



# VALVE CHATTER



**MARCH 2025**, Newsletter Volume 30, Issue 03  
Regional Group #148 of the Early Ford  
V-8 Club of America, Inc



*NOTES  
FROM THE  
PRESIDENT*

*DAN CASTELLINI*



*It was great to see all who turned out for the February /Valentines Day meeting at Richie's Diner. Thanks to Steve. Wells, Audit Chairman the annual audit report. Greg Lowry, Treasurer followed with his detailed annual budget report and projections for 2025. Bob Davis, Membership Director reported on renewals and efforts to reach new members. Congratulations to the Opportunity Drawing winner, Sharon McClelland. The winner of our Ladies Only Valentines drawing was Janet Harris who received a beautiful flower arrangement. Special thanks to Linda Lowry for this years gift arrangement. Also, the winners of the two gift bags, donated by Jay Harris, were Steve Wells and Bonnie Bell. On Saturday, February 15th sixteen (16) V8'ers toured the Deer Creek Winery / Vintage Car Museum in Escondido followed by a drive up Old 395 to the Rainbow Oaks Restaurant, Fallbrook. The weather cooperated and we enjoyed a delicious lunch and fellowship in the restaurant "corral" outdoor patio area. Our EFV8's fit right in at this 40's era eatery. Speaking of tours, thanks to all who filled out the 2025 Tour / Activities survey. This will be useful in planning future tours and activities. The goal is to find fun and interesting locations that best accommodate our members. The guest speaker for March is Tracy McClelland who will give a presentation on the recent devastating Palos Verdes, Eaton and other So.Cal fires. You don't want to miss this opportunity to listen and evaluate your level of readiness in such a emergency. See you at the March 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 February 11, 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, Dan Castellini ('41 Tudor), Bob Davis, Cliff Gustin, Tom & Pasty Hamlin, Jay & Janet Harris, Don & Sylvia Harwick, Jim Hurlburt, Gregg & Linda Lowry, Bob & Sharon McClelland ('36 Fordor), Jerome Mueller, Rudy Perez, Ron Shedd, Steve Wells.

Guests: None

The meeting was called to order at 9:05 a.m. President Dan opened the meeting and asked Tom Hamlin to lead us in the Pledge of Allegiance and Bob McClelland to lead us in Prayer.

Officer & Committee Reports were accepted:

**President:** Dan Castellini- Welcomed everyone. He gave an update on the first National Board meeting of 2025: 1) There is no WNM for 2025. Dwindling membership numbers along with escalating costs of putting on an event are possible reasons for this. National is looking into possibly taking over the Regional Meets if there is no interest by Regional Groups. 2) The Grand National Meet will take place in 2028. Plans are underway for the event. 3) The *V-8 Times* has an advertising shortfall of \$10,000 from a budgeted \$17,000 to an actual \$7,000. Vendors are shifting from print to online ads. 4) They also discussed the club donating to a San Fernando Valley member who lost everything in the fire that swept the area. It was decided that the Director's would fund the donation. 5) The November *V-8 Times* will be an all-veteran issue and they are looking for articles from members.

**Vice President:** Steve Wells – Gave Audit Committee update – see New Business

**Treasurer:** Gregg Lowry- Reported a club balance .

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

**Director:** Bob McClelland – No report

**Accessories:** Janet Harris - Looking for orders!

**Advertising:** Don Harwick – Reported he has a new advertiser for the Valve Chatter.

He is also looking for recommendations for a '33 pickup steering box repair.

Dan thanked both Don & Sylvia for their ongoing efforts.

**Membership & Club Badges:** Bob Davis - Thanked Steve & Bob for their efforts in helping him contact the few remaining members he had not heard from. Last year our membership stood at 43 members. To date, two members will not be renewing due to either moving or poor health, and two members have not responded making our membership total 39 for 2025.

**Sunshine:** Jackie Ouellette – No report

**Tours:** Dan Castellini gave an update on the tour to Deer Park Winery this Saturday, 2/15. He collected the Tour Survey from members indicating choices and suggestions for upcoming tours.

**(CONT. ON PG 3)**

**Old Business:** None

New Business:

Steve Wells gave an update on the Audit Committee. Steve Wells, Bob McClelland & Dan Castellini met with Gregg Lowry, Treasurer, to review the Club data. The committee found the records to be in order. **Steve Wells moved to accept the report; Dan Castellini seconded; motion passed.** Dan thanked Steve and the committee and Gregg for their efforts.

