



VALVE CHATTER



JUNE, 2024 Newsletter Volume 29, Issue 06
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



*NOTES
FROM THE
PRESIDENT*

DAN CASTELLINI



Memorial Day marks the start of the summer season with family gatherings, BBQ, and other outdoor activities. Before the festivities begin, take time to honor and remember those who gave their lives in service to this great nation to preserve the freedoms that we enjoy.

Thanks to our V/P Steve Wells for leading the May meeting while Gloria and I were on a cruise to Alaska with 200 other folks from our church. As with most cruises, the food and entertainment was great.

Longer days and warmer weather signals the time of year when car enthusiasts of all stripes start gearing up for another season of tours, cruises, shows and other special events. The EFV8 annual **Drive Your V8 Day on Saturday, June 15** is a great opportunity to get your classic out for a run to Oceanside for lunch at the **Pit Stop Diner, 3825 Mission Ave. Oceanside, Ca 92054 @ 11 A.M.** If you are interested I will have the sign up list available at the June club meeting.

Speaking of tours and cruises, if you have a suggestion or would like to assist with planning a tour or cruise, don't be shy about speaking up when we get to the tours and events announcements at the meeting or reach out to any board member.

To those who we haven't seen for a while, get back in the groove and join us for breakfast. Remember, Cliff will have a special parking space reserved for your classic at the June 11th club meeting. **Show your club pride and bring out that EFV8 ride!**

Cheers,
Dan

"Don't find fault, find a remedy: anyone can complain"- Henry Ford



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 May 14, 2024, at the meeting place of the members: Richie's Diner, 40651 Murrieta Hot Springs Road, Murietta, California.

Directors Present: Steve Wells, Gregg Lowry, Bob McClelland

Members Present & Cars Driven: Roger Bell, Bob Davis, Cliff Gustin, Tom & Patsy Hamlin, Jay Harris, Don Harwick, Jim Hurlburt, Ken & Merleen Magers, Jerome Mueller (1940 Deluxe Coupe), Gregg Lowry, Bob McClelland, Jerry & Roxie Otteson, Ray & Jackie Ouellette, Peggy Petrucci, Steve Wells

Guests: Rudy Peyakov (Hamlin guest)

The meeting was called to order at 9:04 a.m. Vice President Steve opened the meeting and asked Gregg Lowry to lead us in the Pledge of Allegiance and Bob McClelland to lead us in Prayer.

Officer & Committee Reports were accepted:

President: No report

Acting President/Vice President: Steve Wells – Dan is on vacation. Gave an update on the "Bus Project" as reported by Jim Hurlburt last month. Member Dave Simard was able to purchase it out of the estate and has it in his shop.

Treasurer: Gregg Lowry- Reported club balance, disbursements and receipts. State & Federal taxes were filed in April. As reported last meeting, Gregg was waiting for OAG post card for renewal of the Charitable Trust and reports. Difficulties were encountered with 2022 filing and rectified by OAG staff. 2023 renewal completed and fees paid.

Secretary: Linda Lowry is out of town and Gregg Lowry (Acting Secretary) presented the April minutes. **Motion to accept made by Bob McClelland and seconded by Patsy Hamlin. Motion passed.** Gregg announced and congratulated those members who celebrated birthdays and anniversaries in May.

Director: Bob McClelland – No report

Accessories: Jay Harris reported that Janet is available by phone/text to answer any questions.

Advertising: Don Harwick – No new advertisers. Renewals will begin in June

Membership & Club Badges: Bob Davis - latest directory still available for anyone needing an extra copy. Comments from the floor regarding missing the pictures and Bob indicated that new photos still needed and roster is still missing some photos.

(CONT. ON PG. 3)

(Cont from PG. 2)

Sunshine: Jackie Ouellette – No report, but will send card to Leona who is ill.

Tours: No report. Several comments about upcoming car shows and “Drive your Ford” day on June 15th at the Pit Stop Diner, 3825 Mission Ave., Oceanside at 11:00 am. Let Dan know if you can make it.

Newsletter & Website: Bob McClelland – He welcomes any articles for the *Valve Chatter*

Old Business: Bob McClelland presented Ray Oullette with a special recognition gift for his 90th birthday.

