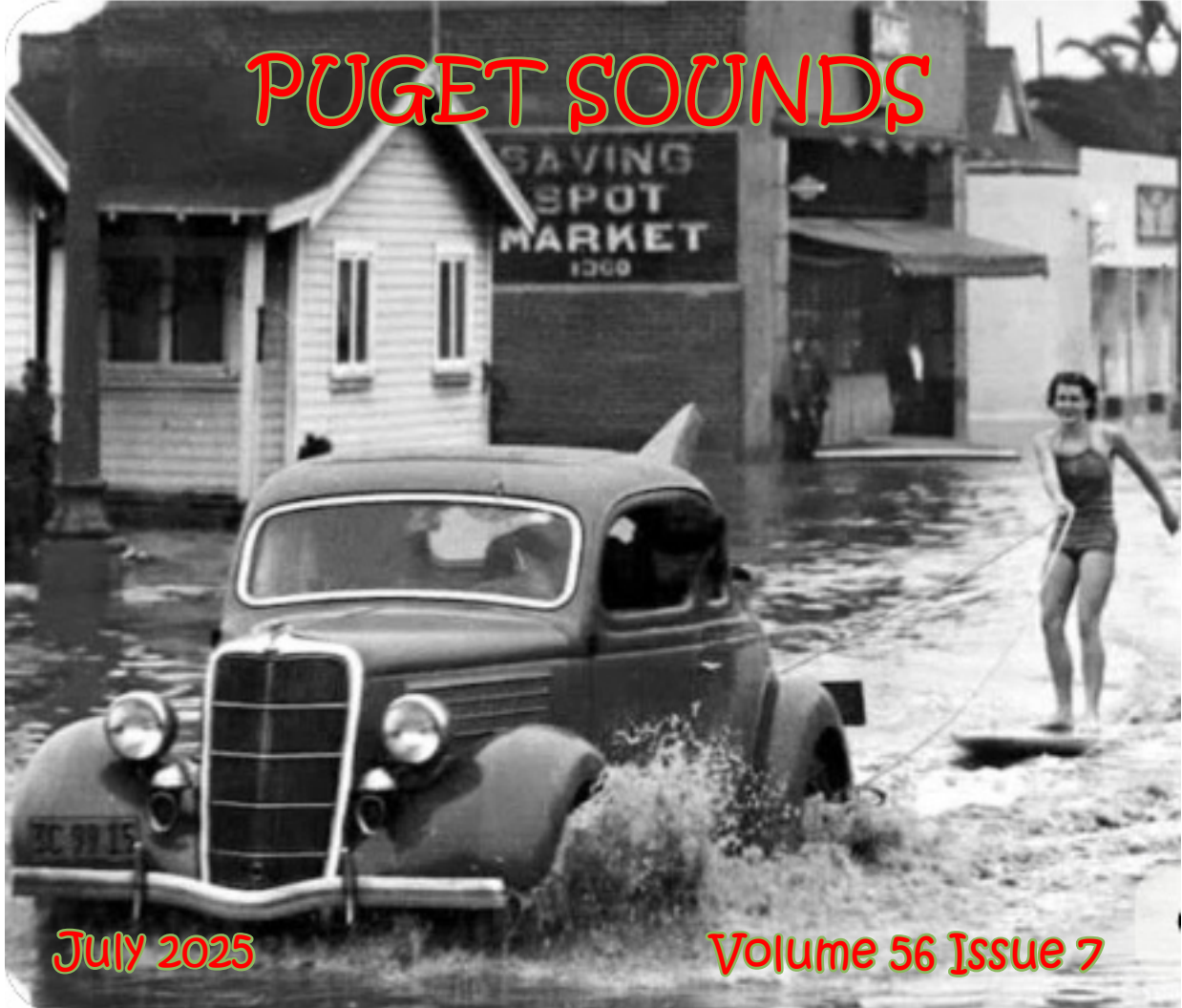




PUGET SOUNDS

July 2025

Volume 56 Issue 7

Greenwood Car Show

Miles of cars and fun photos from your Editor and Dave White



See more on page 3

2025 PSRG WHO'S WHO

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Cover Art Ready for the summer ?
Mary Anne Hawkins surfing the flooded streets of Long Beach, California, ca. 1938. (Photo by Doc Ball)

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
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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.