Gregg Lowry presented the 2025 Budget of Expenditures and Receipts. **Bob McClelland moved to accept the budget as presented. Roger Bell seconded; motion passed.**

**Announcements:** Dan Castellini presented the latest publication from the V-8 Foundation and remarked at how their membership continues to grow. He encouraged our members to join if they are not already members. Bob McClelland added that they would love articles for their publication as well.

**Program:** No program

**Tom's Trivia Question:** What was the first year Ford used a sealed beam in his automobile? Tom gave us the correct answer – 1940 – 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 Sharon McClelland. Valentine gift won by Janet Harris. Car Care gift bags donated by Jay Harris won by Steve Wells and Bonnie Bell.

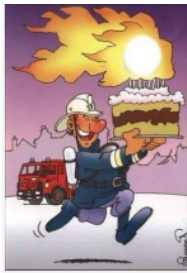
Being no further business to come before the meeting and on **motion duly made by Janet Harris and seconded by Ron Shedd**, the meeting adjourned at 10:11 a.m.

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: February 11, 2025

Respectfully submitted,

Linda Lowry, Secretary  
Corporate Minutes



### March Birthdays

- 6 – Glenn Davis
- 13- Joe Fazio
- 18 – Steve Wells
- 23 - Lori Perez
- 25 – Don Harwick



### March Anniversaries

- 1- Jerry & Roxie Otteson
- 3 - Ken & Merleen Magers
- 23 – Gary & Theresa Huckins



NEXT REG. MTG. MARCH, 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.



