



VALVE CHATTER



JULY, 2024 Newsletter Volume 29, Issue 07
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



NOTES FROM THE PRESIDENT



The Fourth of July celebrations are just a few days away. I pray that each of you will be spending time with family, friends and enjoying some of the many community activities. Gloria and I will be in Oceanside with our oldest granddaughter, Lexi, for four days attending a concert, going to the beach, eating some great BBQ and enjoying cooler weather. Our June meeting was attended by twenty four members, three guests with **six** EFV8's occupying the designated parking spaces out front. I apologize for the technical glitch during The 1949 Ford in Your Future, You Tube presentation. I did view the video on my home television before the meeting and all was good. Technology is wonderful, when it works correctly.

Drive Your V8 Day 2024 is in the books. We had twelve members from our Regional Group, two members from So.Cal / OC RG#11 drove down in a 51 Woody from Huntington Beach, one member from the Palomar Model A club and five EFV8's lined up in the parking lot of The Pit Stop Diner, Oceanside. We enjoyed a lunch together in "Jimbo's Garage" meeting area. A special thanks to Jay Harris for extending an invitation for folks to join him and Janet on the drive into Oceanside. Thanks to all of our members who participate in the various events and share their love of EFV8's with the community. As I've mentioned before, trophies and awards are wonderful but the real value is found in the face to face conversations with those folks attending the shows or showing interest in your car. Just a friendly "hello" will start the conversation and maybe you will make someone's day a little brighter.

On June 20th six club members participated in a early morning "photo shoot" at the Temecula Mall. A special thanks to Tom Hamlin and Bob McClelland for putting this project together for submission to the V8 Times. As an extra bonus, Sheldon Ivester, professional photographer and owner of Ivester Creative, who graciously donated his services, will be our August guest speaker and tell us about his business and the process used to produce the final photo for the V8 Times cover.

Looking forward to seeing everyone at the July 9th meeting.

Cheers,
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 June 11, 2024 at the meeting place of the members: Richie’s Diner, 40651 Murrieta Hot Springs Road, Murietta, California.

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

Members Present & Cars Driven: Jim Brown (1940 Ford Convertible), Dan Castellini (1953 Tudor), Bob Davis, Cliff Gustin (1941 Ford), Tom & Patsy Hamlin, Jay Harris, Don & Sylvia Harwick, Jim Hurlburt, Gregg & Linda Lowry, Ken & Merleen Magers, Bob & Sharon McClelland (1936 Fordor), Ray & Jackie Ouellette (1946 Merc), Bob Payne, Rudy Perez, Peggy Petrucci, Ron & Pat Prentice (1950 4-Door), Leona Spanier, Steve Wells.

Guests: Cory Evangelou, Lily Prentice, Melissa Warner

The meeting was called to order at 9:02 a.m. President Dan opened the meeting and asked Tom Hamlin to lead us in the Pledge of Allegiance and Bob McClelland to lead us in Prayer.

Officer & Committee Reports were accepted:

President: Dan Castellini-

Welcomed everyone and thanked Steve Wells for running the meeting last month. There will be a Board meeting after the general meeting and welcomed members to attend. Mentioned that information on the National membership drive will be in the *V-8 Times*.

Vice President: Steve Wells – Noted attending the Fallbrook Car Show and Cruisin’ Grand.

Treasurer: Gregg Lowry- Reported a club balance.

Secretary: Linda Lowry - Presented the May minutes and thanked Gregg for recording the May minutes in her absence. **Motion to accept made by Bob McClelland and seconded by Jackie Ouellette. Motion passed.** She announced and congratulated those members who celebrated birthdays and anniversaries in June.

Director: Bob McClelland – No report

Accessories: Janet Harris – No report

Advertising: Don Harwick – June and July are renewal months and he will be checking in with our advertisers. He visited Advanced Radiator as a new advertiser.

Membership & Club Badges: Bob Davis - Noted the nice turnout this morning. Currently the club has 74 members. He would like new photos from our members for the next directory. He also noted the National Membership drive in the *V-8 Times*.

Sunshine: Jackie Ouellette – Please let her know of anyone she can send a card to.

Tours: Dan reviewed upcoming car shows and events. He gave an update and showed pics of the Fallbrook Car Show and it was noted that Jim Brown won a trophy. He reminded members of the ‘Drive Your V-8 Day’ tour this Saturday. Also updated Cruisin’ Grand.

Newsletter & Website: Bob McClelland – Welcomes any articles and For Sale items for the *Valve Chatter*.

Old Business: None

New Business: None

Announcements: None

Program: Members enjoyed a video presentation on the 1949 'Shoebox' Fords.

