



ROADRUNNER ENGINEERING NEWSLETTER

PO BOX 53296 ALBUQUERQUE, NM 87153

(505) 268-6768

E-MAIL: RoadrunnerEngr@msn.com

Website: www.blowflathead.com or www.roadrunnerengineering.com

JUNE, 2014

1994 - 2014



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 - Roadrunner Kits available again.
 - *335 HP Flathead Ford V-8 Performance Handbook* still available.
 - New Book in the works!
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What's Happening?

Roadrunner flathead blower kits sold out again in 2012 and 2013 as reported previously. The combination of performance, appearance and price of the Roadrunner kits has made them the favorite of flathead fans since 1997 with over 260 kits sold. **A limited anniversary production run is in progress with availability expected in July 2014.**

Call or email roadrunnerengr@msn.com for updates.

The book, *335 HP Flathead Ford V-8 Performance Handbook*, was sold out as of May 25. A limited reprint is now available. Get your copy while you can from sources listed on the website www.roadrunnerengineering.com. ***Blown Flathead*** has been sold out for three years, although used copies are available from various sources for big bucks. No reprints are currently in the works because complete digital source files are not available.

A new book is in progress. *Ford & Mercury Flathead V-8 Identification and Rebuilder's Guide* is in the proof reading stage and should be available in the next few months. Whether stock or modified, this 170+ page book will help you to determine what you have and what you need to build a quality engine that meets your performance and appearance goals.



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Engine Oil Update - Part 2

Summary

In the April 2013 Roadrunner Newsletter, we discussed the following. First, cooling and protecting engine components are primary functions of engine (aka “motor”) oil. Second, a complex array of products (see figure) has been developed to meet the needs. We looked at the labeling of these products and the differences. Finally, we concluded that we should follow the auto manufacturer’s engine oil recommendations for our vehicles. However, we also noted that the manufacturer’s original recommendations are often obsolete and/or no longer relevant. In this article we will review Ford’s oil recommendations for the flathead and recommend options from the field of modern oils.

Ford Factory Oil Specifications for the Flathead

Some examples of Ford’s specifications are listed below. These are excerpted from the referenced Ford documents. The oil viscosity definitions are still appropriate today although the American Petroleum Institute (API) oil specifications for other attributes have been superseded.



Some of the oil choices.

Your Ford V-8 Car Reference Book for 1936

<u>Temp</u>	<u>Oil</u>	<u>Oil Change Interval</u>
0 - 50F	SAE 20 or 20W	2000 miles
20 - 65F	SAE 30	
30 - 100F	SAE 40	
>90F	SAE 50	



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Ford Passenger and Commercial Reference Book 1940 (dated 1939)

Temp	Oil	Oil Change Interval
>10F	SAE 20 or 20W	2000 miles
>32F	SAE 30	
>90F	SAE 40	

Ford 1932-1948 Maintenance Manual (dated 1951)

Temp	Oil	Oil Change Interval
>32F	SAE 20 or 20W (cars)	See below.
>32F	SAE 30 (trucks)	

Notes: Change every 2000 miles or not less than four times each year, or when oil is diluted or dirty. Replace filter every 4000 miles.

Normal car or light commercial operation: Regular Oil (later called ML)

Normal commercial operation: Premium Oil (later called MM)

All service including heavy-duty truck: Heavy Duty Oil (later called MS)

1949-1952 Ford Car & F-Series Truck Maintenance Manual (dated 1953)

Temp	Oil	Oil Change Interval
>32F	SAE 20 or 20W (cars)	See below.
>32F	SAE 30 (trucks)	

Notes: Change every 2000 miles or when oil is diluted or polluted.

Normal operation: API service ML or MM (Mostly Light or Moderate) Oil

Abnormal operation: API service MS (Mostly Severe) Oil

Recommended Motor Oil Specifications for the Flathead Ford

In general, I conclude that **our stock flatheads can use any modern oil that covers the factory viscosity requirements for our operating temperature range.** Straight weight conventional detergent and even multi-viscosity full synthetic oils (after break-in) are fine without any additives. If the engine is modified or if extra protection is desired for the tappets and other rubbing parts, I recommend a racing oil such as **Valvoline VR-1**, 20W50. This oil is also suitable for break-in although specialty oils are marketed for this purpose.

An oil filter (even the stock partial flow versions) is desirable for all engines.



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Fastest and Quickest Flathead Ford Quarter Mile Race Cars



In the quarter mile, the quickest known flathead is the Slider dragster fielded by Rick and Joel Schnell. This car covered the quarter mile in 7.68 seconds at 172 mph in 2013.



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The fastest known flathead in the quarter mile is the twin-engine dragster fielded by Flathead Jack Schaefer. This car covered the quarter mile in about 7.9 seconds at 176.89 mph.