



A V8 May 18th 1980, story by Mike Dermond

On May 18th I was living in the Crown Hill part of Ballard. Early that morning I heard a noise that rattled the bedroom windows. Since Bill Steil and I had been watching the venting from the mountain while attending the Portland Swap meet in April, I went out and looked South from 14th Ave NW. Above the Seattle skyline there was a cloud that looked eerily like a nuke had exploded.

Bill and I were going up to the Martha Lake Tavern that Sunday morning for a car event. Bill came by to pick me up driving his 32 5 window he called "the Tar Baby" (because it had many coats of tar on the fabric roof and cowl) or ("Old Smokey") due to the enormous amount of blow-by it had) and we went up there and stayed the day. Before we came home, there was ash starting to rain down from the explosion. At that time the Tar Baby's parking spot was in the green garage at the end of the driveway at 3216 W. Gov't Way. This house was bought by Bill in 1962 and he never lived there. He had several cars and a huge cache of Ford parts there.

Bill called me the next day and told me the Tar Baby had ash all over it. Every time we went anywhere in the car after that, Bill always pointed out that you could see Mt. St Helen's ash on the car! Bill never washed any of his cars, only wiped them down as he didn't want to put water on any of them.

Years later he put a new engine in and it was much nicer to ride in.

After Bill passed (in 2014), in 2019 a previous PSRG member who had moved to Michigan called me and was looking for a 32 5 window. I told him about Bill and that he had four 5 window coupes and one of them was for sale, The Tar Baby. After sending many pictures of the car to him, he and Bill's nephew Rob arrived at a price and the car was sold. After transportation had been arranged, I made a point to make sure it was ready to run up the driveway and be loaded into the enclosed car hauler. I also took pictures of Rob driving it up to be loaded.

After it was loaded into the transport, I called the new owner and felt obligated in memory of Bill, to explain that the white residue from May 18th 1980 eruption is what is all over the car and that Bill preserved it!

I think of Bill almost every day. (pictures following)



***Does anyone want to brag about their cars? Please send some information and some pics. We would love to add it to the newsletter! 😊***

# Soggy Swap Still A Smashing Success

**By Guy Generaux (Photos by William Frankhouser & Guy Generaux)**

For the second consecutive year, Mother Nature failed to deliver when it counted most. Off and on drizzle greeted a brave contingent of PSRG members who showed up Thursday at the Monroe fairgrounds for the mundane but critical marking of stalls. Some of the crew lucked out with assignments to layout indoor buildings. More than 20 student participants from the Sno-Isle Automotive Tech program assisted our veteran PSRG captains, co-captains and workers.

With the hard part done, the gates opened Friday at noon to a steady stream of vendors flowing in for set-up. Club president, Paul Keller, (who tirelessly worked the vendor map on his laptop in the Swap Meet office), reported nearly 1100 stalls were sold, just shy of last year's mark. Paul also noted everything seemed to run smoothly with only a couple of minor complaints. "Everybody appeared happy to be there," he added. "Our members really know the ins & outs of what makes the Swap Meet function - it was a very positive kind of day." Meet chair David White had an enthused vendor call him couple days later to boast of \$14,000 in sales Saturday. No wonder many folks were happy!

Saturday morning the Monroe fairgrounds opened to the public. Activity seemed muted at first. However, after 10:30, the rain subsided and more attendees began flocking to the event. By early afternoon, sun breaks greeted the crowds that fervently scoured 30+ acres of treasures. Now in its 53rd year, the Monroe (Seattle) Swap Meet is the largest annual gathering of vintage cars, parts, tools, memorabilia, literature, etc, in the state.

As typical, Sunday was a mellow day but rife with bargains as vendors began to pack up and depart around noon. PSRG personnel coordinated orderly exits and pitched in on the clean-up tasks.