Tom's Trivia Question: What was the first year Ford had a crankcase vent? Tom gave us the correct answer – 1936 – and a bit of history behind it.

Special Drawing: – Tom Hamlin announced \$100 was collected with \$50 going to the club and \$50 won by Cliff Gustin. A 2024 poster of the Fallbrook Car Show was won by Sylvia Harwick. Congratulations!

Being no further business to come before the meeting and on **motion duly made by Jackie Ouellette and seconded by Merleen Magers**, the meeting adjourned at 9:46 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.

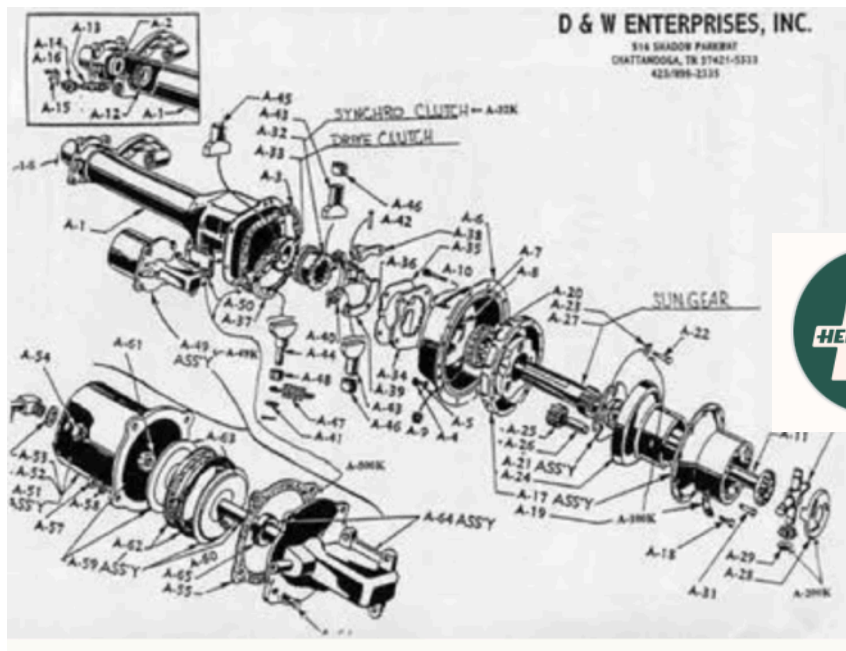
Dated: June 11, 2024

Respectfully submitted,

Linda Lowry, Secretary
Corporate Minutes

COLUMBIA TWO SPEED REARS By JIM O'CLAIR Updated March 26, 2024 in [Hemmings Motor News, Magazine](#)

One of the really trick aftermarket options offered for early Fords was the Columbia two-speed rear axle. One of several over drives to appear in the late 1920's, it had great success after Ford began offering it as a factory option



(Cont. On Pg 7)

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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

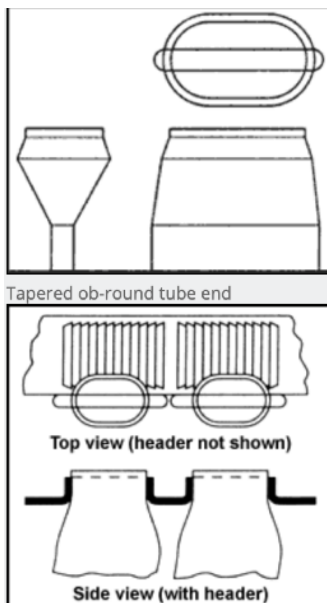
Turnaround time is approximately 2 weeks. I will pick up your order and bring it to the next meeting. Any questions? Feel free to contact me at brokerjanet@hotmail.com or 760-522-8423

Automotive - Brazed Copper/Brass Radiators Design Innovations

Design Innovations

In addition to technologies, the ICA has harnessed a number of design innovations to enhance the effectiveness of brazed copper-brass radiators. Chief among them are the following:

Reformed Tube-Header Joint



With round or oval tube ends it is possible to use a tube-touching concept. In this design, the ferrules in the header can be placed so that the radii of the tubes are in contact. The depth of the fins thus becomes smaller. Any loss in air side performance is limited because the total fin area is efficiently used when the tubes touch.

Flexible Side Assembly To eliminate thermal stress in tubes, headers and tube-header joints resulting from rigidly attached conventional side supports, a new side assembly has been designed to allow for axial core expansion.

