



A long restoration of 3 rare gems

Words and photographs from Larry Lange & Mike Woodard

The project wasn't exactly what he envisioned, but it grew on him. And now Mike Woodard is delighted with the results, after venturing into a group effort to restore three rare vintage Ford V-8 trucks.

Woodard, a retired avionics technician living in Mountlake Terrace, is the proud owner of a rare item: a fully-restored 1947 Ford cab-over-engine truck that turns heads wherever it goes.

The trucks, first produced in mass numbers by Ford in 1938, were designed as maneuverable haulers with short cabs that gave drivers better front vision and allowed greater rear payload space within length limits set by individual states.

Woodard is a long-time truck enthusiast, and he wanted some kind of larger rig to haul his 1935 Ford coupe to car shows and other events. His first thought was to restore a 1936 Ford 1-1/2 ton truck as the car hauler. But there was a major complication: the frame of a '36 truck would have to be lengthened in order to accommodate a roll-back deck for his car.

Woodard had been talking about his idea for some time with a fellow truck-lover, Harold "Butch" Kent. Kent and another truck owner, Merle Prusia, were already restoring their own "cab-overs" at the time. Prusia had purchased two '47 COEs - one to restore and one to use as a pattern.

"Butch suggested I should think about buying Merle's (extra) 1947 COE when they were finished using it... and I would not have to lengthen the frame."

Photo above: View of Woodard's truck, at left, alongside those restored by Harold Kent, center, and Merle Prusia, right.

There's More on page 5

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Puget Sounds is published by the Early Ford V-8 Club PSRG #18 solely for the enjoyment and use of its members, and to present a forum for the personal stories of the staff and contributors.

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 6:00 pm at same location and date as the monthly general meeting.





Presidents Words

Dave White

During the April Board Meeting we voted to revise a few areas of our by-laws.
Section 3 – Terms of Office

Terms of President, Vice-president, Secretary and Treasurer shall be once year. B. No officer shall serve more than two (2) consecutive years. We changed section B to state that a term limit will not exceed four (4 years).

Article V – meetings, section 1 states that our regular monthly general meeting shall be held on the first Tuesday of each month at a duly designated location. That will be changed to the “second Thursday.” Section 2 state that the Board Meetings shall be held on the fourth Wednesday of each month at a location to be announced at the previous general Meeting. That will be changed to “second Thursday of month at 6:00 pm.”

Our by-laws state – Article VI- Amendments

E. The proposed amendment along with the Board’s recommendation will be printed in the next newsletter.

F. The proposed amendment along with the Board’s recommendation will be read at the next General Meeting, a two-thirds vote of members present in good standing may adopt the amendment.

We also voted to continue to our existing level of donations to the following groups:

- Shoreline Community College - \$2,000
- Lake Washington Institute of Technology – \$2,000
- Sno-Isle Voc Tech – \$2,000
- Christmas stocking for homeless – \$1,500

The swap meet website is running strong will over 1,200 stalls sold to date and we anticipate a strong demand for the remaining stalls all through May. Please make sure you sign up to volunteer because we need everyone’s help to make it a success.

Dave White- President



General Meeting Minutes

Mark Keenholts

General Meeting April 11th 2019

The meeting started at 7:10PM

Visitor Meseo, son of new members Rob and Heather Lanz-Brazil joined us tonight.

A Swap Meet update was given by George Ruch and David White. 1200 stalls have been sold as of this date. 20 stalls were sold at our booth in the Almost Spring Swap Meet. Set-up starts Thursday May 17th at Noon. Volunteers are still needed for Areas 609 and 611. This is critical to covering the event which funds our club.

Sign-ups for the June 29th Greenwood Car Show are starting on line. The club will be there as a group. Its always an incredible day!

We are also participating as a group in the Mustang and Old Ford Roundup on July 21st. Register on line or by phone (425)432-0499.

We are still looking for a location for our Summer Picnic. It was suggested that we might get a reservation for Marymoor Park instead of someone’s property.

The Treasurer reported that this year’s taxes have been paid and the Club bank account looks healthy. Teresa Keenholts will be handing Swap Meet minor medical issues as well as logging the radios and daily labor logs. More help is always needed.

A Swap Meet Parts Compound in the Car Corral was discussed. It’s an experiment to head off problems with removing bigger parts. We would still be counting on young people with wagons! Also noted was late arriving vendors will be escorted to their booth for a small fee. Shut down clean-up issues were also discussed.

