

PUGET SOUNDS

Volume fifty-two Issue Four April two thousand and twenty-one

William Henry Henline

May 6, 1936 - January 15, 2021

William Henry Henline was born May 6 1936, to parents Henry and Margaret Henline in Auburn WA. He had one Sister Barbara Henline- Dunn. William known as Bill graduated from Auburn high school in 1954, and began an electrical apprenticeship for four years becoming a long standing member of the International Brotherhood of Electrical Workers (IBEW). William Henline married Arlene Ann Ulrich in December of 1955. They were the parents of four children Katherine Mary Frerichs, Karlene Ann Haisch, David Allen Henline and Donald William Henline. William was an active member of the IBEW, Swiss Sportsman Club and an enthusiastic collector of Antique Cars. He is survived by his Sister Barbara, all his children, seven Grandchildren and four great grand children. He will be dearly missed and fondly remembered.

Bill's funeral was in January. Bill's coffin was transported to the cemetery in the back of his 1935 Ford Truck.

Below: Bill and Trudi Henlie at Lake Tahoe National 2013

See more on page 3



2021 PSRG WHO'S WHO

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50th Annual Early Ford V-8 Car Show and Picnic-

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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:

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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.



William Henry Henline *May 6, 1936 - January 15, 2021*

From Robin Ordonez:

The one thing that most of us remember about Bill is that he loved to tour in his V8's. When I first met Bill he was a regular at our monthly meetings in his '35 Tudor and sometimes in his 35 Pickup. In the last few years he drove his blue '53 Mercury Tudor most of the time. Bill was almost always the first to sign up for a driving tour. The last Cascade Tour he drove the Mercury on the 800 mile tour and he also went on the Mt. Rushmore Tour a couple of years ago which was about 2800 miles round trip. Bill loved driving with his friends and the our dinners during our tours. He was a great guy and we will miss him very much.



See page six for more pictures from Robin Ordonez



Presidents Words

Mike Rees

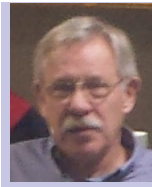
Howdy V-8ers,
Well, the weather seems to be improving. We had some great days in early March. Hope you were able to get outside and enjoy them. Maybe even go for a nice drive! If not, don't worry, there will be more opportunities in the coming months.

Please remember that your old ford (or other vehicles) may need a little attention, especially if they have been sitting for a while. Batteries might need to be charged, tires might need air. If you would like some help, just send out an email to flathead@efv8psrg.org, or ask a fellow member. I'm sure you'll get more responses than you need! It's one of the reasons this club is so great. Members enjoy helping others.

Things are also improving with regards to the pandemic. More people are getting vaccinated, and restrictions are changing for the better. Soon we'll be able to meet in person, won't that be great? We'll still probably need masks and proper distancing, but to be able to get together would be a great treat.

In the meantime, please stay safe and I look forward to seeing your smiling face behind the mask, in person soon.
Your president, Mike Rees

p.s. remember the Zoom meeting (details in this newsletter on Page 12) !!!



General Meeting Minutes

Mark Keenholts

Board and General Meeting March 11th, 2021

The meeting started at 6:30PM via Zoom. In attendance were President Mike Rees, Mark Keenholts, Paul Keller, Paul Blumenstetter, bob Merz, Dave Ellis, Scott Jenkins, and Larry Lange.

We are still listed in the V/8 Times for holding the 2022 National Meet. We discussed the pluses and minuses of going forward with planning. It was noted that there may be reluctance to attendance for many members for a variety of reasons. Would there be pent-up demand? The unknowns are many. Bob Merz said he would talk to the National Club about backing, and if given the go would negotiate terms with the hotels. Contingencies for a deposit refund deadline would be a must if the Covid situation changes suddenly.

"Leads and Needs" A man in Colorado is selling 41 Ford and 41 Mercury convertible project cars plus parts for a reasonable price.

