman" (two patties and two cheese slices without buns or condiments). Most of all, his legacy includes his relentless concentration on improving processes, procedures and equipment throughout the company to achieve ever-higher levels of quality and service for In-N-Out guests.



February Birthdays

- 3 – Barbara Keck
- 6 – Marty Hopwood
- 15 – Kimry Wells



2000

First Restaurant In Arizona

On May 3, store #143 opens in Lake Havasu City at 81-101 London Bridge Road. In-N-Out now serves guests at locations in California, Nevada and Arizona.



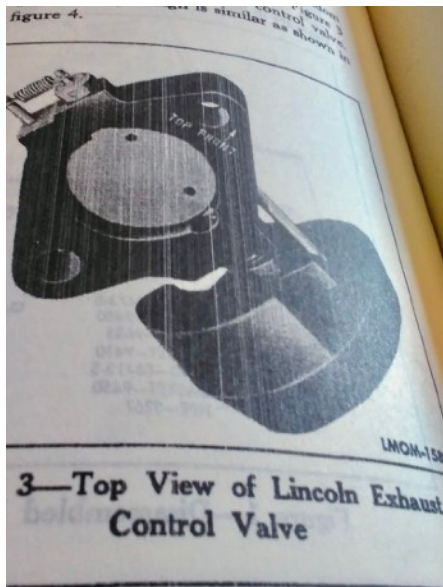
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 Group of the Early Ford V-8 Club of
 America, Inc., Temecula, CA
 Organized November 8, 1996
 Chartered January 18, 1997 RG
 #148

Incorporated August 7, 2001
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Vice President Steve Wells
Treasurer Greg Lowry
Secretary Linda Lowry
Director Bob McClelland

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Janet Harris

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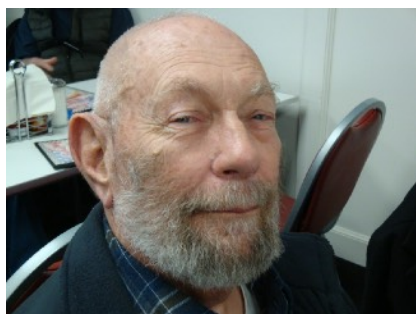
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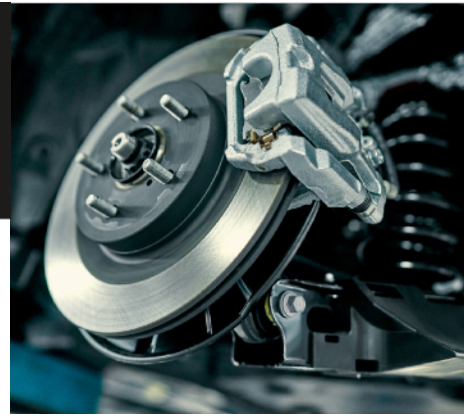
Bob Davis

On-line: www.valvechatter.org

Initiation Fee: \$40.00 (includes two
 Regional Group Name Tags to wear
 to meetings & events.) Annual dues:
 \$25 per year (Jan. thru December)

AND WE MEET AGAIN
PHOTO'S BY PATSY HAMLIN

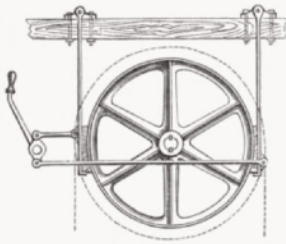




THE HISTORY OF BRAKING SYSTEMS

Modern braking and brake assist systems are very impressive. Their manufacturers compete with each other to provide the most efficient and comfortable braking solutions. However, the road to achieving the present-day engineering solutions was long.

The beginnings of braking systems



The importance of brakes in modern cars is undisputed. The braking system is one of the most important car systems today. But brakes haven't always been so important. In the beginning of the automotive industry inventors focused on figuring out how to get the car going rather than on how to put into a stop. The internal resistance of machines combined with other, simple means were the braking systems of the day. The first

automobiles were stopped by means of levers pressing a wooden pad to the wheel rim or by other braking means used in carriages. In fact, cars resembled carriages and therefore shared a lot of design features with them. It wasn't long, though, before it was noticed that such improvised brakes were not very efficient. Wooden pads would quickly wear out in contact with the wheels and did not provide sufficient braking power on steep roads. And people wanted to go faster and faster. Different solutions were tested with the aim to convert the kinetic energy into thermal energy by means of a more efficient method. More and more efficient linings were used e.g. made of copper, which increased the friction force. However, they had one significant shortcoming – they were very loud in contact with the metallic wheels. To remedy this, they would be covered with soft friction materials, e.g. asbestos, cotton or rubber. These solutions were sufficient as cars were unable to go fast.

Tires – a new challenge for car brakes

The development of brakes has been largely influenced by pneumatic tires. They provided better comfort on uneven terrain and allowed driving at higher speeds but did not work well with the primitive brakes of the day. A pad pressed directly against a tire may have worked on a bike but not on a much heavier automobile. So, a new type of brake was developed, one that is hidden inside the wheel. Contrary to what one might expect, the drum brake and the disc brake were conceived around the same time.

The first disc brake was invented in 1902 by Frederic Wilhelm Lanchester, an English engineer, while the drum brake was patented by Louis Renault the same year. Other engineers, including Gottlieb Daimler and Wilhelm Maybach, had also experimented with drum brakes, but it was Renault's design that prevailed.

