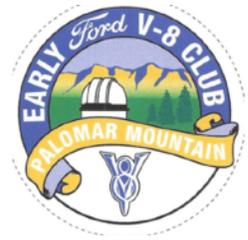




# VALVE CHATTER



FEBRUARY 2023 Newsletter Volume 28, Issue #2  
Regional Group #148 of the Early Ford  
V-8 Club of America, Inc



## NOTES FROM THE PRESIDENT



Bob McClelland

Well you young lovers, **VALENTINES day arrives soon, are you ready?** We sure have had a lot of much needed rain and not so much needed wind!

Brandon Gorbulev of Overdriven Performance and Transmission and Michael Harding from Champion radiator an informative program at our January meeting! They covered Vintage Air & Cooling

After our last meeting, a Board of Directors meeting was held to address the issue of vacant positions. We had three individuals show interest in the Directors position ( Dan Castillini, Cliff Gustin and Cal Westra). After discussion Dan Castillini was chose to fill the position! Also Bob Davis was appointed as Membership chairman. Tom Hamlin has accepted the position of Opportunity Drawing Chair! We are still in need of a volunteer for Historian! Thank you all who showed an interest in volunteering their time!

Make sure to sign up for the February Hawk Watch Tour! If anyone has an idea for a program that may be of interest to the membership, please let me know!

Our program for February will be a presentation by Will White from 2 DIAMOND DETAILING. He will cover maintaining the finish on your vehicle and the do's and don'ts!

Bob McClelland, President





Roxie  
Otteson



**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 Nonprofit 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 Nonprofit Public Benefit Corporation was held on January 10, 2023, at the meeting place of the members: Richie's Diner, 40651 Murrieta Hot Springs Road, Murrieta, California.

**Directors Present:** Bob McClelland, Gregg Lowry, Patsy Hamlin and Roxie Otteson.

**Members Present & Cars Driven:** Tom & Patsy Hamlin, Peggy Petrucci, Bob McClelland, Gregg & Linda Lowry, Jay & Janet Harris, Bob Davis, Cliff Gustin, Leona Spanier, Joe Fazio,

Ray & Jackie Oullette, Jerry & Roxie Otteson, Roger & Bonnie Bell, Bud Williams, Rudy Perez,

Dan Castellini, Ron Shedd, Steve Wells, Ron & Marty Hopwood and Ken & Merleen Magers all drove modern vehicles. Ron Prentice drove his 1950 Fordor.

**Guests:** Dan Castellini's friend, Karl Edwards, was our only guest today.

**Meeting was called to order at 9:00** by President Bob McClelland. Tom Hamlin led us in the Pledge of Allegiance and Dan Castellini led us in Prayer.

**Officer & Committee Reports were accepted:**

**President:** Bob McClelland welcomed all members and our guest, Karl Edwards. Bob informed members that there should be no recording of our meetings (audio or video) for personal use. There will be a Board Meeting today. We need volunteers for the position of Historian. We have 3 people who have shown interest in the position of Director. That will be voted on during today's Board Meeting. Duty of the Director is to serve as a voting member of the Board as a Tie Breaker.

**Vice President:** Patsy Hamlin had nothing to report at this time.

**Treasurer:** Gregg Lowry reported on club finances for December 2022.

**Secretary:** Roxie Otteson congratulated all who celebrate Birthdays and Anniversaries during the month of January. Meeting was turned over to Bob for a motion to accept November 2022 minutes as written. Peggy Petrucci made a motion to accept, and Jackie Ouelette seconded the motion. Motion carried.

**Director:** The position of Director will be discussed and voted on at the Board Meeting today.

**Accessories:** Janet Harris showed the membership the quality of Ladies Jacket that can be purchased from our Supplier, SanMar. Check the Valve Chatter for more information.

**Advertising:** Don Harwick was not present but continues to do an excellent job.

**Membership & Club Badges:** Our new Membership Chairman is Bob Davis.

**Historian:** We are still looking for someone to take over as Historian. All volunteers welcomed.

**Sunshine:** No report today

**Tours:** Jay Harris informed us that there is no tour scheduled for January. We will be returning to the Hawk Watch in Ramona for the February tour. More info later. There will be a Mini-Meet in September 2023 at Pismo Beach.