The meeting was over at 7:50PM. After a break Ford Trivia Quiz with 30 tough questions taxed our brains. The competition was won by Elmo Lewis. The Raffle winners were: Elmo Lewis, Paul Keller (twice), Bill Henline, George Ruch ,Rick Mann, and John Christenson. The Grand winner was Mark Keenholts.

Secretary, Mark Keenholts



Membership

Guy Generaux

Greetings V8ers!

By now, every club member should have received their new 2019 PSRG Membership Roster. If you did not receive a copy, please contact Guy Generaux at: guy.g@journal-newspapers.com.

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 or call 206-778-9097

Lead: 40 Ford Sedan Delivery project for sale. He has a lot of high end parts and the price will be determined by what the buyer wants. I have seen the car and what he has is pretty nice, Mike Dermond.

For more information call:

Jim Halsey in Port Angeles 360-457-9329

Lead: Storage Stalls For Rent (South End)

Four covered & heated garage spaces \$150 per mo. Two covered carport spaces \$100 per mo.

Call Jim Barbee 425-432-2115

Lead: 1941 Ford Deluxe Tudor

Many accessories \$25,000

Call Jim Barbee 425-432-2115

Need: I have a friend, who is a former club member, who is looking for the adapter to hook a **C-4 transmission** to a flathead engine. If you know of one for sale please let me know. Thanks. Dick Jauch, 360-387-1580.

See Page 11 for more Leads

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.

A long restoration of 3 rare gems continues here.....

"I thought about it and realized it was a great idea," Woodard recalls. He bought the extra truck from Prusia in 2001, and the three of them pursued their restorations together.

"The truck was in great shape with very little rust," Woodard remembers. "It ran on 7 cylinders and the brakes were bad. I was excited and my wife was very supporting." Even before he bought the truck he began thinking about the restoration and started gathering parts. "I found a rollback deck and sub-frame in Santiam, Oregon. I found two original Ford flatbeds in Glasgow, Montana," he says.

For Woodard the best benefit was that the three men would be restoring cabovers at the same time "and for me even better because Merle and Butch had a great head start. I could rely on their experience to help with my restoration." After acquiring it he parked the truck at his home and dismantled it. The parts took up most of his 3-car garage and the adjacent parking pad. He was "overwhelmed" by the project at first but attacked it "one small project at a time," starting with the engine and transmission.

Woodard wanted the truck to be drivable at freeway speeds, so with help from fellow Puget Sound Ford V-8 Club member and mechanical expert Gary Duff he rebuilt the original flathead V-8 with a Mercury crankshaft, bigger valves and camshaft, a 4-barrel carburetor and exhaust headers. Woodard found 1938 truck cylinder heads with deeper valve pockets and machined them to accommodate the larger valves. Duff modified an oil pump to send all the engine oil to a filter. Woodard says he and Duff estimate that they got "about 160 horsepower" out of an engine originally designed to produce 100 horsepower.

Woodard also wanted better gear ratios so he substituted a 5-speed, 1950 Dodge truck transmission that used the top gear as overdrive. He had to build an adapter plate to mount the gearbox to the engine and modify the Ford rear Woodard did most of the restoration work himself but "had the interior, headliner and seats done by a professional. After I completed most of the body work, the cab was painted by someone else. I painted all the rest of the truck." Oak boards for the deck were ordered rough cut from Ohio, thanks to another fellow V-8 club member Tom Dailey's connection to the sawmill; Dailey also brought the boards to Woodard's home. Yet another local club member, carpenter Bill Meade, instructed Woodard on how to straighten, shape and sand the boards before they were fit.



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The worked dragged on long enough that Woodard’s wife began to lose her enthusiasm. “The truck was called my mistress,” Woodard jokes. Photo below Mike and Carol Woodard, with their ‘47 COE truck



Oh Course Theres More...See Page 7

A long restoration of 3 rare gems continues here.....

Restorers soon learn that in each project there's a lot they don't know, and Kent, Prusia and Woodard came to rely on each other as their work progressed. Among other tasks, Prusia worked on finding the gasket material for the side cab vents; it had to be the correct thickness and firmness so the cab vents would close flush to the body. It was a relatively minor thing but "took a lot of time," Woodard says. Prusia also developed tooling and made glove boxes for the three trucks. Kent made a fixture that fit to the top of door openings of the cab so a forklift could be used to install the cab over the motor and onto the chassis.

