



VALVE CHATTER



FEBRUARY 2025, Newsletter Volume 30, Issue 02
Regional Group #148 of the Early Ford
V-8 Club of America, Inc



*NOTES
FROM THE
PRESIDENT*

DAN CASTELLINI



Thanks to all who braved the morning chill to attend our first meeting of 2025 at Richie's. Although our numbers were lighter than usual, the room was filled with conversation and fellowship. February is shaping up to be a time of fun club activities and new twist to our monthly Opportunity drawing. Here is what's in store:

Post Valentines Day Tour: Sat. Feb. 15th @ 10:15 a.m. Deer Park Winery / Car Museum, Escondido. Followed by a short drive on Old 395 to Rainbow Oaks Restaurant, Fallbrook for lunch. If you want to join let me know. I'll be sending our more detailed info in the days ahead.

Valentines Gift Drawing: Each lady attending the Feb. meeting will be given a free ticket for an opportunity to receive a beautiful Valentines Gift.

Opportunity Drawing Wild Card Ticket: Beginning in February one (1) Opportunity Drawing ticket will be randomly selected and designated as a club ticket for the monthly drawing. If the wild card ticket wins, the full amount will go to the club to help offset increasing costs for our annual Christmas Luncheon. As our membership declines so does participation in the Opportunity Drawing and the source of our Christmas Luncheon funds. This change was reviewed and approved by the board of directors at their January meeting.

I look forward to seeing everyone at the Feb. 11th meeting.

*Cheers,
Dan*



SECRETARY

LINDA
LOWRY



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 Non-Profit 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 Non-Profit Public Benefit Corporation was held on January 14, 2025 at the meeting place of the members: Richie's Diner, 40651 Murrieta Hot Springs Road, Murrieta, California.

Directors Present: Dan Castellini, Steve Wells, Gregg Lowry, Linda Lowry, Bob McClelland

Members Present & Cars Driven: Roger & Bonnie Bell, Jim Brown (1940 Ford Convertible), Dan Castellini (1953 Ford), Bob Davis, Cliff Gustin, Tom & Patsy Hamlin, Don & Sylvia Harwick, Gregg & Linda Lowry, Ken & Merleen Magers, Bob McClelland (1936 Fordor), Jerome Mueller, Jerry & Roxie Otteson, Bob Payne, Steve Wells.

Guests: Murrieta Police Officer Mathews

The meeting was called to order at 9:07 a.m. President Dan opened the meeting and asked Tom Hamlin to lead us in the Pledge of Allegiance and Gregg Lowry to lead us in Prayer.

Officer & Committee Reports were accepted:

President: Dan Castellini- Welcomed members and reminded them that our membership renewal deadline is the end of January. Please see Bob Davis to renew. New President Dave Gunnerson began his term on January 1st. The first National Board Meeting is scheduled for February 1st. The *V-8 Times* will publish a special Veteran's issue and welcome stories from members. Deadline to submit is October. See *V-8 Times* for details.

Vice President: Steve Wells –Commented on the LA fires.

Treasurer: Gregg Lowry- Reported a club balance!.

Secretary: Linda Lowry - Presented the November minutes. **Motion to accept made by Merleen Magers and seconded by Patsy Hamlin. Motion passed.** She announced and congratulated those members who celebrated birthdays and anniversaries in December and January.

Director: Bob McClelland – Gave members insight into fighting the LA fires from a firefighter's perspective. He will give updates to members as information is uncovered.

Accessories: Janet Harris – No report

Advertising: Don Harwick – Has secured a new advertiser and will be visiting Gosch Ford for renewal. As Don & Sylvia were unable to attend our Christmas Luncheon, Dan presented Don a Certificate of Appreciation as Advertising Chair for our club.

Membership & Club Badges: Bob Davis - Last year the club had a total of 43 memberships. To date, 19 have not renewed. He asks members to help contact them personally to check on their status and whether they will be renewing. Bob will personally reach out at the end of the month as well.

Sunshine: Jackie Ouellette – No report

Tours: Dan reviewed upcoming car shows and events. He passed around a sign-up list for a February tour to Deer Park Winery in Escondido with lunch to follow at Rainbow Oaks Restaurant.

Newsletter & Website: Bob McClelland – Articles are always appreciated for the Valve Chatter.