New Business: Patsy Hamlin won the “All Ford” night Cruising Grand trophy for her 1934 Ford pickup! Congratulations to her.

Announcements: None

Program: Bob McClelland uploaded an online video taken of a live tour of the Early Ford V8 Museum & Foundation (Part I). Various parts of the Museum, cars, and history were talked about in this 1st half. Next month the remainder of the video will be shown.

Tom’s Trivia Question: What was the first year Ford had an all steel roof in V-8 cars? Tom gave us the correct answer – 1937.

Special Drawing: – Tom Hamlin announced \$91 was collected with \$45 going to the club and \$46 won by Ken Magers.

Being no further business to come before the meeting and the meeting was adjourned by Acting President Wells at 10:10 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: MAY 19, 2024

Respectfully submitted,

Gregg Lowry, Acting 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

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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



Automotive - Brazed Copper/Brass Radiators Design Innovation Lower

Lower Manufacturing Cost

As base metals for radiators, copper and brass require fewer manufacturing steps. Thus, brazed copper-brass radiators can be produced more easily and at less cost than comparable aluminum radiators. And since the brazed copper-brass models can be brazed without flux (which is not the case with aluminum radiators), their cost can be reduced even further. In contrast to the huge multi-million dollar capital investment required when aluminum radiators were first introduced, brazed copper-brass radiators can be built with minor retooling of existing production lines.

Higher Operational Performance

Wind tunnel tests confirm the lower air side pressure drop in brazed copper-brass radiators compared to aluminum radiators. Overall performance can be strengthened by utilizing innovative fin and tube designs.

Longer Life Cycle

For consumers, brazed copper-brass radiators mean longer life, in addition to higher quality. In laboratory cycle testing, they have shown the capacity to last the equivalent of ten years.

Superior Recyclability

As one of the most recycled metals in the world, copper has had a well-established reclamation infrastructure in place for generations. The metal from recycled radiators can be used directly for producing free-cutting brass. With brazed radiators, copper's recyclability will be even greater. Since they are made without lead/tin solder, the radiators will be significantly easier to remelt. In fact, the recycled copper will be pure enough to fabricate directly into new radiator tube strip. Owing to their silicon content, brazed aluminum radiators can only be recycled into less critical casting alloy.

Brazed copper-brass radiators are fully competitive with brazed aluminum radiators as this table shows. Brazed Copper-Brass I, which is made with conventional technology, has the same frontal area and 30% lower air pressure drop, but is slightly heavier. Brazed Copper-Brass II, also made with conventional technology, has the same air pressure drop as the brazed aluminum model, but is smaller in size. But Brazed Copper-Brass III, which is made with advanced achieve distinct advantages in both size and weight.

(CONT. ON PG. 6)

(CONT. FRM PG 5)

All four radiator cores have same cooling capacity (168,000 BTU/hr) and fin depth. Their weights include fin and tube material only. Source: Penn State University Department of Mechanical Engineering.

