



VALVE CHATTER



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



NOTES FROM THE PRESIDENT

Bob McClelland

Well another warm summer month is upon us! Make Sure if you are out in the heat you keep hydrated. Us older folks don't respond well in the heat. Those who were able to make it to Crusin Grand Ford Evolution night had a great time. With the heat it may have effected Club attendance but, we did have two winners! Congrats to Bob Payne and Rudy Perez!

As you probably have already heard the Milk Can dinner and tour Has been cancelled/postponed! I am hoping to reschedule it yet this month. We will be talking about it at the meeting on the 8th!

Bob McClelland

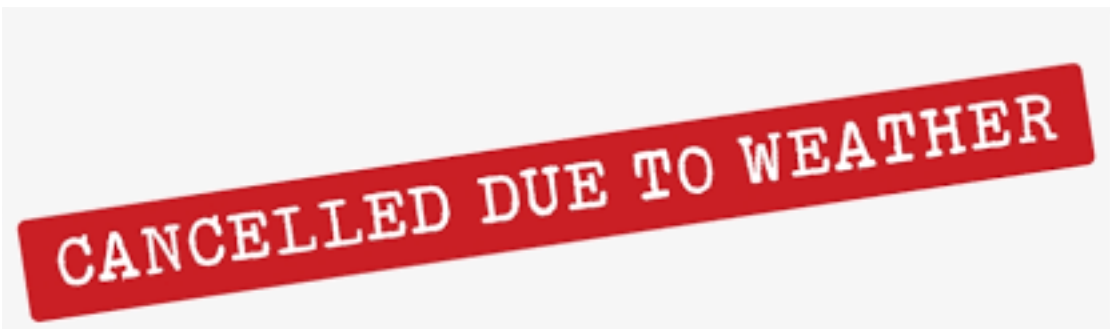




POSTPONED DUE TO THE HEAT



TOUR & MILK CAN DINNER AUGUST 5TH



**A special Firefighter MILK CAN DINNER WILL BE SERVED
BRING YOUR CHAIR AND CHOICE OF DRINK
FESTIVITIES WILL BEGIN AT THE MCCLELLAND'S AT 11:30 (minimal cost)
IF YOU HAVEN'T SIGNED UP CONTACT JAY
HARRIS jayinfallbrook@aol.com or 760-310-9530**





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 July 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, Roxie Otteson and Dan Castellini

Members Present & Cars Driven: Peggy Petrucci, Gregg & Linda Lowry, Bob & Letrice Davis, Leona Spanier, Jerry & Roxie Otteson, Bud Williams, Steve Wells, Don Harwick, Roger & Bonnie Bell, Tom & Patsy Hamlin, Bob Payne, Ron Shedd and Rudy Perez all drove their modern vehicles. The following members drove their Early Fords, as listed. Ray & Jackie Ouellette – '46 Merc, Dave Louzek – '53 Ford Customline, Dan Castellini – '53 Tudor, Jay & Janet Harris – '51 Ford Victoria, Cliff Gustin – '41 Ford, Jim Hurlburt – Bronco and Bob & Sharon McClelland drove their '36 Fordor.

Guests: Our guests today included Bob Payne's grandson, Cory Evangelou, Bob & Sharon McClelland's son, Tracy McClelland and Gregg & Linda Lowry's grandson and son-in-law, Christopher and Stephen Wesel. Our last guest is Dave Shaw who will be presenting our program today. Welcome to all.

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 guests. Bob noted that July 21st is Evolution of Fords Night at Cruisin' Grand for Model T's, Model A's and V'8's. We would like to see as many members as possible at this event as Patsy & Tom Hamlin are sponsors of this event. Starts at 4 PM. Patsy won a prize for her new pick-up at Cruisin' Grand last week. Bob thanked Patsy for all the pictures she has taken for the club recently. Good job, Patsy. Bob is looking for a chairman and nomination committee for next year's officers.

Vice President: Patsy Hamlin had nothing to report but did share a picture of Ray Ouellette and his '46 Merc she took after last months meeting.

Treasurer: Gregg Lowry reported a club balance. **(Cont on pg. 4)**

(Cont from pg 3)

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

Director: Dan Castellini told us about a group of car owners who visited an assisted living/memory care facility in the area and relayed how much that visit meant to those people. Dan wanted to remind us "that it isn't just about the awards and recognition, it's about what you can do for other folks."

Accessories: Janet Harris reported that the new spring styles have arrived and if you need any assistance in ordering she is there to help.

Advertising: Don Harwick reported that he signed up a new member who is a painting contractor. His ad will be in the next Valve Chatter.

Membership & Club Badges: Bob Davis reports we currently have 77 members. Bob has sent letters to people who are members of National inviting them to our meetings.

Sunshine: Jackie Oullette says no reports for today.

