FLORIDA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

# The Running Board

Published Monthly in the Interest of the Preservation of
Antique Motor Vehicles

**1963 Chevrolet Impala SS 409  June 2025**

Coming Events:

| | | |
|---|---|---|
| June 9 | Florida Region Club Board Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room. | 6:30 PM |
| June 9 | Florida Region Club General Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room. | 7:00 PM |
| June 14 | Madison Car Show 80 North Clark Rd., Ocoee, FL 34761 | 7AM to 3PM |

For the latest Florida Region club news visit our website
www.FloridaRegion.aaca.com

THE RUNNING BOARD

June 2025
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Send your article submissions to: boardeditorfl@gmail.com
Deadline is the 20th of the month

## June Birthdays

| | |
|---|---|
| Janet MacMillan | June 6 |
| Barbara Cole | June 22 |
| Chris Wiederhold | June 27 |
| Millie Gauchat | June 30 |

## Board and General Meeting –

The Florida Region AACA Club general was held on May 12 14 at All Saints Church in the Mary Martha Parlour. Fourteen members attended the general meeting after the board meeting.

President Charlie Jones called the meeting to order at 7:00PM. The minutes from the meeting as presented in the TRB newsletter were accepted by the club. The Treasury report was presented by Charlie Jones and was accepted by the club members.

Don Allen presented the stats of the planning for the club's 2026 car show in Mt Dora at the Baptist Church.. Jan 31 is the set date for the show with Feb as a 14 rainout date. The food truck and DJ are scheduled. Flier will look like the 2025 version with changes. A No Alcohol statement will be added on the flier. Fliers will be available at next month's club meeting. Work on the show Goodie bags is in progress. Mickey Bryant is working on the show trophies and he needs some more model cars (independant and foreign model cars) to mount on the trophies. Advertising for the show in the Cruise News and Hemmings is planned. Don Allen and Beysy Campbell will man the registration desk at the show.

The monthly club car cruise for Easter and Mother's day were not held. Attendance at the cruise has not been good enough to continue. **The club cruises will be paused until September, no cruise for the summer.**

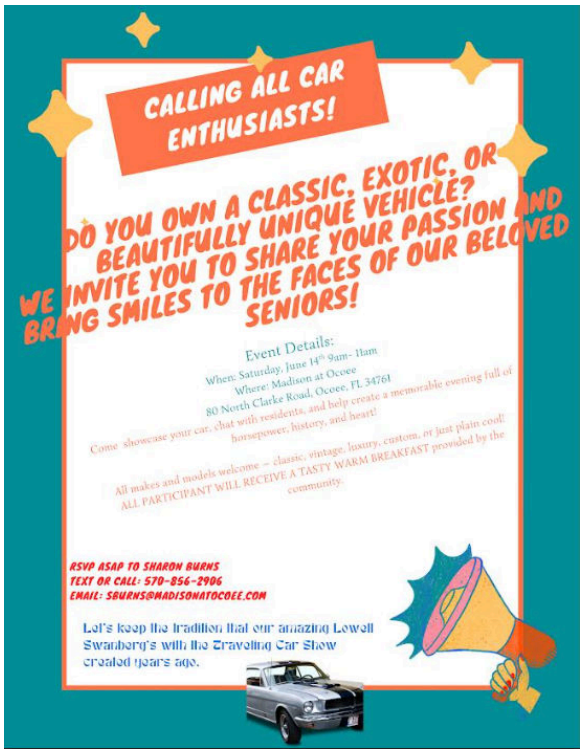
Next Bud Berier announced that the Ocoee nursing home will have their annual car show on June 14 at 9 to 11 am. Our club members are encouraged to bring their cars and enjoy a breakfast there. A RSVP for the breakfast is needed. Don Allen will send out an email announcement with details.

Bill Morris added also that on June 14 the Ford V8 club will have a cruise to the Don Garlits Museum of Drag Racing. Charlie suggested that our club should have a road trip to the Garlits Museum in the future. We would need 10 members to get a discount on the admission.

Jack Scott and Bill Morris attended Lee Dunkin's memorial service on May 3 Lee Dunkin was a charter member of the club and served as President.

Afterward club members had refreshments provided by Betsy Campbell.

Dana Sprague
Club Secretary




## The Ford 460, Ford's Longest-Lasting Truck Big Block V8

https://www.drivingline.com/articles/a-history-of-the-ford-460-the-blue-ovals-longest-lasting-truck-big-block-v8/

Ford's most popular, longest-lasting big block V8 engine lived an incredibly varied life. The 460 cubic inch eight-cylinder motor debuted all the way back in 1968 but found itself powering cars, trucks, and commercial equipment all the way to the end of the 1990s during its three decade run.

Sibling to the 429, which was the last true muscle car big block built by the Blue Oval, the secret to the 460's success was its ability to churn out mountains of torque even when hobbled by '70s-era emissions equipment. By the time the age of electronic fuel injection had rolled around, the 460 had found a comfortable niche in Ford's family of pickups, alongside a healthy interest from the aftermarket as a crate motor.