Laser Welding. Laser-welded brass tubes that are competitive with the thinnest lockseam or high frequency welded tubes have shown promise for advanced copper-brass radiators. As a process, laser welding can be easily integrated into current lock-seam tube manufacturing operations with minimal modifications in existing equipment. Laser welding also permits new tube designs. One innovation is a one-row radiator in place of a standard two-row design. The two edges of a piece of brass strip are welded into a center support structure that yields a one-unit tube with two equally sized water passages.

(CONT. FRM PG 5)

The "twin" tube helps to overcome constraints on wall thickness and the weight of conventional welded brass tubes. Laser-welded twin tubes may be manufactured with depths of 30 mm or more.

Anneal Resistant Alloys

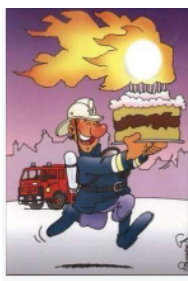
To ensure the overall strength and durability of brazed copper-brass radiators, three new alloys have been developed. These are in addition to the basic brazing alloy, OK 600.

First is an anneal-resistant fin material that maintains the strength of fins after brazing. Strong fins are required because they support the tubes. Soft fins couldn't resist the pressure in tubes that can lead to bulging. The new fin material also provides 92% conductivity after brazing and is environmentally safer because it doesn't contain cadmium.

Second is an anneal-resistant tube alloy (ISO# C664429) that retains its fine grain structure after brazing. The fine grain structure is needed to provide ductility and fatigue strength in the brazed radiator core. The new tube material welds and forms as easily as conventional tube brass.

Third is a brass header alloy modified to be anneal resistant. In addition to having forming characteristics equal to or better than conventional brass header material, this new alloy retains its original structure after brazing.

AND THAT IS THE REST OF THE STORY



July Birthdays

5 – Sylvia Harwick
6 – Jackie Ouellette
9 - David Simard
18 – Tom Hamlin
25– Letrice Davis
26 – Mona Fucci
28 - Bonnie Bell

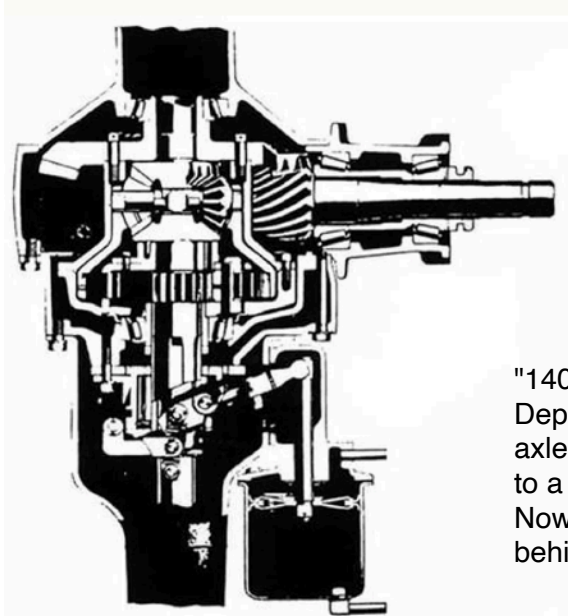


July Anniversaries

7- Joe & Susan Valentino
8 – Gary & Karen Walcher
20 - Roger & Bonnie Bell
24 – Bob & Donna Payne

COLUMBIA (Cont. From Pg. 3)

Originally developed by the Columbia Axle Company in Cleveland, Ohio, the two-speed axle was first used as an option on the 1932 Auburn. Ford first offered it as a conversion for their 1934 models; it was later offered as a factory-option on the 1937-'41 V-12-powered Lincoln Zephyrs, Continentals and Custom models, and 1939-'41 Mercurys and Fords with the flathead V-8.



"140 miles on a 100-mile ticket" was Columbia's Depression era claim ... their "two power range axle" dropped a V-8 Ford from a giddy 2713 rpm to a leisurely 1940 rpm at the 55 mph speed limit. Now that the limit is back, can the axle be far behind?

