

# PUGET SOUNDS

**Volume 49 Issue 11 November 2018**

1941 Ford Sedan Delivery

Restoration Project – The Preparation

Part 2, April 12, 2016 to May 13, 2016

By Dean Louis Arnold

This article has been written for the Puget Sounds Newsletter of the Puget Sound Regional Group of the Early Ford V8 Club of America. It is written in multiple installments as the restoration project proceeds.

## Let's Clean Things Up

Once I had fully disassembled the vehicle, I was faced with the problem of having to clean and prep all of the parts for painting. Of course, this included removing mud, caked on grease, rust, paint, rubber, moss, lichen, slime, et cetera. Now I needed more space!

Removing the rubber from the running boards and various other locations was done with a combination of low diffuse heat from my torch, much scraping with a putty knife, and the use of a hammer and chisel. Wearing a mask was critical; the fumes were overwhelming. This took quite a while and I'm sure I gained some muscle mass and swollen knuckles along the way. However, there was no resulting weight gain here; I managed to scrape off enough skin to make up the difference.

## Research, Research, Research

I'm not sure if the Internet has been my friend. I spent many hours researching the best methods of cleaning caked on and hardened mud and grease from the front and rear end and steering components. Touted methods included scrubbing with gasoline, cleaning solvent, mineral spirits (paint thinner), Purple Power industrial strength cleaner/degreaser, Simple Green heavy duty concentrated cleaner and degreaser, Gunk and others. Of course, I had to try each method except the gasoline; gas was just too risky. This task required me to consider the cost and efficacy of each method. I set up several 15-gallon storage containers, filled each with one of the solutions and let small parts soak a bit before launching in. In the end, "odorless" mineral spirits did the best job and it was not too expensive. I stayed away from products containing toluene or xylene since these fumes are much more toxic than mineral spirits alone. The purple and green products work okay for light duty household cleaning but "industrial" and "heavy duty" they are not.

In some cases, the containers were not nearly large enough so I made a plywood tabletop with 2 x 4 edges all around. I then covered the table top and edges with 10 mil plastic sheeting and supported it on saw horses. This contained the mess of mineral spirits, mud, and grease as I was slowly cleaning larger parts. 1



Fig. 1 - Scraping the running boards

SEE MORE ON PAGE 6

# 2018 PSRG WHO'S WHO

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**Welcome-Guy Generaux**  
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The Puget Sound Regional Group #18 does not endorse any opinions nor does it warranty information contributed by any individual. Articles, Comments and Information are greatly solicited and may be sent to the Editor:

Scott Jenkins  
editor@efv8psrg.org  
206-778-9097



We are pleased to have items for publication in other newsletters when credit is given to the source.

Submissions are requested by the 19th of the month prior to publication.

Note: The Early Ford V-8 Club PSRG #18 respects our members and friends confidentiality and privacy. We do not make our mailing list available to other organizations.

**The Puget Sound Regional Group meets on the second Thursday of each month at 7:00 p.m. At Haller Lake United Methodist Church located at: 13055 1st Ave NE, Seattle, WA 98125**

Unless scheduled at a special location. Board meetings start at 7:00 pm at the hosts chosen location.





# Presidents Words

*Dave White*

Hello V8ers,

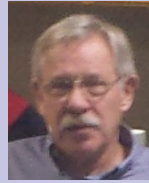
As the season winds down we'll be having our annual Banquet on November 17th at the Old Spaghetti factory. This year the event will be paid for by the club and will include a enjoyable meal at the Southcenter location starting at 6:00 pm. If you haven't rsvp'd yet, please contact Carol Keenholtz (mkeenholtz@frontier) and let her know how many of your family will be coming (kids are welcome).

We'll be presenting the annual awards for Restoration, Participation and Inspiration and introducing the 2019 Officers and Directors. (see page xxx for more details)

We had a great year with a lot of club participation at various events including Greenwood, the Mustang Roundup, the annual picnic at the Vinson's and Guy's Tour of the Year up in B.C. So those of you who have unfinished projects, give yourself a deadline and use this winter to finish things up and join the fun next year.

Remember, "If you've got em, Drive em."