Old Business: None (CONT. ON PG 3)

(CONT.FRM. PG2)

New Business: None

Announcements: Ken gave an update on Merleen.

Program: Officer Mathews of the Murrieta Police Department gave a presentation on some of the new laws which went into effect this year.

Tom's Trivia Question: The Ford F series truck was introduced in what year? Tom gave us the correct answer – 1948 – and a bit of history behind it.

Special Drawing: – Tom Hamlin announced \$75 was collected with \$37 going to the club and \$38 won by Roxie Otteson

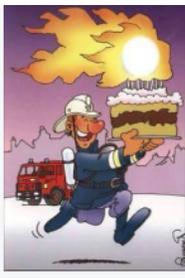
Being no further business to come before the meeting and on **motion duly made by Merleen Magers and seconded by Steve Wells**, the meeting adjourned at 10:20 a.m.

It is directed that this action be filed in the Minute 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: January 14, 2025

Respectfully submitted,

Linda Lowry, Secretary
Corporate Minutes



February Birthdays

3 – Barbara Keck

10 - Jerome Mueller

15 – Kimry Wells



NEXT REG. MTG. FEBRUARY, 11TH
RICHIE'S DINER, 40651 MURRIETA
HOT SPRINGS ROAD 8:00 - 10:00

A NOTE 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.

ACCESSORIES

2025

All prices include embroidery and tax. Sizes S-2XL

Women's Polo \$21
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Long sleeved tee shirt with or without pocket \$16.31
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:

3088 Skycrest Dr
Fallbrook, 92028

Turnaround time is approximately 2 weeks. I will pick up your order and bring it to the next meeting.

FOR SALE

1939 Ford flathead stock bore, adjustable lifters, new clutch and pressure plate, 35' aluminum intake, 94 carburetor, late model crab distributor with new plug wires. Good compression with 120 pounds in every hole 40 pounds of oil pressure. Comes with everything minus the generator. Come hear it run on the stand. \$3000.00 Tim (619) 933-5701



FOR SALE/WANTED

Items from the 1933/34 Ford CENTURY OF PROGRESS asking price for all \$150.
(Does not include ruler). Gary Walcher 619-916-8817



WANTED

1941 Ford front spring , Dave Louzek
858-682-8585.

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Tire Rotation: How and Why to Rotate Your Tires

Tire rotation, that is routinely repositioning your vehicle's tires in specific patterns from front to back or side to side, is an important element of tire upkeep and safety. Additionally, rotating your tires may also be required to keep your tires covered under warranty. For a quick visual summary of tire rotation, [check out our Tread Life episode about tire rotation](#). Read on for more information about what tire rotation is, why tire rotation patterns matter, and the correct pattern for your vehicle's needs.

[Find Your Bridgestone Service Center](#)

WHAT IS TIRE ROTATION?

Tire rotation means periodically changing the position of each of the tires on your vehicle. You should rotate your tires as recommended by the vehicle manufacturer, or every 5,000 miles. For many of you, that will mean when you get your vehicle's oil changed.

Regularly rotating your tires also gives you a good opportunity to visually inspect them for damage, check their air pressure, have them rebalanced if you're noticing any vibration, and check their tread depth.

WHY IS TIRE ROTATION IMPORTANT?