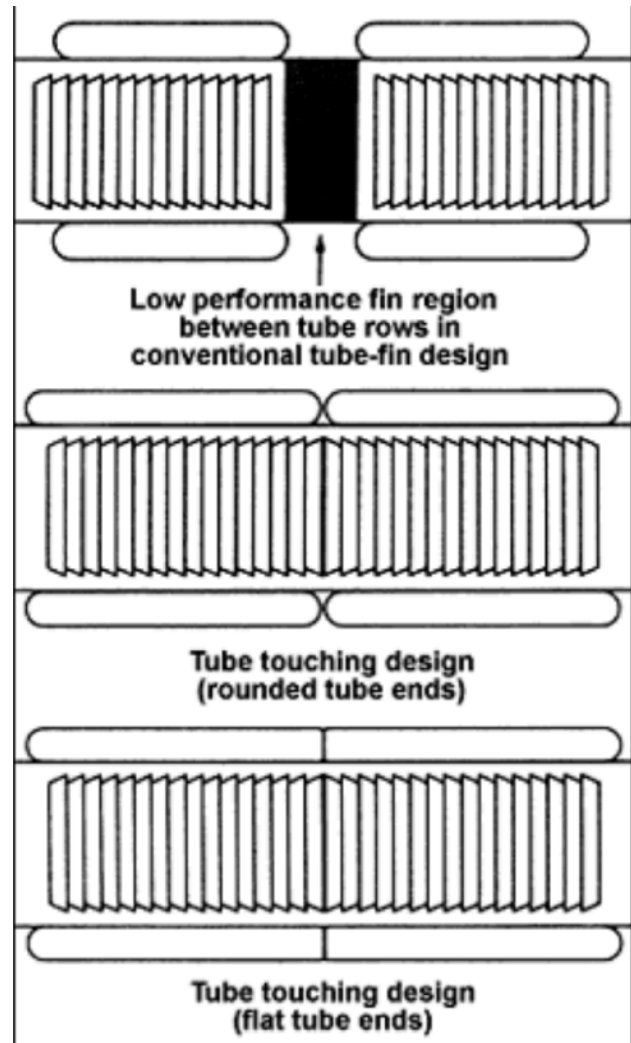


Superior Energy Efficiency Conventional and Advanced Tube Fin Designs

Brazed copper-brass radiators are almost three times more energy efficient than aluminum radiators. This can be seen most readily by looking at each metal's energy consumption both as primary metal and as recycled scrap.

Energy values for aluminum are fairly consistent except in one or two instances where estimates are based on water power electricity where no losses are reported. A normal value for aluminum is 75 MWh/t for producing primary metal and 5 MWh/t for recycling clean scrap.

For copper, the figure depends on several factors - the quality of ore, type of energy used and losses involved - but a reasonable value for a typical 0.5% copper ore is 30 MWh/t for producing primary metal and 3 MWh/t for recycling clean scrap. Specifically applied to car and truck radiators, copper's energy efficiency is even greater because of its high recycled metal content.



Design Innovations

In addition to technologies, the ICA has harnessed a number of design innovations to enhance the effectiveness of brazed copper-brass radiators. The brazed tube to header joints in brazed copper-brass radiators must be redesigned to eliminate tube distortion in the header joint brazing. Since the tubes heat faster than the header, the tube sides can buckle inwards, causing a gap that will not fill with brazing alloy. One approach for reducing the possibility of distortion is to use oval or round ferrules in the header and reshaped tube ends. In general, brazing requires very close tolerance fits, and reforming the tube ends helps to control the tolerance between the tube and.

(TO BE CONTINUED)

SOMETHING TO PONDER AND NOW THE REST OF THE STORY

The next day I sat down with the phone book and methodically called each of the mental health clinics listed in the Yellow Pages. I explained my problem to each of the sympathetic voices that answered in vain.

Just when I was giving up hope, one of the voices suddenly exclaimed, "I just read something that might help you! Let me go get the article..."

I listened as she read. The article described a remarkable study done at a nursing home. All of the patients were under treatment for chronic depression. Yet their attitudes had improved dramatically when they were given responsibility for a dog.

I drove to the animal shelter that afternoon. After I filled out a questionnaire, a uniformed officer led me to the kennels. The odor of disinfectant stung my nostrils as I moved down the row of pens. Each contained five to seven dogs. Long-haired dogs, curly-haired dogs, black dogs, spotted dogs all jumped up, trying to reach me.

I studied each one but rejected one after the other for various reasons: too big, too small, too much hair.

As I neared the last pen a dog in the shadows of the far corner struggled to his feet, walked to the front of the run and sat down. It was a pointer, one of the dog world's aristocrats. But this was a caricature of the breed.

Years had etched his face and muzzle with shades of gray. His hip bones jutted out in lopsided triangles. But it was his eyes that caught and held my attention. Calm and clear, they beheld me unwaveringly.

I pointed to the dog. "Can you tell me about him?" The officer looked, then shook his head in puzzlement. "He's a funny one. Appeared out of nowhere and sat in front of the gate. We brought him in, figuring someone would be right down to claim him. That was two weeks ago and we've heard nothing. His time is up tomorrow." He gestured helplessly. As the words sank in I turned to the man in horror. "You mean you're going to kill him?" "Ma'am," he said gently, "that's our policy. We don't have room for every unclaimed dog."