Dave



# General Meeting Minutes

*Mark Keenholtz*

General Meeting Minutes – October (10/11/2018)  
Meeting called to order by President Dave White at 7:00 PM

Dave White told of the joint board meeting with the Cascade Group at LD Charf's house to discuss Swap Meet help we receive from their group and their wish for increased compensation for their member's help with parking coordination. A tentative agreement has been arrived at to provide their club \$2200 and 3 golf carts (approx. \$220 each). This will need to be approved by both boards. Dave commented that we have done "extremely well in the last few years" with the swap meet and we should have no problem with the extra expense.

We had one guest, Sabastian, Scott Keenholtz Grandson.

## Leads & Needs:

Dean Arnold could use a 35-37 Pickup Frame & knows of a metal lathe (Jet 124 [12" x 4'?) for sale. Paul Keller received a call from a gentleman needing a 36 Pickup Window Regulator. Mike Ries said he may have one & Paul will contact him and give Mike's number.

Bill Steile's estate brought in about \$22,000 in their last sale, but still has a container load worth of parts that need to be saved from the scrap heap. Elmo has volunteered to house a container and we will need to have a work party to round up and save what remains. Time is short. Will be scrapped in 30-60 days.

Dave White relayed that there was a (positive) write up about our participation in the Mustang Roundup in the Mustang club's newsletter.

Restoration, Participation, & Inspiration awards have been rounded up and are ready for the next winner's names to be added. We will vote on the next winners at the November general meeting.

Next year's planned events include the Family Picnic, Tour of the Year, Mustang Roundup & All Ford Meet, Greenwood show, & our swap meet.

Dean Arnold spoke of the club website and he is looking for content such as photos of our cars and a tool list.

See Page 8 for more minutes



# Membership

Guy Generaux

## PSRG 2019 Membership Dues

Under our three-year membership plan, one-third of PSRG members are up for renewal next year. Your dues will cover years 2019 through 2021.

If your membership is one of these, you will receive a letter from Guy Generaux in late November, noting that your PSRG dues are due and the amount.

All members should be reminded: that National dues are paid on a “cycle system” (rather than calendar year). National dues renewals depend on what month you joined. The National Club will notify you when your National dues are up for renewal.

Guy Generaux  
PSRG Membership Chairman

# Leads & Needs

Leads & Needs listings are free for club members. All listings will run for 3 months unless they are renewed or terminated early. Listings will be dated so you will know when they expire.

Contact Scott to have them kept in another month or to have them removed earlier.

E-mail your listing to the newsletter editor at [editor@efv8psrg.org](mailto:editor@efv8psrg.org) or call 206-778-9097

**Lead: A 1937 driveline** with torque tube for \$75.00 – purchased from Bill Steil a number of years ago.

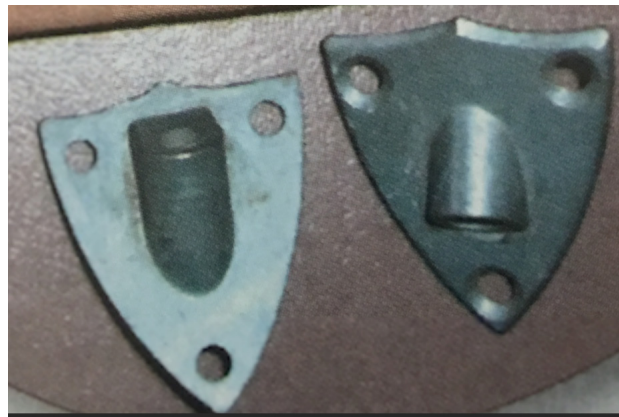
A NIB water pump for a 289 FORD (\$75.00) with an used 289 alt thrown in for free. Allen Michler 253-631-1004 / [allen@amichler.com](mailto:allen@amichler.com)

**Need: 1934 Ford car**, I need a small patch panel of the passenger side door lock. It has a slight bezel on it. Also, a nice set of original inner fender panels is needed. Thanks, Brad Austin [brad206@gmail.com](mailto:brad206@gmail.com) 206-380-1232

