



VALVE CHATTER



APRIL 2023 Newsletter Volume 28, Issue #4
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



Bob McClelland

NOTES FROM THE PRESIDENT



Happy Easter and Happy April fools! Time is flying and we are into spring! We are having good turnouts at our monthly meetings. There are some who have not attended for awhile. We would like to see your smiling faces again, come join us. We realize there are good reasons that keep you home, hope to see you soon.

We had an informative program given by one of our long time advertisers Steve Chagolla from Auto Air Pro in Menifee. Don't forget to patronize our advertisers and tell them you are from Palomar Mountain V-8.

I have received numerous inquiries on how Sharon is doing after her surgery. The surgery went well and the doctor is pleased with the result. She did struggle for several days after the surgery and was in the hospital for eleven days. She is improving each day and has been moved to a rehab facility!

Jerry Otteson is also recovering from his eye surgery and is doing good!

Come join us on April 11 for fellowship and breakfast!

Bob McClelland President





Roxie
Otteson

Happy
April Fool's Day!

**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 Paloma 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 March 14, 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, Sharon & Bob McClelland, Gregg & Linda Lowry, Jay & Janet Harris, Bob Davis, Gary Walcher, Cliff Gustin, Leona Spanier, Jerry & Roxie Otteson, Bud Williams, Steve Wells, Dan Castellini, Jim Hurlburt, Bob Payne and Roger & Bonnie Bell all drove modern vehicles. Our new member, Jerome Robert Mueller drove his 1940 Deluxe Ford Coupe

Guests: Dan Mason, Commander of The Sons of The American Legion in Hemet, was our guest today. Long time member Gary Walcher who lives in Missouri joined us 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. Bob reminded us that we need someone to take over as Historian. We would like to encourage members to drive their old cars on our tours. The return tour to the Hawk Watch was enjoyed by all. We are considering the possibility of a repeat of last year's "Milk Can Dinner" when corn is in season.

Vice President: Patsy Hamlin reported that Cruisin' Grand will be returning this year May-Sept. No schedule has been posted to date, but we will keep you informed.

Treasurer: Gregg Lowry reported a club balance. Gregg will be filing the Club's Tax Returns with the State of California, The Attorney General of the State of California and the IRS. We are a corporation and a business entity and as such are required to file tax returns.

Secretary: Roxie Otteson congratulated all who celebrate Birthdays during the month of March. The meeting was turned over to Bob for a motion to accept February's minutes as written. Peggy Petrucci made a motion to accept, Linda Lowry and Tom Hamlin seconded. Minutes accepted.

(Cont on pg 3)



(Cont from pg 2)

Director: Bob McClelland introduced Dan Castellini and asked Gregg Lowry to issue the oath of office and install him as our new Director. After taking the oath Dan thanked the Board and the membership saying it would be a learning process and, as the prayer said, "Be humble and gather the wisdom."

Accessories: Janet Harris had Dan Castellini model one of the jackets that can be ordered in a large selection of colors.

Advertising: Don Harwick was not present today but Bob McClelland did mention we now have three full pages of advertising due to the great job Don & Sylvia are doing. Don just signed Grace Glass in Escondido last month.

Historian: We are still looking for a Historian.

Membership & Club Badges: Bob Davis reports that we have approximately 40 memberships, or approximately 62 people. Bob continues to work on updating our membership.

Sunshine: Jackie Ouellette is not here today. Bob McClelland reported that Ron Shed had foot surgery. Bob has asked for prayers for Sharon who is going to have surgery next Tuesday for a total neck fusion. This is a high-risk surgery for her due to her medical history. She was scheduled to have surgery last June but because of her medical issues it has had to be postponed until now. Please keep Sharon in your prayers.

Tours: Jay Harris had a good response to the idea of taking a tour of the Shelby Museum in Orange County. The tour is scheduled for this Thursday and the weather could be a contributing factor in whether we will go. Sign up sheet will be sent around today. If needed, we can reschedule for another time. Mrs. Segerstrom is scheduled to lead our tour.

Newsletter & Website: Bob McClelland is concerned that some of our members are not getting the newsletter and could use articles from members.

Old Business: Roxie Otteson stated that she has not had a chance to check records for previous Club donations to the Nationals. She will have the information next month.

New Business: Update on Ron Shedd...He did have the first operation on his toes and must go back to have additional surgery later this month to remove pins.

Announcements: None

Ask the Experts: How do I stop fuel from backing up into the tank after it has been sitting for a period of time. The suggestion was to put in an electric fuel pump.

Program: The Program was presented by Steve Chagolla with Auto Air Pro. Informative discussion on air conditioning on today's cars.