Tours: No tour is planned for July. There will be a "Milk Can Dinner" at The McClelland's home, in Menifee, on August 5th. There will be a minimal charge per person to help cover the cost of the food. Somewhere around \$10 per person. Any monies left over will go into the club's treasury. Bring your own lawn chair. Water will be provided but you should bring your drink of choice. More news to follow via email.

Newsletter & Website: Bob McClelland is still asking for personal stories for the Newsletter.

New Business: Tom Hamlin suggested that it would be nice if we could get 8 of our Ford V8's together for a picture to submit to the V-8 Times with the possibility of it appearing on an upcoming issue of the V-8 Times. You are encouraged to drive your cars to the "Milk Can Dinner" on Aug.5th for a photo shoot.

Gregg Lowry reported on Cyber Security. Personal Identity Theft struck him last week. He reminded us to be vigilant when using the internet. Make sure you have adequate security protection on your accounts.

Trivia: Tom Hamlin's trivia question for today: Which was Henry Ford's first vehicle?

1. Model T 2. Model A 3. Quadricycle 4. Model B Answer: Quadricycle

Program: The Program was presented by Dave Shaw. Dave recently retired after 45 years of machining and rebuilding engines. Bob McClelland has Dave's contact information.

Opportunity Drawing: Opportunity drawing: \$160 was collected with \$80 to Club and \$80 to Steve Wells. Rudy Perez donated 3 books to the opportunity drawing and they were won by Sharon McClelland, Dan Castellini and Bud Williams. Thank you, Rudy.

With no further business to come before the meeting, the meeting adjourned at 10:11.

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: July 23, 2023

Respectfully Submitted,

Roxie Otteson, Secretary
Corporate Minutes

ACCESSORIES

2023

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Short sleeved denim shirt \$19.75

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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

AND WE MEET AGAIN

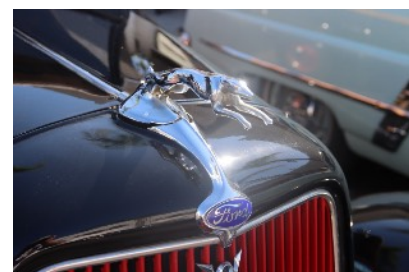


AND THE WINNER FOR JULY
WAS STEVE WELLS
WWW.VALVECHATTER.ORG

Cruisin' Grand

Click Here **Downtown Escondido - Every Friday - April thru Sept**

Cruisin' Grand was well attended by the Ford enthusiasts! There was eight Palomar V-8's on display! Bob Payne won a plaque for his 1936 Coupe and Rudy Perez won for his 1930 Model A! Tom and Patsy Hamlin sponsored this event again this year!



THE IN-N-OUT STORY GOES ON!



1984

First Restaurant Without A Drive Thru

In-N-Out opens store #32 in Placentia, California which is the first of a handful without a drive-thru lane. As of 2012, five In-N-Out restaurants, all in California, are in this style: Laguna Hills, Mill Valley, Glendale and San Francisco - Fisherman's Wharf, as well as the original Placentia location.



1984

In-N-Out University Building Opens

Situated on the site where the Snyders' home stood in 1948, In-N-Out University gets its own building after operating just around the corner from store #1 in 1977. Rich Snyder launches the new facility in December, ensuring that entry level managers from all In-N-Out restaurants receive the training that lets our guests look forward to the highest quality food, cleanliness and customer service.



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

August Birthdays
 2 – Gregg Lowry
 20- Lisa Simard
 26 – Sharon McClelland
 29 – Theresa Huckins