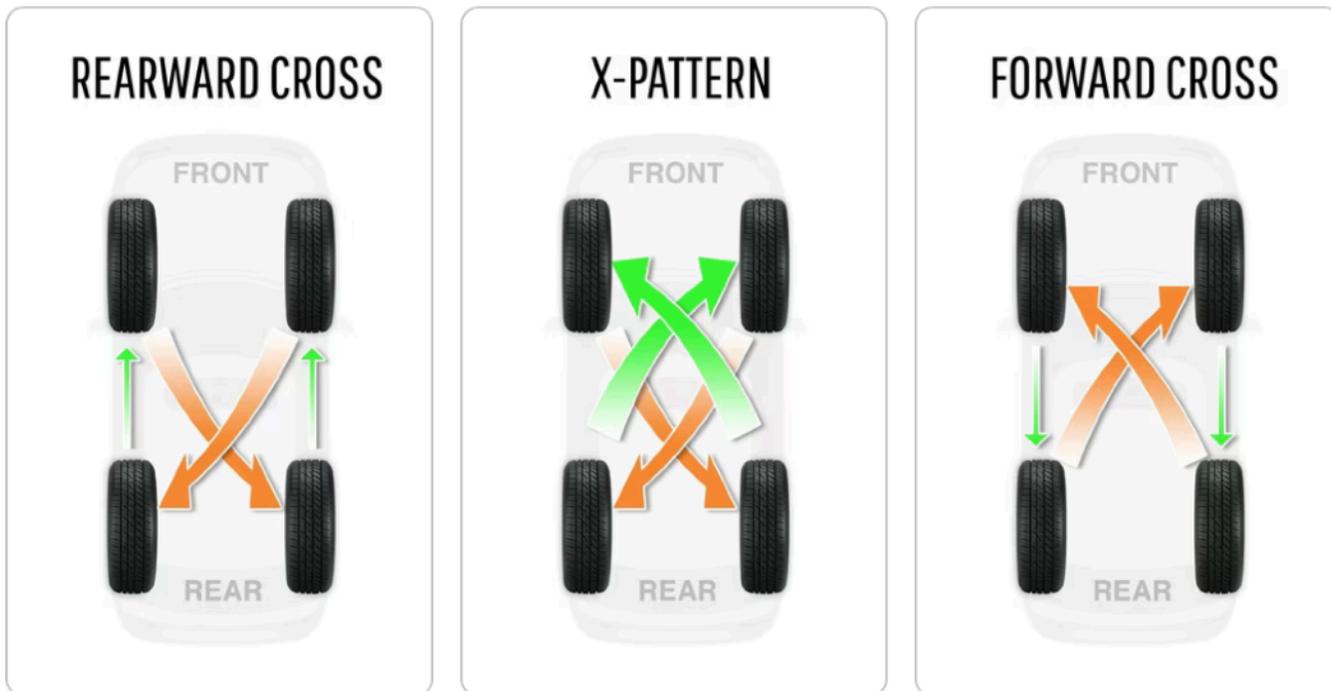
There are several reasons why tire rotation is an important element of your standard tire care. First, by routinely rotating your tires, wear is spread evenly across all four tires, and their tread life is maximized. That's because each specific position on your vehicle requires a different give from each tire—(for example, tires on the front of a front-wheel drive vehicle will take a larger proportion of the torque and friction that's needed for turning, accelerating and braking)—and can lead to more, or less, wear on the tire. It is especially important to rotate new tires by 5,000 miles because deep, fresh tire tread is more susceptible to uneven wear.

Secondly, even tread wear keeps the tread depth on your tires uniform, which can help keep traction and handling consistent across all four tires. This will improve cornering and braking performance and keep your vehicle safer for driving overall.

Finally, if your vehicle has all-wheel-drive, evenly worn tires lower the stresses on the drivetrain, reducing wear on expensive drive components.

WHAT TIRE ROTATION PATTERN SHOULD I UTILIZE?

The tire rotation pattern that's best for your vehicle will depend on the type of tire you're using, whether your vehicle is front, rear, all, or four-wheel drive, whether your tires are directional or non-directional, whether or not your tires are the same size on the front and rear of your vehicle, and whether you have a full-size spare that can be rotated through as well, unlike a temporary spare.. Let's take a look at tire rotation patterns recommended by the standardizing body of the. On tire industry, [The Tire and Rim Association, Inc.](#), for all of these possibilities. **(Cont. on Pg.8)**



FOR TIRES THAT ARE OF UNIFORM SIZE AND NON-DIRECTIONAL:

1. REARWARD CROSS

For vehicles that are rear wheel drive vehicles, the rearward cross pattern is recommended. Rear tires are moved to the forward axle and kept on the same side of the vehicle while the front tires are moved to opposite sides of the rear axle.

2. X-PATTERN

Recommended for 4-wheel and all wheel drive vehicles such as light-weight trucks and sedans, all tires are moved diagonally, meaning tires are switched from one axle to the opposite as well as being repositioned from one side to the other.

