



Below is a wonderful letter written to some of our club members for the help they provided:

Dear Dean, Mark and Bob,

I wanted to thank you from the bottom of my heart for all the help you gave me in identifying the correct part (cluster drive) for my cousin's 1938 Ford V-8. Your willingness to look at the photos, talk through the details, and explain the differences between the parts made a real difference.

You kindly suggested that I contact Van Pelt, and I'm happy to share that Sheila and Mac Van Pelt were also incredibly helpful — and they had the exact part we needed. My cousin in Finland was thrilled when he saw it, and he is now one step closer to getting his '38 Ford back on the road. That means a great deal to both of us.

I am very grateful for your kindness, your patience, and the passion you bring to preserving these beautiful old Fords.

With warm thanks,
Arja



2026 PSRG Who's Who

Committee Chairs

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Vice-President- Bill Meade

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Welcome-Guy Generaux

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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 Editors:

Trina and Mike Rees

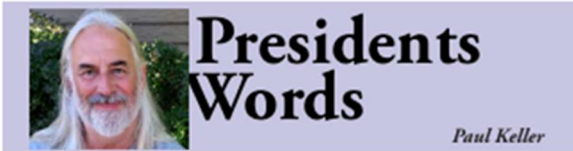
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We are pleased to have items for publication in other newsletters when credit is given to the source. Submissions are requested by the 19th of the month prior to publication. Note: The Early Ford V-8 Club PSRG #18 respects our members and friends confidentiality and privacy. We do not make our mailing list available to other organizations.

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





Hello V8er's,

I hope everyone is well and enjoying these longer days. Another car season is before us. I expect weather permitting that we see some club cars at our next meeting. If there is something holding your car back let us know so we can lend assistance. Give me a call or come to our meetings and we can talk about what help you could use.

I am sad I did not get to the St. Patrick's parade this year. My guess is the weather kept most of our cars home as well. I hope the Irish Club with Dean & Jane had a great parade this year and I plan on being there next year. I am guessing the new waterfront route added to the experience.

Swap Meet preparations are progressing. We have over 850 of the approximately 1300 stalls sold. Last year's weather caused some to hold off. I have been contacting vendors that missed the deadline for keeping their stalls. Many that say they are not returning speak of medical issues or just being too old to continue the hard work of selling at the meet. One man when I told him the application was mailed in January said he had just spent two months in the hospital and needed a new mailing. Some have moved. Tennessee seems to be the hot spot. Two of last year's vendors now reside there. At least 2 vendors have passed on and the following generation is taking over the stalls. Other stalls have been sold to people selling for the first time. I hope they have a great time and turn it into a tradition.

Our North Bend car show is on July 19 this year. The first two we put on were great fun. Amy is taking signups for volunteers. An email was sent out recently, but you can contact her or I if you cannot find it.

We could always use more help with the swap meet. There are still RV spots available if that helps. Remember, these funds allow us to pay for items like our banquet, picnic & Tour of the Year as well as donations to automotive student needs.

Happy Fording,

Paul Keller



Meeting Minutes

Mary Lamken

Not meeting... no news. 😊



Membership

Guy Generaux

ROSTER UPDATE: Nothing for this month

Leads & Needs

Need:

- Bill Meade needs 2 speed controller for '35-'36 Columbia

Leads & Needs listings are free for club members.

All listings will run for 3 months unless they are renewed or terminated early. Contact Mike and Trina 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

Your editors are always looking for articles or photos for the newsletter, please send them our way at editor@efv8psrg.org



2026 Seattle Saint Patrick's Parade

By Dean Arnold 03/19/2026; Pictures by Brendan Shriane & Dean Arnold

PSRG EFV8 club members enthusiastically responded to the initial call for participants in this parade with the planned participation of 4 members' vehicles for the event; however, between weather, windshield wipers, and finicky starters only one club car made it to this annual affair.