We looked at picture ads for V/8 era cars and the favorite was a beautiful 1950 Mercury "woody" wagon for \$ 88,000! Dream on!

We talked about projects, cruises, and car issues. The meeting ended at 8:10PM

Secretary, Mark Keenholts



Membership

Guy Generaux

See page 9 for Trivia Contest

Leads & Needs

Leads & Needs listings are free for club members. All listings will run for 3 months unless they are renewed or terminated early.

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

Need: 1939 Ford Deluxe or Lincoln headlight buckets, they can be ugly. Scott editor@efv8psrg.org or call 206-778-9097

Lead: NEW OLD STOCK 1938 FORD STANDARD RIGHT FRONT FENDER \$500. 360-581-6728
Chuck Pinckney pedalbarn@msn.com

Lead: 4 used 670-15 wide white tires, Bias ply – tubeless, made by Universal Tire - 3 1/4 whitewalls with approx. 40% wear. Price is \$175. Bruce 360 204-0678 or b.m.goodrich@comcast.net





The Early Ford Club of America

Summary of February 27, 2021 National Board Meeting Held Via Zoom Early Ford V-8 Club of America

Meeting was called to order by President John Caldwell at 10:02 a.m. CDST

Approval of the November 2020 board meeting and January 16th 2021 Orientation meeting minutes was delayed for approval due to several board packets not received by members. A email vote will be made after the meeting.

Report on the club's financial report by Treasurer Dave Rehor was received and approved.

Strategic Planning

President John Caldwell reported on the 2021 Strategic Planning Team priorities with the top priority being working on the V-8 Times Editor transition, enhancing National Meet Structure to encourage RG sponsorship, establish actions to help offset declining membership, provide information on club financial stability and preservation of assets and implement a way to provide recognition and gratitude to club membership for individual achievements.

National Meets

None scheduled for **2021** at this time due to pandemic. The National Western Meet for **2022** at Wenatchee, WA July 11-14 and sponsored by Puget Sound RG #18 is still on the schedule.

International Meet

Australia Early Ford V-8 National Meet, May 14-17 at Toowamba, Queensland, Australia sponsored by Queensland RG #157.

National Driving Tours

None are scheduled at this time but this year is a good time to think about scheduling for 2022.

Membership

Membership: Membership continues to slowly decline and stands at 8,408 for all members at the end of 2020. Club's advertising and marketing committee along with our Media team is working on proposals to expand our media exposure on social media to attract younger members. They are working with Facebook and Instagram to increase our exposure to the general public. Take a look on **Facebook** at "Early Ford V8 Club of America" and on **Instagram** at "EarlyFordV8Club". Just type that in any of the search bars on the apps and

they will pop up. Lots of great photos to view and there are more everyday.

Virtual Car Show

If you could take your V-8 to a National Meet, what would you like to take? Well you can show us. Simply take a picture of your V-8 along with your name, RG if applicable, year, make and model, and if original, restored or modified and send your picture and information to Virtual Car Show, %V*Times, P.O. Box 16630, San Diego, CA 92176 or by email to V8Times@cox.net . Full information is in the Jan/Feb 2021 V-8 Times on pages 14 & 15.

Membership Contest Renewed for 2021

The membership contest that was going to run in 2020 was postponed till 2021 and will be on this year starting on May 1st. Contest is sponsor by the National Board for all Regional Groups. Three awards of \$1,000 will be issued to the winners with Regional Groups in the following catagories: 1-19 Members, 20-50 Members and 51 and above members. Further information is available on the club website and in the V-8 Times Jan/Feb issue on page 16 or contact Connie Hall, 651 Corte Castano, Camarillo, CA 93010 or email: pchesh@yahoo.com .

Drive Your V-8 Day

Drive Your V-8 Day is on June 19, 2021. Be sure to take pictures and even a short story and submit it to the V-8 Times so we can see it.

