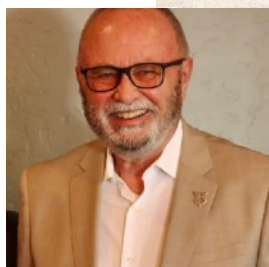




# VALVE CHATTER



**MARCH 2024** Newsletter Volume 29, Issue 03  
Regional Group #148 of the Early Ford  
V-8 Club of America, Inc



*NOTES  
FROM THE  
PRESIDENT*

DAN CASTELLINI



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Our recent rain activity will certainly make this St. Patty's Day a little greener, not to mention spring gardening a little more challenging. So, don't forget to dawn the green or risk getting a little "pinch" as a reminder that green makes you invisible to leprechauns.

It's about that time of year when the days get longer, the weather warmer and car enthusiast of all makes and models ramp up for another busy season filled with car shows, cruises and special events. This is also an opportunity to share our story about some of the amazing automobiles built by Henry Ford and invite others to be our guest at a monthly meeting to see what our club is all about. While cars shows, awards and accolades are wonderful there is nothing better than sharing and showing your EFV-8 at an event where the reward is a smile or a story of a life well lived. Many of us have heard these stories before but, to that person it's a priceless memory.

The February meeting was attended by twenty-one members and one guest. Greg Allison, owner of California Classic Car gave us insight into today's classic car market and how he markets specialty classic cars. Congratulations, to Roxie Otterson, winner of the Ladies Only Drawing for a beautiful Valentines basket provided by Linda Lowry. Jim Hurlburt, was the lucky winner of the Opportunity Drawing. I apologize for the longer than usual meeting. While it was time well spent, I do appreciate your patience.

I have been settling into my role on the EFV8 National Board, Director California / Southwest 1. I have also been given Strategic Planning, Regional Support and Youth Programs committee assignments. I'll provide a brief overview of the February 17th National Board Meeting at our March club meeting.

Our guest speaker for March will be Mr. Sheldon Jurist, Vice President, Association of California Car Clubs (ACCC). He has graciously accepted our invitation to drive out from San Diego to be with us and share what his club is doing to address state legislation that impacts classic car ownership.

"Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young" - Henry Ford

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 February 13, 2024 at the meeting place of the members: Richie's Diner, 40651 Murrieta Hot Springs Road, Murrieta, California.

**Directors Present:** Dan Castellini, Gregg Lowry, Linda Lowry, Bob McClelland

**Members Present & Cars Driven:** Roger Bell, Dan Castellini ('53 Ford Tudor), Bob Davis, Tom & Patsy Hamlin, Jay & Janet Harris, Don & Sylvia Harwick, Jim Hurlburt, Gregg & Linda Lowry, Ken & Merleen Magers, Bob McClelland ('36 Fordor), Jerry & Roxie Otteson, Ray & Jackie Ouellette, Peggy Petrucci, Leona Spanier.

**Guests:** Greg Allison

The meeting was called to order at 9:03 a.m. President Dan Castellini opened the meeting with the Pledge of Allegiance. Gregg Lowry led us in prayer and asked for a moment of silence in remembrance of Clark Meers who passed away on December 24, 2023.

**Officer & Committee Reports were accepted:**

**President:** Dan Castellini -

-Wished everyone a Happy Valentine's Day and mentioned there will be a special drawing for a Valentine gift basket to one of the ladies in attendance.

-Dan announced that he has been elected National Executive Director for the California SW1 area. He will have a board meeting via Zoom this upcoming weekend. Dan welcomes any questions, ideas, or concerns from members that he can bring to National's attention.

-There are two sign-up sheets available. The first for the upcoming Hawk Watch in Ramona 2/24 with the San Diego RG and the second for our new 'Try One' Tours where members volunteer to plan a club tour. Dan encouraged all members to consider leading a future tour and that all ideas are welcome. It could be as simple as a drive with lunch afterwards. Jay Harris has offered to stay on as tour advisor and offer his expertise as needed!

-A board meeting will follow our general meeting and all are welcome to attend.