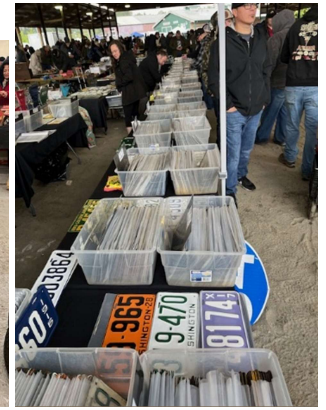
It takes a village to stage such a large and complicated event. Under David White's leadership, our Swap Meet went high-tech a few years ago with computerized interactive stall maps, online sign-up and even digital payment options. We've had a dedicated core group of PSRG volunteers for several years, but it was nice to see a couple new faces this time around. PSRG relies on recruiting a few other outside clubs to work as well. "Next year we'd like to get more area captains from our PSRG membership," mentioned Dave. "We've lost some people through attrition," he said.

Numerous PSRG members were involved in pre-planning or worked onsite for the three days. They include: David White, Mark & Carol Keenholtz, Bill Meade, Dave Hensley, Ron Costello, Dick Warbrouck, Steve Young, Jesse & Amy Quilizapa, Dave Hoffman, Cliff Winfrey, Paul Keller, Tom Dailey, Guy Generaux, Mike & Trina Rees, Elmo Lewis, Mary Lamkin, Rich Troberg, Louie Moore, Robin Ordonez, Terry Nicholson, Brian Pickrell, Steve Wilk. Also, a huge thank you goes to former club members Ken & Randy Stobbe and their extended families who showed up to help run the meet office, work security and assist with layout.

As most of you know, proceeds from the Swap Meet support our many club activities throughout the year. Because 90% of stall sales are in place prior to the event, weather affects revenue only marginally. No doubt, we have a great thing going. If you weren't able to participate this time, next May will present another opportunity to join in. Bring on the sunshine for 2027!

All is ready for the Friday set-up rush. 1200 stall spaces were marked. (Pics from Guy and William)





Couple of pics from the car corral - Hardly ever see one of these: a gorgeous 1964 Mercury Caliente convertible.



Someone paying for a ride for hire! 😊 (thanks, Paul, for the pic!)



**The annual Greenwood Car Show** (a Seafair event) attracts upwards of 70,000 spectators and around 800 cars on display. The show is Saturday, June 27.

PSRG has space reserved for 11 member cars, so if you're interested in joining the fray, contact David White at 206-999-8138 to get a space.

This is a terrific PR opportunity to showcase our club and your entry fee will be covered. To date, we have six participants signed up: Elmo Lewis, Guy Generaux, Jesse Quilizapa, Denis Fury, Cliff Winfrey, & Mark Keenholts. Can't bring a car? Then come out and join the fun as a spectator!



Just one more hit with the hammer and it should fire off.

# Announcing Our 2026 PSRG Tour of the Year

**From Tour Chairman Guy Generaux:**

Unfortunately, we've run into a glitch on our tour to Ellensburg, so it's going to the back burner. However, I have a back-up plan on the same date (August 20-21) that will be equally, if not more impressive. The destination is Salem, Oregon to see one of the most secretive, low-key private car assemblages in the country. This is the Brothers Collection, a phenomenal array of 600 primarily 1950s-1960s classics, exotics and rare prototypes. Muscle cars are prominently represented in the 117,000 sf display pavilion.

The Brothers Collection is not open to the public and is accessible only by invitation or through special events. Car clubs receive high priority for viewing the facility. While this isn't entirely firmed up, I am busy working out details. This would be a rare opportunity to see something very special.

PSRG will subsidize a portion of our hotel stay and entry fee. Space is limited, so if you wish to participate, **please get on the list by emailing Guy Generaux**. I will reply to all emails. [guy.g@journal-newspapers.com](mailto:guy.g@journal-newspapers.com)



Just a sliver of the Brothers Classic Collection in Salem, Or.