**Lead: Two 1949-1953 Ford flathead 8BA engines.** Both V8s are out of Ford trucks and are complete. One turns over easily and should run. The other is stuck but has been rebuilt sometime in the past with a .040 overbore and .010 grind on mains and rods per tag on engine. Asking \$575 for the one that turns over and \$200 for the other. I am negotiable on price. Contact Dennis at 253-852-5274 or e-mail [oldecardjk@aol.com](mailto:oldecardjk@aol.com)

**Need:** I’m looking for an original; dimensions, or even a tracing of a **1934 Ford Deluxe visor bracket** to replicate or purchase. Hopefully someone in the club has one on a car or available for a pattern. Below is a picture out of the 33-34 book.

Brad Austin [brad206@gmail.com](mailto:brad206@gmail.com) 206-380-1233



**Need:** As some of you know, I’ve sold my ’36 Ford Cabriolet project car. Now I’m looking for a finished **1935-39 Ford** that I can just drive and enjoy. If you know of any that might be or sale in our geographic area, please let me know. Thank you, kindly. Larry Lange (206) 525-3678 / [larrylange36@comcast.net](mailto:larrylange36@comcast.net)

You Could Be A Winner! At every regular General Meeting - one lucky attendee is awarded \$50 in a member drawing. You must be present to win and wearing your PSRG name badge.

See Page 5 for more Leads and Needs

**Lead: 1938 Ford Deluxe Woodie:** recent ground up restoration, dark green, all new wood with Birdseye maple panels, hydraulic brakes, transmission updated to later spec gear syncros, two seats, turn signals. \$115,000. RON LITTLE, 425-836-2787. (WA) [rnb littles@comcast.net](mailto:rnb littles@comcast.net)



Need: I would like a **4.44:1 rear end** the came out of a V8 60 Car. I would like an NOS or near perfect set of gears. Please call Robin at 253-365-5622 or 253-445-9348 [32rdstr@comcast.net](mailto:32rdstr@comcast.net)

**Lead: BILL STEIL ESTATE SALE**

November 10, 2018 9:00 am – 4:00 pm

Bill Steil's House 3216 W Government Way Seattle, WA

If you have car friends who you think might buy something or are looking for a car bring them along.

There are 2 cars that are for sale that can be viewed: 32 5w coupe driver and 32 cabriolet project. Bill's nephew, Rob, will be listening to offers on each.

If you have questions call: Mike Dermond 206-962-9337.

**Lead: 1932 FORD PICKUP PROJECT**

1932 Ford pickup project for sale. EXCELLENT RUST FREE BODY, COMPLETE, EXCEPT MOTOR AND TRANSMISSION, SHORT BOX, UNCUT ORIGINAL FRAME, WASHINGTON TITLE, LOCATED IN GRAYS HAROR , WA AREA. ASKING \$9000 CONTACT PETE, 360-532-0622 HOME, 360-581-6728 CELL, EMAIL: [34tub@comcast.net](mailto:34tub@comcast.net)



Page 9  
has more  
Needs  
and Leads



1941 Ford Sedan Delivery Story continues here:

### To Blast or Not To Blast

Although I had now cleaned the soft materials like rubber, mud, and grease, I was still left with every part covered in rust and/or paint. The question I had was whether to dip everything in some acid bath (as I had done 50 years ago for my '29) or have everything media blasted. This then required more research on the Internet and discussions with the few car people I knew at the time. In the end, I discovered that acid dipping is not really done locally much anymore and there are questions regarding problems with residual acid etching the final paint job around enclosed seams that may not be able to be thoroughly cleaned of the solvents. In addition, most dipping jobs were being sent to Canada.

This seemed a bit too much to deal with and I could see the costs going up. Other input indicated that newer blasting compounds did not damage or remove as much metal as the methods used 50 years ago (do you see a comparative theme going on here?). Therefore, I located a blasting service through my growing Support Team that agreed to a price I could afford.

I now had to make more decisions—does this never end? I had so many large and small parts that it became clear I needed to handle them a bit differently. Obviously, the body and large chassis parts should be sent off to the blasting service; however, it seemed very impractical to send the hundred or so small parts to the blaster and risk losing track of things. It's beginning to feel like research time again.