Tom's Trivia Question: Tom Hamlin's Trivia Question for today was: What was the last year Ford had water pumps in the head? Options were: 1936, 1937, 1938, or 1939. Answer: 1936

Opportunity Drawing: It was announced that \$100 was collected. \$50 was won by Bud Williams and \$50 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 10:30.

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: March 23, 2023

Respectfully Submitted,

Roxie Otteson, Secretary
Corporate Minutes

APRIL, 2023

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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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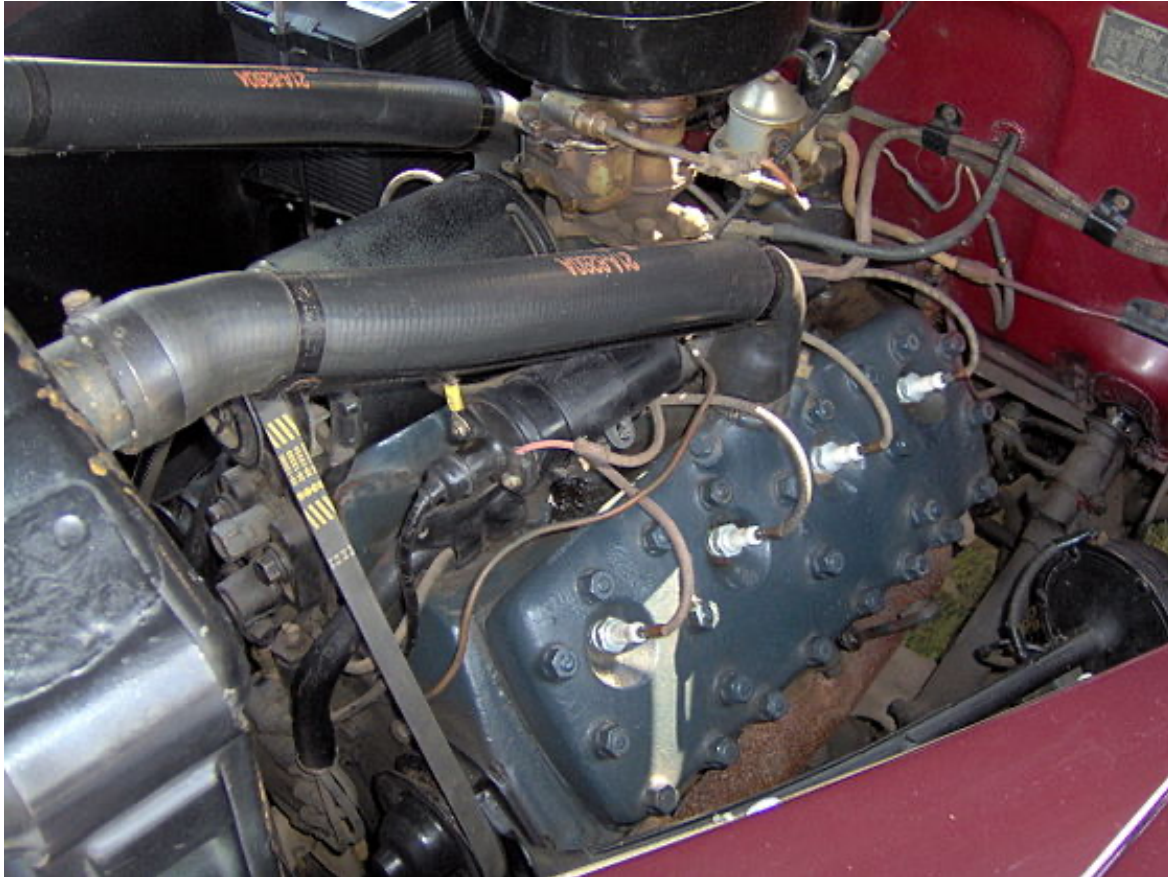
Fallbrook, 92028

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 or 760-522-8423

Ford flathead V8 engine

From Wikipedia, the free encyclopedia

Ford flathead V8



Modern performance flatheads[[edit](#)]

Ford flatheads are still [hot rodded](#) today, with a special [land speed record](#) class for flathead engines. The current record holder achieves 700 hp (522 kW) and 300 mph (480 km/h).^{[16][17]} The current land speed record for a Ford flathead V8 stands at 302.462mph.^[18]

Tractor conversions

During the 1930s to 1950s, the farm market in North America and parts of Europe demanded ever-increasing power output from farm [tractors](#). It was in this climate that Ford experimented with V-8 tractor designs, some individual farmers converted their 4-cylinder tractors to Ford inline-6 or V-8 engines, and a few aftermarket companies offered such conversions for sale. Among the latter, the best-known were Funk conversions by brothers Joe and Howard Funk. In the 1930s, the Funk brothers built aircraft—including the [Funk B](#), which used an engine design based on Ford engines. In the late 1940s, their aircraft line became unprofitable, but they found renewed profitability in aftermarket parts for tractors—transmissions, engines, and accessories.^[19] They sold many converted [Ford N-Series tractors](#) and conversion kits using Ford industrial inline-6 engines and Ford flathead V-8 engines.^[19]