## 2026 PSRG Who's Who

### Committee Chairs

**President- Paul Keller**

425-418-0587 paul@gwyachtclub.org

**Vice-President- Bill Meade**

206-390-1449 meadew60@gmail.com

**Secretary-Mary Lamken**

206-679-6899

mary.lamken@yahoo.com

**Treasurer- Bob Merz**

206-349-6331 bob@merzagency.com

**Parliamentarian-Mike Rees**

425-941-8992 m23krees@frontier.com

**2026 Board Members****Mark Keenholts**

206-550-0356

mkeenholts1@gmail.com

**Amy Quilizapa**

efv8.amy@gmail.com

**Chris Knudsen**

206-795-3233 cknud77@gmail.com

**Rich Troberg**

206-610-4293 richt5845@hotmail.com

**Jackie Blumenstetter**

206-919-2721

**Newsletter-**

Trina and Mike Rees

425-941-8992 editor@efv8psrg.org

**Program Coordinators**

**Paul Keller** 425-418-0587

paul@gwyachtclub.org

**Web Site**

[www.efv8psrg.org](http://www.efv8psrg.org)

**Web Masters**

[webmaster@efv8psrg.org](mailto:webmaster@efv8psrg.org)

**Activities Coordinator-Bob Merz**

425-827-9110 bob@merzagency.com

**Fall Banquet - Mary Lamken**

206-679-6899

mary.lamken@yahoo.com

**Historian-Rick Mann**

425-481-0544 rimarija@aol.com

**Librarian-Rick Mann**

425-481-0544 rimarija@aol.com

**Membership/Rosters-Guy Generaux**

206-423-7563 Guy.G@journal-

newspapers.com

**Refreshments- Paul Keller**

425-418-0587 paul@gwyachtclub.org

**PSRG Summer Picnic-****Elmo Lewis**

425-888-2118 bevelmo@comcast.net

**Swap Meet-**

[www.monroeswapmeet.com](http://www.monroeswapmeet.com)

**Tour of The Year-Guy Generaux**

206-423-7563 Guy.G@journal-

newspapers.com

**Welcome-Guy Generaux**

206-423-7563 Guy.G@journal-

newspapers.com

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

425-941-8992

[editor@efv8psrg.org](mailto:editor@efv8psrg.org)

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

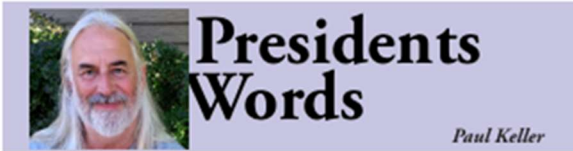
Redmond Eagles

11440 Avondale Rd NE

Redmond, WA 98052

On the second Saturday of each month





Hello V8er's,

I have recently been told of Dick Jauch's passing. I was sad when he no longer could make our meetings and again now. He was a character and always willing to jump in and help. I remember him as a previous treasurer ("all the bills are paid & there is money in the bank") and no one can forget his work with the monthly name button drawing. When particulars are known concerning services, we will get the word out.

Swap Meet #53 is in the books. We sold over 1000 stalls. This is about 100 less than we had last year. Many of our long-time vendors could not make it for one reason or another. Health played a key role in many decisions. We did get plenty of new blood and a couple of vendors took over their deceased parents long time stalls. I was pleasantly surprised by the lack of problems and all the complements received. I would like to thank all the volunteers, many who pull double & triple duties.

Don't forget, our North Bend car show is on July 19 this year. Amy is taking signups for volunteers. This has been a fun event, and I am looking forward to it. Think about what you might like to kick in as a raffle prize as well.

The Fox Island driving tour with the Cascade club on Saturday, June 6<sup>th</sup> has been cancelled, and will be rescheduled for later this summer. Hopefully we'll have a new date before the July newsletter.

Our next meeting is a week later, June 13 at the Eagles as usual, 1:00 for the board & 2:00 for the general meeting. Members are all welcome at the board meeting. Hope to see many there. Maybe there will be ice cream.