*Fig. 1 - Quarter panel damage typical all around including doors*

### The Great Rust Battle

All of the small parts were thoroughly rusted and many of them were almost unrecognizable. Grinding or wire wheeling these parts was not going to clean them up sufficiently. It was time for me to hit the Internet again and figure out how best to remove rust. I had choices; too many. There were derusting solutions I could purchase; I could use electrolysis; or, I could explore methods I had never heard of before: a molasses bath, a citric acid bath, a vinegar bath.

After a couple of weeks of reading blog after blog, I narrowed things down: I would try each of these ideas and see which one really worked the best. Therefore, I needed more 15-gallon plastic tubs.

I set about with my experiment by arranging 5 containers as follows:

1. I placed a gallon of derusting solution purchased from a local hardware store into the first container.
2. I purchased 5 gallons of feed molasses (used as a feed supplement for cattle) and mixed it at a ratio of 1 to 10 with water; this went into the second container.
3. I made up a solution of citric acid powder (purchased anywhere you can get canning supplies) and water and placed it into a third container.
4. I filled a glass jar with 5% acetic acid (vinegar) purchased from Home Depot by the gallon.
5. I placed a solution of cleaning powder and water into a 5<sup>th</sup> container to be used for an electrolysis bath.

I then placed a similar sized and rusted part into each container to see what would happen over the next few days or weeks. I connected a battery charger to the material in the 5<sup>th</sup> container along with a suitable electrode to collect the rust.

The wait was difficult; I wanted to see immediate results and that was not happening. However, after a few days I began to see changes in each of these containers.

The molasses container outperformed all others, hands down. Not only was the rust gone in less than a week for the parts I had tested, they were easy to finish cleaning. One drawback I discovered, however, was that the part will begin to rust almost immediately after cleaning with water and drying. To remedy this problem, I had read something about using phosphoric acid to basically “fix” the part much the way photographs are “fixed” in traditional development processes. I just happened to have a bunch of this solution from a recent ceramic tile job I had completed. Phosphoric acid is often used as a cleaning solution for brick and tile work and is readily available at most any hardware or paint store. [Please see the next page for more](#)

## 1941 Ford Sedan Delivery Story continues here:

Another problem with the molasses bath is that it forms a heavy crusty mold at the top of the bath. This does not hurt anything and it typically doesn't smell bad. I just ignore it and dip my hands into the bath for my parts and wash the part and myself off with a spray hose. One of the great advantages to the molasses bath is that it is totally non-toxic, water soluble, and is even considered to be a bit of a fertilizer by some. It is also very cheap; the molasses cost \$40 for 5 gallons and I have 4 gallons left over after completing all of the derusting work.

In a second experiment, I added about a ¼ cup of citric acid powder to the molasses bath and things worked even better.

All other methods were either too expensive with poor results (the derusting solution) or simply poor performers. The citric acid solution was not that bad of a performer but it cost too much for large scale derusting and mixing it a bit with the molasses seemed to improve the results of both.

### A Eureka Moment

I now had a strategy: the large parts would go to the blaster and the small parts would bathe in molasses then be rinsed with water, then rinsed with phosphoric acid, then dried. All was looking up.

### Off to the Blaster

On April 28, 2016 we headed off to have the entire car blasted, this included all body and chassis components except the engine and transmission.

JB Sandblasters in Arlington, WA, were terrific; they spent considerably more time than their original estimate so they would not damage the very thin sections of the rusted body panels. They held to their original quote so as to "not discourage" me since it was clear I had a major project on my hands. Of course, they also suggested several hot rod directions to go like replacing the rear fender wells with deeper tubs, shortening the rear end and putting on wide tires, dropping the front end and installing the latest fancy racing engine. I politely stated that I was more of a traditionalist.