**Newsletter & Website:** Nothing new to report.

**Old Business:** No Old Business **New Business:** Gregg Lowry administered the President's Oath of Office to Bob McClelland since he was not present at our ceremony in December. Congratulations, Bob.

**Announcements:** None

**Ask the Experts:** No questions

**Program:** The Program was presented by Brandon Gorbuley, Owner of Hot Rods by Overdriven Performance & Transmissions and Michael Harding, from Champion Cooling. Their presentation was very informative about Vintage Air Conditioning, radiators and radiator fans.

**Tom's Trivia Question:** Tom Hamlin's Trivia Question for today was: How many years was the Ford V8 60 available? Options were: 1 year, 2 years, 3 years and 4 years. Answer: 4 years

**Opportunity Drawing:** It was announced that \$106 was collected. \$53 was won by Leona Spanier and \$53 was given to the club. With no further business to come before the meeting, and as a motion was made by Peggy Petrucci and seconded by Roxie Otteson, the meeting adjourned at 10:00.

It is directed that this action be filed in the Minutes 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 10, 2023  
Respectfully Submitted,  
Roxie Otteson, Secretary  
Corporate Minutes



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2023

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Cap \$10.80

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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:

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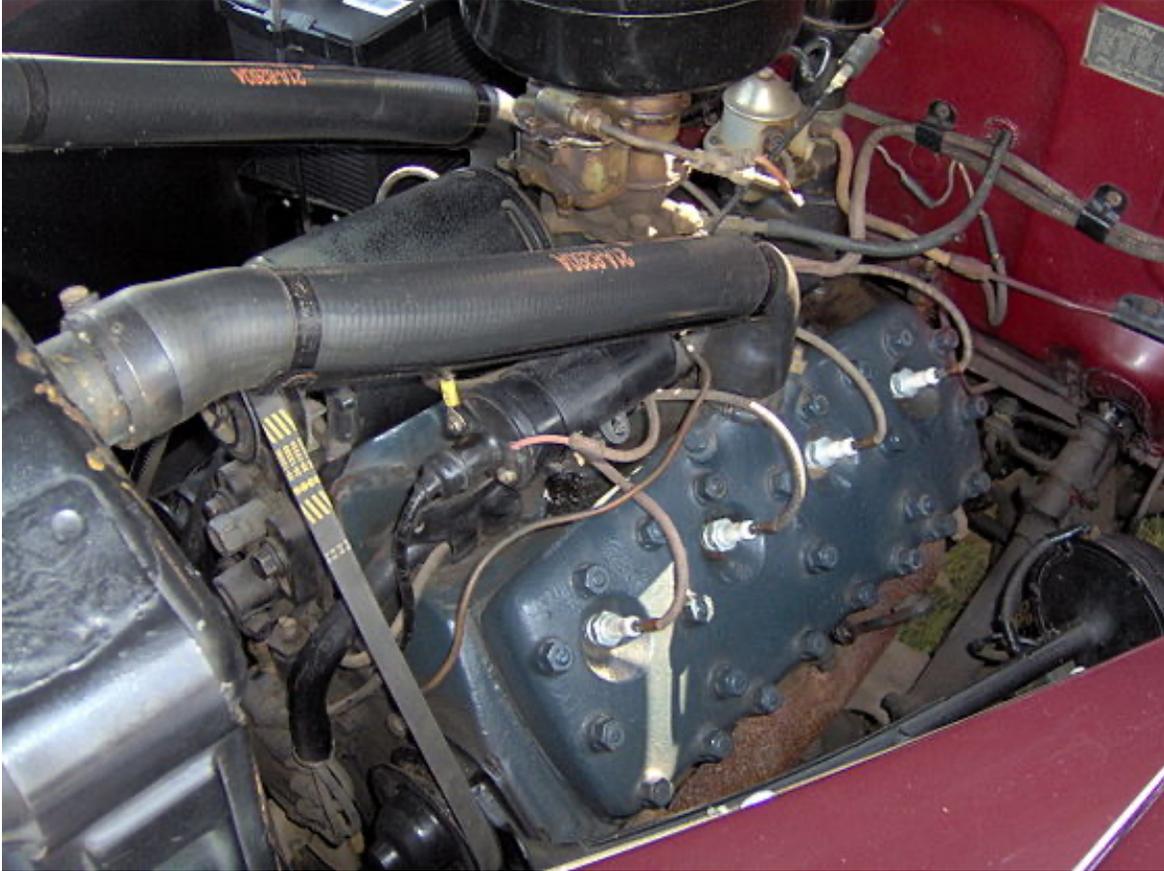
Fallbrook, 92028