Today, the 460 V8 sits as one of Ford's best kept secrets. While the 5.0 small block might get most of the attention, followed by its modern Coyote cousin, this big block has a lot to offer project builders seeking something different.

Both the 429 cubic inch and 460 cubic inch V8 came from the 385 series of engines that hit the scene in the late 1960s. The new engines shared the same bore but featured a different stroke (the 3.85 inch measure that gave the family its name. Other differences included stouter construction in the 460, which was intended primarily to be used in luxury sedans where overall weight wasn't as much of a concern (with the engine checking in at a whopping 720 lbs). It's worth noting that in general the 385 family of engines was lighter than both the FE and the MEL big blocks that had come

before them at Ford.

Also known as a 'Lima' engine due to its production at Ford's Lima, Ohio factory, the 460 kept posh company during the first few years of its life. Available exclusively in Lincoln products, it provided 365hp and 485 lb-ft of torque for the Lincoln Continental Mark III coupe and the Continental sedan.

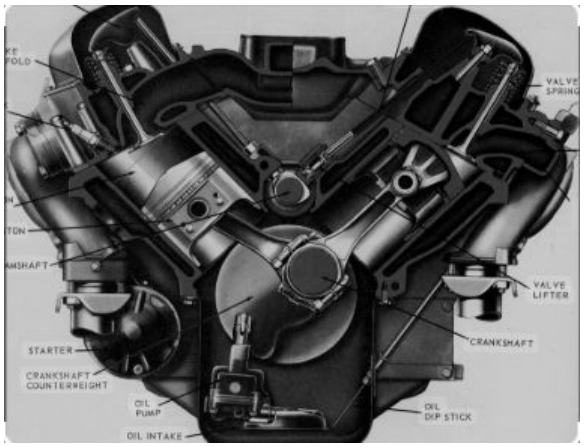
In 1978 Ford pulled the 460 from all of its passenger vehicles, Mercury and Lincoln included. Trucks and vans, on the other hand, continued to benefit from the motor for the next two decades, with power climbing to 225 ponies in 1983 and then 245 a couple of years later (with torque growing to 385 lb-ft). In 1988, the 7.5L mill took a major step forward in terms of performance thanks to the introduction of fuel injection, which saw both horsepower (245) and torque (400 lb-ft) peak in the modern era by the 1990s. These numbers remained healthy all the way until 1997, when the engine left the pickup and van portfolio.

## Chevrolet's Iconic W Engine, the First in a Long Line of Big-Blocks

The first version of the "big-block" V8 Chevrolet engine, known as the W-series, was introduced in 1958.[12] Chevrolet designed this engine for use in passenger cars and light trucks. The W series was specifically designed to deliver high torque at lower RPM.

This engine had an overhead valve design with offset valves and uniquely scalloped valve covers, giving it a distinctive appearance. The W-series was produced from 1958 to 1965, in three displacements: 348 cu in (5.7 L), available from 1958 to 1961 in cars, and in light trucks through 1964; 409 cu in (6.7 L), available from 1961 to 1965; and 427 cu in (7.0 L), available in 1962 and 1963.Although it's a common belief that the 348/409 engines were called W-motors due to the shape of their valve covers, it was not according to an SAE paper written by Chevrolet engineers John T. Rausch, Howard H. Kehrl, and Donald H. McPherson. Chevrolet needed a larger displacement engine for increasingly heavy cars, as well as light- and medium-duty trucks, so at least

three new engines were being developed. They were given the code names: W, X, and Y. The X and Y engines were small-block based, the W used a new block and heads that allowed for more displacement. The W design was chosen for production and the letter designation.  Unlike the small-block that delivers oil from a gallery down through the cam bearings to the main bearings, the W-blocks have a gallery running low in the left side of the block to feed the mains directly.  But, what really sets the W-series apart from the small-block is the combustion chamber design. The heads for the W engines are flat with no combustion chamber (some trucks and marine heads have small chambers to lower compression) and the decks of the block are at 74 degrees to the crankshaft centerline. The result is 16-degree wedge-shaped combustion chambers in the cylinders between the top of the piston and the heads. This design creates turbulence in the chamber (or cylinder, if you will), and coupled with the location of the spark plug, a fast-moving flame front is created that helps to produce lots of low-end torque that is resistant to detonation.




First appearing in 1958, the 348 was available through 1961 in cars and 1964 in trucks.The base engine was dubbed the Turbo-Thrust and was rated at 250 hp. The optional Super Turbo-Thrust with three two-barrel carburetors was rated at 280 hp. Very late in 1958 came the Special Turbo-Thrust with a single four-barrel rated at 305 horses with 11.0:1 compression and 320 hp with 11.25:1 compression. In 1961, horsepower was bumped to 340 with a single four-barrel, and 350 with Tri-power (the highest rating the 348 would achieve). By then the 409 had eclipsed the 348 in horsepower; of course it wasn't long before the 396 would replace them both.