The parade lineup was the same as the past three years. The Seattle Seafair Pirates led with their cannon firing off periodically, then a group of 6 Delorian's with their "Back to the Future" winged doors, then our single EFV8 Club vehicle, Mark and Carol Keenholt's 1950 Ford Club Coupe. Following the Keenholt's was the parade flag guard and banner then the rest of the parade participants. It was a great and colorful event along a wonderful new route.

Bob and Becky Eilert, Bob Merz, and Bob Dyer had all planned on being in the parade but a sudden snowstorm the night before and early morning rain rendered troubled road conditions. As it turned out, the weather slowly improved in the late morning and Mark and Carol took a



chance. Although they got rained on during their trip to the parade, the sun showed upon them during the parade and at the Seattle Center.

Immediately following the parade, the vehicles drove to the Seattle Center to be displayed outside the main entrance to the Armory Building (former Seattle Center House). The campus gate guard put up a bit of an argument with us upon arrival stating that he was only informed the Deloreans would be allowed on campus. I'm not clear if he was serious or pulling my leg but he was so taken with Carol's and Mark's car that he waved them in.



We all had a great time and enjoyed the Seattle Irish Festival in the Armory and the Emerald City Irish Film Festival in the Seattle Science Center. Let's start preparing for next year; it will be great weather!!

Swap Meet update from Dave White:

The Returning Vendor window has closed and we're on to the new vendor applications and requests. Right now, we have over 800 confirmed reservations and hopefully we'll have close to 1,300 when we're done. For anyone you know that needs a stall please have them call Paul direct at (206) 397-2085 for details. Stalls are \$65 each and vendor parking is free.

The swap meet starts on Friday morning (7am) with our breakfast in the Long House for all volunteers, the area assignments are handed out with 2-3 students from Sno-Isle Skills Center doing the heavy pushing of the lime carts that lay out the stalls. We also provide lunch which starts at noon.

At noon or earlier we open the gates and chaos starts. It's important that the Vendor staging area is staffed adequately so that vendors don't cut the lanes and try to get in early. If you haven't signed up yet as a volunteer, please contact me at (206) 999-8138 and we'll find a place for you to help out.

Right now, I need help in Area 53/500, 406, 602, 608 and the big building 604. Elmo can also use help setting out the Fire Extinguishers and signs.

Swap Meet Area Captains & Crew 2026

Area	Captain	Co-captain	Thurs	Sno-Isle
30 - blocks	Mark Keenholtz	Dave Hensley	2	2
31 - blocks	Bill Meade	Bob Scott		2
32 RV/612RV				
53 / 500	Ron Costello			2
400	Harry Abbott	Chris Holt (Whidby Island Cruisers)		2
406	Matt Togstad			2
600 draw lines, blocks	Jessie Quilizapa	Dave Hoffman		2
601	Rod Stobbe	Randy Stobbe		2
602	Cliff Winfrey			2
604 draw lines, blocks		Doug Emery (NWCCC)	2	2
606 blocks	Chris Knudsen/Paul K????			2
608 - draw lines double check #	Tom Daily -			1
609/611/	Tim Sellers	Ami Quilizapa	2	2
Club Booth	Guy Generaux	Elmo		
Meet Office	Ken/Merilla Stobbe Jackie Blumenstetter	Mary Lamkin Paul Keller (backup?)		
Signs & Extinguishers	Elmo Lewis	??? -need help		
Reservation phones	Paul Keller	Mary Lamkin		
Longhouse Food	Mary Lamkin	Sarah Laush Catering		
Personal & Job Coordinators	Guy Generaux	Elmo		
Security overnight	Stobbe brothers			
Equipment & Cleanup	Rich Troberg, Paul Keller	Elmo Lewis		
Radios - Sign in/out T shirts	Paul & Jackie Blumenstetter??	Alice Daley		



The 1932 Ford V-8 Had A Large Variety of Body Types



Variety is the spice of life. Everyone likes a choice of options to outline their individuality among a crowd of others – and this is what Ford offered with its new V8 model. Designed by Henry Ford's son Edsel Ford, the Model 18 (also known as the 'Deuce') offered a total of 14 different body type configurations, providing an enticing selection for customers of all tastes, with prices ranging from \$450 to \$650.