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

# Ford flathead V8 engine

From Wikipedia, the free encyclopedia

## Ford flathead V8



### Crankshaft

The short crankshaft proved quite durable in comparison to six-cylinder engines when roughly handled. For these reasons, the flathead Ford became a favorite among hot-rodders, and this in turn led to a rich supply of aftermarket performance parts. With the use of specialized pistons or connecting rods the stroke of the crankshaft could be increased by welding and regrinding as a method of increasing engine displacement, usually in combination with overboring.

### Block

One of the most important innovations in the Ford flathead V8 was the [casting](#) of the [crankcase](#) and all 8 [cylinders](#) in one [engine block](#). This level of [monobloc design](#) for V-8 blocks had been accomplished before,<sup>[10]</sup> but it had never seen mass production. Making it practical for the latter was an example of the production development needed to bring a V8 engine to the widely affordable segment of the market.<sup>[4]</sup> Most V engines of the time had multiple cylinder blocks bolted to a common crankcase (itself a separate casting). At most, each bank of the V was an integral block, but many V engines had 4- or even 6-cylinder blocks, with cylinders cast in pairs or triples. Like most other engine blocks of the 20th century, it was [cast iron](#); but the foundry practice (e.g., workflows, materials handling) was a revolutionary advancement in the mass production of castings.<sup>[11]</sup> [Charles E. Sorensen](#) lived up to his longtime nickname at Ford, "Cast-Iron Charlie", by leading this revolution to bring Ford's first V8 to market.<sup>[11]</sup>

**(CONTINUE ON PG. 6)**

# Ford flathead V8 engine

## (CONTINUED FRM PG. 5)

As with any V8, the block was relatively light for the displacement supported. The cooling jacket reaches down to the bottom dead center, which is unusually low. American engineers at the time believed this would improve the piston cooling.<sup>[12]</sup> The bottom of the block formed the parting line for the main bearing caps. The most complex part of the block was the exhaust passage routing. The exhaust valves were on the inside of the **V** and exhaust flow was initially downward and passed around the cylinders through the water jacket to exit on the outside of the cylinder block. The routing of the exhaust through the water jacket put an extremely heavy load on the cooling system and led to frequent overheating, especially on early models, if the cooling system was not maintained. Somewhat primitive water pumps used until the advent of the 1948 8RT and 1949 8BA models also contributed to the overheating problem. The space for the exhaust flow was also somewhat restricted, so the exhaust passages were tall and narrow in some locations. The gas flow past the rough sand castings could be greatly improved by polishing the passages. In early blocks, some cylinder walls were extremely thin due to cores shifting during casting.

## Bearings

The engines built from 1932 to 1935 had [poured main bearings](#) which required skill and machine shop equipment to overhaul. Part of the 1936 production and all production from 1937 to the end of flathead V8 production had both replaceable shell main bearings and connecting rod inserts (unlike the contemporary GM products), enabling straightforward and low cost rebuilding, another reason why the Ford was a favorite of amateur mechanics. These shell main bearings are made of a cadmium silver alloy.<sup>[1]</sup>

## Camshaft and timing

The Ford flathead V8 has a single camshaft located inside the engine block above the crankshaft. It is spur gear driven; the camshaft's spur gear is made of plastic. The camshaft has three camshaft bearings. A lid made of cast iron covers the camshaft spur gears; the ignition distributor is placed on top of this lid and is driven by the camshaft spur gears. For powering the fuel pump, the camshaft is fitted with an extra cam located in the bearing on the flywheel side.