Photo Below: During restoration: PSRG members Harold Kent, foreground, and Merle Prusia, background, guide the restored cab onto the chassis of Mike Woodard's 1947 Ford cab-over-engine truck



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A long restoration of 3 rare gems continues here.....

Some of the needed parts couldn't be found, which meant going the extra mile. Woodard needed a crank-hole cover for the grill, and "we needed the rubber grommet for the fuel neck, rubber gaskets for the park light lenses and the rubber 'hat' for the oil fill cap on the dog house (engine cover)," Woodard says. "I decided to make these parts."

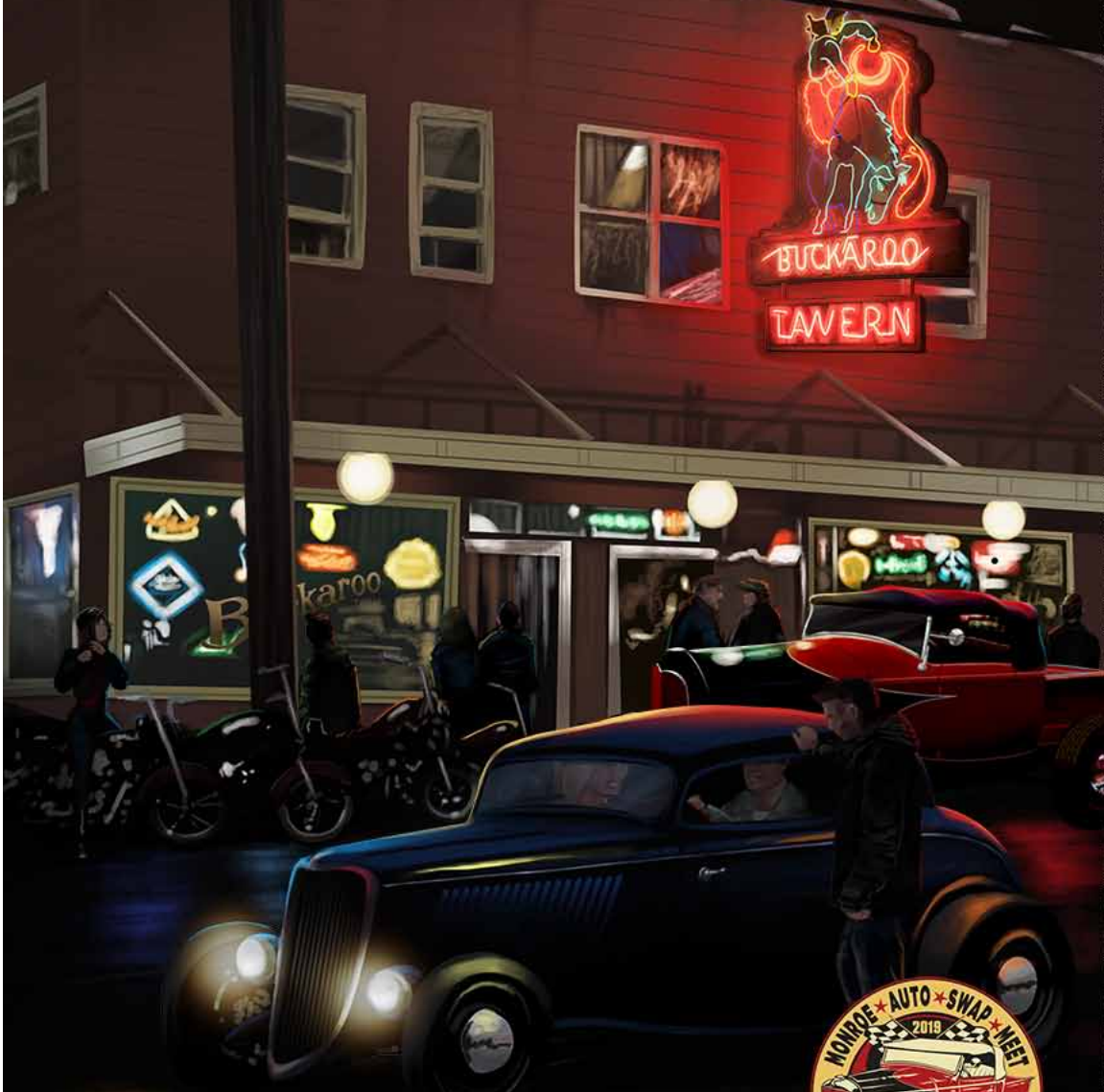
Photos below: The grill crank-hole cover Woodard had to build for his truck. Another new replacement piece could not be found..