The Columbia two-speed offered a low gear ratio for low-speed pulling power and fast acceleration from a dead stop. It could then be shifted into a higher ratio on the fly to give the vehicle a smoother and more efficient ride for highway speeds. The higher ratio also allowed the engine to run at a lower rpm once the car was moving fast enough to utilize the second speed or ratio. The two gear ratios were achieved by engaging and disengaging planetaries within the rear end housing by means of a vacuum-controlled canister that was mounted to the differential. The shift mechanism for the overdrive unit was a control valve that was attached by a special clip to the unit's bellcrank to the clutch pedal. The control valve was connected to a plate below the carburetor, which supplied engine vacuum on the intake side and sent this vacuum to the "motor" on the rear axle on the exhaust side. The vacuum canister or motor was connected to the control valve by copper tubing and a rubber vacuum line that ran the length of the driver's side of the undercarriage. A cable-operated activation switch was installed on the dash to engage the two-speed unit. Similar to an electric overdrive, the Columbia's second speed or ratio was not activated until the car was already rolling. Once the control cable was pulled out, engaging the control valve, the valve would activate the planetary gears in the rear axle when the floor shifter was depressed. Because of the ratio change once the second speed was engaged, each Columbia unit required a speedometer ratio adapter to keep the speedometer accurate. The vehicle's original speedometer drive cable was attached to one side of the adapter unit and the ratio adapter attached directly to the speedometer on the Fords and Mercurys. Lincolns had a different setup: The adapter was mounted under the dash, and a short cable connected it to the speedometer. **(CONT. ON PG . 13)**

THE IN-N-OUT STORY GOES ON!



2014

Replica Of First Restaurant Opens

Step back in time at the replica of In-N-Out Burger's original drive-thru restaurant located in Baldwin Park, California.

The first restaurant served customers from a space barely 100 square feet, introducing them to a taste of some of the freshest hamburgers around. The menu today offers made-to-order burgers, fries and drinks prepared and served in the classic style guests have been enjoying since 1948.

Visit this part of In-N-Out history for viewing and photos Thursday-Sunday between the hours of 11am to 2pm at 13752 Francisquito Avenue, Baldwin Park, CA 91706.



2015

300th Store Opens

On January 7th, In-N-Out celebrates the addition of its 300th restaurant and its second location in Anaheim, California. Our family of restaurants serves quality burgers, fries, and shakes across five states: CA, NV, AZ, UT, and TX.



2015

First Restaurant Opens In Oregon

On September 9, In-N-Out Burger reaches its sixth state and celebrates the opening of the restaurant in Medford, Oregon.

In-N-Out now serves quality burgers, fries, and shakes in: California, Nevada, Arizona, Utah, Texas and Oregon.



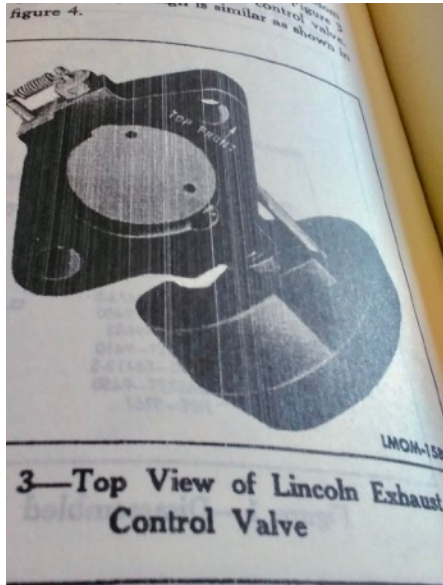


SUNSHINE REPORT
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 THOUGHTS & PRAYERS

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

2024 Committee Chairpersons

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Janet Harris

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Officers & Member at Large per By-
 laws

ADVERTISING Don Harwick

www.valvechatter.org

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Robert McClelland

Email: remac278@msn.com

DEADLINE: 20th of Each Month

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Officio member on all committees

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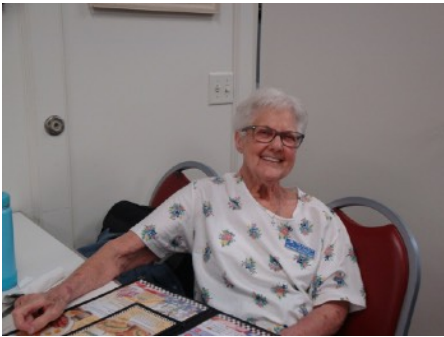
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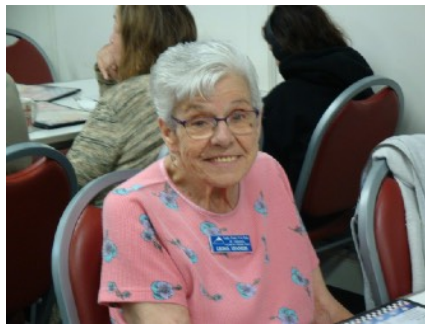
Initiation Fee: \$40.00 (includes two
 Regional Group Name Tags to wear
 to meetings & events.) Annual dues:

\$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

AND WE MEET AGAIN
PHOTO'S BY PATSY HAMLIN





DRIVE YOUR FORD DAY





PHOTO SHOOT



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COLUMBIA (Cont From Pg. 7)