I looked at the pointer again. The calm brown eyes awaited my decision. "I'll take him," I said. I drove home with the dog on the front seat beside me. When I reached the house I honked the horn twice. I was helping my prize out of the car when Dad shuffled onto the front porch. "Ta-da! Look what I got for you, Dad!" I said excitedly.

Dad looked, then wrinkled his face in disgust. "If I had wanted a dog I would have gotten one. And I would have picked out a better specimen than that bag of bones. Keep it! I don't want it" Dad waved his arm scornfully and turned back toward the house.

Anger rose inside me. It squeezed together my throat muscles and pounded into my temples. "You'd better get used to him, Dad. He's staying!"

Dad ignored me. "Did you hear me, Dad?" I screamed. At those words Dad whirled angrily, his hands clenched at his sides, his eyes narrowed and blazing with hate. pointer pulled free from my grasp. He wobbled toward me. We stood glaring at each other like duelists, when suddenly the dog sat down in front of him. (CONT. ON PG 10)

THE IN-N-OUT STORY GOES ON!



2011

First Restaurants In Texas

Texans get two good reasons to celebrate on May 11, as the state's first two In-N-Out restaurants open on the same day in Allen and Frisco. A brand new warehouse and patty-making facility also opens in Dallas, ensuring that these new restaurants, and others that will follow, can guarantee the same quality and freshness as stores closer to our original Baldwin Park facilities.



2013

65th Anniversary

In-N-Out Burger celebrates its 65th anniversary and has 286 restaurants in five states: California, Nevada, Arizona, Utah and Texas. After 65 years, Harry and Esther's philosophy of providing fresh food and friendly service continues to be the cornerstone on which the company stands.

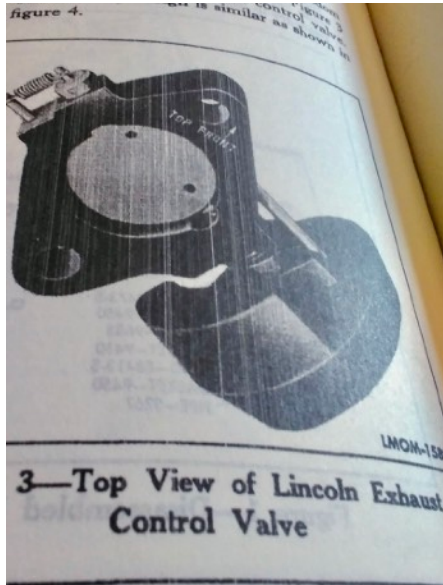


SUNSHINE REPORT
 THINKING OF OUR MEMBERS STRUGGLING
 PLEASE KEEP ALL MEMBERS IN YOUR
 THOUGHTS & PRAYERS
 CARDS SENT TO
 LEONA SPANIER &
 SHARON MCCLELLAND

FOR SALE/WANTED

GREGG LOWRY

WANTED: 1949-1951 Lincoln {FORD}
 337 cid flathead exhaust control valve



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
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 Vice President Steve Wells
 Treasurer Gregg Lowry
 Secretary Linda Lowry
 Director Bob McClelland

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www.valvechatter.org

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Robert McClelland

Email: remac278@msn.com

DEADLINE: 20th of Each Month

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Volunteers on Monthly Basis

WEBSITE CHAIR: BOARD

AdHoc committees: President is Ex-

Officio member on all committees

MEMBERSHIP

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
 31) Nat'l Membership also required

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

SOMETHING TO PONDER (CONT FRM PG. 7)

Then slowly, carefully, he raised his paw...

Dad's lower jaw trembled as he stared at the uplifted paw. Confusion replaced the anger in his eyes. The pointer waited patiently. Then Dad was on his knees hugging the animal.

It was the beginning of a warm and intimate friendship. Dad named the pointer Cheyenne . Together he and Cheyenne explored the community. They spent long hours walking down dusty lanes. They spent reflective moments on the banks of streams, angling for tasty trout. They even started to attend Sunday services together, Dad sitting in a pew and Cheyenne lying quietly at his feet. Dad and Cheyenne were inseparable throughout the next three years. Dad 's bitterness faded, and he and Cheyenne made many friends.