*Fig. 1 - On my way to the blaster with my new support team (4/28/16)*

### Coming Home

When I went to pick up all my car parts two weeks later, it was suggested



*Fig. 2 - Framing it*

that I have the frame powder coated. This seemed a bit extravagant but the price was not bad. However, we had already loaded everything in two trucks and a trailer. Fortunately, the frame was pretty accessible as it was sitting atop my truck's lumber rack. We unloaded the freshly blasted frame and JB Sandblasters' sister company, Thermo Tech, in Monroe, WA, coated the frame for only \$250. Transport between Arlington and Monroe was all handled by the two firms. In the end, I'm sure it would have cost me more to paint it myself and the result would not have been as good.

When I brought the Delivery home, I had nowhere to put it. When they say that a disassembled vehicle takes up three times the room as an assembled vehicle, they (whomever they are) aren't kidding. I had to quickly clear out my basement and move many items from my shop to a warehouse to make room for the car. I purchased a 10' x 20' x 8' tent for temporary storage until I could rearrange everything.

### Protection

Painting has certainly changed in the past 50 years. When I restored my last vehicle, I used lacquer was easy and forgiving. A friend of my father had and he taught me how to paint and sand and paint and get the idea. In the end, I didn't do such a bad job.



*Fig. 3 - Painting Day*

No one told me!  
primer and paint. It  
auto body shop and  
sand and paint...you

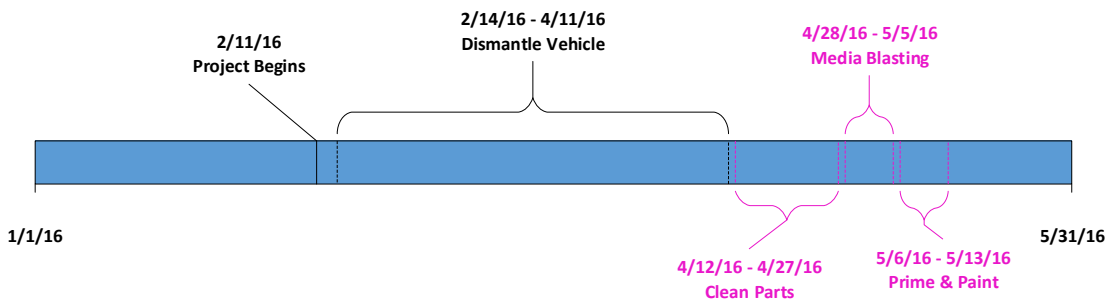
### 1941 Ford Sedan Delivery Story continues here:

This time, once I was able to clear out my shop, I set about covering everything and preparing to create a paint room. I purchased a new paint gun, regulation mask and goggles, and a suggested epoxy primer for the job. Over a two-day period, I thoroughly primed all the bare metal parts. To maneuver body parts, I again erected the tent in the yard to house items that had been painted. I spent more time moving things around than I did painting during this period.

### Turn in Your Bets

I had no idea what I was up against: the day we took the car to have it blasted, I made a little wager with several of my friends: "How many hours and over what period of time will it take to complete this project." I guessed 1200 hours and 9 months. My sister guessed 1500 hours and 17 months. All other bets were much lower. Although there have been legitimate reasons for the delay (e.g., house remodeling, side sewer and storm drain replacement, knee surgery), it has now been over two years and I am still just working on the main body sheet metal. I have lost track of the actual time spent. Either I owe no one a dinner or I owe everyone. When I get the project done, there will be a picnic for everyone.

So...here it stands...the parts that don't need to be totally recreated are now primed and ready to go...now, in what order do I put this puzzle back together?



This is the conclusion to the second installment of a multipart article. The third installment will follow as the project proceeds.

### **General Meeting Minutes – October (10/11/2018) Continue here:**

Mike Malloy is looking for a new home for the tool library. We also discussed creating a database that could reside on the website of the club tools.

The Annual Banquet will be at Southcenter Spaghetti Factory and the meals (two choices) will be covered by the club. The banquet will be Sat. 11/17 at 6:00 PM. Carol Keenholts is coordinating this event. Many volunteered to help anyone that may need transportation.

The Swap Meet dates have been set for 5/18-5/19 next year, with setup the Thursday & Friday preceding.

After an intermission we proceeded with our Show and Tell. Many members had interesting items to show. Dean Arnold brought a banner his mother crafted in the infancy of our regional group, see page 9 for photo.