Rubber fuel-neck grommets Woodard had to build for his truck and two others. Other new replacement pieces could not be found.



46TH ANNUAL *Monroe Swap Meet*

MAY 18TH-19TH 2019



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\$100

Order your tickets by calling 260-927-8022.
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P.O. Box 284, Auburn, IN 46706.

Include a Self-Addressed, Stamped Envelope if you want your ticket stubs sent to you.
Drawing is August 27, 2019 at the Central National Meet Banquet in Auburn, Indiana.

Alternate 1st Place Prize is \$10,000 Cash;
2nd Place Prize is \$3,000
and 3rd Place Prize is \$1,000.

ALL PROCEEDS Benefit the Early Ford V-8 Foundation Museum
in Auburn, IN.(License # 148609)

For more information: <http://www.fordv8foundation.org/welcome2.html>

Lead The time has come to look for a new home for my **1942 Ford pickup**. I have had it for about 45 years give or take a few years. The truck runs well. Built by Gary Duff, the engine, a 59Z block, has a Mercury crank and measures 279 cubic inches. An Iskadari9an cam gives it a bit of a low speed rumble. The mileage since the engine build is 2800 miles. The transmission is a 3-speed floor shift combined with a 3:54 rear end which lets it run at 60 MPH easily. All mechanical parts including clutch and brakes are in good shape. Some accessories' have been installed including a hot water heater and fog lamps. Some spare parts including distributors, fuel pumps, carburetors and other odds and ends such as a very good set of original grill bars and a 1946 spare hood go along with the truck. The truck currently has the correct "42" hood and grill bars. The upholstery kit is from Mac's and matches the green body and black fenders nicely. Bruce Anderson can be reached at 206 714 9473 (cell) 425 226 5505 (home) or andersonb8@comcast.net (e-mail). Price for a Club member is \$12,000.



2019 Greenwood Car Show by Bob Merz

The Early Ford V-8 Club will again display our vehicles on Saturday June 29th at the 2019 Greenwood Car Show. A dozen Puget Sound RG members attended as a group in 2017. It was a great way to enjoy the show and promote our club at the same time. We had so much fun that participants were excited to show up again as a Club at the 2018 show.

Those of you who attended our March General Meeting heard Rich Troberg's presentation on wearing period correct attire to match your vintage Ford. It got me to thinking that the Greenwood Show would be an opportunity to enhance our presence by wearing vintage clothing matched to the year of our car. The clothing evolved dramatically between 1932 and 1953. You might even tell your spouse that you need another early Ford to better match your existing wardrobe.

As in previous years, member need to arrive in their car or truck before 6 am to secure our section of Greenwood Avenue North between 83rd and 84th. Dave White and I will be there to direct the parking and keep vendors from encroaching on our reserved stretch of asphalt.

Our booth, with the club's name on the top of a custom awning, will be positioned in the center flanked on both sides by chronologically parked Early Ford V-8s. Our Flat Head Motor attracts a crowd to the Club Booth. Scott Keenholts, in his 1950s coveralls, will man the engine and fire it up every 30 minutes or sooner if the crowd gets impatient. The sound of the Flat Head memorizes onlookers and quickly captures the attention of everyone passing by.

The Greenwood Car Show is great fun and more enjoyable because we are there as a club. It is easy to leave your car unattended to walk around or get something to eat.

All you need to do is register. The process is simple and easy. Just go to the following website:

<https://www.greenwoodcarshow.com/vehicle-registration>

When you register, please indicate that you are a member of the Early Ford V-8 Club. You pay online with a credit card. The cost is \$25 plus a \$2.50 fee. It would be helpful if you email a copy of your registration receipt to bob@merzagency.com. You can also just email with your name, vehicle information and cell number.

Bringing our Fords to shows is the best way to showcase the club and attract new members.



A long restoration of 3 rare gems continues here.....

“There were many days when I did not want to work on it, but I decided I would force myself to try and do something every day,” he says. His plan for staging the work turned out well. “I could feel a sense of accomplishment, and that kept up my motivation for seven years,” he says. One crowning move was to install a 1940 cab-over grill, different from the 1947 style but one Woodard prefers. Photo below: The 1940 COE grill installed on Woodard’s ’47 COE, per his preference



When the truck was finished enough to test drive in 2008, Woodard worried that his wife Carol might not enjoy the ride; true to the standard of the day, the truck has no shock absorbers, is a bit noisy and produces noticeable vapor from the oil filler cap, which is inside the cab.