Then late one night I was startled to feel Cheyenne 's cold nose burrowing through our bed covers. He had never before come into our bedroom at night. I woke Dick, put on my robe and ran into my father's room. Dad lay in his bed, his face serene. But his spirit had left quietly sometime during the night.

Two days later my shock and grief deepened when I discovered Cheyenne lying dead beside Dad's bed. I wrapped his still form in the rag rug he had slept on. As Dick and I buried him near a favorite fishing hole, I silently thanked the dog for the help he had given me in restoring Dad's peace of mind.

The morning of Dad's funeral dawned overcast and dreary. This day looks like the way I feel, I thought, as I walked down the aisle to the pews reserved for family. I was surprised to see the many friends Dad and Cheyenne had made filling the church. The pastor began his eulogy. It was a tribute to both Dad and the dog who had changed his life. And then the pastor turned to Hebrews 13:2. "Do not neglect to show hospitality to strangers, for by this some have entertained angels without knowing it." "I've often thanked God for sending that angel," he said.

For me, the past dropped into place, completing a puzzle that I had not seen before: the sympathetic voice that had just read the right article... Cheyenne 's unexpected appearance at the animal shelter... his calm acceptance and complete devotion to my father... and the proximity of their deaths. And suddenly I understood I knew that God had answered my prayers after all.

Life is too short for drama or petty things, so laugh hard, love truly and forgive quickly. Live while you are alive. Forgive now those who made you cry. You might not get a second chance. And if you don't send this to anyone -- no one will know. But do share this with someone.

Lost time can never be found. God answers our prayers in His time... not ours.

God doesn't give us what we can handle, He helps us handle (stands with us, and gets us thru) what we are given. In other words, God's Grace keeps Pace with what we Face!!

Aren't you glad you read this to the end ?? Please say "Yes" if you did

-----2 Corinthians 12:9

SUBMITTED BY JAY HARRIS



AND WE MEET AGAIN
PHOTO'S BY PATSY HAMLIN



PEGGY PETRUCCI



KEN & MERLENE MAGERS



GREGG LOWRY



JERRY OTTESON



THE GANG



BOB DAVIS



GREGG SNOOZING



BOB MCLELLAND



AND THE WINNER IS
KEN MAGERS!



“THEY ARE STILL OUT THERE”

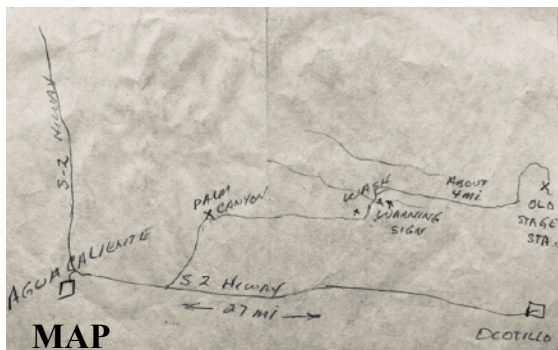
A CAR STORY CHALLENGE

FROM A FELLOW V-8'er



This is an article recapping a featured presentation at our Club's April 9th meeting at which time, our longtime member, Jim Hurlburt, gave us an entertaining story recounting his adventure in the recovery of a “wounded” 1941 Ford Convertible.

Jim began his story by telling us that, in the 1980's, he was a firefighter for 30 years and one morning his fire captain, at a regular breakfast of normal storytelling, told him a story about finding an abandoned convertible in the desert. Well, as any of fellow V8'rs know, this was a temptation beyond all temptations. So, Jim pressed his captain for a map which was then drawn on a napkin.



MAP

This was a highly sophisticated and detailed map. Well, needless to say, the enticement of such a possible find and the call of an exciting adventure, pushed Jim the next morning to “infect” his fellow V-8R Carnahan, and to make the trek to the desert in Anza-Borrego Desert. Bare in mind the size and vastness of this desert area would be a daunting hunt for even the most diehard. But, the two searchers

were undaunted, and began searching the very large remote area of this sandy desert. Low and behold, the two “die hard car guys” spotted the find after several hours of driving in the sand! What a sight that these two car guys began to study.