(Cont. on pg. 6)

Types are classified by their [displacement](#).²²¹

The original flathead engine displaced 221 cu in (3.6 L), with 3.0625 by 3.75 in (77.79 by 95.25 mm) bore and stroke.^[20] The [block](#) was cast as a single piece (*monobloc*) for durability, and a single-barrel [carburetor](#) fed the engine. The 1932 V8-18 with 5.5:1 [compression](#)^[20] produced 65 hp (48 kW). The 1933–34 V8-40 raised compression to 6.33:1^[20] and power to 75 hp (56 kW). In 1934 a two barrel down draft carburetor was introduced.^[citation needed] 1935's V8-48 saw compression drop to 6.3:1, but power climb to 85 hp (63 kW), and torque was rated at 144 lb·ft (195 N·m).^[20] It became the V8-68 in 1936, with compression, horsepower, and torque unchanged.

Production of the original 221 lasted from 1932 through to 1936. These engines can be identified by having the water pumps located at the front of the heads. A similar 221 flathead was used in Fords for 1937 and 1938 but the block was revised to have the water pumps mounted on the block. The new design also relocated the water outlet from the front of the heads to the top center of the heads. These, designated V8-78, were offered with standard 6.2:1 compression aluminum or 7.5:1 compression iron [cylinder heads](#), rated at 85 hp (63 kW) and 144 lb·ft (195 N·m) (aluminum) or 94 hp (70 kW) (iron).^[20] The 1932 through 1938 motors used twenty one studs to hold down each head and are known as "21 stud" motors. This motor continued to be made into the 1950s in Europe.

Ford introduced the 239 cu in (3.9 L) V8-99A engine with 3.1875 by 3.75 in (80.96 by 95.25 mm) bore and stroke and 6.15:1 compression in 1939.^[20] It produced 95 hp (71 kW) and 170 lb·ft (230 N·m).^[20] This was done to provide a more powerful engine for the [Mercury](#) cars, which Ford Motor Company started making in 1939. It was used in Mercurys in 1939 and in Fords in 1946. This engine is very similar to the late 221 engine. As the V8-09A in 1940, compression, power, and torque were unchanged; in 1941, the V8-19A compression and power were static, but torque rose by 6 lb·ft (8 N·m), while the 1942 V8-29A increased compression to 6.4:1 and power to 100 hp (75 kW), while torque stayed the same. Postwar, it became the V8-69 (suffixed "A" in Fords, "M" in Mercurys), with compression 6.75:1, 100 hp (75 kW), and 180 lb·ft (244 N·m).^[20] For 1947 and 1948, only the designation changed, to V8-79 and -89.^[20] The 239 was redesigned in 1948 as the 8RT for Ford trucks and in 1949 as the 8BA for the cars. It had higher 6.8:1 compression, but performance was unchanged.^[20] The 1950 V8-0BA boosted torque by 1 lb·ft (1 N·m), the 1951 -1BA by 6 lb·ft (8 N·m) more, while in 1952, as the V8-B2, compression climbed to 7.2:1, power to 110 hp (82 kW), and torque to 194 lb·ft (263 N·m), then to 196 lb·ft (266 N·m) in the -B3 of 1953, its final year.^[20] The 1948 to 1953 engines have a revised cooling and ignition system. Collectively all 239 engines are referred to as "100 horse" engines, although the horsepower was increased in 1952 to 110 horsepower in cars and 106 horsepower in trucks. This engine was used in Ford's transit buses during the most productive years of the company's short stint in the transit bus business from the mid-1930s to the early 1950s, most notably in the 1939–1947 version of the [Ford Transit Bus](#).

The latest iteration of this engine was used from 1948 to 1953 in the U.S and till 1954 in Canada. It was initially designated the 8BA (see above) in automobiles and the 8RT in trucks. 8RT remained the truck engine designation throughout the entire run from 1948 through 1953 in the U.S (1954 in Canada). The engines were essentially identical. Earlier Ford V8s had the unique Ford designed distributor driven directly from the forward end of the camshaft, which was an inconvenient location for maintenance.

(To be continued)



SUNSHINE REPORT
 THINKING OF OUR MEMBERS STRUGGLING
 PLEASE KEEP ALL MEMBERS IN YOUR
 THOUGHTS & PRAYERS
 JERRY OTTESON & SHARON
 MCCLELLAND, RECOVERING FROM
 SURGERY!