August Anniversaries
 8 – Frank & Mona Fucci
 25 - Phil & Judith Spaid

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

ADVERTISING Don Harwick

www.valvechatter.org

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: BOARD

AdHoc committees: President is Ex-

Officio member on all committees

MEMBERSHIP

Bob Davis

On-line: www.valvechatter.org

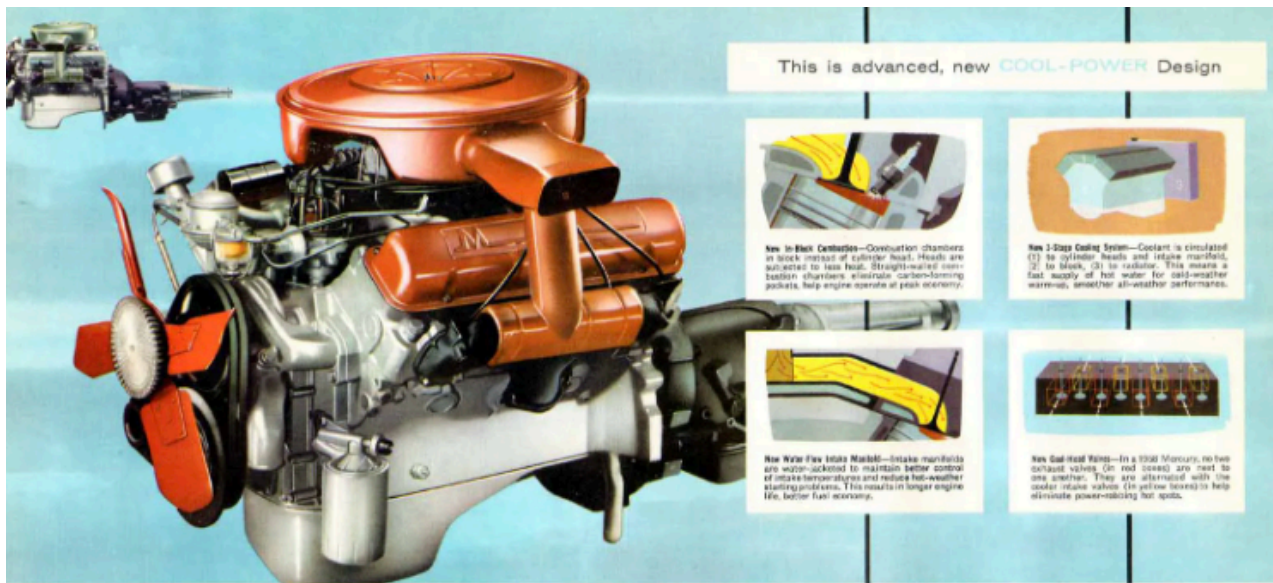
Initiation Fee: \$40.00 (includes two
 Regional Group Name Tags to wear
 to meetings & events.) Annual dues:
 \$25 per year (Jan. thru December)

10 of our favorite Ford V-8'S

Brandan Gillogly

16 June 2023

1958-1967



Was there a better way to christen Ford's newly minted Mercury-Edsel-Lincoln (MEL) division than with its own V-8 engine? Much like GM's Buick, Oldsmobile, Cadillac, and Pontiac divisions, Ford decided MEL could have an engine significantly different than the FE (Ford-Edsel) engine introduced at the same time. While the MEL V-8 shared some internals (like oiling components) with the FE, the MEL was a shockingly unique design with "flat heads" that differ from those of the original Ford V-8.

Like its contemporaries, the MEL was an overhead valve design. However, while most engines of the era had cylinder heads with a combustion chamber machined into them, the MEL sported a space between the piston and the top of the cylinder's bore, like Chevrolet's W-series big-blocks did. From some angles that combustion chamber looks like a triangular wedge, not unlike the grille of the star-crossed Edsels that represent the "E" in MEL. Which clearly foretold a short and sad future for this engine.



Mecum. (Cont. on PG. 11)

(Cont. frm pg. 10)

For one shining moment, the MEL was the head of its class. The [Super Marauder](#) engine for 1958 sported three carburetors, an aluminum air cleaner, 430 cubic inches of displacement, and a shocking output of 400 horsepower. This was the first production engine to reach the magic horsepower number of 400, but Ford detuned it in 1959 and subsequently gave up the throne to other manufacturers. While Ford wised up and consolidated both its engine and vehicle-brand lineups, the loss of the MEL could only be eased by future big-block Ford V-8s.

FE

1958–76



Though Ford's FE engine was built to power mid-size cars and light trucks, it evolved into several vastly different race-winning combinations. Initially launched as a 300-hp, 361-cubic-inch Edsel powerplant (FE stands for Ford-Edsel), the FE soon spread to Ford models in 332- and 352-cubic-inch displacements. However, you're probably familiar with some of the larger displacements.

Ford's 1-2-3 finish at the 1966 24 Hours of Le Mans came from three [427 FE-powered GT40s](#). The 390

that powered Lieutenant Frank Bullitt's [1968 Mustang fastback](#) was an FE. Shelby's legendary 427 Cobra used an FE. Not bad bona fides for a performance V-8.

While Ford was already doing well in '60s NASCAR competition against Chrysler's 426 Hemi with their wedge FE cylinder heads, they still decided to get into the hemi game. It developed a [single-overhead-cam version of the 427](#). The 427 SOHC was unfortunately banned from NASCAR competition but the few that were built saw use at the dragstrip.

From NASCAR superspeedways and NHRA drag strips to the Mulsanne Straight, the FE found success and brought home championships. It still has a niche aftermarket following and can be built into a formidable street or race engine. **(To Be Cont.)**





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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



**Next meeting is AUGUST 8TH
Richie's Diner
40651 Murrieta Hot Springs RD.**






Henry Ford started the Henry Ford Trade School to teach boys industrial arts and give them an opportunity to earn money while they learned. Boys age 12-15 were accepted, with an emphasis on low-income children who were orphans or breadwinners in fatherless families. Students split their time between academic classroom work and on-site shop training. Once graduated from the school at age 18 or 19, the boys were offered jobs at Ford Motor Company, took further training at the Ford Apprentice School, or moved on to other companies, college, and opportunities.