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2025

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



# FOR SALE/WANTED

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# HENRY'S LEGACY

The Unconventional Story of the

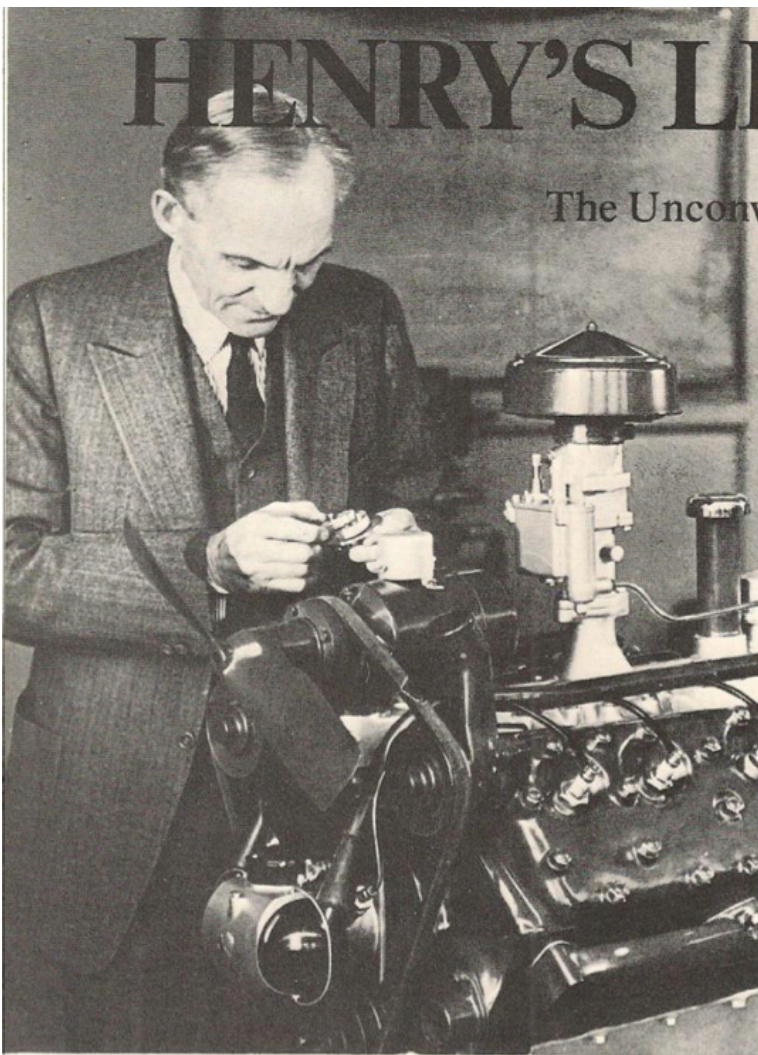
## FORD V-8

*by*

CHARLES SEIMS

Los Angeles

*photo courtesy of  
the  
FORD ARCHIVES*



**M**OST DYED-IN-THE-WOOL V-8 enthusiasts—regardless of what year Ford they own—are pretty well acquainted with the facts behind the development of the V-8 engine. Ford Motor Company, the story goes, was locked in a fierce battle for sales with arch-rival Chevrolet. After intensive urging, Edsel Ford reluctantly persuaded his father to retire the Model T in favor of a car with more refinement and popular appeal. Chevrolet's answer to the Model A was its 1929 offering—a car bringing the power and smoothness of a six-cylinder engine to the low price market. Jolted by sales lost to its more glamorous competitor and to the upstart new Plymouth, Ford made a bold and sweeping decision—recapture the low priced automotive market once and for all by introducing a V-8 engine, heretofore thought too complex and expensive for all but the most luxurious automobiles.

All this is true, of course, but there's more to the story than Henry Ford trying to outfox his competition. An understanding of the development of the Ford V-8 would be impossible without delving into the social, economic and technological forces which combined to produce it.

The Story begins several years before World War One, when a number of European auto firms—particularly DeDion—experimented with a few prototype V-8s. None seem to have been much of a success. Meanwhile in America, Henry Leland, engineer **par excellence** with Cadillac, was noticeably unimpressed with the straight six the company had designed to replace its tried and true four cylinder motor. His chief complaint seems to have been the long and potentially troublesome crankshaft the new engine would have required. Leland, who had read of the European experiments, decided that a properly designed V-8 engine would be a better choice for the Cadillac than the new six. This was in the summer of 1913. During the next year and a half, Leland designed and guided into production a new V-8 that was technically superior—as well as 50 pounds lighter—than the four banger it replaced. It was introduced in the company's 1915 model, successful from the start. Incidentally, Leland some years earlier helped develop the first practical electric starter for a motorcar—an item that millions of Henry Ford's customers would have been happy to purchase as an accessory. During the War,

-6-

*Jan/Feb 1976*

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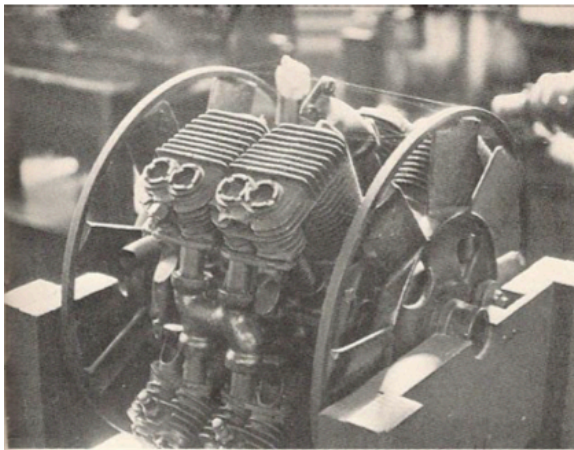


Fig. 1—Prototype X-8 engine on display at the Henry Ford Museum, Dearborn. This engine proved too heavy for the Model T chassis, although it ran fine when placed in an Oldsmobile. Photo by Charles Seims.

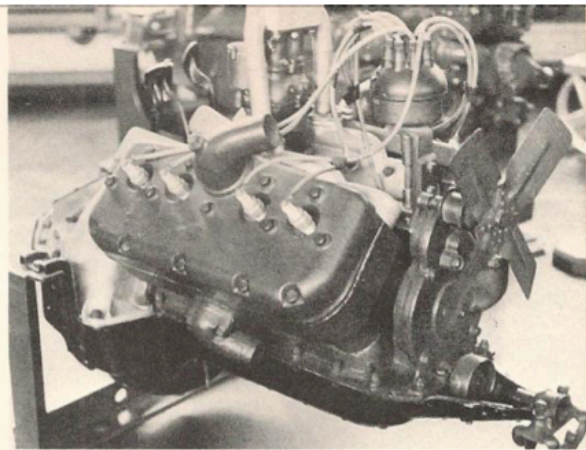


Fig. 2—Ford's first V-8 engine, designed for the Model T. Note the welded-up intake manifold. At the Henry Ford Museum, Dearborn. Photo by Charles Seims.

after a dispute with General Motors management, Leland resigned to build aircraft engines and founded the Lincoln Motor Car Company with his son Wilfred. Although they were fine cars, the Leland Lincolns failed to win their share of the prestige market, and the company was purchased at a bankrupt auction in 1922 for eight million dollars by Henry Ford.

