



VALVE CHATTER



JANUARY, 2023 Newsletter Volume 28, Issue #1
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



NOTES FROM THE PRESIDENT



Bob McClelland

HAPPY NEW YEAR, we are embarking into a New Year with our mission being the same. The purpose of the Club is to preserve and authentically maintain Ford Motor Company vehicles of the years 1932 through 1953 inclusive.

During our Christmas luncheon the 2023 slate of officers were sworn at, by none other than our own Jay Harris. Thank you Jay for another job well done. The officers for 2023 are: Bob McClelland President, Patsy Hamlin Vice President, Secretary Roxie Otteson and Greg Lowry Treasurer! Volunteers showing an interest in the board of directors position will be considered by the Board of Directors at the January 10th board meeting!

I hear that we had another enjoyable afternoon at the Christmas luncheon! As usual the gift game was a hit.

The program for January will finally be a presentation By Steve Chagolla from Auto Air Pro, one of our long time advertisers. He will be joined by Brenden from Over Driven Performance, they will be making a presentation on Vintage Air!



I would like at this time to thank all officers and volunteers who served during 2022. You are what makes the club function, a job well done! I would also like to thank Janet Harris and Patsy Hamlin for the great pictures of the luncheon and Tour! A shout out also goes to the Luncheon Committee, Linda lowry, Roxie Otteson, Janet Harris and Letrice Davis!

Bob McClelland



Holiday Luncheon



JANUARY, 2023

WWW.VALVECHATTER.ORG



Our Luncheon committee did another fine job, and it was enjoyed by all!