General and Board meetings usually held at Redmond Eagles 11440 Avondale Rd NE Redmond, WA 98052 On the second Saturday of each month







Presidents Words

Paul Keller

Hello V8er's,

I hope everyone is enjoying the weather and getting to enjoy their cars as well. This is a great time of the year for car enthusiasts, with so many events happening. Car Shows, parades, and other get togethers are numerous. We have taken on the task of presenting the North Bend Car Show and expect it to be an even better event this year. If you were not there last year you missed out.

We are still in need of volunteers for the show and because it is only one week after our meeting this month, and less than three weeks away, we need to get volunteers signed up as soon as possible. We also need items for the raffle. Paul & Jackie Blumenstetter will be happy to provide details and sign you up. The North Bend meet is on July 20th this year.

In August will be our Summer Picnic. Steve Young volunteered to host the event at his place in Carnation. Stay tuned for more details.

Our next meeting will be July 12, *Trunk Swapmeet* at the usual place & time. I will send out an email before then reminding everyone. It would be great to have a full house and a parking lot full of V8 Fords. Unfortunately, I needed to miss our last meeting, but I am looking forward to this one.

Happy Fording,
Paul Keller



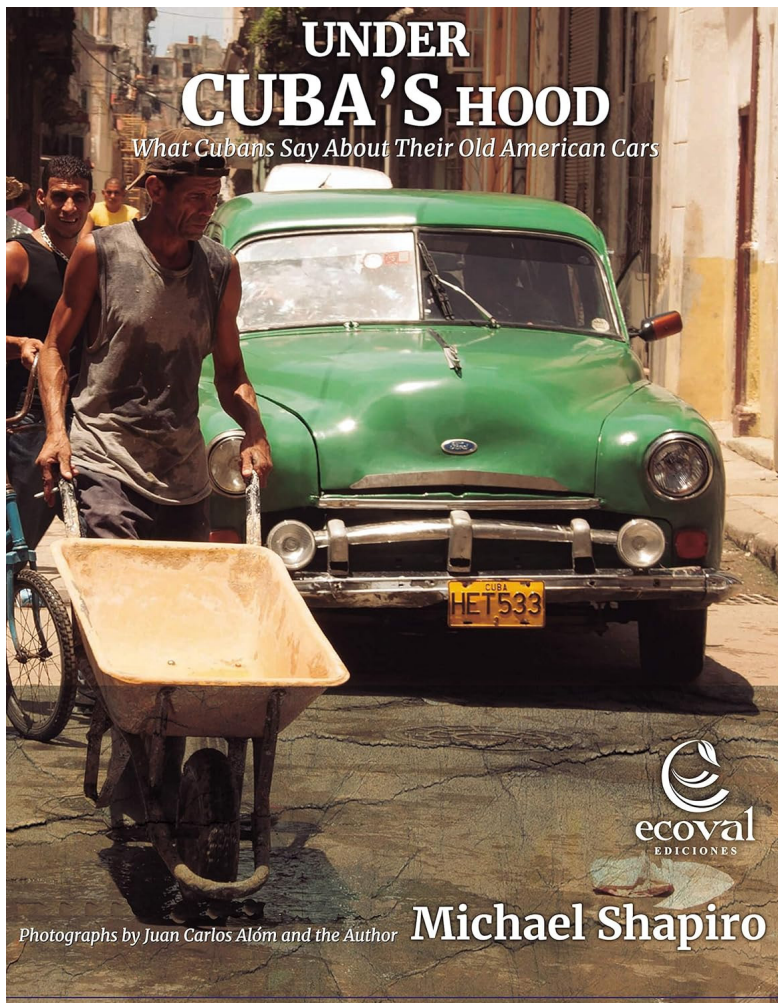
Meeting Minutes

Mary Lamken

No minutes recorded

Greenwood Car Show continues here

The author of the book "Under Cuba's Hood" was at the show



See more on page 6





Membership

Guy Generaux

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: Your editor is always looking for **articles or photos** for the newsletter, Please send them my way at editor@efv8psrg.org

Lead: 1932-1936 KELSEY HAYES 16 " **WIRE WHEELS.** \$480 for a set of four. Chuck pedalbarn@msn.com , Phone 425-226-4775.