A number of other manufacturers, notably General Motors affiliates, flirted with a V-8. Chevrolet had it for a while in the late 'teens, as did Oakland, forerunner to the Pontiac, ten or twelve years later.

Meanwhile, Henry Ford's flivver mill kept turning out Model Ts at a prodigious rate. Part of the Ford legend holds that the company led the world with its innovative manufacturing. Such simplicity belies the truth, as Henry Ford was often as not the source of his own legend. On several occasions the manufacturer vociferously proclaimed his company preferred not to patent its inventions, regarding them instead as gifts to the public domain. But the Ford Motor Company's greatest contribution to the industrial development of America clearly lay in the production methods the company pioneered, not in the superiority of the product that it turned out. This was particularly true in the Model T days. As Keith Sward, one of Ford's most perceptive biographers, has put it: "The Model T, frozen for eighteen years, had almost nothing to offer, at least in its later years, to the arts of automotive design."

Although T sales were phenomenal—half the cars on the road in 1920 were Fords—an increasingly sophisticated buying public considered an automobile's comfort and convenience as important or more so than a low price. This was the message a national convention of Ford dealers brought to Detroit in 1922 when as a body they pleaded with Ford to update his heretofore virtually changeless model. Ford acted surprised, turning a deaf ear.

And yet modernization experiments did occur, albeit on a small scale. Around 1925, Ford engineers experimented with a revolutionary new eight-cylinder powerplant for the Model T. This was the famous X-8 engine, which had its pistons arranged every 45° around a complete circle (see Figure 1). The project was abandoned because the new engine was too heavy for the T chassis and had lubrication problems.

A more conventional design was embodied in a V-8 engine light enough to fit the Model T frame and transmission. Almost nothing is known about this engine, and only speculation places it in time slightly after the X-8—late 1925 or 1926—when Ford engineers still thought in terms of an upgraded Model T as a means to recapture lost sales. One version of the radial engine and this earliest of Ford V-8s (Figure 2) are on display at the Henry Ford Museum in Dearborn.

Changes to the Model T did come, but they were too late and too few to recapture Ford's flagging engineering leadership. True, the more colorful and sleeker flivver of 1926 outsold the Chevrolet by a margin of two to one. But a scant five years before, it had bested its nearest rival six to one. Charles Sorensen, Ford's hardboiled production chief, confided in his autobiography that he was "sick of seeing" Model Ts.

Henry Ford finally got sick of them too, abruptly discontinuing the car in May of 1927 after over 15,000,000 had been made. His stubbornness is apparent in not only latently admitting the T's obsolescence, but in failing to make adequate plans for its successor. At the time, only the most preliminary work had been done on the design of the new Model A. Henry wasted six months thinking things over.

The most immediate effect of the changeover was that 60,000 men who had been on Ford's production lines were suddenly thrown out of work. Their layoff was understandable in view of the Herculean tasks attendant with producing a new automobile for mass production from scratch. Of the 40,000 or so machine tools connected with the production of the Model T, 15,000 had to be completely scrapped, and 25,000 more extensively modified for the new car. All this was said to cost in excess of a quarter billion dollars. But it did nothing to endear Henry Ford to the hearts of his idled workers, who usually had nowhere to go except on public relief.

There were other effects as well. Many potential buyers, unable to obtain a Ford, simply switched over to a competing make, particularly Chevrolet. Walter P. Chrysler, an ex-General Motors executive, had been watching the situation carefully. He left GM a few years earlier to found his own company; and his product—named after himself—was a worthy entry in the medium price field, selling well. It gave Walter Chrysler the work-

(CONT ON PG. 15)



# MORE PICTURES BY PATSY HAMLIN



CLIFF GUSTIN, JIM HURLBERT, STEVE WELLS, RON SHEDD      ROGER, BONNIE, LINDA



DON & SYLVIA HARWICK. DON, TOM HAMLIN, SYLVIA SHARON MCCLELLAND



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AND THE WINNERS ARE  
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# DEER PARK MUSEUM TOUR





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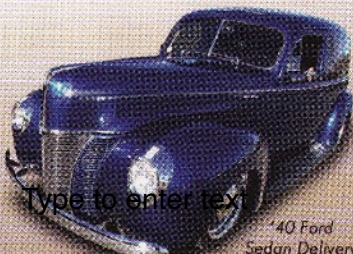