**Vice President:** Steve Wells – No report

**Treasurer:** Gregg Lowry- Reported a club balance. The Audit Committee has met and their report will be discussed under New Business. Gregg explained the reason/need for an annual audit to members.

**Secretary:** Linda Lowry - Presented the January minutes. **Motion to accept made by Dan Castellini and seconded by Jacki Ouellette. Motion passed.** She announced and congratulated those members who celebrated birthdays in February.

**Director:** Bob McClelland – No report

**Accessories:** Janet Harris – Please contact her if interested in purchasing any accessories.

**Advertising:** Don Harwick – He and Sylvia will be contacting Meza Paint. Still visiting advertisers for renewals.

**Membership & Club Badges:** Bob Davis – Our membership stands at 43 members for 2024

**Sunshine:** Jackie Ouellette – Jackie and Ray gave us an update on the fire at their home and thanked everyone for their calls and cards. She did not send any cards this past month but will send cards to Sharon and Carolyn

**(Cont On Pg 3).**

**(Cont. From Pg 2)**

**Tours:** 'Try One' sign-up spots are available for members who would like to plan a club tour.

**Newsletter & Website:** Bob McClelland – Bob welcomes articles for the *Valve Chatter*. If you would like a copy of any of the photos that are in the *Valve Chatter* please see Bob.

**Old Business:** Tom Hamlin gave an update on the photo shoot for the *V-8 Times* cover. To date there are 4 vehicles but 8 are needed for the shoot. Possible shoot locations are being discussed as well as using Photo Shop for the background.

**New Business:**

-Audit Committee Report: Bob McClelland, chair; Dan Castellini; Jerome Mueller.

The committee met 2/9/24 to review the Regional Group financials to date. The committee found the records to be in order. **A motion was made to accept the Audit Committee findings by Ray Ouellette and seconded by Merleen Magers. Motion Passed.**

-Gregg Lowry presented the 2024 Budget to the members with detailed slides showing: 2023 total disbursements & total receipts and 2024 budgeted disbursements & receipts; and year ending cash. Questions were answered and budget approved.

**Announcements:** Various car shows and events were discussed. Please see *Valve Chatter* for additional information.

**Program:** Greg Allison from California Classic Car gave an interesting presentation about his business of selling, funding, and transport of classic cars.

**Tom's Trivia Question:** What was the first year Ford used 2" brake shoes on passenger cars? Tom gave us the correct answer – 1946 – and a bit of history behind it.

**Special Drawing:** –Tom Hamlin announced \$85 was collected with \$42 going to the club and \$43 won by Jim Hurlburt. The Valentine's Day Gift basket was won by Roxie Otteson.

Being no further business to come before the meeting and on **motion duly made by Peggy Petrucci and seconded by Roxie Otteson**, the meeting adjourned at 10:37 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: February 13, 2024

Respectfully submitted,

Linda Lowry, Secretary  
Corporate Minutes



## ACCESSORIES

2024

All prices include embroidery and tax. Sizes S-2XL

Women's Polo \$21

Men's Polo \$24

Cap \$10.80

Long sleeved denim shirt \$21

Short sleeved denim shirt \$19.75

Long sleeved tee shirt with or without pocket \$16.31

Short sleeved tee shirt with or without pocket \$13.05

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](mailto:brokerjanet@hotmail.com) or 760-522-8423



# How vintage tires evolved from a problem to an industry



If you want a sense of just how much the collector car world has grown in recent decades—and how much better it is for enthusiasts—you could do worse than kick some tires.

Securing [new vintage-spec tires](#) is, for most anything, a non-issue. Weird and one-off cars with unconventional wheel-sizes, retired race cars, and even concepts. No matter the type, purpose, and fitment of tires for your classic, there's likely a specialty manufacturer or distributor that will shoe your old motor-steed with fresh, pliant rubber. Specialty modern manufacturer Blockley Tyre produces bespoke shoes for old Grand Prix cars like the Bugatti Type 35, while a slew of vintage tire supply companies like Lucas Tire, Universal Tire, and

Longstone offer a selection of brand-new classic tires sourced from some of the biggest names in the business. Pirelli, Dunlop, Avon, Michelin, and Vredestein offer reissues of some of their historically popular tires, particularly those found riding under old sports and supercars.