The body types available included: the coupe, the sport coupe, the roadster, the two-door (also called the Tudor) and four-door sedans, the phaeton, and the cabriolet. The most popular styles proved to be the 'coupes', which came in either a 3-window – featuring two windows at the sides and one at the rear – or a 5-window design, which added two extra quarter-panel windows on the sides. These soon became known to the public as the "Deuce Coupes".

Article from 10 things everyone forgot about a 32 Ford.

The 1932 Ford V-8 Was an Outlaw's Favorite



The 1932 Ford V8 wasn't just popular among regular, law-abiding customers. From John Dillinger to Bonnie and Clyde, the new Ford V8 also grew quite a reputation as a perfect getaway car and became frequently associated with the desperadoes of the Great Depression era.

The powerful and smooth engine launched the lightweight Deuce to a maximum speed of 85mph and proved to be a highly popular choice for those looking to flee the scene of the crime in a hurry. It was also highly sought-after by bootleggers during the Prohibition, who liked to modify their Fords for extra agility, a process that in turn became the origin of Hot Rods in America - and one of the things that the 1932 Ford V8 became known for.

Article from 10 things everyone forgot about a 32 Ford.

1932 Ford Fun Facts and Information

The **1932 Ford** — often called the “**Deuce**” — is one of the most iconic American cars ever made, blending groundbreaking engineering with timeless style.

Historical Significance

- Introduced in 1932, it replaced the Ford Model A and was Ford's first major redesign since the Model T [Wikipedia](#).
- It was the **first mass-produced car to offer a V8 engine at an affordable price**, making high-performance power accessible to the middle class [HotCars+1](#).

- The V8 was marketed as the **Model 18** (later “Ford V8”) and was built from a single iron block, simplifying production and reducing costs [HotCars+1](#).

Technical Highlights

- **Engine:** 221 cu in (3.6 L) “Flathead” V8 producing 65 hp initially, later improved [Wikipedia+1](#).
- **Four-cylinder option:** 201 cu in (3.3 L) L-head I4, essentially an upgraded Model A [Wikipedia](#).
- **Wheelbase:** 106 in (1932) to 112 in (1933–34) [Wikipedia](#).
- **Body styles:** 2-door roadster, coupe, sedan, cabriolet, phaeton, and pickup [Wikipedia](#).
- **Truck counterpart:** Model BB, with 4- or 8-cylinder options [Wikipedia](#).

Design Innovations

- First Ford to integrate frame rails into the overall design, creating a subtle crease that led into the rear fender [Hagerty](#).
- Front axle moved farther back for better visual balance [Hagerty](#).
- All-steel-reinforced body for the first time [Hagerty](#).
- Grille styling became collectible – upright with a round peak and vertical bars [Hagerty](#).

Cultural Impact

- Became a **hot rod icon** due to its clean lines, balanced proportions, and versatility for custom builds [Hagerty](#).
- 14 different body styles gave rodders creative freedom, from 3-window roadsters to 5-window coupes [Hagerty](#).
- Regional differences, like hood louvers (25 on West Coast, 20 on East Coast), became customization points [Hagerty](#).
- Praised for “form following function” – every design element served performance and aesthetics [Hagerty](#).

Legacy

- The Deuce’s combination of affordability, power, and style made it a Depression-era success [www.hotrod.com](#).
- It remains popular in restorations, hot rods, and classic car shows worldwide [www.hotrod.com](#).
- The V8’s mass-production approach influenced future engine designs and helped cement the V8 as a mainstream powerplant [HotCars+1](#).

In short, the 1932 Ford is more than a car – it’s a symbol of innovation, design, and American automotive culture.

Article from 10 thing everyone forgot about a 32 Ford.