Happy Fording,

Paul Keller



## Meeting Minutes

*Mary Lamken*

Notes from Paul Keller

1. All board members present at the May meeting with the exception for Mary L. Our secretary was enjoying the coast with family for Mothers Day.
2. Bob gave a Treasurer's report. We remain in great financial shape
3. All club jackets that were ordered have been delivered with the exception of one that needs to be reordered in a different size. We are still accepting orders.
4. Swap meet on track. Brian P. has stepped up to fill a vacancy for Area 30. 2 motel rooms in Monroe are reserved for key volunteers that are far from home.
5. 7/19 Car Show on track
- 6 The engine hoist that Rich T. donated was delivered to Elmo's by Brian P.
7. Greenwood car show is 6/27. Dave W. is coordinating for our group and space is still available for our member's cars
8. Club picnic at Steven Young's will be 8/9.
9. Bob Griffin visited and is interested in joining our club.



## Membership

*Guy Generaux*

**ROSTER UPDATE:** no new additions.

## Leads & Needs

### Need:

- Brian Pickrell needs a pair of bumper brackets for a 1946 Mercury (Y shaped). Bob suggested they may be able to be manufactured with correct measurements.

### Leads:

- Lloyd has a '32 Z-8 engine complete and running. These are not easy to get – 21 stud.
- 1951 Ford Shoebox custom paint, have tire skirts, brand new tires and drum brakes (also have disc brake kit, included) runs and drives great. Has overdrive - \$20,000  
Contact Jesse at 425-577-2664



### 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](mailto: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](mailto:editor@efv8psrg.org)



**\*\*NORTH BEND CAR SHOW RAFFLE ITEMS NEEDED \*\***

*Putting out a request to all members. We need items for the July car show raffle. Please look through the stash of high-quality items you have at home that you would like to donate as a raffle item. It does not have to be Ford V8 or even car related. So far Amy has 6 and 20 is our goal. It could be a theme basket or an individual item. I found a tote bag made with car print material that I can fill Mark has new car wash rags and car soap. Nonperishable food items or baskets. Art. Movie Nite, kids games, picnic basket... Be creative! Think about \$20.00 or more for an item value. You are welcome to bring them to the June meeting!*

*THANKING you in advance for your support! Carol Keenholtz*



**EARLY FORD V8 CLUB - PUGET SOUND REGION  
DASH PLAQUES - MUSIC - RAFFLES  
WWW.NORTHBENDCARSHOW.ORG**

## Ford Motor Company's Founding in June 1903

In **June 1903**, a pivotal moment in Ford's history occurred when **Henry Ford and 12 investors signed the paperwork to incorporate Ford Motor Company in Detroit, Michigan**. The signing took place on **June 16, 1903**, at around 9:30 a.m., in a small rented factory on Mack Avenue. The documents were notarized and sent to the Michigan Secretary of State, who officially incorporated the company the next day.

This incorporation marked the **birth of Ford Motor Company**, which began with just \$28,000 in capital and ten employees. The company's mission was to produce **affordable, efficient, and reliable automobiles**, a vision that would revolutionize the automotive industry. Within a month of incorporation, Ford assembled its first car – the **Model A** – a two-cylinder vehicle producing 8 horsepower and capable of 30 mph .

This June 1903 event set the stage for Ford's later innovations, including the **Model T (1908)**, the **moving assembly line (1913)**, and the **\$5 daily wage for workers (1914)**, all of which transformed car ownership and manufacturing worldwide.

### The Birth of Ford Motor Company | June 16th, 1903 | Today in Ford Motor Company History



On June 16th, 1903, in a small rented factory on [Mack Avenue in Detroit, Michigan](#), Henry Ford and a group of 11 investors laid the foundation of Ford Motor Company. The initial capital investment amounted to \$28,000, and the company began with just ten employees. Despite its humble beginnings, the company's mission to produce automobiles that were both affordable and efficient set it apart from its competitors.



### The Early Days and the Model A

In its early years, Ford Motor Company faced its fair share of challenges and setbacks. However, Henry Ford's innovative thinking and dedication propelled the company forward. In 1903, the same year of its founding, Ford Motor Company introduced its first automobile, the Model A. This

vehicle laid the groundwork for future successes and showcased Henry Ford's commitment to innovation and mass production.