If the Columbia unit was fitted to the original banjo-style Ford rear-end, the assembly's driver's side axle and the left axle housing were retained, but the passenger-side axle and housing had to be changed. The new right side axle was shorter to make room for the planetary and sliding clutch assembly. The new right axle housing incorporated the mounting bracket for the vacuum canister and an opening for a shifting lever that was attached to the end of the canister's vacuum piston. The piston rod had a clevis assembly that attached to the sliding clutch. When the axle is in low gear, the sliding clutch is engaged, locking several planetary pinion gears and a center sun gear into a sort of "reverse flywheel" cut into the inner diameter of the ring gear. The outer ring gear then turns the axles. When the overdrive is engaged, the vacuum canister retracts the sliding gear and stops the sun gear from spinning. This allows the differential ring and pinion to spin freely and causes the stationary clutch to engage, allowing the ring gear to rotate the internal pinion gears. The sun gear, however, stops rotating when the sliding clutch is disengaged. The rotation of the ring gear turns the pinion gears about the sun gear, which allows the "reverse flywheel" and the axle shafts to rotate in the second speed. Normal operation of the overdrive unit involves getting the car up to speed in 3rd gear, then depressing the clutch pedal and pulling on the overdrive cable. After hearing a solid clunk (telling you the overdrive's been activated), you release the clutch and you're in overdrive. The second speed reduced the axles' original ratio, resulting in a 30% reduction in engine rpm. Although intended for highway speeds, you could engage the overdrive in 1st or 2nd as well; it actually worked in any forward gear.

Parts to repair these units are still available. D&W Enterprises is probably the largest source for parts; and we would like to thank Jim Webber from D&W for his help in researching this article. Vintage Auto Parts supplies replacement Columbia axles as well. Additional information on Columbia two-speeds is also available on the Internet at the Ford flathead Web site, www.flatheadv8.org

AND THAT IS THE REST OF THE STORY



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



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.



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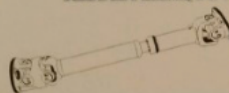
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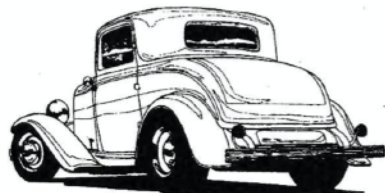
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Foundation News

President's Message

The Board of Trustees had to make some decisions in the last few months that were not easy to make, nor were they decided on quickly. The changes required many long discussions to arrive at

a unanimous decision by the Board. One of those tough decisions was to make a change in the management of the Museum. The Board of Trustees wants to thank Josh Conrad for his years of service to the Foundation as its Executive Director. As many of you know, Josh had been with the Museum from the very beginning and was instrumental in our success.

But change is inevitable, and this change gives us an opportunity to move forward with new approaches and a new direction. We are excited to start the search for our next Executive Director very soon. In the interim, the Board of Trustees, with the help of the staff, has taken on the challenging task of keeping everything on track. In fact, three new employees have joined the Museum's staff: Mariah Grim, at the front desk; Conner Miller, in the shop; and Jan Jones, our new communications director.

The election for the Board of Trustees has concluded, as well. Thank you to all the candidates in our

2024 election, and for your participation, for it is important to the continued success of the Early Ford V-8 Foundation Museum. The new Board members will be sworn in at the June Board meeting and Installation dinner in our beautiful Jerry Wendle Event Center at the Museum. And thank you to the Board members who have served. We greatly appreciated your time and energy. Looking down the road a bit, everything is set for the Early Ford V-8 Club's Central National Meet being held June 18-22 at the Early Ford V-8 Foundation Museum. We have created a long list of fantastic events that

will take place during the perfect time of year in Auburn, Indiana. We are looking forward to seeing you! One last thing. Every year, Old Cars Magazine, honors the collector car hobby's top club publications and editors for their excellence by issuing their Golden Quill Awards. The winners for 2023 were announced last April, and our own Foundation News won a Golden Quill for the "National Museums/Associations" category. Congratulations goes to Henry Dominguez and Helen Dickman who work so hard to make our newsletter attractive and informative. Until next time, be happy, be kind, and take that Ford out for a drive. My plans are to drive my 1946 Ford business coupe about 3,000 miles this year.

See you on the road...
Craig Floyd, President

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

JULY 9TH 8: AM

MARK YOUR CALENDARS!! JULY, 2024
CHECK OUT

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



EVERY FRIDAY MAY THRU SEPT. Escondido* - Cruisin' Grand -
Grand Ave. Downtown - 4PM - 9PM



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