TECHNICALLY SPEAKING



How take your V-8 out of Storage and prepare for touring

It's time again to move our Ford V-8's out of winter storage and prepare them for spring and summer drives. Here are a few hints as you get your cars back on the road again.

- Make sure battery terminal connections are snug and there's no corrosion
- Inspect wiring and hoses.
- Check for rodent damage, cracks and loose connections.
- Make sure your oil level is normal. Get an oil change as soon as possible.
- Check carburetor and fuel pump for leaks.
- Top off air in tires and make sure the tread is intact (no bulges, cracks or balding areas).
- Check out your spare tire also.
- Check for tire changing tools and jack.
- Check for tightness of wheel lug bolts.
- Check the spokes on wire wheels for tightness.
- Look under the vehicle for signs of fluid leaks.
- Have brake pads and shocks examined.
- Verify that headlights, brights, taillights and blinkers are operating.
- Clear the exhaust pipe, if you plugged it to keep out mice.
- Air out the interior.
- Check fluid in the master cylinder if you have hydraulic brakes. Top off with proper fluid.
- Check your emergency brake.
- Check exhaust for broken parts; too much rust or too much noise.
- Check electrical and vacuum hose connections under the hood.
- Inspect motor mounts.
- Check radiator for debris. Flush system.
- Service your plugs and points.
- Check operation of all lights.
- Check door hinge security.
- Check side trim and fender skirts if they are securely fastened.
- Check for a worn accelerator pedal that could come off studs while driving.
- Check to see if inside rearview mirror adjusts well and works properly.
- Check accuracy of all gauges.
- Check operation of roll-up or push-out windows. Are they made of Safety glass?

This was from another newsletter. I just can't find which one. 😞

GREENWOOD CAR SHOW

JUNE 27TH 2026

**Registration is now open for the 2026
Greenwood Car Show**

[Register Online](#)

Join us for the summer's best party, followed by
the return of the Greenwood Seafair Parade

Interested in Sponsoring, becoming a Vendor
or Volunteering? [Contact Us](#)

The Greenwood Car Show is an annual non-profit fundraiser event that
has relied on your tax-deductible donations to survive for the past 30
years. If you'd like to help, please consider volunteering or donating.

[Donate Now](#)

more info at
www.GreenwoodCarShow.com



The Greenwood Knights, Seattle, WA, USA

A CAR THAT SAVES DOLLARS WITHOUT PINCHING PENNIES....

1939 FORD STANDARD COUPE: A CLASSIC OF SIMPLICITY AND STYLE

BY JOHN EMMERING

The 1939 Ford Standard business coupe was a low-priced car, often favored by traveling salesmen and fleet buyers for its reliability and value. Buyers could choose between two engines: the 60 hp V-8 or the more powerful 85 hp V-8. While the 1939 business coupe closely resembled the 1938 deluxe models, it featured minor grille changes and, most notably, a significant mechanical improvement—hydraulic brakes, which marked a leap forward in safety and performance.



Ford faced stiff competition in the 1930's from Chevrolet, Oldsmobile, Plymouth and others. Edsel Ford, then president of Ford Motor Company, sought to bridge the gap between Ford's top models and the luxury Lincoln Zepher series. A unique looking DeLuxe line was introduced in 1938, offering more upscale features and styling, while the Standard line remained focused on affordability and practicality. The 1939 Standard Coupe was essentially a continuation of the previous year's design, with subtle updates to keep it fresh in showrooms.

Instantly recognizable by its teardrop headlights, rounded fenders, and vertical ribbed grille with a downward-sloping V. The body was all steel, with a high, bulbous hood and a dual-panel windshield wrapped in chrome. The coupe's long doors floated above rubber-covered running boards, leading to a gracefully curved rear end and trunk. Inside, the Standard Coupe featured gray broadcloth upholstery, a three-spoke steering wheel, and brown-faced gauges with a modern font.

