



VALVE CHATTER



MAY 2023 Newsletter Volume 28, Issue #5
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



NOTES FROM THE PRESIDENT



Bob McClelland

Another month has passed and we are getting closer to summer! End of April was in the 80's and 90's in the Menifee area. We are looking forward to our next meeting & and hoping more members can join us!

Our membership is at 46 paid memberships for 2023 with 81 total members! There were 19 prior members on the books for 2022 who either did not pay, moved out of state or were not national members! We feel confident that the current list is accurate! Bob Davis is still trying to contact some that have not responded!

I would also like to encourage members to bring guests! It is a good time for fellowship and a good breakfast! There are a lot of elderly out there that would love to get out of the house! It would be nice to see some younger people also!

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 April 11, 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, Gregg & Linda Lowry, Bob Davis, Leona Spanier, Jerry & Roxie Otteson, Steve Wells, Roger & Bonnie Bell, Ray & Jackie Ouellette and Jerome Robert Mueller all drove modern vehicles. The following members drove their early Fords: Bud Williams ('32 Roadster), Ron & Pat Prentice ('50 Fodor), Ken & Merleen Magers ('35 3-window) and Bob McClelland ('36 Fodor). Cal Westra rode his '05 Softail Harley.

Guests: We had no guests today.

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

Officer & Committee Reports were accepted:

President: Bob McClelland welcomed all members.

Vice President: Patsy Hamlin reported that Cruisin' Grand will not be returning this year due to Construction in the area. Patsy shared a picture of her new truck. It is a '34 Soft-top Roadster Pick-up.

Treasurer: Gregg Lowry reported a club balance. Gregg informed us the Club's Taxes have been filed with The Attorney General of the State of California and the IRS.

Secretary: Roxie Otteson congratulated all who celebrated Birthdays and Anniversaries during the month of April. The meeting was turned over to Bob for a motion to approve March's minutes as written. Jackie Ouellette made a motion to accept, and Peggy Petrucci seconded. Minutes accepted.

Director: Dan Castellini was unable to attend today.

Accessories: Janet Harris was not able to attend today.

Advertising: Don Harwick was not present today.

Historian: We are still looking for a Historian.

Membership & Club Badges: Bob Davis reports that we have 46 paid memberships and a total of 81 members. Bob has been unable to locate the Keck's who are paid members. Bob would like to check on their health status.

(Cont. on pg 3)

(Cont from pg 2)

Sunshine: Jackie Oulette stated she has sent get well cards to Jerry Otteson and Sharon McClelland. Jackie asked for an update on Clark Mears and no new information was presented. Ron Shedd is recovering well. Bob McClelland reports that Sharon is recovering from her neck fusion, with rods from C2 – T2 (total neck fusion). She had a disc that was pushing on the spinal cord between C6-7. Doctors say the surgery was successful. She is currently in rehab in Murrieta and will be coming home tomorrow. Sharon is still having a lot of pain in her right arm and taking medication to try to ease her pain. Please keep her in your prayers.

Tours: Jay Harris is not here today but Bob McClelland stated that Jay is working on an upcoming tour.

Newsletter & Website: Bob McClelland is concerned that some of our members are not getting the newsletter. He is currently cross checking the membership list with Bob Davis trying to make sure all members are getting the Newsletter via email or hard copy.

Old Business: None

New Business: None

Announcements: There is an All-Ford Picnic scheduled for May 7th in Santee. There is a section in the Newsletter that shows upcoming events.

Ask the Experts: No questions today.

Program: Bob McClelland and Gregg Lowry prepared a video presentation on one of the most famous cars of all time, The Edsel. The video was incredible. Many thanks to Bob and Gregg.

Tom's Trivia Question: Tom Hamlin's Trivia Question for today was: What was the first year that Ford had the ignition switch on the dash? Options were: 1946, 1947, 1948, or 1949. Answer: 1948

Opportunity Drawing: It was announced that \$100 was collected. \$50 was won by Bob McClelland and \$50 was given to the club.