## Revolutionizing the Automotive Industry

Henry Ford's groundbreaking approach to manufacturing revolutionized the automotive industry. The introduction of the assembly line and the implementation of mass production techniques significantly reduced production costs and increased efficiency. These innovations allowed Ford Motor Company to offer vehicles at affordable prices, making car ownership accessible to the average American. In 1908, Ford released the iconic Model T, which further solidified the company's position as an industry leader.



## Impact on Society

The widespread availability of affordable automobiles had a profound impact on society. Ford Motor Company's vehicles opened up new possibilities for travel, accelerated industrial growth, and stimulated the economy. The automobile became an integral part of the American way of life, fostering the development of suburban communities, enabling the growth of industries such as tourism, and contributing to the advancement of a mobile society.



## Legacy and Continuing Influence

Ford Motor Company's founding on June 16th, 1903, laid the groundwork for a legacy that endures to this day. Henry Ford's vision and commitment to innovation shaped the future of the automotive industry and transformed the way we live and travel. Ford Motor Company remains an iconic name, consistently evolving and adapting to the ever-changing needs of consumers worldwide.

From copilot search

## Happy Father's Day!

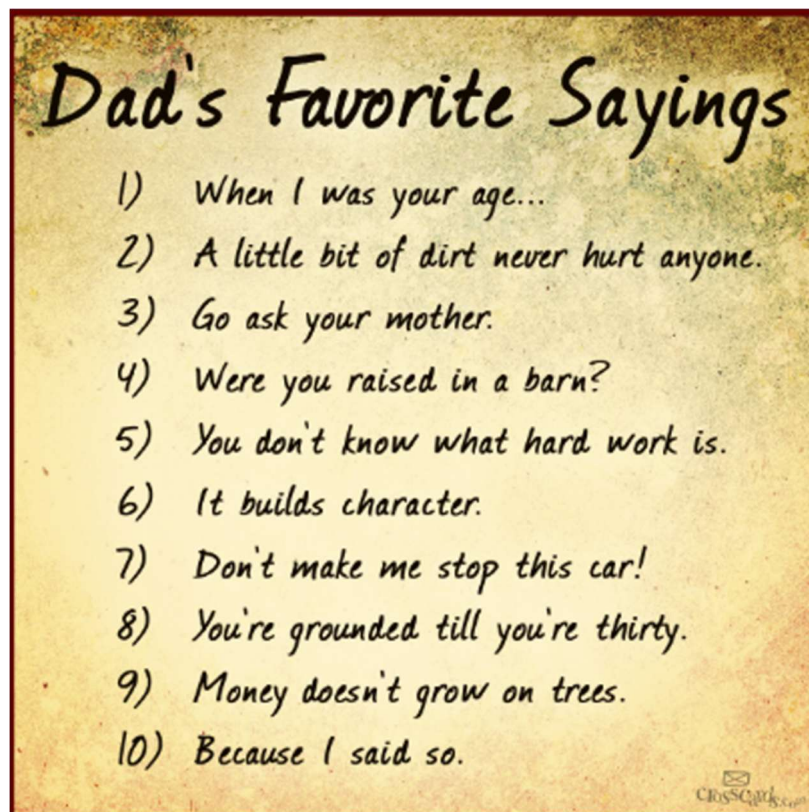
**The first Father's Day was celebrated on June 19, 1910, in Spokane, Washington.**

The holiday was founded by **Sonora Smart Dodd**, who was inspired to honor her father, **William Jackson Smart**, a Civil War veteran who raised six children as a single parent after his wife died in childbirth. Dodd conceived the idea in 1909 after hearing a sermon about Mother's Day and proposed a similar celebration for fathers. The first official observance took place at the **Spokane YMCA** on June 19, 1910, which coincided with her father's birthday.

Although there had been an earlier one-time Father's Day service in **Fairmont, West Virginia, on July 5, 1908**, organized by Grace Golden Clayton to honor miners who died in a disaster, it did not become an annual event or gain widespread recognition.