## Lubrication

Also unlike the Chevrolet inline 6, Ford products used high [oil pressure](#) for lubrication for the main and rod bearings, as do all modern vehicle combustion engines. This offered a significant performance advantage, as full pressure lubrication allowed for continuous use above 3500 rpm and not starve the rod bearings for oil, which was necessary for high performance applications, such as racing. For this reason, bank robber [Clyde Barrow](#) preferred to steal Fords as getaway vehicles.<sup>[13]</sup> It also eliminated a complex oil jet system to feed the rod bearings in the oil pan. As a side benefit to a prospective purchaser of a used vehicle, this also enabled the condition of the connecting rod and main bearings to be determined indirectly by observation of the oil pressure gauge after the vehicle was warmed up, provided that oil of normal viscosity was in use.

## Exhaust

The exhaust outlets in the 1932–48 cars and the 1932–47 trucks were near the front of the manifolds aiming down and sometimes out. A Y-pipe took the exhaust gases to the right side of the vehicle to a single muffler, then to a single pipe out the back on the right side. The left side exhaust manifold exhausted to the front in the 1949–53 Ford cars, where a crossover pipe took the exhaust to the forward end of the right side manifold on the car engines and between the 1st and second cylinder on some trucks, in turn exhausting to a single pipe at the rear.

**( TO BE CONTINUED)**



**SUNSHINE REPORT  
THINKING OF OUR MEMBERS  
STRUGGLING  
PLEASE KEEP ALL MEMBERS IN  
YOUR THOUGHTS & PRAYERS**

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

**2023 Board of Directors & Officers**

**President Robert McClelland**

**Vice President Patsy Hamlin**

**Treasurer Greg Lowry**

**Secretary Roxie Otteson**

**Director Dan Castellini**

2022 Committee Chairpersons

**ACCESSORIES**

Janet Harris

**AUDIT COMMITTEE**

Officers & Member at Large per By-laws

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**NEWSLETTER EDITOR**

Robert McClelland

Email: remac278@msn.com

**DEADLINE: 20th of Each Month**

\*Opportunity drawing **CHAIR**

Tom Hamlin

**SUNSHINE CHAIR**

Jackie Ouellette

**TOUR LEADERS**

Jay & Janet Harris

Volunteers on Monthly Basis

**WEBSITE CHAIR: OPEN/BOARD**

AdHoc committees: President is Ex-

Officio member on all committees

**MEMBERSHIP**

Vacant

On-line: [www.valvechatter.org](http://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



**February Birthdays**

3 – Barbara Keck

6 – Marty Hopwood

11 – Clark Mears

15 – Kimry Wells



**TIME TO RENEW YOUR MEMBERSHIP**  
**DUE JANUARY 1, 2023 NO LATER THAN**  
**FEBRUARY 1, 2023**  
**NATIONAL MEMBERSHIP IS REQUIRED**



**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, Incorporated August 7, 2001*

Regular Monthly Meeting for Members is the 2<sup>nd</sup> Tuesday each month except for December. December is the Annual Meeting and Installation of Officers at a location, time, and date to be determined.

**2023 RENEWAL of Membership**  
(Due on January 1, 2023 Delinquent if not Paid by February 1, 2023)

**Member Name:**

**Any Changes to your Address, phone or email? Please look at current roster and list changes here:**

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**Any Changes to your Early Ford V-8's? Please look at current roster and list changes here**

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**Please direct any membership questions to Membership Chair: Bob Davis (909) 815-3726 cell**

Current Renewal Dues: **\$25** Make checks payable to Palomar Mountain V-8's RG 148.

Mail check & renewal form to:

**Gregg Lowry**  
**2617 Via del Robles**  
**Fallbrook, CA 92028**

The current ROSTER data is correct as currently published or is **corrected** as noted above. My payment of annual RG#148 dues serves as my certification that I am a current paid member of the National club in good standing.