To begin a description, Jim's picture tells us a lot about running gear, no top, many missing parts, hundreds of bullet holes (more on this later in the this story) but , what a beautiful car (or should he have said challenge). So, the searchers started looking around the area and found all kinds of parts from the “lost gold”!



The next day Jim and Carnahan hooked up their trailer with a load of running gear, rims and tires, plenty of towing/lifting apparatus and headed back out to the site of the “victim” to be rescued, or should we say resuscitated! This was, in itself a challenge, since the hulk was buried in sand from years of desert winds blowing “drifts” of sand against the car body. Several hours of digging were needed to unearth and get access to the frame. **(Cont. on PG. 13)**



(Cont. From. PG.12)

After getting the body jacked up and installing a reasonable resemblance of an undercarriage, the rolling chassis was ready to be dragged into the flat area to ready for towing.

After a number of “heavy lifting” procedures, the dynamic duo were able to get the rolling chassis on to the towing dolly and head back to civilization. Back at the “shop”, disassembly began. Did Jim mention that this was 40 years ago in the 80’s? Recognizing that most of the car was “not there”, Jim began searching for the missing parts. Many parts were located



through fellow car guys and V8’ers as well as the usual vendors. Many hours were spent patching up the bullet holes including a shotgun blast through the fire wall. As, anyone who has done metal work knows, this is a tedious and time-consuming welding process. Fast forward to last couple of years, Jim’s grandson, Cory joined in the restoration process including landing a small block ford and G10 4 speed transmission into the frame with a FatMan clip for front


suspension and installing a 2000 Explorer differential. His grandson has done most of the welding on the chassis, while Jim has done all of the metal finishing with minimal amount of filler work. As these photos show, sheet metal priming and body work has progressed substantially from the search and rescue days!



Fellow V-8’ers look forward to seeing the completed “rescue”. Thank you, Jim for sharing your story with us



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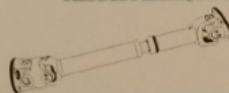
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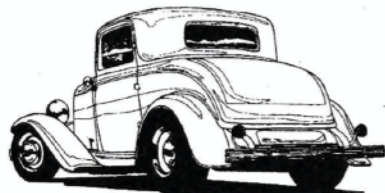
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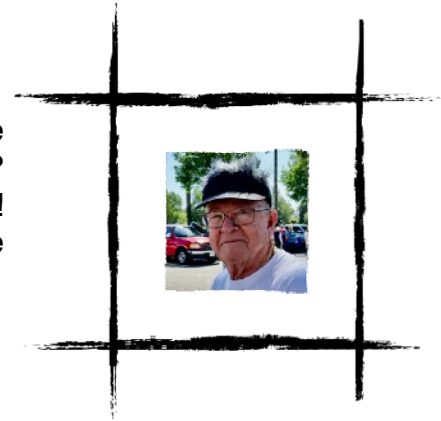
NEXT MEETING JUNE 11TH
RICHIE'S DINER, 40651 MURRIETA
HOT SPRINGS ROAD 8:00 - 10:00



**PLEASE
NOTE..**

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.



June Birthdays

- 6 - David Bjorklund
- 11 - Ron Shedd
- 23 - Gary Huckins



June Anniversaries

- 6 - Jay & Janet Harris
- 15 - Dave & Maryellen Huhn



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

JUNE 11TH 8:AM

JULY 9TH 8: AM

MARK YOUR CALENDARS!! JUNE, 2024

CHECK OUT

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



EVERY FRIDAY [Click Here](#) Cruisin' Grand Downtown Escondido - Every Friday - April thru Sept

Grand Ave. Downtown - 4PM - 9PM

JUNE 8TH Huntington Beach - Cruisin' @ the Beach Car Show -
21400 Magnolia St. - 10AM - 1:30PM

JUNE 8TH Lakeside - 35th Annual Fords & Friends Car Show -
15805 El Monte Rd. - 9AM - 2PM

JUNE 8TH San Clemente - 28th Annual San Clemente Car Show - 200
Avenida Del Mar - 10AM - 3PM

JUNE 16TH San Diego - Father's Day Cruise to Belmont Park -
3146 Mission Blvd. - 10AM - 3PM



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