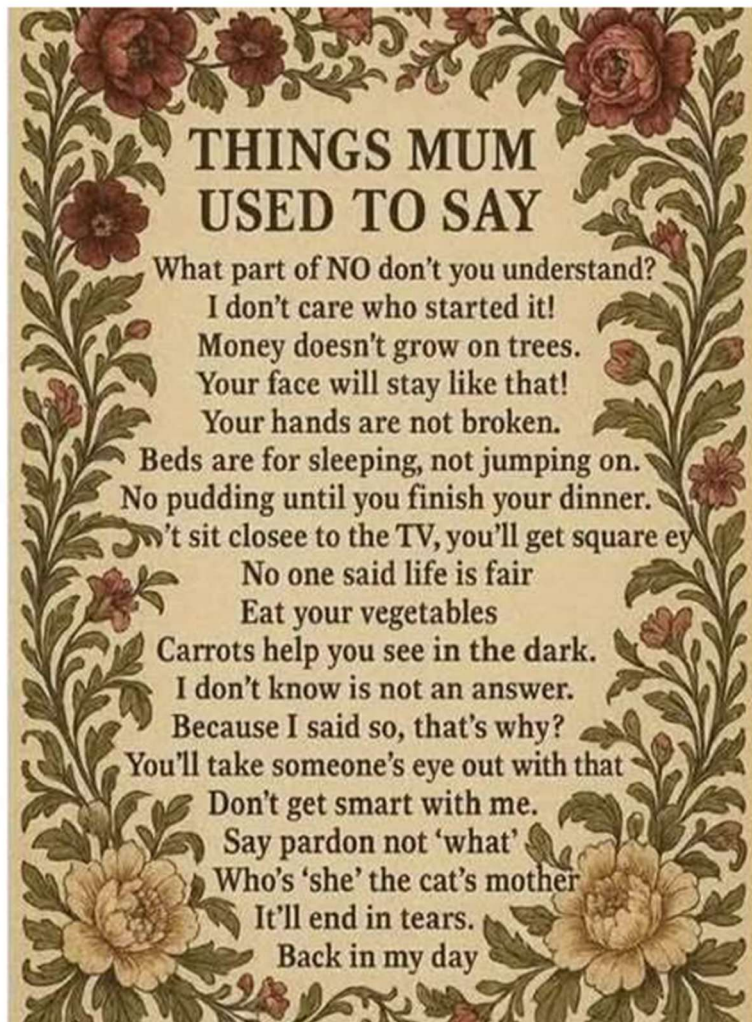
Father's Day gradually gained popularity, with President **Calvin Coolidge** encouraging states to observe it in 1924. It was officially recognized as a national holiday in the United States in **1972** when President **Richard Nixon** signed legislation designating the **third Sunday in June** as Father's Day. Today, it is celebrated with cards, gifts, and family gatherings, honoring fathers and paternal bonds across the country and internationally. (From copilot search)

Funny quotes of wisdom from dad! Happy Father's Day!



Ode to Mom (it should have been in the last issue. 😊)

Happy Mother's Day



From the South Australia regional group 94

Sorry, we missed an important holiday in May.



**Methods of Casting Cylinders.** The cylinders for automobile engines are cast in blocks, but one block being used for any in-line engine, such as the ordinary 4-, 6-, or 8-cylinder engine. In the case of the V-type eight, two blocks of four cylinders each are used, except in the case of the Ford V-8 which has all cylinders and the upper half of crank case cast integral. The cylinders are cast from gray iron. Some factories use a special alloy of gray iron in order to secure long wearing qualities. Within recent years, some nickel is added in order to insure the proper degree of hardness in engines designed for long service. The only exception to the rule given above is the Franklin engine, which uses individually cast cylinders with