It was not always this way. In fact, as recently as fifteen years ago, finding the right tire was a lot harder. “Years ago, on my old Ferrari 275 GTB, I was paying \$500 a corner for replacement tires that should have been no

more than \$200,” remembered automotive historian and Hagerty contributor Ken Gross. “The 205/R14s in the original size were a pain to find,” he explained. “In the 1950s and 1960s, you saw Duesenbergs rolling around at events with truck tires, as you simply could not source a fresh tire in original spec. And, no one wanted the old stuff since it was hard as a rock and/or totally worn out.” There's the rub. Whereas one can, with varying levels of difficulty, find new-old-stock mechanicals, tires have a clear shelf-life.

This wasn't just an old car phenomenon: Ask in-period Jaguar XJ220 owners how quickly it became impossible to source OE-fitment tires once the supplier understandably decided it made zero financial sense to continue production for such a small contingent of cars. There's more at stake here than originality points. Many later cars, including the Carrera GT, were engineered precisely around the performance of a particular set of specially developed tires. Swapping in different rubber—even good stuff—can impact the vehicle's dynamics in unpredictable ways.

**(Cont. On Pg 6)**

The challenge, for tire manufacturers, was financial. A factory for a small run of outmoded tires is, for most large-scale manufacturers, a financial non-starter.

“One of the biggest obstacles to the production of small volume of tires is the dynamics of keeping the end price low enough to justify selling them,” explained Corky Coker. “We can very well make [extremely low production tires] in 500 to 1,000 of a specific size, but how many owners are out there willing to pay for the production costs? That specialty, low-batch tire has to be three or four times the cost of a [more common] similar tire.”

If Coker’s name sounds familiar, it’s because he was instrumental in solving this problem. His father, Harold Coker started a tire company in 1958 and, in 1974, turned over the then-small “antique” division of the company to Corky. He made vintage and vintage-look tires the company’s specialty. Coker Tire now sits atop this paradoxically large-yet-niche manufacturing space. (Corky Coker sold the Coker Group in 2018.)

For most reissues, Coker’s offerings are one-to-one recreations of the original tire design, thanks to Coker’s global round-up of old tire molds, particularly for old Firestones and BF Goodrich rollers. “Most of the tire manufacturers did not have the foresight to save these historic molds,” Coker recalls. “So, what I did was find the small factories outside the U.S. who had once held a licensing agreement with Firestone, US Royal, and B.F Goodrich. When the licensing agreement stopped, they ended up owning the molds, so they didn’t get rid of them and continued to use them under a new name. Meanwhile, the major manufacturers here scrap outdated molds wholesale.”



COURTESY COKER TIRE



COURTESY COKER TIRE

Despite meeting demand for discontinued product, not every tire is successful. “One of the biggest problems I encountered over the years, is that the [low production] tires would age out after sitting on a shelf too long,” Coker mentions. “Sometimes, I’d make 500, and know I could sell 300 of them, and I’d end up having to cut 200 of them [due to age].”

The challenges grow as the volumes shrink. “It’s always a financial question,” said Coker. “Say I’m Édouard Michelin, and I’ve got 350 factories around the world. I’ve got this very good friend who has this special Porsche, and he needs tires for it. I love him, I want to take care of him, but it makes absolutely no financial sense to stop my production of just one production line making 35,000 tires a day just to make 40 tires. It’s just not possible.”

Unless, of course, someone is willing to pay to make it possible. To that end, appreciation in classic car values has been helpful. The [Lamborghini LM002](#) makes a great case study. Its wacky Pirelli Scorpion was cut from Pirelli’s lineup shortly after LM002 production itself ceased. Only 328 LM002s burst from Sant’Agata between 1986 and 1993; what sense did it make for Pirelli to produce more than maybe 3,000 original tires when there were only 1640 wheels to wrap, including the spares? Then, values began to creep up, and the SUVs began to fall into hands of collectors willing and able to pay more for the right parts.