President's Plan for RG Presidents Zoom Call

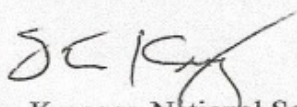
President John Caldwell and Officers will plan a national Zoom call to share club information directly with RG Presidents to focus on upcoming events, activities and as well as status. Exact time , dates and call logistics will be shared with RG Presidents when planning is completed in mid to late March.

Late Note

Bruce Nelson, web site administrator, as informed us that BigGiantMedia has made the change requested to add current news to the Main Page Menu (under the club logo) on the home page. Visitors can now find Current News three places. From the main page menu, under National Club Information and by scrolling down the main page. This should help visitors catch the News on the website.

Last Note: Membership drive participation rules and contest application are attached to this summary to give Regional Groups a heads up and to encourage participation.

Respectfully Submitted,



Steve Kroeger, National Secretary

PSRG V8 Trivia Challenge - Part 3

We are halfway through our V8 Trivia Challenge. There are 50 points remaining. If you haven't taken the Feb & Mar 25 point quizzes, you can still get in on the fun. Pull up the past two newsletters online or you can find them posted on the PSRG website. <https://efv8psrg.org/newsletters-2/>

Below is Part 3 of the challenge with another 25 points available. Good luck, have fun and remember NO PEEKING at the answers found on page 13 of the newsletter until you've completed the quiz. ! If there are any discrepancies about answers, please e-mail them to Guy Generaux for the trivia committee to review (guy.g@journal-newspapers.com).

April Quiz 25 Points

#1 (1 point) Since 1974 PSRG has recognized contributions of members with annual club awards for the following three categories: Restoration, Inspiration, & Participation (no awards were presented for 2020). Can you name at least one of the award recipients for 2019?

#2 (1 point) How many mph do 1934 (U.S.) passenger car speedometers go up to?

#3 (1 point) On 1939 Ford Deluxe coupes, what color is the horizontal line painted on the bumper?

#4 (1 point) 1947 & 1948 Ford Convertibles have identical interiors with one exception. What is it?

#5 (4 points) There are currently five Early Ford regional groups registered in countries outside of the U.S. Can you name four of the five countries?

#6 (1 point) What model year did Ford come out with heads marked with the prefix "EAB"?

#7 (2 points) What year and body style of Ford was the last to have the option of a center mounted antenna above the windshield?

#8 (1 point) What do the following names have in common: Almquist, Edmunds, Grancor, Sharp, Edelbrock, Shanafelt, Offenhauser?

#9 (1 point) What was the first year "Lincoln" script glass appeared on Lincoln automobiles?

#10 (2 points) 1939 Ford Station Wagons used three species of wood on their "woodie" bodies. Name two of the three types of wood.

#11 (4 points) Describe the early production vs late production differences in the following for a 1936 Ford Roadster:

- (a) engine bearings
- (b) dashes
- (c) convertible top irons
- (d) gear shift knobs

#12 (3 points) True or false. Coupe, Convertible, and Sedan rear fenders were the same for Fords in:

- (a) 1940
- (b) 1941
- (c) 1948

#13 (1 point) Interior door pull straps were used on only one model of '32 Ford. Which one?

#14 (2 points) The wiring for a Ford 1947 Coupe vs '47 Convertible is identical with two exceptions, Can you describe the differences?

A 1938 Ford Standard lives the deluxe life

BY BOB TOMAINE

JUN 9, 2020

A standard Ford and more!



Almost a half-century ago, Dave Barnes was in the right place at the right time when the right car showed up right in front of him.

“In 1972,” said Barnes, whose 1938 Ford Standard Tudor is featured here, “I was teaching auto mechanics over at Delhi Tech and one of the guys who worked with me had a '37 Ford and he was going to car shows. Well, I'd never thought about that. His car was pretty neat, dark blue and I liked that, so I was looking.”

1938 story continues here

He didn't have to look far, as he was driving near his home in Oneonta, N.Y., when "a crazy story" began to unfold near a service station.



Like the 1937 Ford on which it was based, the 1938 Standard continues the transition toward smooth lines. Headlamps had become a part of the body's sheet metal.