3. FORWARD CROSS

This is the most common pattern for front-wheel drive vehicles. The front axle tires are moved directly back while the rear tires are moved up diagonally to the opposite side of the front axle. **(CONT. ON PG. 10)**

NOTE from Bob Davis, Membership Chairman:

The time for membership renewal for 2025 has arrived. Please, renew your membership with the enclosed Renewal Membership form as soon as possible. The form with the \$25 renewal fee must be received by 31 January 2025. Otherwise your membership will not be renewed. The instructions for renewal are included in the renewal form. In addition if you have any recent digital photo image of yourself and associate member to include in the 2025 roster, please send them to me at robertidavis179@msn.com. For 2024 we have 43 paid memberships which include 13 single and 30 dual memberships. We would like to maintain your membership and gain any new members whom you might recommend for 2025. If for any reason you cannot renew your membership , please let me know at robertidavis179@msn.com. A membership in National is required for our Regional #148 membership.



The Palomar Mountain V-8
Regional Group of the
Early Ford V-8 Club of America, Inc

A Non-Profit Public Benefit Charitable California Corporation, Incorporated August 7, 2001



Regular Monthly Meeting for Members is the 2nd Tuesday each month except for Dec the Annual Meeting and Installation of Officers at a location, time, and date to b

2025 RENEWAL of Membership
(Due on January 1, 2025 Delinquent if not Paid by February 1, 2025)

Member Name: _____

Any Changes to your Address, phone or email? Please look at current roster and list changes here:

Any Changes to your Early Ford V-8's? Please look at current roster and list changes here



Please direct any membership questions to Membership Chair: Bob Davis (909) 815-3626
cell

Current Renewal Dues: **\$25** Make checks payable to Palomar Mountain V-8's RG 148.

Mail check & renewal form to:
Gregg Lowry
2617 Via del Robles
Fallbrook, CA 92028

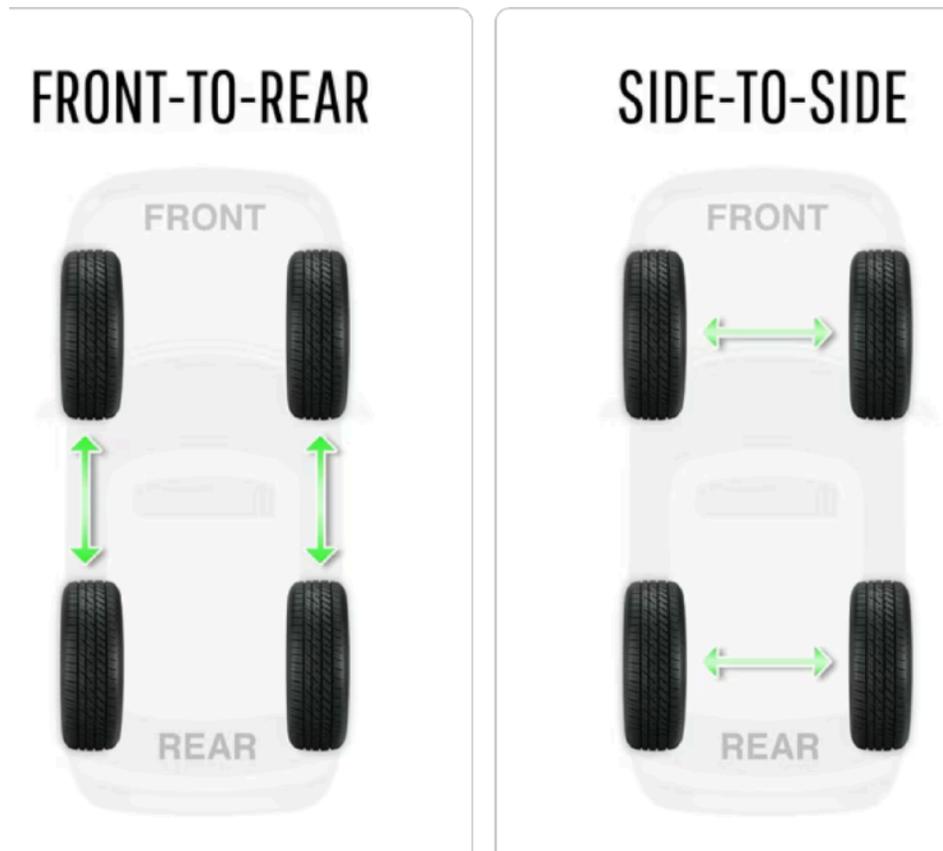
The current ROSTER data is correct as currently published or is **corrected** as noted above. My payment of annual RG#148 dues serves as my certification that I am a current paid member of the National club in good standing. **Your National # does not change.**