Pirelli eventually took notice and opened a channel for occasional, limited-batch orders for sets of five. Prices are subject to inquiry, but it appears a full set of new or slightly used LM Scorpions trade for between \$15,000 and \$20,000, depending on condition. That’s big cash for a set of perpetually degrading consumables, but remember—it’s all a numbers game. A top-notch (Condition #1) LM002 is now worth \$355,000.

**AND THAT IS THE STORY!**



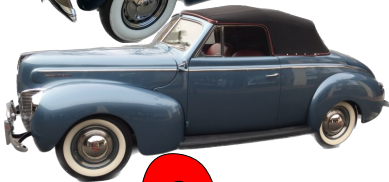
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## THE IN-N-OUT STORY GOES ON!



**2005**

### 200th Restaurant Opens

The grand opening of a second In-N-Out location in Temecula, California marks the 200th restaurant in the family. Welcoming guests on December 30, the store adds to a presence that extends from California to Nevada and Arizona. In keeping with the local spirit of each In-N-Out location, four of the first customers to try the drive-thru arrive on horseback.



**1920-2006**

### In Memory Of Esther Snyder

On August 4, Esther Snyder passes away at 86, leaving a legacy of leadership and compassion. In the years before she married Harry Snyder in 1948, Esther served her country during World War II as a surgical nurse in the Women Accepted for Voluntary Emergency Service (WAVES) program. With the creation of In-N-Out, her role in the company's success ranged from slicing the first potatoes and hand-forming meat patties to keeping the books and ultimately guiding the business as President, all while being an incredibly loving mother. Supported by her powerful faith, Esther's commitment to others touched countless people through local schools, boys and girls clubs, medical organizations and other groups, inspiring fond memories of her huge heart and generous spirit in all who knew her.





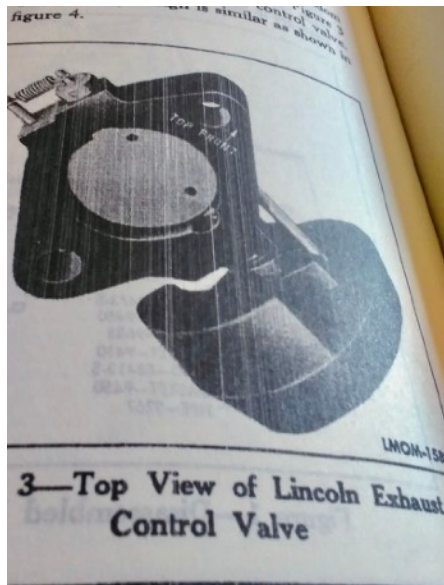
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 Organized November 8, 1996  
 Chartered January 18, 1997 RG  
 #148

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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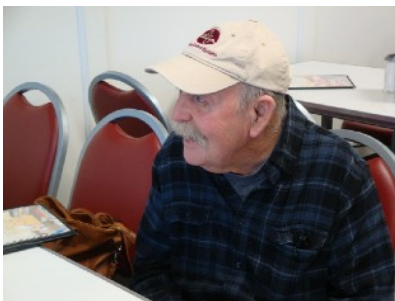
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Nat'l Dues: \$35/yr + \$3 spouse Or  
 optional \$10/yr no magazine

AND WE MEET AGAIN  
PHOTO'S BY PATSY HAMLIN



AND THE WINNER IS  
JIM HURLBURT

AND THE WINNER IS  
ROXIE OTTESON







## THE HISTORY OF BRAKING SYSTEMS CONTINUED

### Squeezing or how disc brakes work

Like many other new inventions, the first modern disc brakes made their debut in sport. In 1993, a Jaguar XK equipped with four Dunlop disc brakes won the 24-hour Le Mans race. The revolution of the braking systems had begun.