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 January 18, 1997 RG #148  
 Incorporated August 7, 2001  
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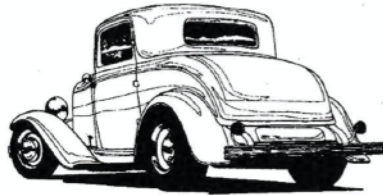
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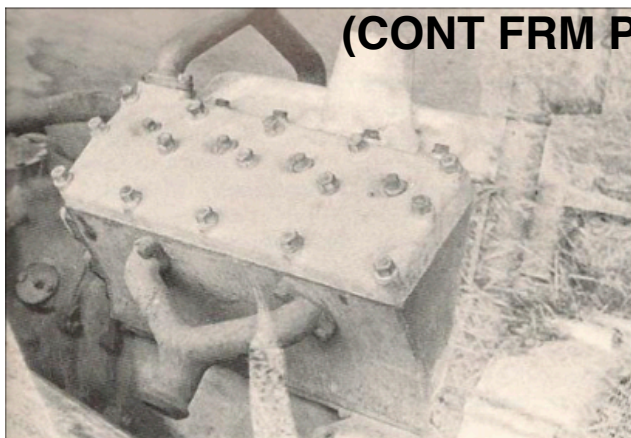


Fig. 5—One of the earliest prototype V-8 engines, dating from 1930. This engine was probably used for dynamometer tests only. Photographed by telephoto lens through the window of the "Sugar Mill" at Greenfield Village, where a number of prototype Ford engines are stored. Photo by Charles Seims.

for testing (Figure 5). Edison, Ford's longtime friend and former employer, was allowed a test drive in one of them. His comments on the matter were not recorded, but speculation ran rampant that the new car would be named in his honor. By this time both the trade press and newspapers knew of Ford's V-8.

Research and development on the "improved Model A" proceeded slowly all through the next year, 1931. Ford had yet to give his final approval to the V-8 engine. His engineers had developed a chassis and a refined four cylinder motor to go in it. The new frame was designed to accept the planned V-8 as well. Sales of the Model A fell to a disappointing half a million, and when the last 1931 model came off the assembly line, no one, not even Henry Ford, was quite sure what would replace it. Motor production for the four cylinder Model B car began on November 29th.

On December 7, after viewing a number of advanced prototypes (Figures 6 & 7), Henry and Edsel decided to go ahead with the production V-8. "From that moment," wrote Ford's favorite journalist, James Sweinhart, "Henry Ford personally became the dynamo of the works. He was here, there, everywhere, ordering, directing, changing."

Engineering difficulties had largely been solved with

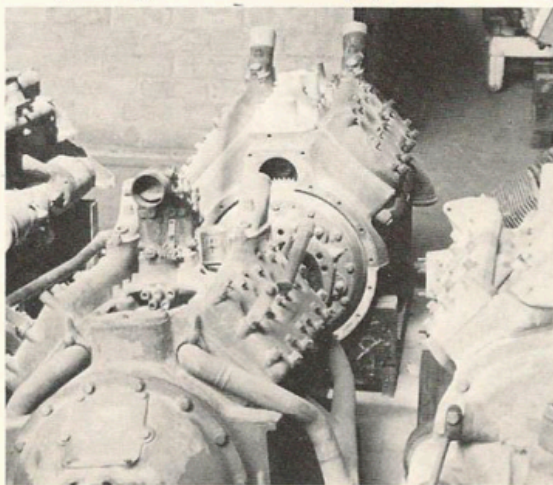


Fig. 7—(top center). Either the same engine as in Fig. 6, or one similar to it. However, the heads on this engine lack the "bumps." Photographed at the Sugar Mill, Dearborn. Photo by Charles Seims.