Meeting was adjourned at 9:00 PM

Respectfully submitted, Paul Keller

P.S. As I was leaving I asked the janitor that cleans up after we leave if there had been any problems with how we left the meeting room. He said we had been doing a great job with the room.

**Lead: 1966 Mustang** Coupe with Pony Package. 51k miles, 302 V8 (not the original 289). Repainted dark blue w/white pin striping. Three speed automatic, dual exhaust. Styled steel wheels, luggage rack & newer radio. Comes with a box of extra accessories & parts, plus a set of mounted studded rear tires/wheels and a car cover. \$16,000. Car is in Sequim. Call Pat Foster 360-808-1657.



Leads: OK guys, I am in need of the space that is currently occupied by **4 engine blocks**, all are head-less but those missing parts are available. Two are 21 stud, two are 24 stud, all before 1941. They all were taken out of Flathead cars and replaced by overhead engines. The price is so low that I might even deliver them to any one who wants them. I do NOT want to take them to the scrap metal place. Call me at: 360-387-1580 to make arrangements. Dick Jauch [richard.jauch@frontier.com](mailto:richard.jauch@frontier.com).

Leads: I have a friend that has a **38 Ford Sedan Delivery** for sale, parts and pieces. Body is quite straight. If you are interested call me at 360-387-1580. Dick Jauch. [richard.jauch@frontier.com](mailto:richard.jauch@frontier.com)

Below: photo from Paul Keller. Dean Arnold on the left, shows a PSRG banner his mother crafted in the infancy of our regional group



## Construction of the Museum's Expansion Continues

The majority of the expansion construction should be completed by this coming Fall. Features of the new 27,000+ total square foot facility will include the "Floyd Collection" of 18 - 1936 Fords, including the Stainless Steel Sedan; a rendition of the iconic Ford Rotunda; a 1940s style Ford Service Garage; a greatly expanded research library; a special exhibit to honor the early years of Ford Speed equipment; an expanded vehicle collection, and much more!



Entrance wall into the 1936 Ford Collection will look like the outside of a Ford Dealership



The other side of the wall. This 10,000 sf room will be like a 1936 Ford Dealership Showroom



New, large Entryway. Glass blocks will be on each side of the entry

Construction is nearing an end, but funds are still needed !

Please consider making a donation.

Visit our website to learn about the many ways to help preserve the 1932-1953 Ford Era:

**[www.fordv8foundation.org](http://www.fordv8foundation.org)**

We are a 501c3 educational organization. Donations are deductible to the extent allowed by law.



## PSRG MEMBERS



THIS YEAR THE CLUB WILL BE PAYING FOR THE ENTIRE BANQUET, EXCEPT FOR ALCOHOL. WE'RE HAVING THE EVENT ON SATURDAY NOVEMBER 17TH STARTING AT 6:00 PM AT THE OLD SPAGHETTI FACTORY IN SOUTHCENTER, LOCATED AT: 17100 SOUTHCENTER PARKWAY, TUKWILA

THERE ARE TWO MEAL CHOICES:

CHICKEN PARMIGIANA - PERFECTLY SEASONED BREAST OF TENDER CHICKEN WITH MELTED CHEESE AND POMODORO SAUCE, SERVED WITH SPAGHETTI AND MARINARA SAUCE.  
PENNA PASTA WITH MIZITHRA CHEESE AND BROWNED BUTTER {SEE BELOW}



THE MEAL IS PRECEDED WITH SICILIAN GARLIC CHEESE BREAD AND A PESTO SALAD, DESERT IS ALSO INCLUDED.