The school started in 1916 with six boys and one instructor in the AA building at the Highland Park Plant. Originally, half a day was spent on classroom work and half a day on shop, as more boys joined, the school switched to a rotating schedule with students divided into three sections M, T, and W with one day in class and the others spent in shop. In 1919, this was changed again with students spending one week in the classroom and two weeks in shop. In 1918, Frederick Searle was appointed superintendent, a position he held until 1946. Over the years at Highland Park the school expanded to include a library through the Detroit Public Library and classrooms were established next door at the St. Francis Orphans Home (later Lawrence Institute of Technology). In 1927 a branch of the school was established on the 3rd and 4th floors of the B Building at the Rouge and in 1930 the Highland Park and Rouge Schools were consolidated at the Rouge. By 1935 the Detroit public schools accepted Trade School credits towards a high school diploma, the first Trade School diplomas were awarded in 1937, and the first formal commencement was held in the Rotunda Theater in 1939.

(To be Cont.)



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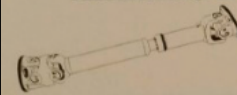
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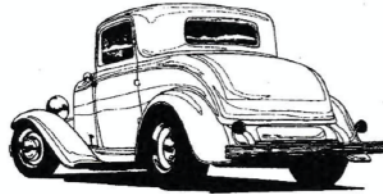
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A NOTE FROM OUR TOUR DIRECTORS

PLEASE NOTE..

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

In 1972 I purchased a '46 Ford Convertible that had been In lounging in it's owner's garage for an untold number of years. An Early Ford V8 Club member had spotted it in L.A. and called me to see if I was interested. I was! Fast forward to 1974 I had purchased the car, dismantled it, and carefully returned it to 'as new' condition, ready to tackle the open road, and even compete in Club concourse events. But, I'm getting way ahead of myself. What I really want to do is share a story or two about what it's like to take a vintage car out on the road and interact with the public and their curiosity about your car, etc.

Let's begin with one of my favorites: It was the late '70's and me, the wife, and kids were making our way back home after leading a HARRIS TOUR to that year's Western National Meet. As was always our routine at the conclusion of a Meet, we had mapped out a route that would take us through some beautiful country as we made our way home. Now it was just us on the road - - -no line of Early V8s behind us, just **us!** We had decided to re-visit Yellowstone National Park and stop to see Geyser Basin once again. We were able to find a parking space right at the spot where the viewing trail began, and it was bustling with summertime travelers. After getting our fill of the geysers and paint pots bubbling over with boiling liquid, we made our way back down the path toward our car. As we drew nearer we were stunned to see a little boy and his sister **sitting in the front seat of our car**, passenger door wide open, and mom giving them directions on where to sit, and how to pose, and dad angling for the best shot with his prized camera, Yes, **the convertible top was down**, and this enterprizing family just couldn't resist taking some vacation photos to show the folks back home!! They didn't have a clue that you really couldn't just climb into some stranger's car to take photos! Now, in all honesty, they were a nice young family, and didn't have any ill will at all. We talked for a few minutes and then they went blissfully on their way.

This one still gives me chills. Fast forward to the mid '90's. The kids are out on their own and the wife and I are still hosting HARRIS TOURS. We're out on I-10 near the Arizona border, heading east. My full attention is on the road ahead, with an occasional look in the rear view mirror to see if all of our V8 followers are in line. All of a sudden I'm absolutely scared out of my mind when a modern car appears in the lane to my left and the driver **lays on the horn**. Fearing something must be terribly wrong, I quickly turned my head to see what all of the excitement was about, only to come eyeball to eyeball with an over-exuberant passenger leaning as far out of his open window as possible, video camera in hand, busy capturing the 'exciting moment'. There wasn't anything wrong, or course, just a young man overly excited about passing a string of old cars, and his dad, wanting to 'say high' in a big way from the comfort of the family car, used his car horn as a friendly greeting!

All of us who get out and drive our Early V8s have had the 'horn honking' experience themselves, I'm sure.

Happy V8ing
Jay

VICTORY CALVARY CHAPEL

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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

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AUGUST 8th 8:00AM

SEPTEMBER 12th 8:00AM

OCTOBER 10th 8:00AM

MARK YOUR CALENDARS!! AUGUST 2023
CHECK OUT

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



AUG 4 ,11,18,25 Escondido* - Cruisin' Grand - Grand Ave. Downtown
4PM - 9PM

AUG 12TH March Air Reserve Base - Pedal Car Show 23640 N St. 8AM -5PM

SEPT 12th Menifee - Classic Car & Motorcycle Show -
28125 Bradley Rd. - 9AM - 2PM



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



Bob Payne with his 36 at Crusin Grand