Member Signature _____ Dated _____

Form Revised 11/1/2023

(CONT. FRM PG 8)

FOR TIRES THAT ARE OF UNIFORM SIZE AND NON-DIRECTIONAL WITH A FULL-SIZE SPARE TIRE:



FOR HIGH PERFORMANCE AND DIRECTIONAL TIRES:

1. SIDE-TO-SIDE (FOR DIFFERENTLY-SIZED PERFORMANCE TIRES ON THE FRONT AND REAR AXLES)

All tires are switched with their same-sized partner and remain on the same axle. The two rear tires switch to the opposite side with one another while the two front tires do the same.

2. FRONT-TO-BACK (FOR DIRECTIONAL TIRES)

All tires are moved from one axle to the other but remain on the same side of the vehicle. For example, the front left tire is moved to the left side of the rear axle while the rear left tire is repositioned on the left side of the front axle.



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 THOUGHTS & PRAYERS

FOR SALE/WANTED



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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 Dan Castillini
 Vice President Steve Wells
 Treasurer Greg Lowry
 Secretary Linda Lowry
 Director Robert McClelland
 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

Volunteers on Monthly Basis

WEBSITE CHAIR: OPEN/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.)

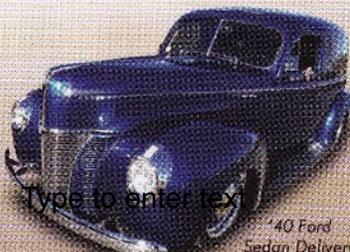
Annual dues: \$25 per year (Jan.
 thru December 31) Nat'l

Membership also required Nat'l

Dues: \$35/yr + \$3 spouse Or
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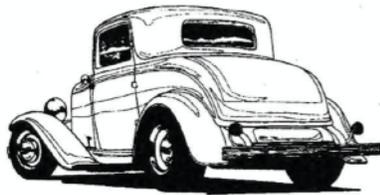
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A BLAST FROM THE PAST FROM OUR
NATIONAL PRESIDENT JAY HARRIS
V-8 TIMES CIRCA OCT/NOV 1980

president's Message



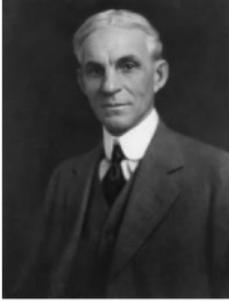
Greetings! I hope that the summer found you active in Early V-8 activity, whether it was driving your favorite car on tours and weekend outings while the good weather prevailed, or perhaps completing a restoration project or finally getting around to installing that Columbia 2-speed axle. Whatever you may have been up to, I hope it was fun and rewarding, for that's exactly what our association with the old Fords and their owners should be—fun and rewarding. We've certainly got a fine collection to choose from in the Early Ford V-8 Club, of both cars and members. And don't overlook the fellow down the block who owns an Early V-8 but doesn't belong to our Club. Take a few minutes to stop by and say hello. Take a V-8 TIMES with you, and perhaps he'll consider joining. Remember, if he joins after Oct. 31, he'll receive the remaining issue for this year, plus all of 1981! A super deal—a super club. Have you signed up your "one new member . . ." yet?

This issue of the V-8 TIMES contains the ballot which will decide whether we will include the '49-53 Ford Motor Co V-8 cars in our Club. As your President I am not supporting or opposing their inclusion. What I *am* doing is asking you to carefully consider the pros and cons shown on the centerfold insert. In addition, you will find a ballot for the candidates for the National Board. Please consider each candidate carefully, then vote as you see fit. Vote as you wish, but *please vote!* Thanks for taking part in this important democratic process.
Happy V-8ing!



Jay Harris
National President

BACKGROUND PHOTO COURTESY OF THE FORD ARCHIVES



SO WHAT WERE THE REASONS THAT FORD MOTOR INTRODUCED THE F SERIES TRUCKS?

Ford's first all-new post-war vehicle, which debuted ahead of the 1949 Ford, Mercury, and Lincoln car lines, rivaled GM's Advanced Design trucks. The F1 marked the beginning of an easily recognizable nameplate that has evolved into the F-series Ford uses today. It was also offered in Canada both as a Ford F1 a Mercury M1. Ford's new postwar pickup line was introduced in January 1948, with the F1 half-ton, F2 ¾-ton trucks, F3 1-ton trucks, all the way up to the three-ton F8. It's hardly a coincidence that Ford called them "Bonus Built." Steel was used exclusively for the bed and tailgate for the first time.