April Birthdays

- 1 - Janet Harris
- 8 - Bud Williams
- 8 - Missi Kay
- 11 - Bob Tompkins
- 10 - Karen Walcher
- 16 - Gloria Castellini
- 23 - Ray Brock
- 30 - Belinda Rodriguez



April Anniversaries

- 3 - Tom & Barbara Keck
- 16 - Eddy & Belinda Rodriguez

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
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Vice President Patsy Hamlin
Treasurer Greg Lowry
Secretary Roxie Otteson
Director Dan Castellini
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 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

THE IN-N-OUT STORY CONTINUES



1973

25th Anniversary

At the quarter-century mark, In-N-Out has 13 restaurants open, all in Los Angeles County. Every restaurant is a "two-lane," meaning that it has two lanes for drive-thru customers, no dining room, and often a handful of small tables outside for guests.

Remember when the gas station attendant checked the oil, washed the window, checked the tires, and pumped gas?



1974

First Cookout Event

A grill loaded onto a pickup truck and accompanied by two of In-N-Out's earliest Associates launches the Cookout Department with an event at Badillo School in Covina, California. Today, more than 10 fully self-supported cookout trucks and 125 Associates serve venues and events ranging from schools, churches, and charities, to weddings, birthdays and concerts.

(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

AND WE MEET AGAIN



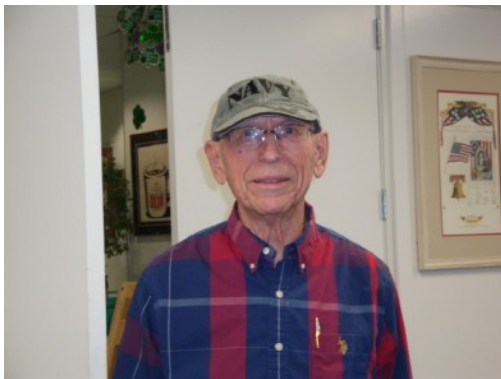
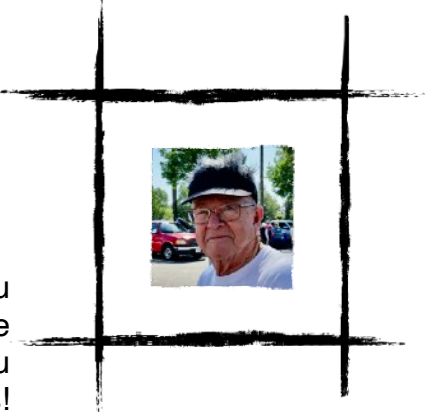


Next meeting is April 11, 2023 at
Richie's
Diner



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



**Welcome new member
Jerome Mueller
from Hemet, Ca!**

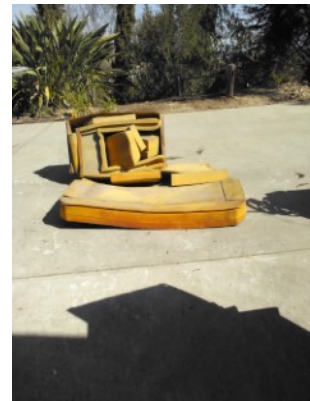




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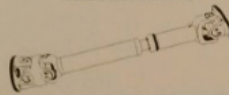


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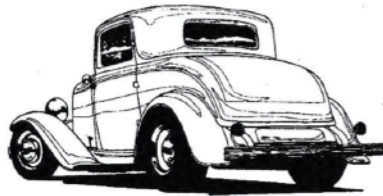
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**MONTHLY CLUB BUSINESS & BOARD OF DIRECTOR
MEETINGS**

(January thru November) Breakfast @ 8:00 am Meeting @ 9:00 a.m.

Richies Real American Diner 40651 Murrieta Hot Springs Road

Murrieta, Ca. 92562

APR. 11th 8:00 AM

MAY 9th 8:00 AM

JUNE 13th 8:00AM

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

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

Mar 31-April 2 Del Mar - 22nd Goodguys Del Mar Nationals -
2260 Jimmy Durante Blvd. (Del Mar fairgrounds)

April 1 Hesperia - 5th Annual Car Show - 9292 E Avenue - 10AM - 1:30PM

April 16 Pomona - Pomona Swap Meet and Classic Car Show at the Fairplex

April 22 Menifee - 10th Annual Big Barn Classic Car & Motorcycle Show -
28380 U.S. Hwy. 74 - 10AM - 4PM

April 22 Temecula - Great Oak High School Car Show Fundraiser - 32555 Deer
Hollow Way - 8AM - 12PM -



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