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Rather than a cast iron drum wrapped in ropes, he applied a much more effective solution, i.e. brake shoes pushing against the drum. This brake type has survived until today. Of course not without modifications.

Hydraulics in braking systems

The first car brakes were fully mechanical and powered solely by the driver's muscle power. Initially, only rear wheels were equipped with brakes. A car with brakes on all four wheels was not conceived until 1909, mainly due to insufficient engineering knowledge, which hampered the invention of brakes ensuring car stability. Controlled by means of steel lines, the drums operated with varied force and synchronizing four pairs of brake shoes was a bit of a problem.

A breakthrough came in 1917, when Malcolm Loughead, who later became known as Lockheed, patented hydraulic brakes. This type of brakes was first invented by Hugo Meyer of Germany in 1895, but it didn't catch on. Lockheed's brakes were the first mass-produced hydraulic brakes. Application of a hydraulic fluid changed a lot. Firstly, the braking force was increased. Secondly, the problem of cracking and loosening cables was eliminated, as a result of which brakes became more convenient to use. The first hydraulic brakes were notorious for leaks, but they were far more reliable than the mechanical brakes.

A few years later, in 1928, an additional feature was added – brake assist. A brake servo used negative pressure generated in the inlet system to increase the braking force. After pressing the brake pedal the master cylinder was activated and a valve released the negative pressure from the intake manifold. The pressure difference between the two parts of the membrane generated a force that additionally supported the master cylinder piston. The force was directly proportional to how far the brake pedal was pressed. This way the driver could easily control the braking force. As brakes became more and more efficient, cars could go faster and faster.

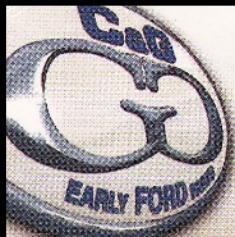
Gradual decline of drum brakes!

Drum brakes dominated the automotive industry for many years. You can still come across them on the rear axle of some small and not very powerful cars, e.g. town cars. They owed their success to pure chance. Robust as they are, drums are resistant to different road conditions and are not as ineffective as many might think. They have a problem with high temperature, though.

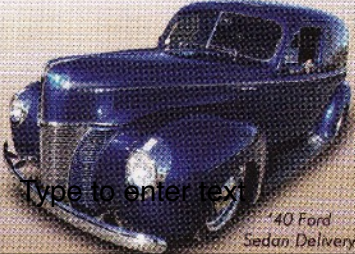
The tightly closed brake drum made it difficult to dissipate heat. Expansion of the brake shoes required much force and application of a large and heavy drum. The drum brakes were also faulty. Although they were simple in design and had a closed housing, their shoes would frequently get jammed, resulting in overheating of the brakes. This would result in a sudden loss of the braking force and lead to dangerous situations. Fortunately, disc brakes were invented!

(TO BE CONTINUED)





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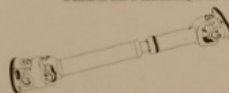
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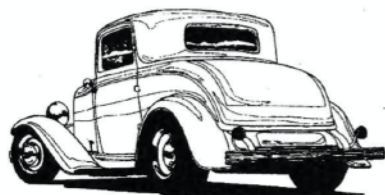
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There will be a brief board meeting after our Feb gathering to discuss tours and replacing our old banner. All members are welcome to join us and observe!

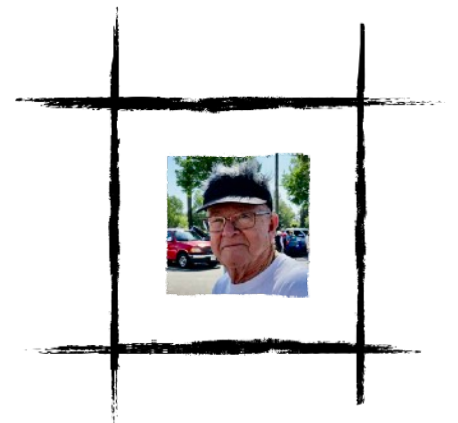


NEXT MEETING JANUARY 9 TH
RICHIE'S DINER, 40651 MURRIETA
HOT SPRINGS ROAD 8:00 - 10:00



From the Editor

We're **STILL** 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! You can also send sale or wanted ads for future Valve Chatters! Notify me if your item has sold.



Announcing the 2024 All Ford Picnic!!

Circle the date on your calendar!

SUNDAY, MAY 5th, 2024, 08:00AM – 2:00PM. Santee Lakes Park (9310 Fanita Parkway, Santee CA 92071) Gazebo #1

MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR MEETINGS

Second Tuesday Monthly

(January thru November) Breakfast @ 8:00 am Meeting @ 9:00 a.m.

Richies Real American Diner 40651 Murrieta Hot Springs Road

Murrieta, Ca. 92562

FEBRUARY 13 TH 8:00 AM

MARCH 12TH 8:00 AM

APRIL 9TH 8:00 AM

MARK YOUR CALENDARS!! FEBRUARY, 2024
CHECK OUT

<http://www.socalcarculture.com/events.html>

FEB 3RD Santee - **New Date** - Broken Yolks for Car Show Folks - 9832

Mission Gorge Rd. Ste. A - 8AM - 2PM

FEB 4TH Perris* - Sky Dive Perris Airport Cruise-In Car Show - 2091

Goetz Rd. 1:00 - 4:00 PM



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