Designed for utility and affordability, the 1939 Standard Coupe was popular among business travelers and fleet operators. Its simple, robust construction and spacious cabin made it ideal for long journeys and heavy use. The car's modest price—starting at \$640—made it accessible to a wide range of buyers.

Although the 1937-1939 Fords were once overlooked by collectors, attitudes shifted in the 1980s. The "ugly duckling" reputation faded as enthusiasts began to appreciate the unique styling and mechanical simplicity of these models. Today, the 1939 Ford Standard Coupe is celebrated for its Art Deco design, adaptability for customization, and historical significance. Restored examples are prized for their authenticity. The 1939 Ford Standard Coupe stands as a testament to Ford's ability to blend style, reliability, and value. Its understated elegance, mechanical durability, and historical importance have secured its place as a beloved classic among collectors.

1939 FORD STANDARD



FIVE WINDOW COUPE



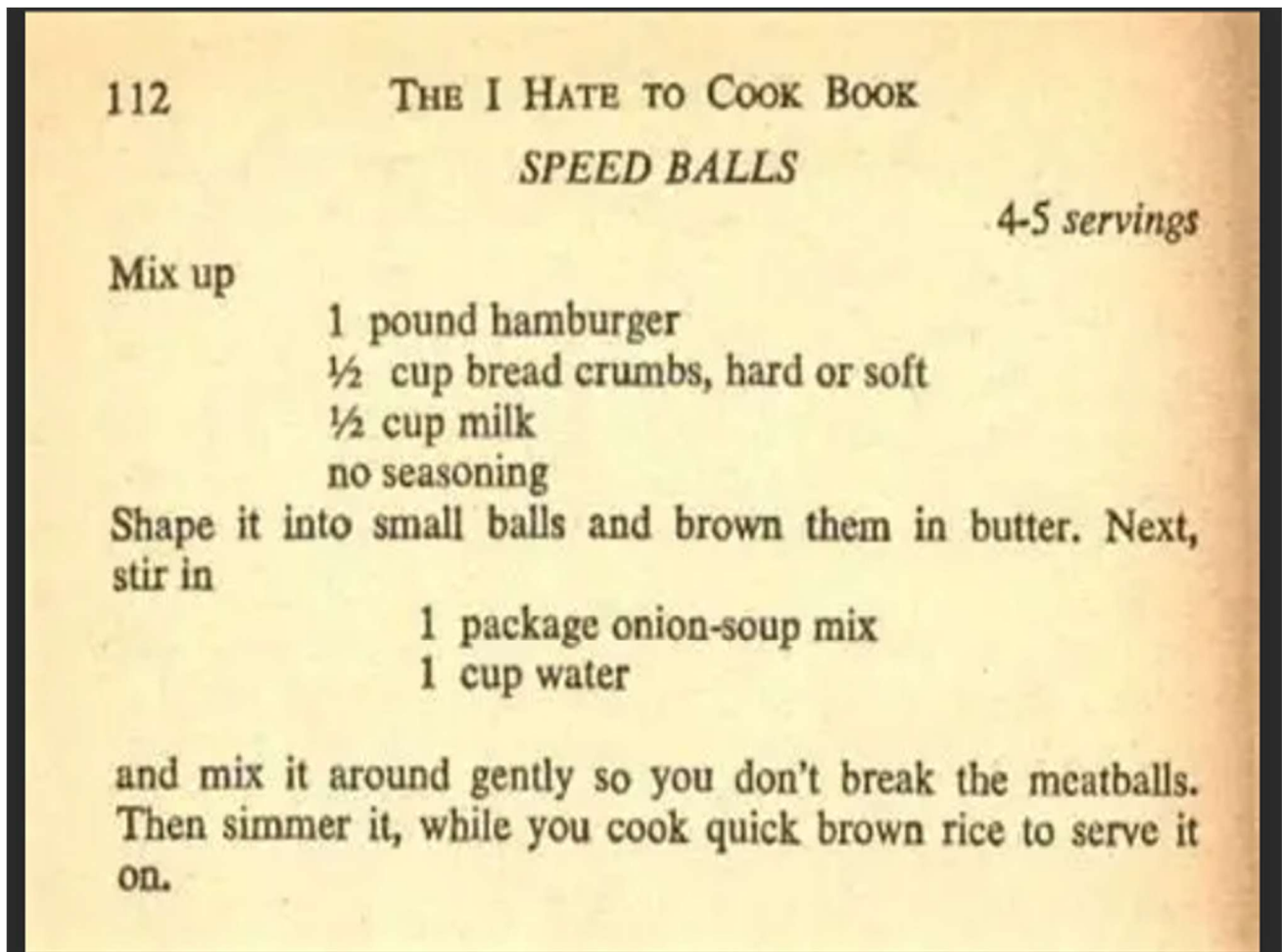
SPECIFICATIONS 1939 FORD Standard Five Window Coupe Model 91A-77B