Need: Upper front **fender stainless trim** moldings for '47-'48 Ford. Both left & right pieces - a good, used set will do. Also need good used set of four '47 Ford hub-caps. Please contact Guy Generaux at 206-423-7563.

See the next page for more deals

Lead: 1953 FORD

Owners: Pete & Lois Lowman. Model: Custom line Fordor / Present miles 25244. V8 Flathead engine & Fordomatic transmission with dual exhaust Cascade green (medium light green) a spring color – only offered for a limited time, Interior: dark gray green, cloth, Additional features: full hub-caps / radio / clock / front seatbelts / P205/75R15 white wall tires. The car has always been driven to National Early V8 Ford meets and many other car events winning several awards. Asking price: \$18,000 will consider offers. Contact Lucetta at email lucettalightfoot@msn.com or phone 206.282.2641 for more information or questions.



Lead: 1950 Ford club coupe asking \$14500 Or best offer 1 set 378 rear-end gears \$400, 1 set 354 rear-end gears \$450 Misc. 50 Mercury and 36 ford parts Jim Cormier 253 380 9032 jmyc35@yahoo.com



Lead: 1951 FORD F1

Recognizing that this is a 70+ year old vehicle that has been sitting in a garage for quite a while, here are some additional comments related to the truck's condition: I have a title for the truck. The left running board is perforated due to corrosion, the right running board is in better condition. The truck was primer gray color when I bought it. It had a strange robin's egg blue color underneath that (shows in the photos), but from the interior, the truck was originally red. I haven't made any changes to the color.

Note that when I bought the truck in 1972, it had dual exhaust pipe "stacks", exiting through the front corners of the box (that's why there is a hole in each side's running board), but the owner didn't have them hooked up. Instead, the truck had dual mufflers exiting underneath, just behind the cab (very noisy). I hooked up the stacks using flexible exhaust piping and for awhile drove that way... it sounded pretty good (my younger brothers used to enjoy riding in the back and listening to the mellow sound). However, the flexible piping wasn't reliable enough so I bought original single exhaust system plumbing from NAPA and installed it. It still has the NAPA single exhaust system (though rusty by now).

One can see the name of a Seattle area glass company through the paint on the truck doors. I called that company early on after I bought the truck, to see if there was any "history" they could provide. Unfortunately, none was available. I replaced the oil pump in the engine once, since the rebuild (oil pressure was fine). There is an auxiliary oil pressure gage just under the dash that I put in when the engine was rebuilt.

The fuel pump has been replaced, but the fuel system will no doubt be gummed up by now, and there is still some leaded gas in the tank. The truck had no ceiling upholstery in the cabin area when I bought it. A friend in Iowa was junking a 1950 F-2 or F-3 and let me take the ceiling upholstery from it. I crudely cut it to fit the 51 extra wide rear window and put some insulation behind it. As I mentioned in my initial message, I also have the engine from the 1950 truck. It is on a hand truck in my garage and will need to be lifted into the back end of the 51.

The truck came with turn signals, but the stalk by the steering wheel for the aftermarket system broke off. The linkage for the vacuum powered windshield wipers has been replaced once (it is an adventure to drive in the rain with a vacuum wiper system - part of the fun of driving the truck!).