With no further business to come before the meeting, and as a motion was made by Jackie Ouellette and seconded by Patsy Hamlin, 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: April 17, 2023
Respectfully Submitted,

Roxie Otteson, Secretary
Corporate Minutes



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2023

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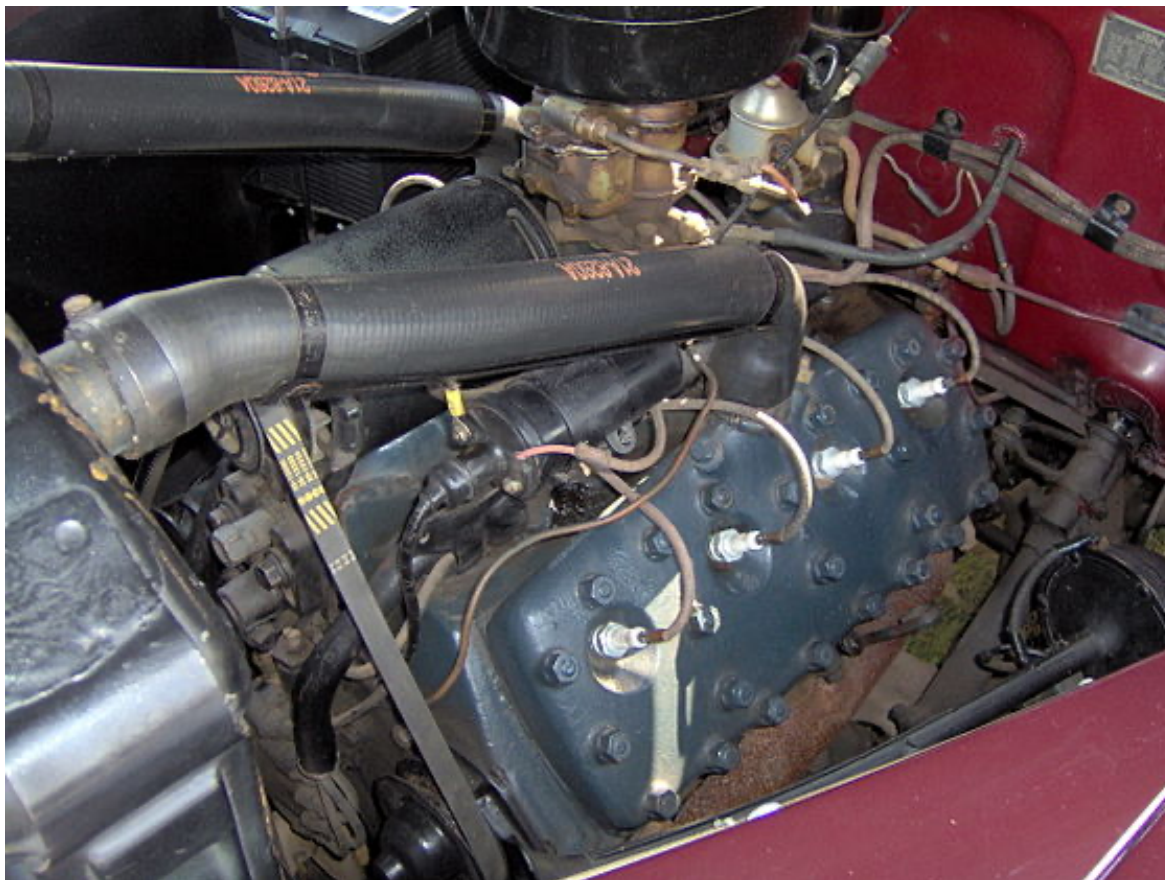
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Turnaround time is approximately 2 weeks. I will pick up your order and bring it to the next meeting. Any questions? Feel free to contact me at brokerjanet@hotmail.com or 760-522-8423

Ford flathead V8 engine

From Wikipedia, **AND NOW THE REST OF THE STORY**

Ford flathead V8



Modern performance flatheads^[edit]

This final flathead used a more conventional distributor driven at a right angle to the crankshaft and located at the right front of the engine where it was readily accessible. The water inlets and thermostat housings were moved to the front end of the heads, and the 24 studs and nuts that attached the heads on the old engine were replaced by 24 bolts.