But, after the long restoration period, Carol was excited and now “loves riding in our truck,” he says. The first serious shakedown cruises were to a club picnic and a tour to Winthrop, before the rear bed was on the truck. “We did great and kept up with most of the cars,” Woodard says.

But, after the long restoration period, Carol was excited and now “loves riding in our truck,” he says. The first serious shakedown cruises were to a club picnic and a tour to Winthrop, before the rear bed was on the truck. “We did great and kept up with most of the cars,” Woodard says.

When the finished deck was finally on the rear of the truck, it was a featured vehicle at an annual Ford Picnic in Bellevue. Mike and Carol’s longest trip with the truck was 350 miles, from their home to a national V-8 Club meeting in Redmond, Ore., in 2012. It took more than 8 hours’ driving each way. Photo Below: Mike Woodard in the cab of his truck during a tour



A long restoration of 3 rare gems continues here.....

At Redmond Woodard entered the truck in the "Touring A" class -mostly original with some modifications. He won a first place in the commercial category. Prusia's truck won a first place as an original restoration. He also hauled Prusia's truck to the Bickford Ford show, where the two trucks won more awards.

Photo below: Yet another view of Woodard's truck with Merle Prusia's truck positioned on the deck.

Woodard prefers the 1940 COE grill installed on his truck. Note the difference in the two trucks' wheelbases, which were options at the time



At the national meet "I was surprised in how much interest people had," Woodard said. "I think of the Early Ford Club as a car club. I think part of the interest is of the cab-over unique look and the idea that you could haul your classic Ford car on this truck."

Today the 8,000-pound truck will cruise at 60 to 65 mph, aided by its original two-speed rear axle. Woodard has never pushed the truck beyond 65 but has installed a 100-mph speedometer; the original one topped out at 60.

Ford has continued to produce and market COE-configuration trucks. One well-known model was the "C" Series, offered between 1957 and 1990. Later iterations included the LCF, produced in Mexico in a joint venture with Navistar and based on a Mazda-designed cab. Another, the Transcontinental, was produced for a time in Europe. Yet another, the Cargo, was a successor to the Transcontinental, and was also built in Europe before production was taken over by Freightliner. Last year Ford introduced the F-Max, a COE designed in Europe and made by Ford's Turkish subsidiary. That same subsidiary has published a concept for an aerodynamic electric cab-over truck, said to be inspired by Marvel comic books but not yet produced. Please see page 15 for more

A long restoration of 3 rare gems continues here....

Back on Puget Sound, Prusia and Kent have both sold their 1947 trucks. Woodard still has his, and still envisions using it to take his '35 coupe around once the coupe is restored. But all three men have gotten a lot of enjoyment out of the COEs. "I think the most fun was when Merle and I loaded up Merle's black truck on my truck (which is Vista Blue) and we drove to local car shows," Woodard says. "Once the crowds gathered I rolled back the deck and lowered Merle's truck down on the ground. The look on peoples' faces was priceless." Photo below: Another view of Woodard's truck with Merle Prusia's truck being loaded onto the deck



Photo below: Woodard at the rear controls of his truck, loading Merle Prusia's '47 COE onto the deck. Note the difference in the two trucks' wheelbases, which were options at the time



Donna Beatrice Coomler McCutchen Donna McCutchen, 82, of Los Angeles, CA, passed April 2, 2019 from a brave battle with Alzheimer's. Donna was born to John W. Coomler and Virginia Coomler, May 15, 1937, in Los Angeles. She graduated from Alexander Hamilton High School in 1955 and received a Nursing Degree from the University of Southern California in 1957.

She married Thomas J. McCutchen in 1976, and they lived together in Maryville, WA. Together they raised three children. They enjoyed square dancing, car shows, poker runs, camping, canoeing, and fun Fort Casey adventures with their children and grandchildren.

She leaves her legacy of three children: Dennis Osborn (Diane Osborn), Janeene Shkurhan, Kevin Osborn (Megan Osborn). She also leaves to cherish her memory seven grandchildren, Amy, Casey, Troy, Danelle, Kurtis, Taylor, and Madison, and three siblings, Bill, Preggy, and Bob. Her children and grandchildren remember her as a Intelligent, quick witted, crafty woman, teaching them to crochet and make jokes with them. She was preceded in death by John W. Coomler, (father), Virginia Coomler, (mother), and Peggy Coomler, (sister). Donna was a Nurse until she retired in 2012 and was passionate about affecting the most positive change in people.