"I looked up," Barnes said, "and there was this '38 Ford pulling over to the curb. A guy got out and came across and he said, 'I just bought this from an estate. I have Model Ts. The thing quit.' (The service station owner) didn't want to monkey with it. I went across and I looked at it and I said, 'You're getting no spark.'"

The owner of a nearby service station agreed that the Ford could be parked there and Barnes gave its driver a ride home. After the car had cooled, removing the distributor "low" position became much easier and Barnes soon had the Ford running. He called the owner, who returned with his wife.

1938 story continues on page 14

We have a virtual club meeting the 2nd Thursday of every month.

We start at 6:30 pm for a board meeting, and 7:00 pm the general meeting starts. We're really like to get more members to participate.

You can use the Zoom app, or ***you can still be a part of the conversation on your phone.***

Topic: General Club Meeting

Every month on the Second Thursday.

You may download and import the following iCalendar (.ics) files to your computer/phone calendar system.

Monthly: https://us02web.zoom.us/meeting/uplpf-mprzljGNQMqkZfupLGyalkJwKcaGN/ics?icsToken=98t-yKu6uqjMqG9WcuRuHR7YABoqgc-vzmFhEjY1ssS7uCBpVdxPaEftDPpIVB_PT

Join Zoom Meeting

<https://us02web.zoom.us/j/76480119920?pwd=L3cxRW9uSFAXK212M2QrVHNqQ05Jdz09>

Meeting ID: 764 8011 9920

Passcode: 611067

One tap mobile

+12532158782,,76480119920#,,,,,0#,,611067# US (Tacoma)

+13462487799,,76480119920#,,,,,0#,,611067# US (Houston)

Dial +1 253 215 8782

Meeting ID: 764 8011 9920 #

Passcode: 611067

Find your local number: <https://us02web.zoom.us/j/kcKte5fuHN>

Please let me know if I can help you get connected.

Mike Rees

To just join by telephone +1 253 215 8782

Listen for the prompts

Meeting ID: 764 8011 9920 #

Passcode: 611067



Sunshine

Your Name Here ?

Now Some Good News....

A North Carolina Dollar General store had an odd shoplifter in the form of 4 legs and a tail.

Sisu the stray dog attempted to liberate a purple unicorn from the store five times on the 5th attempt the Duplin County Animal services were called in.

Samantha Lane, the animal control officer tasked with escorting Sisu to the shelter decided it was in everyone's best interest to keep the pair together, so she purchased the \$10 toy and took it along.

Sisu has had numerous offers for adoption and should be going to his new home with his unicorn soon.

Photo from Mary Shannon Johnstone, Duplin County Animal Services



Trivia Answers

#1: Robin Ordonez, Elmo Lewis, Mike & Trina Rees

#2: 90 mph

#3: blue

#4: ignition switch ('47 locks, '48 doesn't)

#5: Canada, Australia, New Zealand, Sweden, or Norway

#6: 1952

#7: 1942 Convertible

#8: manufacturers of flathead speed equipment

#9: 1947

#10: Maple, Birch, Basswood

#11: (a) E = poured, L = insert (b) E = painted gray, L = walnut wood grained (c) E = chromed, L = painted (d) E = gray, L = brown

#12: (a) 1940 = True (b) 1941 = True (c) 1948 = True

#13: Deluxe 3 Window Coupe

#14: Convertible has wiring for top control motors. Coupe has wiring for a dome light.

25 points possible. Your score ____?



Even when seen from the rear — typically not a car’s best angle — the feature car is attractive. “Well, she liked Model A Fords,” Barnes said, “and she hated that thing. She did not want it. She told him that, right in front of all of us.

“He said, ‘How much do I owe you?’ I said, ‘I’ve got a question for you. You bought it from an estate and you bought a new battery. I’d like to own it.’ He said, ‘You would? Well, you heard my wife. Get me home, give me \$1500 and it’s yours.’”