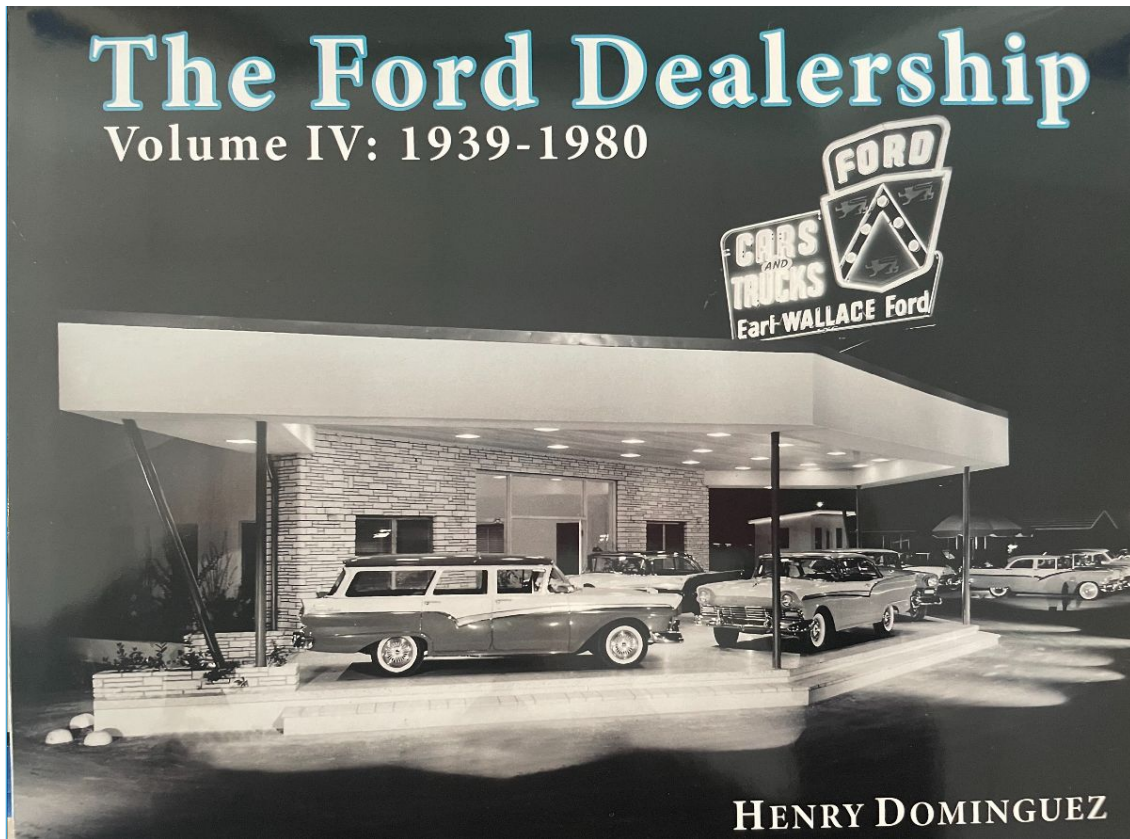
The truck has an original bumper jack in the tray behind the seat in the interior. The tires/tubes still hold air, and the tread is good, but they are very old. Someone had welded steel sheeting in the base of the pickup bed - the truck came to me that way. It seems to work well, but there is a startling "oil canning" sound if you step at the right place in the bed! The windshield was replaced once (took a rock in it). The rear window glass is ok. The rest of the glass is so-so, but usable...right wing window has a crack, left wing window has a rock chip, and the left wing window lock came off. The truck must have had a radio at one time (had an antenna, but not a radio when I bought it). I found a Ford "radio delete" plate for the dash at a junk yard and installed it. I never did replace the missing trim piece on the ash tray. I replaced the original 3 speed transmission once with a used one from a wrecking yard. I replaced the entire brake plumbing once (long time ago), with parts purchased from NAPA. I also replaced the brake master cylinder once (though fluid has leaked out now) and rebuilt or replaced all the wheel cylinders and brake shoes at least once. The braking was always fine - but not like disc brakes are today. I replaced the leaf springs all around, though the shackles are worn. Front leaf springs have one additional leaf more than the original - the spring company I purchased the replacement springs from provided them that way (the extra front leaf was an option available from Ford). The king pins were replaced once, years ago.

I put new parts in the steering gear (new genuine Ford parts) while I was waiting for the rebuilt engine to be completed (in late 1973).

The spare tire shown in the pickup bed is from an International Scout - it is not a Ford rim, but the lug pattern matches (I used it once).

Douglas Wise dnjwise@gmail.com





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[See more on page 12](#)





New Exhibit at LeMay - America's Car Museum

In the earliest days of the automobile, a great debate stirred: were these new contraptions toys for the rich or a means to move the masses? For James Packard, Henry Leland, Charles Rolls, Henry Royce and others, the truth was found in the former. Others like Henry Ford, brothers John and Horace Dodge and Ransom E. Olds, fought for the latter. Could it be both?