More from our past...
 With the Swap Meet coming up.... Here is the 1997 one



1997 BOARD OF DIRECTORS

PRESIDENT - BILL MEADE (789-5534) * SECRETARY - BOB HECKEL (282-7424)
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 MILO JOHNSTONE (324-3701) RICK MANN (625-1997) (alt) PETE LOWMAN (481 2088)

PUGET SOUND REGIONAL GROUP #18 is dedicated to the preservation and restoration of 1932 to 1953 FORD MOTOR COMPANY vehicles. Owning an Early Ford is *not* a prerequisite to join the club, merely a desire to be around them is sufficient. All Regional members are required to be members of the national parent organization, THE EARLY FORD V-8 CLUB OF AMERICA. This entitles members to receive the bi-monthly *V-8 TIMES* magazine and participate in the election of National Board members. *Puget Sounds* is a monthly newsletter published by the Puget Sound Regional Chapter. It is a free publication for members and advertisers and contains calendar information, technical advice, parts exchange data and revues of club sponsored events and outings. General meetings are held at 7:30 pm. on the first Tuesday of each month at the National Guard Armory, 1600 West Armory Way, Seattle, WA. Board meetings are held the fourth Wednesday of each month at various locations indicated in the newsletter. Annual Regional dues are \$15.00. Correspondence may be directed to *Puget Sounds*, c/o Milo Johnstone Editor, P.O. Box 12613, Seattle, WA. 98104. E-mail; *Ford V8 33 @ aol com*.

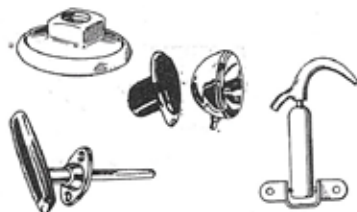
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Swap Meet '97

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2019
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#1
VINTAGE RALLY!

JUNE 22 - 30, 2019

SATURDAY, JUNE 22
START: Mission Inn Ave, Riverside, CA - 9 a.m. to 1 p.m.
LUNCH: California Route 66 Museum, Victorville, CA - noon
OVERNIGHT: The Boulevard, Lancaster, CA - 4:30 p.m.

SUNDAY, JUNE 23
LUNCH: Bishop City Park, Bishop, CA - noon
OVERNIGHT: Lampe Park, Gardnerville, NV - 5:30 p.m.

MONDAY, JUNE 24
LUNCH: Mill Street, Grass Valley, CA - 11:45 a.m.
PIT STOP: State Theater, Myers Street, Oroville, CA - 2:30 p.m.
OVERNIGHT: City Plaza, Downtown Chico, CA - 5 p.m.

TUESDAY, JUNE 25
LUNCH: Recreation Grove Park, Willits, CA - 12:15 p.m.
OVERNIGHT: 2nd Street, Old Town, Eureka, CA - 5:15 p.m.

WEDNESDAY, JUNE 26
LUNCH: Curry County Fairgrounds, Gold Beach, OR - noon
OVERNIGHT: Southwest G Street, Grants Pass, OR - 5 p.m.

THURSDAY, JUNE 27
LUNCH: Rim Village, Crater Lake, OR - noon
OVERNIGHT: Tower Theater, Wall Street, Bend, OR - 5 p.m.

FRIDAY, JUNE 28
LUNCH: Aeroplane & Auto Museum, Hood River, OR - noon
OVERNIGHT: WAAAM West, Vancouver, WA - 5 p.m.

SATURDAY, JUNE 29
PIT STOP: Maritime Museum, Astoria, OR - 10 a.m.
LUNCH: Commerce Avenue, Longview, WA - noon
OVERNIGHT: LeMay Family Collection, Spanaway, WA - 5:15 p.m.

SUNDAY, JUNE 30
FINISH: LeMay - America's Car Museum, Tacoma, WA - 1:30 p.m.