A 136 cu in (2.2 L) V8-74^[20] version was introduced in the United States in 1937. With 2.6 by 3.2 in (66 by 81 mm) bore and stroke and 6.6:1 compression,^[2] the engine was rated 60 hp (45 kW) and 94 lb·ft (127 N·m).^[20] The designation changed again in 1939, to V8-922A, but the specifications remained the same.^[20] It was produced in Europe in 1935 and 1936, and was used in the many standard Ford vehicles based on the [car platform of the era](#). It was not very popular with U.S. buyers who were used to the 85 hp (63 kW) cars. Redesignated V8-82A in 1938, V8-922A in 1939, and V8-022A in 1940, compression, power, and torque remained unchanged. The engine was very popular as a powerplant for midget race cars after [World War II](#). This engine is most commonly referred to as the "60 horse" flathead, or the V8-60.^[2] It was replaced by the [226 straight-6](#) in the [1941 Fords](#), though it would continue to be used after the war in the French [Ford Vedette](#) and the British [Ford Pilot](#). In 1952 [Ford France](#) (who called this engine the *Aquilon*) created a somewhat bored out version displacing 144 cu in (2.4 L). Production was taken over by [Simca](#) in 1954 who began installing it in their [Simca Vedette](#) in 1955. Simca then transferred the Aquilon production line to [Simca do Brasil](#), where it was kept in production until 1969 (the company was known as Chrysler Brazil from July 1967).^[21]

(Cont on Pg 6)

(Cont From Pg 5)

Ford flathead V8 engine

Simca do Brasil introduced a 148 cu in (2.4 L) version in May 1962 but the real surprise was the 150 cu in (2.5 L) "Emi-Sul" of April 1966. This engine has overhead valves and [hemispherical combustion chambers](#); it produced 138 hp (103 kW) in its most powerful version.^[21]

255^[edit]

The 1948–1953 255 cu in (4.2 L), referred to as the model BG,^[citation needed] was achieved by use of a 4 in (100 mm) stroke crankshaft in the 239 cu in (3.9 L) 8BA/8RT engine. It was only used in Mercury cars, and heavy service trucks. Known as the V8-9CM in 1949, it featured 6.8:1 compression, 110 hp (82 kW), and 200 lb·ft (271 N·m) torque,^[20] which stayed the same for the 1950 V8-0CM.^[20] The 1951 V8-1CM raised this by 2 hp (1 kW), and 6 lb·ft (8 N·m) torque,^[20] The 1952 V8-MA boosted compression to 7.2:1, power to 125 hp (93 kW), and torque to 218 lb·ft (296 N·m),^[20] while only the name changed, dropping the -MA, for the last year of production, 1953.^[20]

Because of interchangeability, the Mercury crank made a popular upgrade in the 239 among [hot rodders](#). In fact, in the 1950s, the flathead block was often fitted with crankshafts of up to 4.125 in (104.8 mm) stroke.^[22] In addition, rodders in the 1950s routinely bored them out by 0.1875 in (4.76 mm) (to 3.375 in [85.7 mm]).^[22]

French-built 255 engines were fitted to the [Simca Unic Marmon Bocquet](#) ^[fr] (SUMB) light trucks of the French military. When these were decommissioned around 1990, they provided a new source of little-worn engines for the hotrodding community. The block metallurgy, being much later, was also stronger than the originals.^[23]

337^[edit]

The largest displacement version (at 337 cu in [5.5 L]) of the production Ford flathead V8 engine was designed for large truck service. When Lincoln could not produce the [V12 engine](#) it wanted for the 1949 model year, the 337 engine was adapted for passenger car use. The 337 features a 3.5 in (89 mm) bore and a 4.375 in (111.1 mm) stroke.

It was introduced in the 1948 two and a half ton and three ton Ford trucks and the 1949 Lincoln passenger cars. It was produced through the 1951 model year. In 1952 it was replaced in the Lincoln passenger cars and Ford three ton trucks with the [Lincoln Y-block](#) 317 cu in (5.2 L) [overhead-valve](#) V8. The two and a half ton Ford trucks got a 279 cu in (4.6 L) version of the 317 engine.

In the song "[Hot Rod Lincoln](#)", the engine referred to in the original lyrics was a Lincoln V12 not mentioned in the [Commander Cody](#) version.^[24]

AND THAT IS THE REST OF THE STORY



THE IN-N-OUT STORY CONTINUES



1974

First Rose Parade Cookout

In-N-Out fires up the grills on New Year's Eve of 1974 at its first Tournament of Roses Parade in Pasadena, California. Today, In-N-Out still feeds all the Tournament bands at Band Fest every December 29 and 30, and at the end of the Rose Parade every January 1, plus both football teams in the Rose Bowl at the Team Feed.