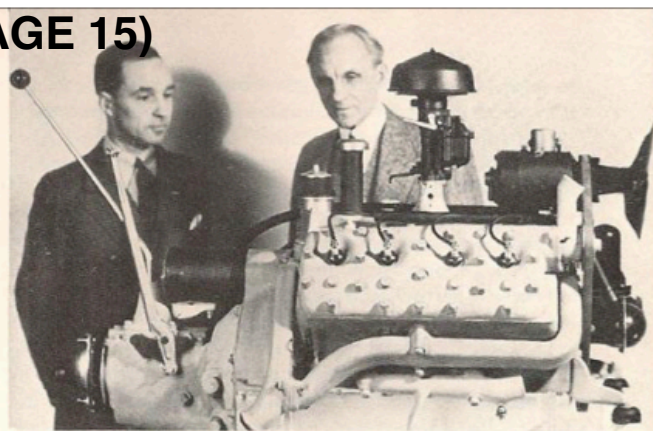


Fig. 6—Henry and Edsel look over a more advanced prototype engine sometime in 1931. Unique bell-housing and manifold system are the major differences between this and later models. Note the four extra casting "bumps" on the head. Ford Archives Photo.

the engine's design, but production problems were staggering. Large as it was, the Ford Motor Company was entirely inadequate to market such a revolutionary new automobile without a great deal of outside support. Many subassemblies of the new car—the ignition, carburetion, fuel supply, suspension—were thrown in the lap of outside suppliers to design and produce as best they could. Bodies were mostly ordered in made-up form from the Briggs Manufacturing Company—purchased completely trimmed for \$120-140 apiece. In 1929, Ford had purchased parts from a total of 2200 subcontractors. Now, three years later, this total had nearly tripled.

In his autobiography, Charles Sorenson has left an interesting account of the difficulties encountered producing the V-8:

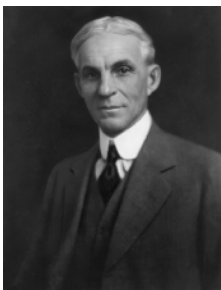
With the first hint of building a V-8 engine, I sensed that many prior operating notions would have to be set aside. New methods with closer tolerance on dimensions would demand new tools and machines.

The first major problem was a unit casting. All previous V-8s had been cast in more than one piece. What we proposed to do was cast a V-8 in a single, solid, rigid block.

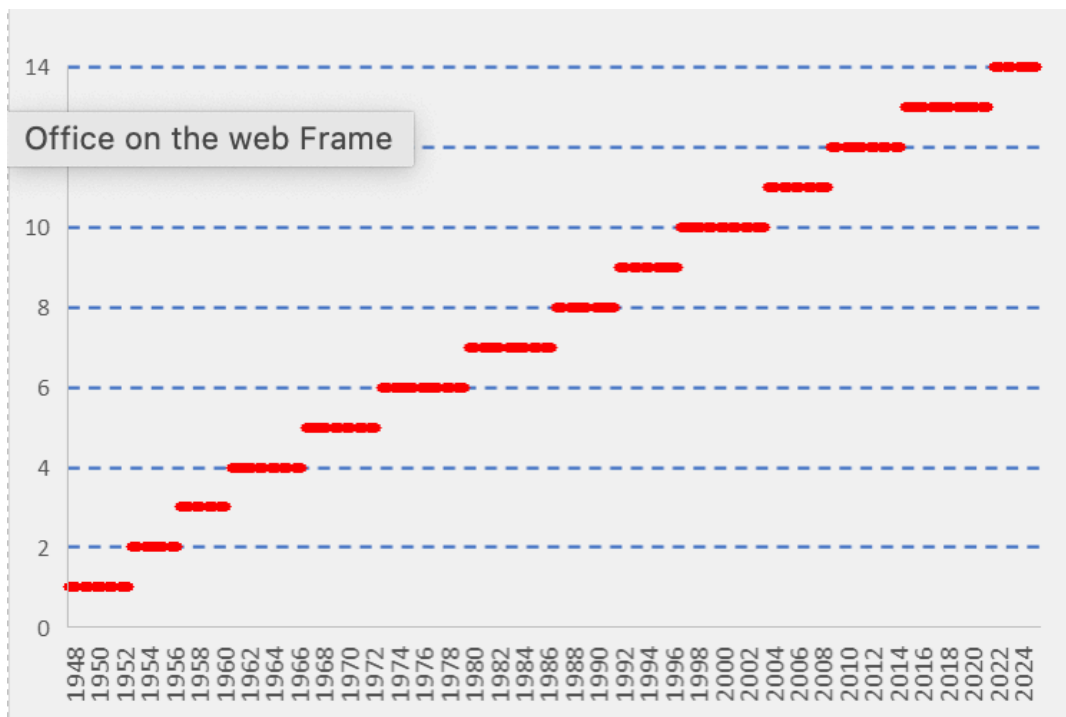
We studied every move in the molding operation and mechanized its handling. The sand for each mold was shot into flasks from overhead chutes. Pattern and mold were then vibrated with a raise and drop movement which packed the prepared sand. This did away with all the sand handling by shovel, and heavy pounding of the sand by hand was eliminated.