SOLD OUT!
THE 2019 GREAT RACE IS
ALREADY SOLD OUT.
To get on the waiting list
for priority for the 2020 event,
go to
greatrace.com/waitinglist

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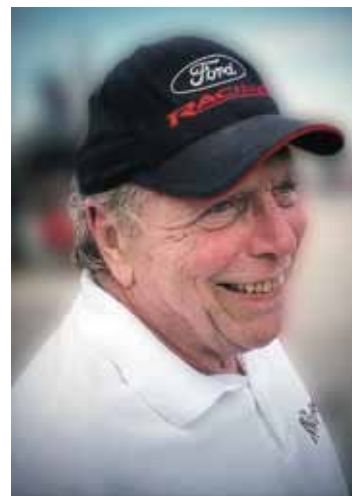
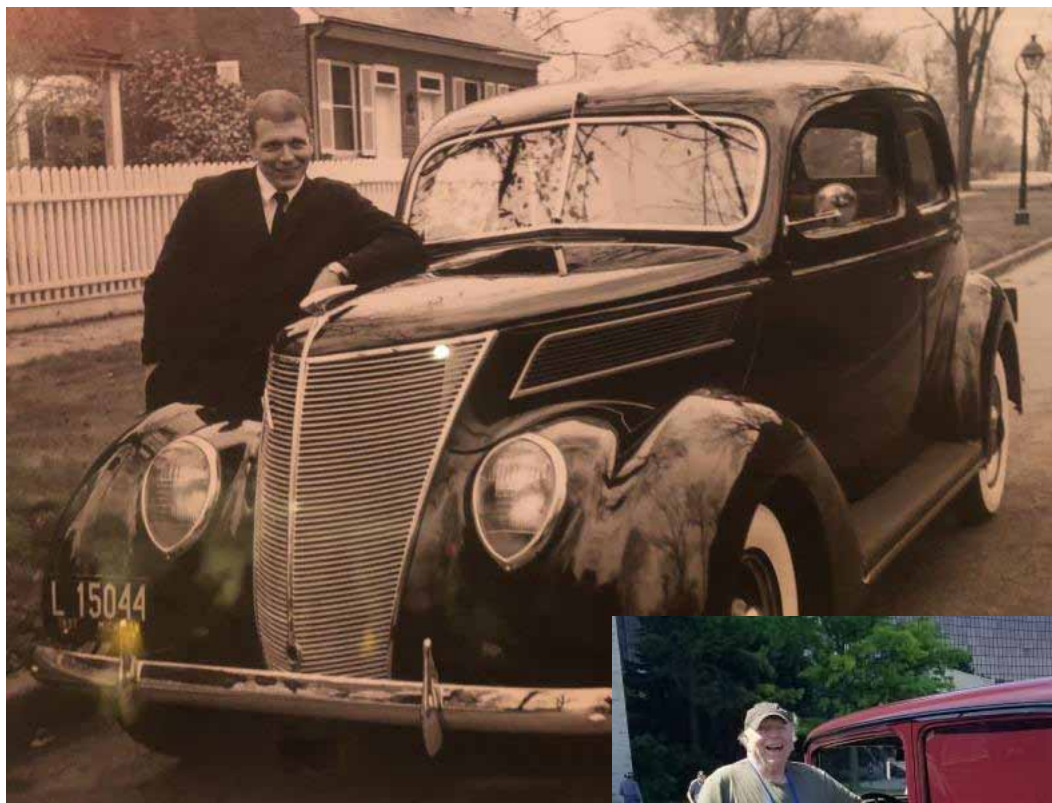


Obituary of Roy Anthony Nacewicz October 13, 1942 - April 18, 2019

Roy Anthony Nacewicz. Age 76 of Carleton Michigan

Beloved husband of Marlana Nacewicz. Loving father of Anthony (Angenette) Nacewicz, Jullee Joshua, Anna (Jason) Skinner and Kurt (Angela) Ritchie. Dearest grandfather of Alexander, Molly, Michael, Dakota, Jagger, Bishop, Easton, Race and Tyler. Dear brother of Lee (Jan) Nacewicz.

Roy was big into the Early Ford hobby and started the Roy Nacewicz Enterprises (aka Fordbolts.com) supplying period correct fasteners for Fords



More from our past...

With the Swap Meet coming up.... The first swap meets were held on the World's Fair grounds at the Seattle Center. We had a car display there also (this was 1974). Over the years the Club had car displays at Aurora Village, Northgate Mall and Bitter Lake (the old Playland). The Club was told that we didn't "fit" what they wanted at the Seattle Center, so off to the Monroe Fairgrounds.