1974

Changed To Red Aprons

The traditional colors of In-N-Out become part of each Associate's uniform as red aprons replace white. Until now, uniforms have been all white except for black shoes and belt.

(To be continued)

WWW.VALVECHATTER.ORG



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



May Birthdays

- 1 – Donna Payne
- 5 – Frank Fucci
- 9 – Tom Keck
- 25 – Gayla Louzek
- 28 – Mike Monell
- 29 – Ray Ouellette



May Anniversaries

- 11 – Robert & Sharon McClelland
- 15 – Dave & Gayla Louzek
- 21 – Steve & Kimry Wells
- 31 - Rudy & Lori Perez

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 Patsy Hamlin
Treasurer Greg Lowry
Secretary Roxie Otteson
Director Dan Castellini

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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:

**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 May 9th
Richie's Diner
40651 Murrieta Hot Springs RD.**



Classic Cars vs Vintage Cars: Everything You Need to Know



Craig Thomas

Published: November 12, 2019

For many car fans, owning classic cars is a long-held ambition. However, if you're looking to invest in a classic car, you'll need some understanding of this specialized area of the auto market, in order to make the most of your purchase. Our comprehensive guide tells you everything you need to know about buying a classic, antique or vintage car.

The Difference Between Classic vs Antique Cars, and Classic vs Vintage Cars

If you have a real affection for cars, owning something older—with a little more character—is one of those life goals that you just must tick off the [bucket list](#).

But what should you buy?



The first question you need to ask yourself is just how old you want your car to be. How far back in automotive history you want to go can have an impact on the costs involved.

Terminology is important here, as you need to know the difference between classic vs antique cars and classic vs vintage cars. The terms are often used interchangeably, yet you'll need to understand the differences between them. An added confusion is that different places in the United States have different legislation relating to their use, so you'll need to check the state laws where you live.

What Are Classic Cars?

Classic cars or classic trucks are usually between 20 and 40 years old, depending on which source you consult. It should be maintained as close to its original manufacturer specification as possible: A car that has been significantly modified may no longer qualify as a classic. Another definition of a classic car is one that has been built since 1925, but again this will depend on your local state laws.

What Kind of Cars Are Considered Classic Cars?

As time marches on, the window of time that defines a classic makes some cars ineligible for the status, while at the same time making others newly eligible. So, while many cars from the 1960s were previously stone-cold classics, now they've drifted off into an older category, making room for cars from the '80s and even '90s. Because of this, a new generation of buyers and private sellers are now entering the classic car market, in search of the cars that they perhaps used to read about in auto magazines as teens. This has led to significant growth in demand for cars such as BMW M3s, Nissan Skylines, touring cars of the era and supercars. This 40-something gearhead nostalgia means that cars such as a Lamborghini Countach or a Ferrari Testarossa—cars they were only able to dream about when they had pictures of them on their bedroom walls—are now within reach. Many of you can now buy your dream classic cars!

Hans Wurl—a specialist at [Gooding & Company](#), an antique and classic car auction house—has seen this phenomenon first-hand: “What we've found is that as the age of our clients has gotten younger, there are people who really wanted to buy the cars that they loved when they were children and obviously that has kept the market moving towards younger and newer cars.”

What Makes a Car an Antique?

A classic vs antique car is easily confused, but an antique car is older. Referring to your own particular state laws is again important—many will require the use of a special license plate—but, in most cases, an antique car is one that is over 45 years old (this is the definition used by the Antique Automobile Club of America). There are exceptions, though: The state of Michigan defines an antique car as one that was manufactured at least 26 years ago and is “used as a collector's item.” However, collectible cars rely on numerous factors that help appraisers decide if they should be valued as a collectible car. Like classic cars, an antique car should be as close to its original specification as possible, although modern spare parts will be permissible because of the difficulty of obtaining rare original parts.

What Kind of Cars Are Considered Antique Cars?

The kinds of cars that would previously have been considered classics—those from the automotive golden eras of the 1960s and '70s—are now old enough to be considered antique.