A mechanical lifting device raised the finished molds from machine to conveyor which took them to a point where the cores, fresh from the vertical tower ovens, were brought by conveyor and set in place. At a steady pace of 100 molds an hour, the assembled mold was conveyed to an iron-pouring line.

Pouring iron into a moving mold was a spectacular affair as well as a new and original method. A pouring furnace containing two tons of melted iron moved alongside the conveyor at the same speed. Its pouring spout was tilted into the mold, and the iron ran in and filled the mold. The moving furnace was fed from a nearby 20-ton electrical furnace in which the iron analysis



(Continue from February)  
**SO, WHAT HAPPENED  
 NEXT AT FORD MOTOR  
 AFTER INTRODUCTION**



In this series, we will share the evolution of Ford trucks through the ages including some new “firsts” and a bit of trivia. First, a bit of history about the truck generation. This chart shows the 14 generations of F-Series from 1948 to present day.

Before I begin with the model year 1953, pickup trucks have always been of special interest to me. In fact, my son’s 1946 ford pickup project re-energized my passion for cars and trucks. The 2<sup>nd</sup> generation of F-100 started with 1953 and was successful in America due to its improved design which focused on driver comfort and a more modern spacious cab, a powerful new V-8 engine option, and a design that made it more appealing to everyday users while still maintaining its workhorse capabilities, making it a popular choice for both farmers and working-class individuals.

While the 1953 F-100 featured a wider front end, a more spacious cab with better visibility, and a sleeker overall look compared to previous models, it became more comfortable to drive and an established reputation for being a dependable work truck, which further boosted its continuing popularity. The overhead Y-block V-8 replaced the flathead engine and provided increased power and performance appealing to those who needed a robust work truck. Ford continued with catering to the users from farmers and ranchers to tradespeople and everyday drivers by providing various body styles and payload capacities. **( CONT ON PG 17)**



## **(CONT FRM PG 16)**

Ford also increased dimensions with an updated chassis. The model nomenclature of the F-Series name went from a single digit to three digits. The half-ton F-1 became the F-100 and F-2 and F-3 were combined into the 3/4-ton F-250. The F-4 became the one-ton F-350. Conventional F-Series trucks were F-500 to F-900; the cab over engine chassis was renamed C-Series trucks. In 1956, the cab underwent a major revision with a centered/wraparound windshield, new doors, a redesigned dashboard, and an (optional) panoramic rear window. In line with Ford cars, the 1956 F-Series offered seat belts as an option. Separate front fenders ended in this generation.

### The Next Generations of Ford Trucks

Beginning with 1957, the F-Series underwent significant modernization and redesign. Front fenders became integrated into the body, and the new "Style side" bed continued the smooth lines to the rear of the pickup. The cab-over F-Series was discontinued, having been replaced by the tilt-cab C-Series. In 1959, Ford began its first production of factory four-wheel-drive pickups. Ford introduced a dramatically new style of pickup in 1961 with the fourth-generation F-Series. Longer and lower than its predecessors, these trucks had increased dimensions and new engine and gearbox choices. Additionally, the 1961–1963 models offered an optional unibody design with the cab and bed integrated. The traditional separate cab/bed was offered concurrently. The unibody proved unpopular, and Ford discontinued the option after the 1963 model year. In 1965, the "Twin I-Beam" front suspension was a significant mid-cycle redesign and continued to be used until 1996 on the F-150. A 300 cubic inch (4.9 L) six-cylinder inline engine was added for the F-series in 1965. It was essentially the standard Ford 240 cubic inch (3.9 L) truck six with a longer stroke. Additionally, the Ranger name made its first appearance in 1965 on a Ford pickup (previously, the Ranger denoted a base model of the Edsel). Introduced in 1967, dimensions were increased, engine options were expanded, and plusher trim levels became. In 1968, to comply with FMVSS (Federal Motor Vehicle Safety Standards), marker lights were added to the rear bedside and front sides of the hood. In 1970 a switch from metal bar style grillwork to the plastic egg crate style. The next (sixth) generation continued to be built on the 1965 fourth-generation's revised platform, but with front disc brakes, increased cabin dimensions, full double-wall bed construction, and increased use of galvanized steel. The FE engine series was discontinued in 1976 after a nearly 20-year run and replaced by the more modern 335 and 385 series engines. When and why did the F-150 become a model? In 1975, the F-150 was introduced in between the F-100 and the F-250 to avoid certain emission control restrictions. For 1978, square headlights replaced the previous models round ones on higher-trim-package models, such as Lariat and Ranger, and became standard equipment for 1979.