Engine: V-8 L-Head 221 cu
Horsepower 85@3800 rpm
Transmission 3-speed manual
Brakes 4-wheel Hydraulic
Wheelbase 112 inches
Curb weight 2,710 lbs.
Price new \$640.00
Current Value \$25,000 - \$46,000
Number produced: 38,197



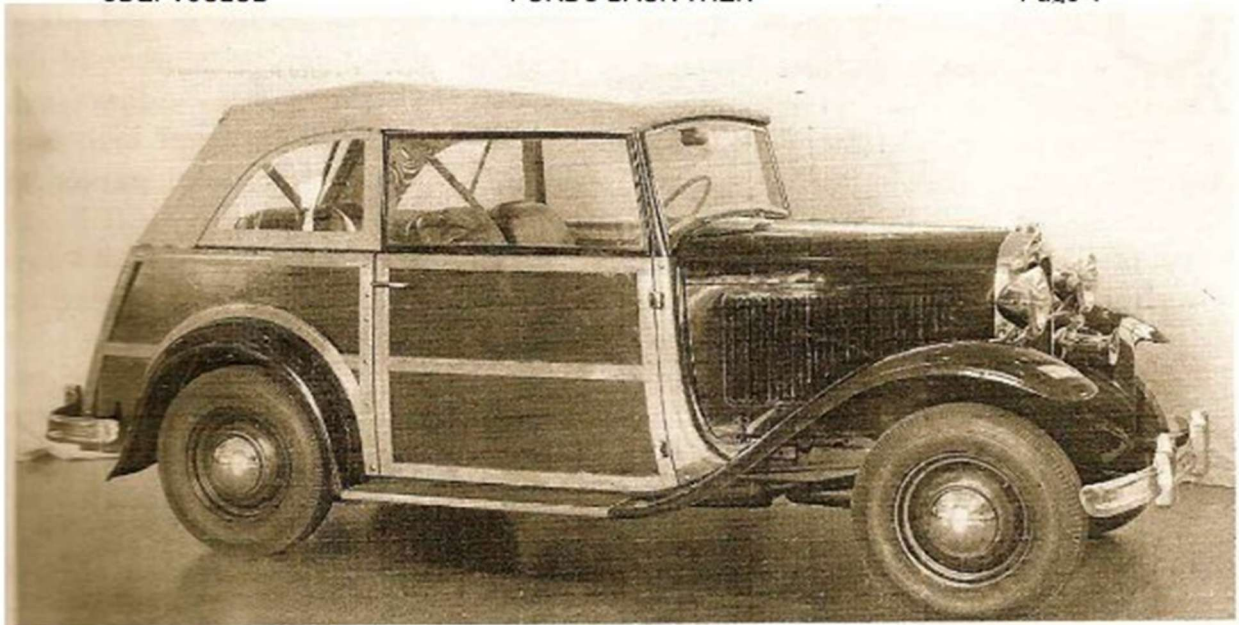
Thank you to John Emmering from the Hoosier Views magazine for another well presented article on the Ford.—Ed.