Unlike the copper brake linings of 1902, the modern pads did not squeak or wear out as fast. Soon, more advanced friction linings would be applied, such as ceramics, semi-metallic mixes or Kevlar. Asbestos, which had been found to cause cancer, would soon be dropped. All brake pads use the same, basic advantage of the disc brake – higher efficiency even during dynamic driving.

The key is dissipation of heat from the disc brakes. They are cooled by wind, transfer heat to the rims and may additionally feature special ventilation holes. They are ideal for driving in the mountains, dynamic driving and emergency braking. The pistons exert pressure on the friction lining and, consequently, on the brake disc. They are also more compatible with the driver assist systems such as ABS or ESP. Squeezing turns out to be a better braking method than pushing. Callipers prevail over shoes.

### The future of car brakes

Research and development centres continue their efforts to design even more efficient brakes. The braking systems continue to change in terms of materials and design. More and more manufacturers are applying the so-called scorching, i.e. short-term heating of the brake pad surface to 600-800 °C to increase their resistance to fading, i.e. a fall in the lining efficiency caused by temperature. The manufacturers are also paying more attention to reducing vibrations and squeaky noises. Good-quality pads feature an interlayer that reduces the noises and vibrations. It looks like the braking systems will soon have much less work to do than today. The development of hybrid and electric cars makes energy recovery systems an increasingly serious alternative to brakes. The recovery systems known until recently from the Formula 1 cars are growing in

popularity. The energy generated during braking is no longer transformed into heat and irretrievably lost, but is converted into electrical energy instead. Of course, energy recovery will not replace conventional disc brakes nor will be enough during hard braking. However, it can easily reduce the wear and tear of brake discs and pads during easy, everyday driving. We will soon find out whether the experts' were right in their predictions.

**AND THAT IS THE REST OF THE STORY!**

**Saturday - March 30th, 2024**

**10:00AM - 3:00PM**

**March Veterans Village**

**15305 6th St. March ARB, CA 92518**

# **VIETNAM WAR VETERAN'S DAY VETERAN'S RECOGNITION CEREMONY & CAR SHOW**

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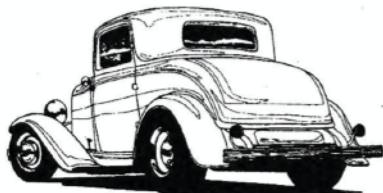
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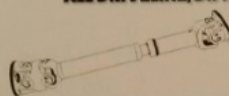
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NEXT MEETING MARCH 12 TH  
 RICHIE'S DINER, 40651 MURRIETA  
 HOT SPRINGS ROAD 8:00 - 10:00



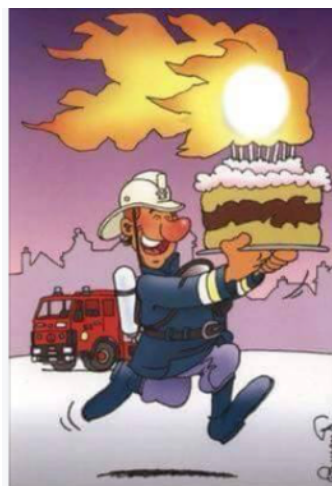
## From the Editor

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.



### March Birthdays

6 – Glenn Davis  
 13- Joe Fazio  
 18 – Steve Wells  
 23 - Lori Perez  
 25 – Don Harwick



### March Anniversaries

1- Jerry & Roxie Otteson  
 3 - Ken & Merleen Magers  
 23 – Gary & Theresa Huckins





## 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

MARCH 12TH 8:00 AM

APRIL 9TH 8:00 AM

MAY 14TH 8:00 AM

MARK YOUR CALENDARS!! MARCH, 2024  
CHECK OUT

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

MARCH 3RD Pomona - Pomona Swap Meet and Classic Car Show at the Fairplex

MARCH 13TH Escondido - Revved Up for Students Car Show -

643 W. 13th Ave. - 9AM - 12PM

MAR 17 TH Riverside - Wings & Wheels Car Show @ March Field Air Museum

22550 Van Buren Blvd. - 9AM - 1PM



### 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