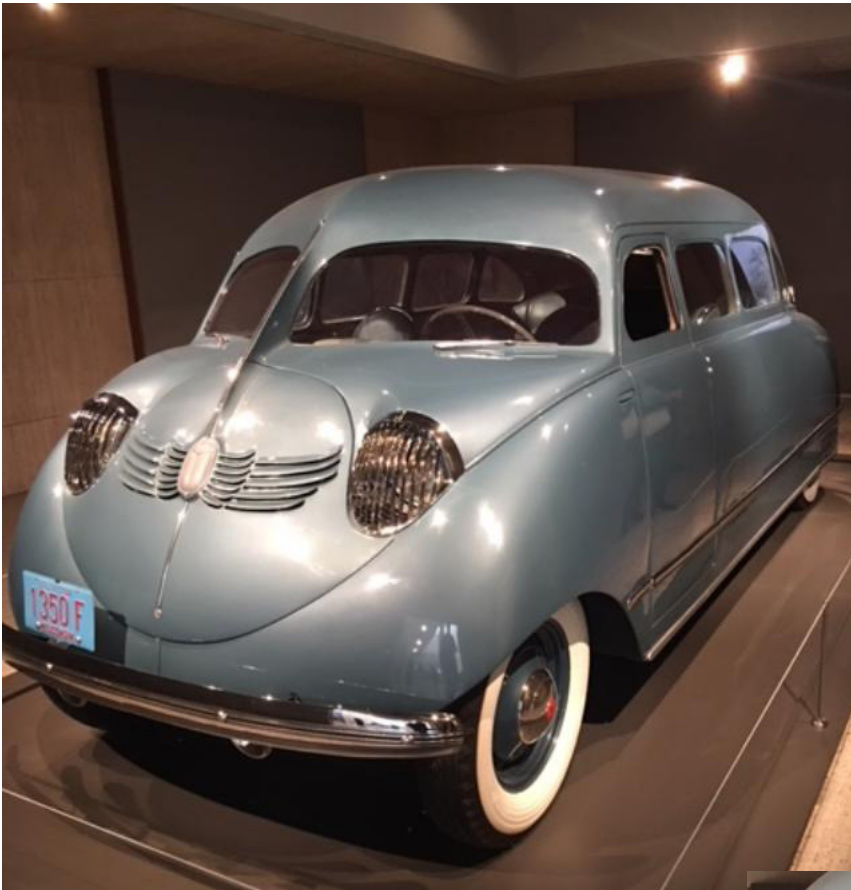
PLEASE RSVP TO CAROL KEENHOLTS AT MKEENHOLTS@FRONTIER.COM OR 206-546-9097 WITH THE NUMBER OF PEOPLE ATTENDING - WE ARE LIMITED TO 75 PEOPLE, SO LET US KNOW ASAP.

REGARDS,

DAVE WHITE

PSRG PRESIDENT

A rare 1936 flathead V8-powered Stout Scarab featured in the special Shape of Speed automotive exhibition at the Portland Art Museum. Only five Scarabs exist today. Photos and captions by Guy Generaux



Note the Ford V8 logo topper above the license plate. William Stout built a total of nine Scarabs. He was also well-known as the engineer/designer of the Ford Tri-Motor Airplane.





## Sunshine

*Dick Jauch*

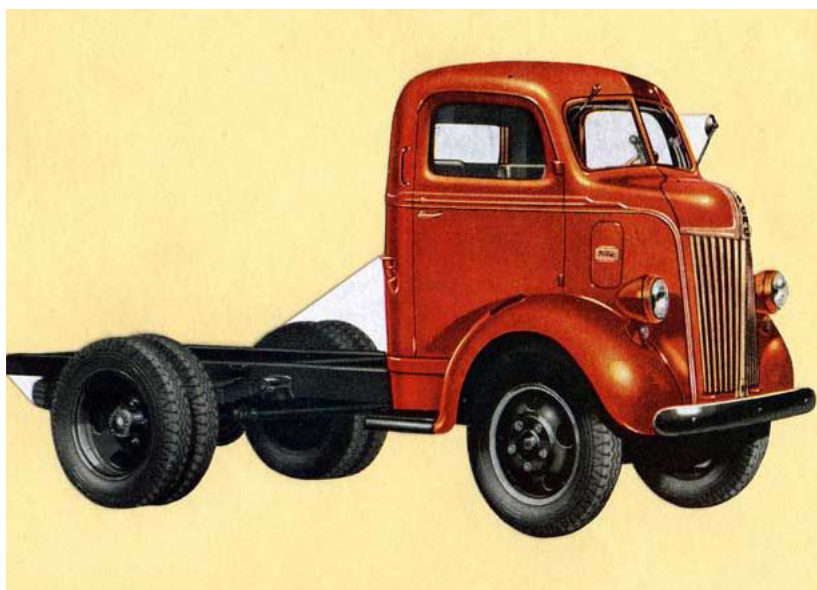
Sunshine Report for November, 2018 Newsletter.