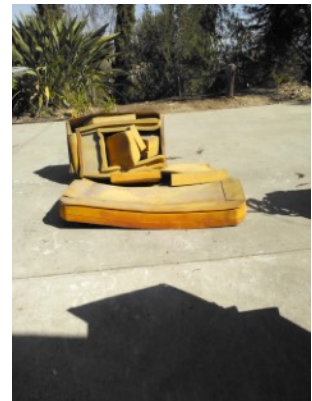
What's considered popular varies from state to state and even neighborhood to neighborhood. In many regular suburbs, you'll often find older muscle cars, but if you go to a more upscale, affluent neighborhood, you might find rarer performance classic cars, like European sports cars such as BMW 507s or Japanese cars such as the Toyota 2000GT. (Cont. On Pg



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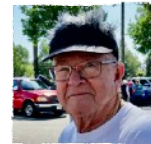


LET ME KNOW IF YOU HAVE ANYTHING TO SELL OR A NEED!

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.

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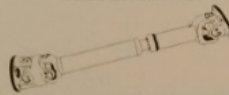


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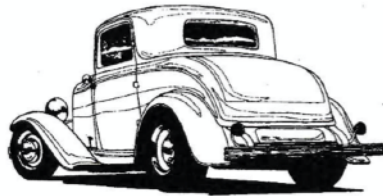
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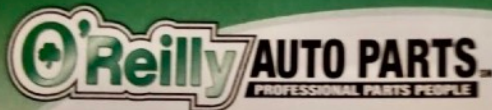
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**PLEASE
NOTE**

Brought to you by The Early Ford V8 Club of San Diego & The Classic Thunderbird Club of San Diego



All Ford Picnic May 7th 8:00AM - 1:00PM

Santee Lakes Regional Park

Model T - Model A - Early Ford - Thunderbird - All Fords



Cars-Food-Music



**Hamburgers and Hot Dogs sold
50/50 Raffle
People's Choice Awards
Raffle Prizes**



No fee to be part of the picnic, but the Park charges \$7 per car to enter park. For more information email Joeyv@Pacbell.net or call (619) 300-4280

12th Annual So-Cal Early Ford V-8 Club Inter-Regional

Giant...
Collector Car

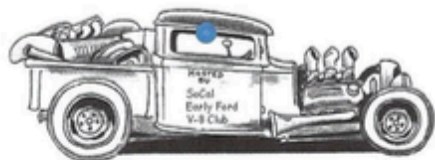
Swap Meet

Lots of Ford
Flathead Stuff

Saturday, August 12, 2023

The only place that you're going to find Early Ford stuff is at a swap meet like this - put on by Early Ford V-8 Club Folks
Car & Truck Parts - Accessories - Tools - Literature, Books & much more

7212 Melrose Ave, Buena Park



*The Early Pickers
Get the Best Deals*

•BUY •SELL
•SWAP

All Makes & Models

At the Elks Club Lodge

EFV8 SWAP MEET LOCATION
Elks Lodge - Buena Park
7212 Melrose Ave.



Dealer
Set-up
7:00 AM

Open to
the Public
8:00 AM

Spaces \$25.00 each - Admission \$2.00 per adult at the gate

CALL FOR RESERVATIONS

Call Tom McLaughlin Ph. 714 998-4528
or Gary Zimmerman Ph. 714 726-8384

coffee and donuts will be on sale

Sale of Automotive & Car Hobby Related Items

No pets, guns or weapons

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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

MAY 9th 8:00 AM

JUNE 13th 8:00AM

MARK YOUR CALENDARS!! MAY, 2023
CHECK OUT

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

MAY 5-6 Temecula - Temecula Rod Run - Old Town Front Street

MAY 6 Perris - 38th An Antique Truck Show & Swap Meet - 2201 S. A Street - 9AM

MAY 13 Lake Elsinore - Lambs Fellowship Car & Bike Show -

21901 Railroad Canyon Rd. - 10AM - 3PM

MAY 13 Temecula - 1st Annual Old Town Classics Car & Bike Show - 27717

Jefferson Ave. - 8AM - 5PM

MAY 20 Temescal Valley - Temescal Valley Cruisers Car Show - 25655

Santiago Canyon Rd. - 10AM - 4PM -



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



**PATSY HAMLIN'S NEW RIDE
1934 SOFT TOP ROADSTER PICKUP**