While unfortunate for her husband, it was lucky for Barnes. The car was, after all, very much like the Ford owned by Barnes’ colleague and it’s not exactly a challenge to see its appeal.

1938 story continues on page 15



As a Standard, the Ford wears only a single taillamp, and it's a small one.

A short history with V-8s

Ford in 1938 was proud of the V-8 it had introduced just six years earlier as “the greatest thrill in motoring.” The Ford V-8 was “a great new motor car” and if Chevrolet had claimed that its 1929 six-cylinder was “everywhere regarded as marking an epoch in the development of luxurious transportation for everybody, everywhere,” it was now “not too much to say that the new Ford is a revolutionary automobile, for it is a new motor car, made to meet today’s new conditions.” Naturally, the key was the V-8, a 221-cid flathead producing 65 hp, and Ford was able to state with a completely straight face that its new engine “for the first time brings into the lowest price field the V-8 type of engine.” It was “remarkably smooth in operation and ... unusually quiet.” The bodies, though, were the other half of the new Ford in 1932.

The V-8 — as well as its four-cylinder stablemate, the Model B — maintained continuity with the Model A while updating the general look, but it lasted only a year. The 1933 Ford was redesigned so that all but the faintest traces of boxiness were gone and after a gentle update for 1934, “every line and outward detail of the 1935 Ford has been made to contribute its rightful share to the car’s pleasing personality.” The four was gone and “the space-economizing V-8 engine was moved even farther forward in the chassis ... the entire frame was redesigned for car bodies which would seat all the passengers farther forward.” Another update followed for 1936 and things began to change in 1937.

Enter the V-8 ‘60’

The new models were instantly recognizable as Fords, continuing the trend away from the sharp, vertical styling of just a few years earlier, but something else was introduced in “the new Ford V-8 cars for 1937.” Advertising explained that “the Ford V-8 for 1937 is powered by a modern V-type, 8-cylinder engine. But this year, two sizes of this engine are offered — an improved 85-horsepower size for maximum performance — a new 60-horsepower size for maximum economy. It is still one car, one standard of size and comfort. With the smaller engine optional in several body types, a new low price is brought to the Ford line.”

Ford didn’t merely de-tune the 85-hp V-8 to create the V-8 “60.” With nothing nearby to provide a sense of scale, the 136-cid V-8 “60” didn’t look much different than the 221-cid “85,” but the reality was that “the engine in the new Ford ‘60’ is a V-8 through and through.

It is almost exactly the same as the well-known 85-horsepower Ford V-8 engine, except for size, weight and horsepower.” It was “optional in the 5-window coupe and in closed sedan types without De Luxe equipment.” The part about models “without De Luxe equipment” hinted at what was ahead. Ford was on a two-year styling cycle, so the 1938 model was given a new look.

Unless it was a Standard.

DeLuxe? Or Standard?

Advertising announced “the two new Ford V-8 cars for 1938 ... the Standard Ford V-8 and the De Luxe Ford V-8 ... People liked our 1937 cars so well that they bought more of them than of any other make. We have improved on that car in the newly styled Standard Ford V-8 for 1938. But some folks asked also for a bigger, finer car with the same Ford advantages in it. For them, we designed the new De Luxe Ford V-8. The De Luxe sedans have longer bodies with more room and finer appointments. De Luxe cars are equipped with the 85-hp engine. They give added motoring satisfaction at low Ford prices. The Standard is even lower priced than the De Luxe. It has pleasant new lines and well-tailored interiors. It offers again a choice of V-8 engine sizes: the powerful ‘85’ or the thrifty ‘60.’”

What’s less than clear in that text is that the 1938 Standard looked very, very much like the 1937 De Luxe. Ford would follow that pattern through 1940, but the first-year version explains why Barnes’ finding the feature car — a 1938 — was just about the same as finding one like the 1937 Ford owned by his friend. It’s next to impossible to determine with certainty whether the rather basic nature of Barnes’ Ford played a role in its original sale, but what he knows about its past does suggest a careful and perhaps frugal owner.