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In 1985 Kay Flynn, Don Pavogel, John Synder, Michael Mckecheer, John Porter and Sara Synder were selling stalls. In 1986 Mike Dermond used a trailer, 1987 Sara and John Synder, Patty Buske were working. Then we ended up in the office (where it is still) but now we have moved into the 21st century and sell most of the stalls over the internet. Next to the Fair we have grown into the second largest revenue maker for the grounds (they like us there).



More from our past...

At the Swap Meet vendors gate in 1991 was John Porter, Elmo Lewis, Butch Kent and Bill Steil.





Sunshine

Dick Jauch

Sunshine report for May, 2019

Once again we are doing quite well as a group of seniors. I think it has a lot to do with the fact the sun is trying to shine once in awhile and the temperature has passed 60 degrees. There have been no calls about illnesses in the club membership, which is good, but there are still a few of us who need to be included in your prayers, so please do that.

Dick Jauch, Sunshine Committee Chairman.

Hello Folks, Dean Arnold is trying to gather pictures of our current memberships motorcars for our website: <https://efv8psrg.org/club-gallery/>

Members can send items to Dean via email, text, or postal carrier. If the latter, the pictures need to be photo quality and Dean will be happy to send them back when he's finish scanning them..

Here's Dean's contact information:

Dean Louis Arnold
2412 E McGraw St
Seattle, WA 98112-2634
206.726.4904 (home/office – NO TEXTs)
206.499.7145 (mobile/text)
dean.arnold@LCSIIInc.com

**OUR NEXT MEETING: THURSDAY MAY 9TH
LOCATION: HALLER LAKE UNITED METHODIST
CHURCH**

**INPUT FOR THE JUNE NEWSLETTER DEADLINE: IS
MAY 19TH.
SEND INPUT TO: EDITOR@EFV8PSRG.ORG**



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2019 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 6:00pm at the same location and date as the monthly general meetings

<p style="text-align: center;">January</p> <p>10th General meeting. Program: Movie and Pizza Board meeting Host:</p>	<p style="text-align: center;">February</p> <p>14th General meeting. Program: Book sale for charity 14th Board meeting @ Haller Lake Church at 6:00 pm</p>	<p style="text-align: center;">March</p> <p>14th General Meeting Program: March will be Professor Rich Troberg's presentation on a wearing period correct wardrobe when traveling in our period correct Ford's. It would be great to have members wear their vintage clothes at our meeting if they have them.</p> <p>14th Board Meeting @ Haller Lake Church at 6:00 pm</p>
<p style="text-align: center;">April</p> <p>5,6,7 Portland Swap Meet 6 Kenmore Hydroplane Cup</p> <p>11th General meeting Program: We will have our annual trivia contest. Prizes to the winning team.</p> <p>11th Board meeting @ Haller Lake Church at 6:00 pm</p>	<p style="text-align: center;">May</p> <p>9th General meeting Program:</p> <p>18th – 19th Monroe Swap Meet. George Ruch, Chairman</p> <p>9th Board meeting @ Haller Lake Church at 6:00 pm</p>	<p style="text-align: center;">June</p> <p>13th General meeting. Program: Trunk Swap Meet</p> <p>13th Board meeting @ Haller Lake Church at 6:00 pm</p> <p>29th Greenwood Car Show Bob Metz: Coordinator 30th The Great Race will conclude its 2,300-mile journey with the OFFICIAL FINISH at Americas Car Museum</p>
<p style="text-align: center;">July</p> <p>11th General Meeting. Program: Meet at Triple XXX in Issaquah. 6:00 PM Joint gathering with Cascade RG 21 Mustang and Old Ford Roundup</p>	<p style="text-align: center;">August</p> <p>8th General meeting Program: Summer Picnic. 8th Board meeting @ Haller Lake Church at 6:00 pm</p>	<p style="text-align: center;">September</p> <p>2nd Cascade Ford Club Graham Labor Day car show</p> <p>12th General meeting Program:</p> <p>12th Board meeting @ Haller Lake Church at 6:00 pm</p>
<p style="text-align: center;">October</p> <p>10th General Meeting Program: "Show n tell"</p> <p>10th Board meeting @ Haller Lake Church at 6:00 pm</p>	<p style="text-align: center;">November</p> <p>14th General meeting Program: " Silent auction"</p> <p>14th Board meeting @ Haller Lake Church at 6:00 pm</p>	<p style="text-align: center;">December</p> <p>12th General meeting Program: Holiday Gift Exchange.</p> <p>No Board meeting</p>