**Your National # does not change.**

**Member Signature** \_\_\_\_\_ **Dated** \_\_\_\_\_

Form revised 1/15/23

## THE IN-N-OUT STORY CONTINUES



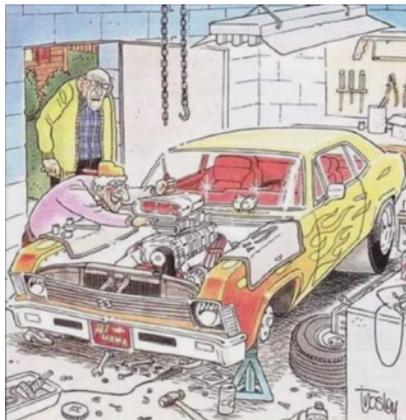
**1970**

### Character Glasses Introduced

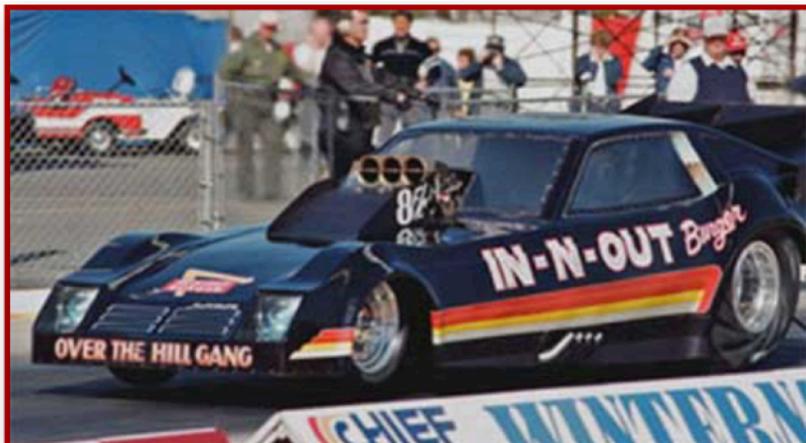
A collectible glass becomes the first in a long-running assortment of promotional glasses featuring character, movie and holiday themes. The cost in 1970 was \$0.29 with a Pepsi. All are collector's items today, but only the Christmas and Indiana Jones™ Temple of Doom glasses display the In-N-Out name.



© CanStockPhoto.com



**When I said you should take up a hobby I meant knitting or needlepoint**



**1971**

### Irwindale Drag Strip Thrives

The longtime association of In-N-Out with drag racing and classic cars builds on Harry's initial 1965 investment in the development of Irwindale Drag Strip. In-N-Out burgers were sold in the concession stands to racers and fans who spread their enthusiasm across the country. Harry's son, Guy, also begins developing a lifelong interest in cars and drag racing.

**(TO BE CONTINUED)**

**PLEASE  
NOTE..**



## A NOTE FROM OUR TOUR DIRECTORS

If anyone has a suggestion for a tour let us know, we would be glad to look into it! Jay & Janet



## HAWK WATCH TOUR



A tour is scheduled to the Wildlife Research institute in Ramona FOR FEBRUARY 18TH. They have an annual HAWK WATCH. We took a tour there last year and was enjoyed by all. More info to follow!



Reminder, Our  
FEBRUARY 14, 2023  
general meeting  
7:30 am doors open

**Important Notice**

## *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.

Please send to: Bob McClelland  
remac278@msn.com



# AND WE MEET AGAIN



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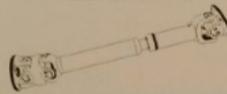


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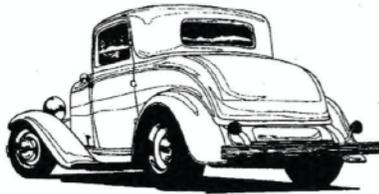
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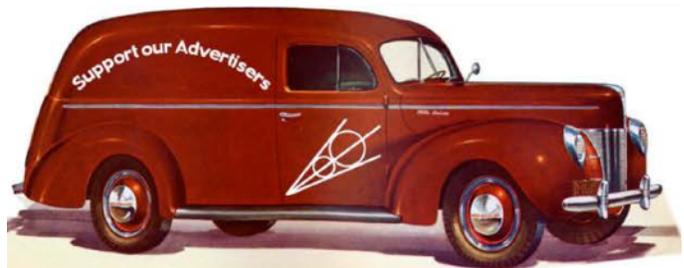
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**MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR  
MEETINGS**

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**

**FEB. 14th 8:00 AM**

**MAR. 14th 8:00 AM**

**APR. 11th 8:00 AM**

**MARK YOUR CALENDARS!! FEBRUARY, 2023  
CHECK OUT**

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

**FEB 3-5 Pomona - Grand National Roadster Show**

**-Fairplex 1101 W. McKinley Ave.**



**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