ACCESSORIES
2023

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

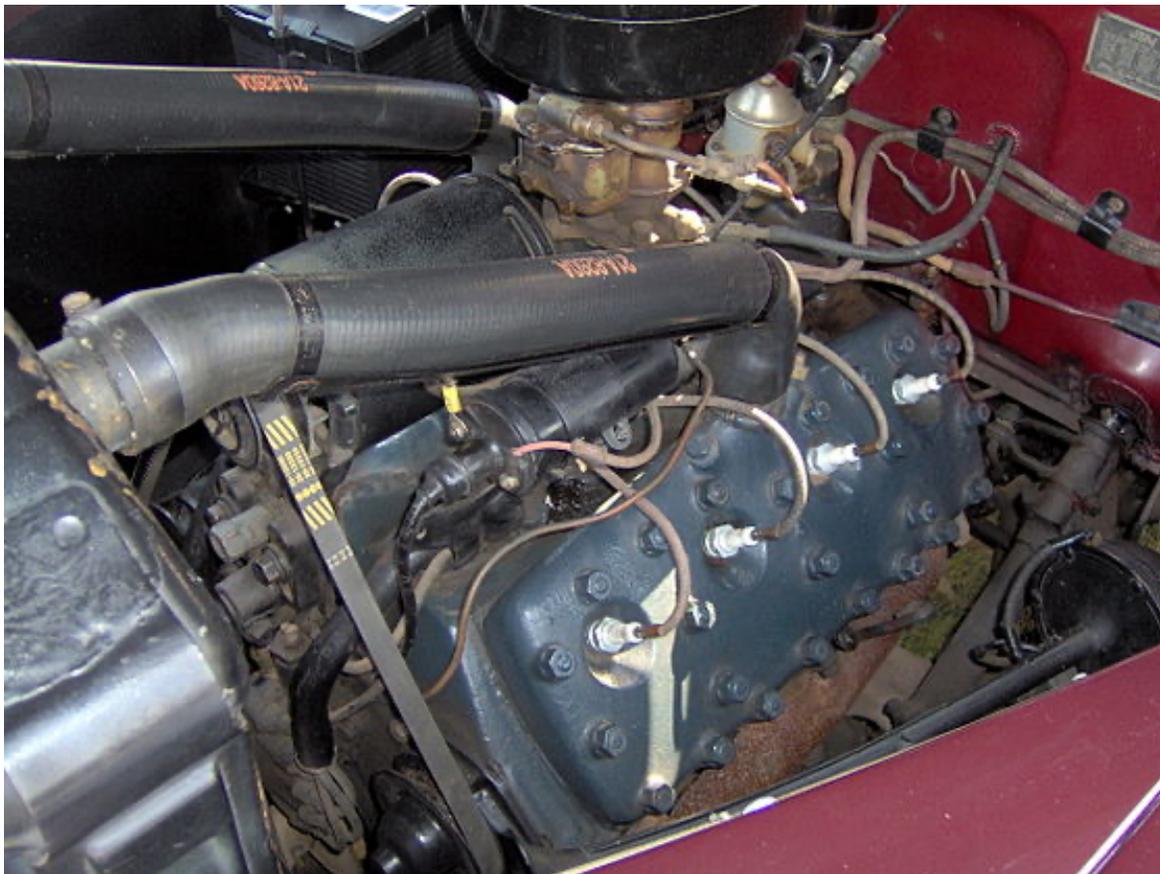
Fallbrook, 92028

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 or 760-522-8423

Ford flathead V8 engine

From Wikipedia, the free encyclopedia

Ford flathead V8



Overview

Manufacturer

Ford Motor Company

Also called

Ford L-head V8

Production

- 1932–1953 for the U.S. consumer car-and-truck market
- 1932–1954 for the Canadian consumer car-and-truck market
- (1973 in Germany for trucks and 1961 for Simca versions, but later with a head akin to the [Ardun](#) OHV conversion)

Layout

Configuration

Side-valve V8

- Ford Y-block V8
- Lincoln Y-block V8

Successor

- Ford Y-block V8
- Lincoln Y-block V8

•

• **(CONTINUED ON PG 6)**

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(CONTINUED FRM PG. 5)

Ford flathead, **flathead Ford**, or **flatty** when the context is implicit, such as in **hot-rodding**) is a **V8 engine** with a **flat cylinder head** designed by the **Ford Motor Company** and built by Ford and various licensees. During the engine's first decade of production, when **overhead-valve** engines were used by only a small minority of makes, it was usually known simply as the **Ford V-8**, and the first car model in which it was installed, the **Model 18**, was (and still is) often called simply the "Ford V-8", **after its new engine**. Although **the V8 configuration was not new** when the Ford V8 was introduced in 1932, the latter was a market first in the respect that it made an **8-cylinder** affordable and a **V engine** affordable to the emerging **mass market** consumer for the first time. It was the first independently designed and built **V8 engine produced by Ford for mass production**, and it ranks as one of the company's most important developments.^[1] A fascination with ever-more-powerful engines was perhaps the most salient aspect of the American car and truck market for a half century, from 1923 **until 1973**. The engine was intended to be used for big passenger cars and trucks;^[2] it was installed in such (with minor, incremental changes)^[3] until 1953, making the engine's 21-year production run for the U.S. consumer market longer than the 19-year run of the **Ford Model T engine**^[3] for that market. The engine was on **Ward's list of the 10 best engines of the 20th century**. It was a staple of hot rodders in the 1950s, and it remains famous in the **classic car** hobbies even today, despite the huge variety of other popular V8s that followed.

Development and production overview^[edit]

Before this engine's introduction, almost all mass-produced cars affordable to the "average mass-market consumer" (which was a concept that Ford helped invent) used **inline-four** and **inline-six** cylinder engines. Since French engineer **Léon Levavasseur's invention of the V8 engine** in 1902, multi-cylinder V-engines (V8s, V12s, and even V16s) were produced, but were used in luxury models and their production runs were thus limited (relative to downmarket production volumes).^[4] For example, the first **Cadillac V8 engine** was in that category. When Ford Motor Company assumed operations of **Lincoln** in 1922, they were already producing a flathead engine with **Fork and Blade connecting rods** which remained in production after Ford took over until 1932. Even though Ford had an engineering team assigned to develop the engine, many of the ideas and innovations were **Henry Ford's**.