Through the first decades of the 20th century, automobile manufacturers carved out their own vision, giving mobility to the general population like never before, while others focused on opulence and sophistication. In the 1920s, it became clear that the automobile was here to stay and it fit into the lives of many, not the few. While Ford churned out Model Ts, luxury automakers like Pierce-Arrow, Rolls-Royce, Cadillac, Packard, and Duesenberg built cars nearly 20 times the value of a Tin Lizzy.



Henry Ford shows off the Model T that came in first at the New York - Seattle auto race at the 1909 Alaska-Yukon-Pacific Exposition.

The transcontinental automobile race from New York to Seattle. While 35 cars were initially planned to enter, only six started the race in New York. A Shawmut car finished second in the race but was declared the winner after the Ford Model T was disqualified due to axle changes during the race. Henry entered two Model Ts in the race.

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Enter North Bend Way from Bendigo Blvd. Gates Open at 8:00 AM.

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**2024
Best of Show
Winner
1970 Nova
Jim & Diane
Workman**



The winner of Class A and its trophy at Grand Canyon's south rim.

FORD TAKES THE RUN AGAIN

*by Burgess H. Scott
photographs by Dick McKay*

SOME weeks before March 6, American Automobile Association officials began impounding certain cars of all current makes. They went to dealers' showrooms, factory assembly lines, and even to in-transit haulaways to select, without warning, cars that would become contestants in this year's running of the famous Mobilgas Economy Run.

The chosen cars, all strictly stock, began on the morning of March 6 a two-day run of 840 miles to determine which make could squeeze the most mileage out of a gallon of gas. The route was carefully chosen to duplicate in two days a full year's driving.

The run was a zigzag course from Los Angeles to the south rim of Grand Canyon. Altitudes ranged from the bottom of

America, 280 feet below sea level, to 7,005 feet above. Temperatures ran from below zero to the high eighties. Seventy of the miles were city driving; 345 miles were mountain driving, and 425 were level running.