The Standard is what today might be referred to as the base model, but thanks to the trim and whitewalls, its appearance was hardly cheap. An owner in 1938 would have had no reason to be embarrassed.

Making an old Ford last

“She never drove it in the winter,” Barnes said of the first owner. “In fact, she had wooden blocks made for her garage and the Ford dealer here sent a mechanic up every fall and he’d jack that car up and he’d put the wooden blocks under it for her and set it back down.”

That saved the Ford from the worst driving conditions that upstate New York has to offer. Barnes said that the odometer showed about 48,000 miles when he bought it and besides paint, the body needed only minor work.

“Hardly any,” he said. “One fender had a little scratch in it and we fixed that up Those fenders stick out and they were scratched up, but they were repairable.”



Art deco touches and woodgrain keep the Standard's dashboard from having a bare-bones look.

A partial repaint seemed to suffice, but showing the car, he realized that new paint all around would be better appreciated. It was repainted once and after about 10 years, repainted again about 15 years ago. The Ford's interior was in about the same condition as the body and Barnes has worked on it only when absolutely necessary.

"The inside could be redone," he said, "but I like it. It's still original. I had to put one patch on the seat and the doors are a little rough and dirty, but I said, 'You know, to me, that's more what that car should look like.'"

All of the Ford's trim was intact when he bought the car, an important point since the Standard's trim is not identical to that on the 1937 De Luxe it mimics.

"It's harder to find," Barnes said, "and I can't understand why they'd make them different, but they did."

The Ford's mechanical condition was a close match to that of the body. Barnes recalled that the engine — the '85' in his Standard — “smoked like the devil” when he bought it. But he had a plan.



Tall, flexible mechanics with long arms are probably best suited to working on the Ford. A similarly difficult-to-reach engine was a problem for many of its contemporaries.

“Working at Delhi Tech, teaching auto mechanics,” he explained, “ ... I took it over to the school and the kids yanked the engine out of it. We went through that engine to see why it was smoking. She didn’t drive it that much, but the rings were all gummed up and they were seized right inside the piston, so they weren’t washing the oil off of the walls.

“It was just ‘tear it down and put it back together.’ We put in new timing gears and rings and I think that was about it as far as the rebuild goes, no new bearings. I had the crankshaft at a machine shop. They checked the crank out, polished it up and put all standard bearings in.”

The only other mechanical work that the Ford required was boiling out its radiator and since the car went back on the road, it's been almost trouble-free. The sole exception to its otherwise perfect record was a fuel pump failure. Its longest trip has been about 75 miles, but Barnes said he has no reason to believe that it's not ready for something more. Even from its relatively short trips, he knows that it's noticed and many who see it want a closer look.

"People spot it all the time," he said. "It stands out in the parking lot. Get out of it and they'll come over. Most say 'what year is it?' They don't know the year exactly. They look it over and talk to me. It makes it interesting ... You'll hear them saying things back and forth to each other. Someone'll say his grandfather or uncle had a Ford about that year."

And some will notice that it's a Standard.

"Yeah," Barnes said. "They look it over pretty good."



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2021 Event Calendar
General meetings 2nd Thursday of each month

<p style="text-align: center;">January</p> <p>14th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">February</p> <p>11th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">March</p> <p>11th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>
<p style="text-align: center;">April</p> <p>8th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">May</p> <p>13th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">June</p> <p>10th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>
<p style="text-align: center;">July</p> <p>8th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">August</p> <p>12th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">September</p> <p>9th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>
<p style="text-align: center;">October</p> <p>14th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">November</p> <p>11th General meeting. 7pm Program: Freestyle Zoom Meeting Board meeting at 630 pm: Zoom Meeting</p>	<p style="text-align: center;">December</p> <p>9th General meeting. 7pm Program: Freestyle Zoom Meeting</p> <p>No Board meeting</p>