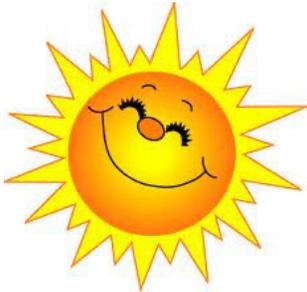
Crankshaft

The crankshaft development for the Ford flathead V8 was pioneering. The engine's production development program began with a **forged steel** crank, per conventional practice, but Ford then developed the improved **foundry** practice, **heat-treating**, and materials handling logistics to make the cranks from **cast steel** instead, yielding a crank just as strong, but less expensive to produce.^[9] These new methods were patented.^[9] The simple three-main-bearing crankshaft attached two connecting rods to a single crankpin, one rod from each cylinder bank. As with other crankshafts, **static and dynamic balancing** was performed.



Roxie
Otteson

Our secretary got the holidays off, so until we meet again we will have to wait to hear from Roxie!



SUNSHINE REPORT

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

January Birthdays

- 1 – Peggy Petrucci
- 2 - Phil Spaid
- 6 – Ted Thompson
- 6 – Jim Wells
- 8 – Roxie Otteson
- 20 – Susan Hull
- 24 – Jerry Otteson
- 27 - Kate Cutsinger
- 29 – Jim Brown