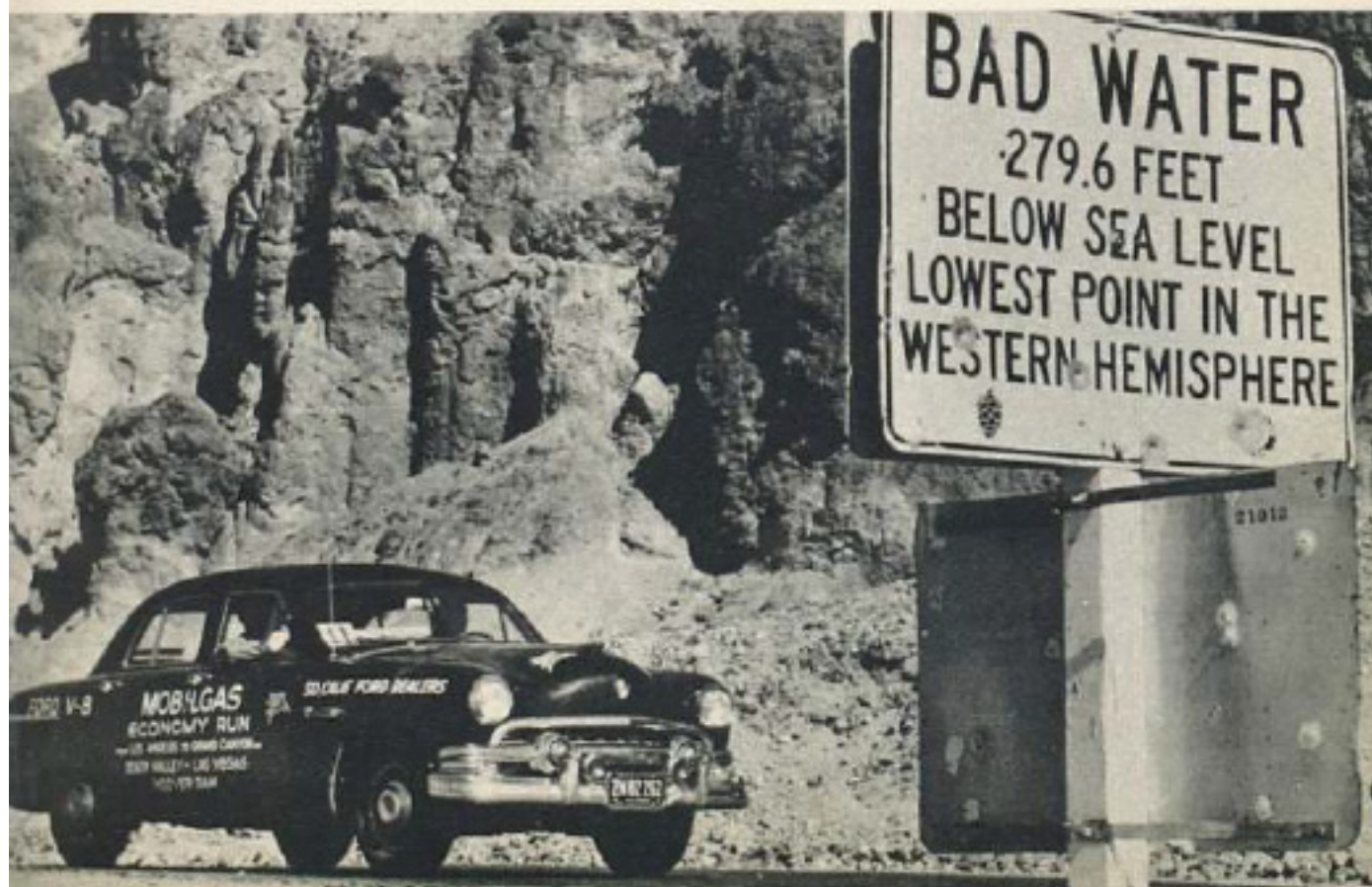
From Los Angeles the course ran through Death Valley into Las Vegas, Nevada, and on to Grand Canyon's rimrocks.

Entrants were divided into classes on the basis of price, but within each category car weights varied considerably. Because of this, a "ton-mile" formula was used to determine the winners. The weight of the car, plus a required 750 pounds of passengers, was multiplied by the mileage of the run, and the result divided by the number of gallons of gasoline consumed.

A 1951 Ford V-8 and a Six, both equipped with overdrive, were entered in the Class A price division (\$1,400-\$1,750). The V-8 placed first in its class with a ton-mile-per-gallon record of 54.587. Ton-miles recorded were 1,764.105, and the car averaged 25.994 miles per gallon. The Six took third place—there were five entries in Class A—with a ton-mile-per-gallon figure of 53.838. Both cars performed at average speeds of just under 41 miles per hour.

It is the second straight year that Ford has won in its class. ■

The winning V-8 at the lowest point of the Mobilgas Economy Run.



2025 Event Calendar
General meetings are the 2nd Saturday of each month

January 11th General meeting. 2pm Meeting. Board meeting at 1 pm	February 8th General meeting. 2pm Meeting. Board meeting at 1 pm 15-16th 57th Annual Early Bird Swap Meet Puyallup	March 8th General meeting. 2pm Meeting. Board meeting at 1 pm 15th St. Patrick's Day Parade
April 12th General meeting With BINGO Board meeting at 1 pm	May 10th General meeting. 2pm Board meeting 1pm 17-18 Monroe Auto Swap Meet	June 14th General meeting. 2pm Board meeting at 1 pm 21st Carol Scott memorial 28th Greenwood Car Show
July 12th General meeting. 2pm Board meeting at 1 pm <i>trunk swap meet</i> 20th North Bend Car Show	August 9th General meeting. 2pm Board meeting at 1 pm 30th 47th LeMay Annual Show	September 13th General meeting. 2pm Board meeting at 1 pm
October 11th General meeting. 2pm Board meeting at 1 pm	November 8th General meeting 2pm. Board meeting at 1pm	December 13th General meeting. 2pm Board meeting at 1 pm

Below: Look at those jackets from 1999, thanks Harold Kent