The November Sunshine Report for November, 2018, is quite good with no major problems among the club members. Of course that means the folks who have been having age related issues do continue their fights with their problems, so we wish them well and keep them in our prayers.

As Winter approaches we will be getting more grey skies and less real sunshine in our area so do keep up on your Vitamin D Complex pills which help the body with some part of running well. And, if you so believe, get your Flue shot, especially if you have grand kids in school that you see on occasion, they carry all kinds of bugs when they come home from school.

Best to all and remember: "Marry Christmas is only 36 days away.

Sunshine Committee Chairman, Dick Jauch.



Our Next Meeting: Thursday November 8th  
Location: Haller Lake United Methodist Church

It's Silent Auction time, so please do bring something to sell and money to buy, tis all for charity

Input for the December newsletter Deadline: is November 19th.  
Send Input to: [editor@efv8psrg.org](mailto:editor@efv8psrg.org)



## Red's Vintage Parts

info@reds-vintage-parts.com  
22950 Bednar Lane  
Fort Bragg CA 95437-9518  
(707) 964-3230

Bearings  
Used & New Engine Parts  
Exhaust Manifolds

Red Hamilton  
Author of Red's Engine Talk in V8 Times

Specialty Supplier for Engine Parts for Flathead Ford V8 including V8-60  
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Executive Vice President

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## 2018 Event Calendar

General meetings start at 7:00pm at **Haller Lake United Methodist Church** located at: 13055 1st Ave NE, Seattle, WA 98125 unless otherwise announced. **MEETING DAY: 2ND THURSDAY OF EACH MONTH**  
 Board meetings start at 7:00pm at the host location below unless otherwise announced

<b>January</b>	<b>February</b>	<b>March</b>
2nd General meeting. Program: Block Party! Swap meet stapling and Pizza feed! Hosted by Chris Knudsen, Swap meet chair 24th Board meeting Host: Bob Merz	6th General meeting. Program: Short films including a search for a special 48 Ford . 28th Board meeting. Host: Mark Keenholts	6th General Meeting Program: Powder coating by Professor Rich 17th & 18th. Almost Spring Swap Meet. Puyallup fair grounds 28th Board Meeting Host: Scott Keenholts.
<b>April</b>	<b>May</b>	<b>June</b>
3rd General meeting Program: Annual Trivia contest  25th Board meeting. Host: Todd Gudmundson	10th General meeting New Location New Day Program: Paul Keller will be discussing 12 volt conversions 18th. Monroe set up 19th – 20th Monroe Swap Meet. Chris Knudsen, Chairman  23rd Board meeting Host: needed	14th General meeting. New Location New Day Program: Trunk Swap Meet 27th Board meeting. Canceled in June 30th Greenwood Car Show Bob Metz: Coordinator
<b>July</b>	<b>August</b>	<b>September</b>
3rd General Meeting. Program: Meet at Triple XXX in Issaquah. 6:00 PM Joint gathering with Cascade RG 22nd PSRG car show and picnic. Joint show with the Mustang show.  25th Board meeting. Host: needed	9th General meeting New Location New Day Program: Pizza Feed 11th Summer Picnic. Mark and Joy Vincent hosting, Starts at Griots Garage 10:00 AM 18-19 Tour of the year Guy Generaux: Coordinator 22nd Board Meeting Host: needed	3rd Fall Ford Fest, Cascade Club Car show 13th General meeting is Potluck contact <b>Paul Keller</b> 425-418-0587 for questions  27th Board meeting Host: needed
<b>October</b>	<b>November</b>	<b>December</b>
11th General Meeting Program: "Show n tell"  24th Board meeting. Host: needed	8th General meeting  Program: " Silent auction"  28th Board meeting Host: needed	13th General meeting Program: Holiday Gift Exchange.  No Board meeting