For those of who likes to cook or likes to think about cooking! 😊



The Henry Ford Recipe book





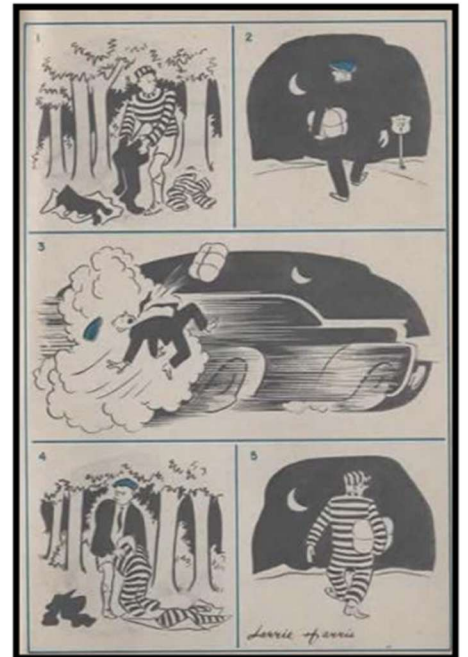
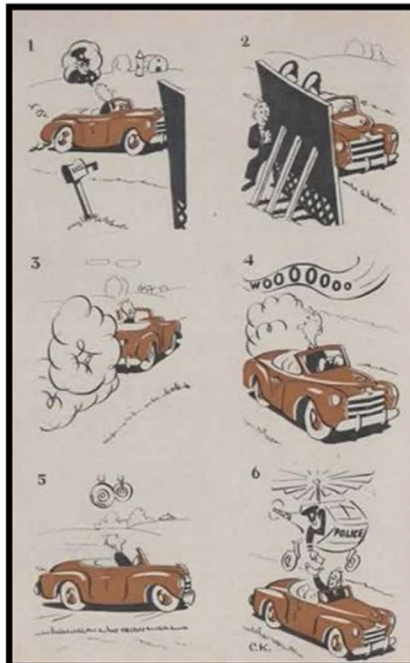
■ Bob Gregorie designed this neat little Model A for Henry Ford II in 1945, but what is it? Gregorie called in an Estate Wagon, or a Convertible Station Wagon; the Michigan registration certificate said it was a Phaeton, and Special Interest Autos magazine called it the first Sportsman. SIA thought it "interesting how Gregorie cut out Model A cowl without making hood look short." He did that by making it long! Hood side panels have 28 louvers; a stock Model A hood has 22.

Queensland Early Ford V-8 Club


August 1947

FORD TIMES

Cartoons



From a Queensland Ford news letter

<p>January 10th General meeting at 2pm. Meeting. Board meeting at 1 pm</p>	<p>February 14th General meeting at 2pm. Meeting. Board meeting at 1 pm</p> <p>14-15th 57th Annual Early Bird Swap Meet Puyallup</p>	<p>March 14th No Board/General meeting.</p> <p>14th Saint Patrick's Day Parade</p> <p>PSRG Ford club forms in 1969</p>
<p>April 11th General meeting at 2pm. Board meeting at 1 pm</p> 	<p>May 9th General meeting at 2pm. Board meeting 1pm</p> <p>16-17 Monroe Auto Swap Meet</p>	<p>June 13th General meeting at 2pm. Board meeting at 1 pm</p> <p>27th Greenwood Car Show</p>
<p>July 11th General meeting at 2pm. Board meeting at 1 pm</p> <p>19th North Bend Car Show</p>	<p>August 8th General meeting at 2pm. Board meeting at 1 pm</p> <p>29th 48th LeMay Annual Show</p>	<p>September 12th General meeting at 2pm. Board meeting at 1 pm</p>
<p>October 10th General meeting at 2pm. Board meeting at 1 pm</p>	<p>November 14th General meeting at 2pm. Board meeting at 1pm</p>	<p>December 12th General meeting at 2pm. Board meeting at 1 pm</p>