The seventh-generation F-Series was introduced for 1980, marking the first ground-up redesign of the model line since 1965. Alongside an all-new chassis, the pickup trucks received a completely new body. While distinguished by straighter body lines, the aerodynamics of the exterior were optimized to improve fuel economy. Sharing their cab structure with F-Series pickup trucks, medium-duty trucks (F-600 through F-800) underwent their first redesign since 1967. Powertrains underwent multiple revisions including introduction of a 6.9L diesel V8 (sourced from a partnership with International Harvester) and became an option for 1983. The 5.0L V8 was fitted with fuel injection as standard equipment for 1986, becoming the first fuel-injected engine in an American-market pickup truck.

## **(CONT FRM PG 17)**

For 1982, Ford revised the badging by replacing the "FORD" hood lettering with the Ford Blue Oval grille emblem. After 30 years as the smallest F-Series truck, the F-100 was dropped after 1983. This generation was also the final version of the F-Series to offer a three-speed, column-shifted manual transmission; it is also the second-to-last vehicle sold in the United States with this configuration.

In 1987, a major revision took place with many body panels revised, including a completely new front fascia; composite headlights, the first full size American truck to feature them; the interior also underwent a redesign. The long-running Flares ide bed design was retired until its return in the 1992. For 1988; the F-Series became the first American pickup truck model line sold without a carbureted engine option. The same year, the 6.9-liter diesel V8 was increased in size to 7.3 liters.

The next (9<sup>th</sup>) generation started in 1992 as the second redesign of the 1980 F-Series architecture. Adapting design elements from the newly introduced Explorer and redesigned E-Series and Ranger, the F-Series received a slightly lower hood line, rounding the front fenders, bumper, and grille. The light-duty F-Series received a driver-side airbag starting in the 1994 model year.

To commemorate the 75th anniversary of the first Ford factory-produced truck (the 1917 Ford Model TT), Ford offered a 75th-anniversary package on its 1992 F-Series, consisting of a stripe package, an argent-colored step bumper, and special 75th-anniversary logos.

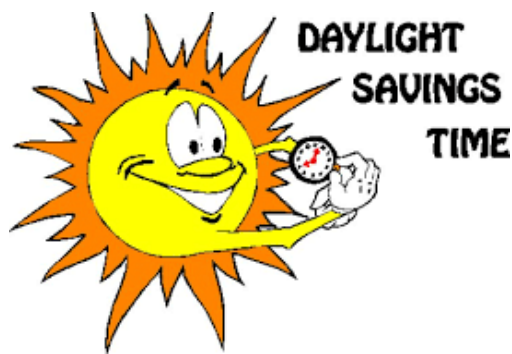
For 1993, a turbocharger became available on the 7.3L "IDI" diesel. In the middle of the 1994 model year (referred to as "1994.5"), International replaced the IDI with the new 7.3L T444E turbo diesel, the first engine branded as a Ford Power Stroke.

In the 1997 model year, Ford made a substantial change to the F-Series range of trucks, splitting its pickup line into two vehicle families because from the 70s to the 90s, pickup trucks had transitioned in usage exclusively for work use to a major increase in demand for dual-purpose (both work and personal use) and effectively serving as a second car.

## **FINAL PART (10<sup>th</sup> Generation, Super Duty and more) TO BE CONTINUED**

Source of this article was various internet and Wikipedia sites

SUBMITTED BY GREGG LOWRY



# 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

MARCH 11TH

APRIL 11TH

MAY 13TH

MARK YOUR CALENDARS!! MARCH, 2025  
CHECK OUT

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

MARCH 2ND Perris\* - Sky Dive Perris Airport Cruise-In Car Show - 2091 Goetz Rd.

MARCH 2ND Pomona - Pomona Swap Meet and Classic Car Show at the Fairplex -

MARCH 22ND Escondido - Early Ford & Hot Rod Parts Swap Meet - 29013  
Champagne Blvd. - 9AM - 1PM



## 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  
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MARCH, 2025

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