January Anniversaries

- 30 – Tom & Deborah Brumley

**RENEWAL
REMINDER**

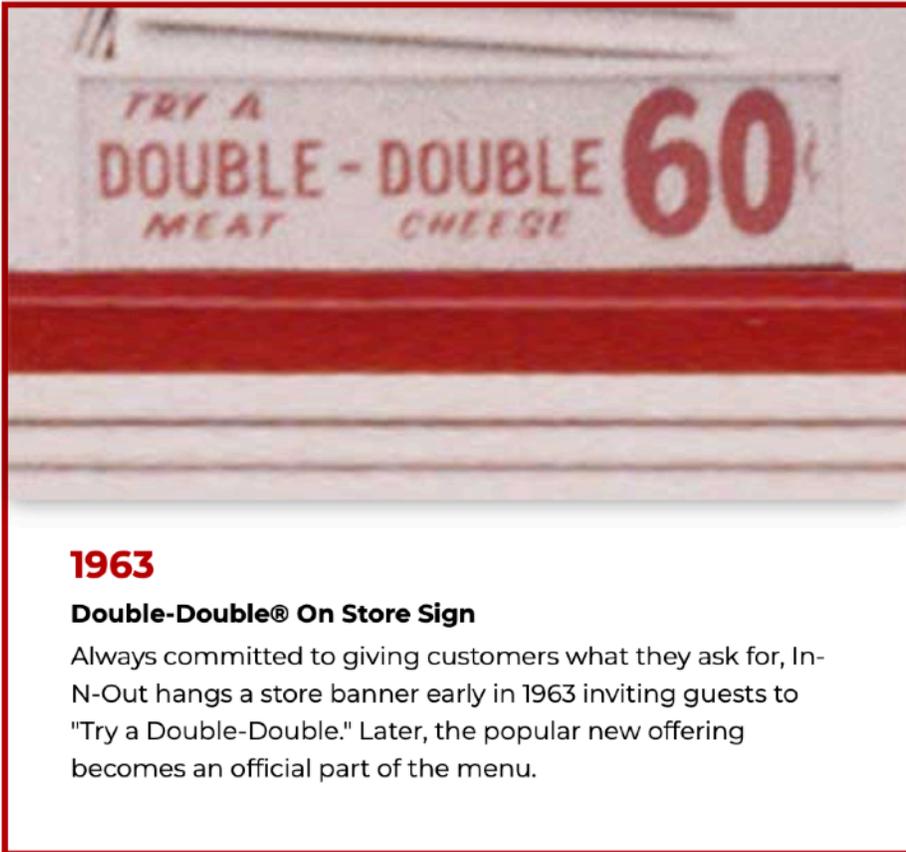


TIME TO RENEW YOUR MEMBERSHIP
DUE JANUARY 1, 2023 NO LATER THAN
FEBRUARY 1, 2023
NATIONAL MEMBERSHIP IS REQUIRED

NATIONAL DUES

<u>Membership without V8 TIMES Delivery</u>	One-Year		Three-Year	
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[] U.S. & All Foreign Countries:	Regular \$ 5	Joint \$ 5	Regular \$15	Joint \$15 WITHOUT Membership Roster.

THE IN-N-OUT STORY CONTINUES



(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

THE DECEMBER TOUR

Only Yesterday Classic Autos Museum.

On December 16th approximately 30 V8ers from the Palomar Mountain V8s and San Diego Regional Group descended on Chuck Spielman's Only Yesterday Classic Autos Museum for a two hour visit of his magnificent facility in Serrento Valley. Chuck has assembled a fine selection of cars to be sure, but also an unbelievable collection of historic documents related to WW 1 and WW 11. He has on display a vehicle retrieved from the World Trade Center bombing: a vintage Chevrolet Good Humor Man truck - very rare as the Good Humor Company only purchased Chevrolets for **ONE YEAR** of its many years in business. He has a '64 Shelby worth in excess of \$1,000,000, but not for sale **'at any price'**.

Of particular interest is an area set aside to honor the history of WW 11, where rare personal artifacts have been collected from the families of hero's of the war. EG, he has a box of some 900 personal letters sent to the wife of a soldier on the fighting front - one every day ! He recounts how 'he'll be home soon. He didn't make it back home. On display is a letter sent by General Dwight D. Eisenhower to the troop's just before D Day stating how he will take personal responsibility for anything that might go wrong on the big invasion day.





Reminder, Our JANUARY 10, 2023
general meeting
 7:30 am doors open

8:00 orders to be taken



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





1951 Ford rear bumper
 \$100 will deliver local area!
 Greg Lowry,



The 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 Pasy Hamlin

Treasurer Greg Lowry

Secretary Roxie Otteson

Past Pres./Dir. Vacant

2022 Committee Chairpersons

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Janet Harris

AUDIT COMMITTEE

Officers & Member at Large per By-laws

ADVERTISING Don Harwick

www.valvechatter.org

NEWSLETTER EDITOR

Robert McClelland

Email: remac278@msn.com

DEADLINE: 20th of Each Month

*SPECIAL DRAWINGS 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

Initiation Fee: \$15.00 (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

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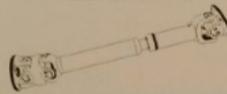


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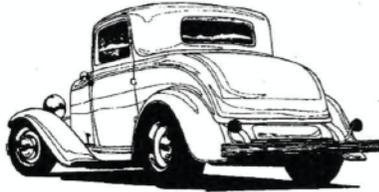
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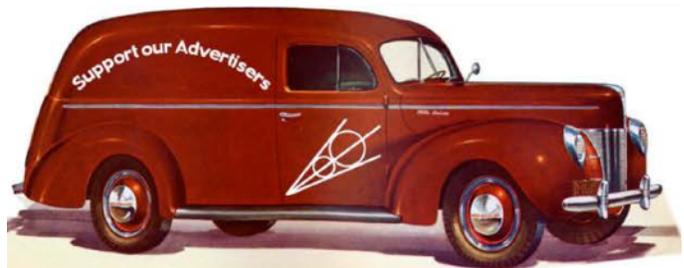
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**MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR
MEETINGS**

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

JAN. 10th 8:AM

FEB. 14th 8:00 AM

MAR. 14th 8:AAM

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

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

JAN 15th - Pomona Swap Meet/Classic Car Show at the Fairplex

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

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