The company allegedly invested \$1 million to create them. A primary objective was to make the vehicle more user-friendly for both drivers and passengers. The higher, broader "Million Dollar Cab" created a "living-room" atmosphere, and its upgraded seat provided "easy chair comfort". From 1948 through 1950, the F-Series trucks were all but cookie cutter identical.

But first a bit of truck history.

Birth of a legend Nine years after the first Model T saw Ford customers asking for a vehicle that could haul heavier loads and provide greater utility for work and deliveries. On July 27, 1917, Ford responded with the Model TT, which retained the Model T cab and engine. The Model TT came with a heavier-duty frame capable of carrying one ton of payload. The factory price was \$600; 209 were sold that year

Similar to the Fordson tractor introduced in 1917, Henry Ford envisioned a chassis that could accommodate third-party beds, cargo areas and other add-ons to deliver the increased functionality needed to get work done. It was a formula for success. By 1928, Ford had sold 1.3 million Model TTs before replacing the truck with the more capable Model AA with a 1.5-ton chassis.

Henry Ford marketed his early trucks heavily in rural areas, according to Bob Kreipke, Ford historian. "Model AA trucks in particular had a certain class to them," he said. "Customers could use them on the farm, yet still take them to church on Sunday."

Like the Model TT, the Model AA was available exclusively as a chassis cab offered in two lengths, with new powertrain and axle options for greater capacity. To stay ahead in what had become a hotly competitive business, Ford replaced the Model AA with the even more capable Model BB in 1933. Many were outfitted as mail and freight vehicles, ambulances and stake trucks. Two years later, Ford introduced the 1935 Model 50 pickup, powered exclusively by its famous Ford Flathead V8 engine.

By 1941, Ford had sold more than 4 million trucks. Changing over to war production resulted in the loss of consumer sales but a gain in experience building heavy-duty military truck chassis and four-wheel-drive personnel carriers. A year after consumer production resumed in 1947, Ford leveraged that knowledge to provide even more innovations for its customers.

(CONT. ON PG 17)

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From the Ford archives:

After the war, a lot of rural Americans moved to urban and suburban centers looking for work, and many took their Ford pickups with them.

"Ford saw this as an opportunity, and began work on the next generation of trucks for 1948, what came to be known as F-100 Series Bonus Built trucks." Some of the reasons for this change include:

- Post-war need:

Following World War II, Ford needed to update its aging truck line with a modern design that could handle diverse work needs.

- Market opportunity:

The post-war economy saw a surge in demand for trucks for both business and personal use, making it a prime time to launch a new truck series.

- "Bonus Built" concept:

Ford marketed the F-series as "Bonus Built," highlighting its quality and value proposition compared to other trucks on the market.

- Design innovations:

The F-series featured a new chassis, improved cab comfort, and a range of body styles to suit different applications, setting it apart from competitors. As a result, the F-Series was first introduced in 1948 as a replacement for a previous pickup model line based on car platforms. pickup was the 1/2 ton F -100. From 1953 to 1983, the entry-level F-Series

(TO BE CONTINUED). Submitted by Gregg Lowry!



A POST VALENTINES DAY TOUR IS SCHEDULED FOR SATURDAY FEBRUARY 15TH @ 10:15 DEER PARK WINERY / CAR MUSEUM ESCONDIDO. LUNCH TO FOLLOW AT RAINBOW OAKS RESTAURANT ON OLD 395! MORE INFORMATION TO FOLLOW! CURRENTLY WE HAVE 18 SIGNED UP TO ATTEND! TO MAKE YOUR RESERVATION CONTACT DAN CASTILLINI @ 760-953-8439

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

February 11 TH

APRIL 11TH

MAY 13TH

MARK YOUR CALENDARS!! FEBRUARY, 2025
CHECK OUT

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

FEB 1-2 Pomona - 75th Grand National Roadster Show
- Fairplex - 10AM - 6PM

FEBRUARY 15, CLUB TOUR, DEER PARK WINERY/CAR MUSEUM



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

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FEBRUARY, 2025

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