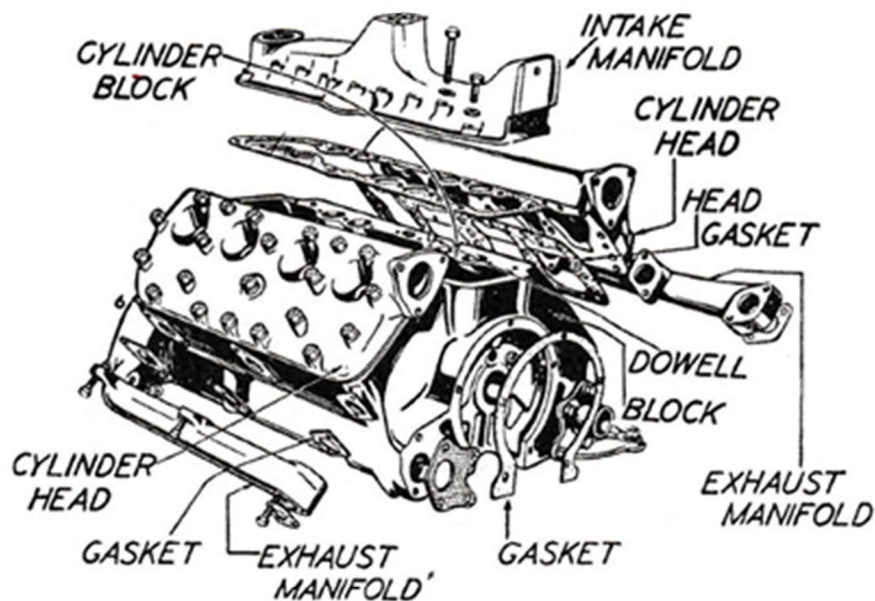


Fig. 9. Ford V-8 Cylinder Block with Related Parts

the fins for air cooling attached to the cylinder. This is similar to aircraft engine practice illustrated in Fig. 8.

In order to provide space for water cooling, the cylinder block is water-jacketed, except the air-cooled engines. This means that a very complicated mold is required for pouring and consequently the patterns for providing the mold, with their attendant core boxes, are very intricate. When engines are cooled, the water circulates from the bottom of the cylinder upward, so that with the removable cylinder heads provision must be made to allow the water to pass from the cylinder block into the water jacket of the cylinder head. Fig. 9.

# Brazilian court orders restoration of Fordlandia, Henry Ford's Amazon ghost town

May 29, 2026 at 7:58 am Updated May 29, 2026 at 9:06 am (Seattle Times from Larry Lange)



By [Gabriela Sá Pessoa](#) - *The Associated Press*

SAO PAULO (AP) — A court in the northern Brazilian state of Pará has ruled that both federal and local officials must act to restore and preserve Fordlandia, a city established nearly a century ago by U.S. industrialist Henry Ford deep in the Amazon rainforest.

Prosecutors said Friday that the decision marks a significant milestone in heritage protection.

Fordlandia, now a ghost town and a district of the city of Aveiro, was built in 1927 in Pará by the Ford Motor Co. as a rubber-tapping metropolis intended to secure a steady supply of natural rubber for tires.

Designed to resemble an idyllic American suburb, it was once the third-largest settlement in the Amazon region. However, disease ravaged the rubber tree plantations, leading to the city's abandonment. In 1945, the Brazilian government acquired the site.

In 2015, Brazil's federal prosecutors' office in Pará sued the country's Iphan architectural heritage agency and the city of Aveiro for failing to preserve Fordlandia. They also demanded that authorities grant the city protected status.

"Fordlandia is a landmark chapter in the history of Brazil and of global industry. The project was an American effort to challenge the British monopoly on rubber, bringing cutting-edge infrastructure—including a hospital, running water, electricity and a movie theater — to the heart of the Amazon in the 1920s," the prosecutors' office in Pará said in a statement.

Despite the end of the commercial venture, officials emphasized that the district remains an important part of Brazil's national memory and should be preserved for future generations.

Two weeks ago, a judge in Pará ordered both federal and local authorities to restore Fordlandia. The decision came after more than a decade of legal proceedings.

Although the district isn't officially recognized as a heritage site, the court found that it possesses historical, cultural, and architectural significance, which the Brazilian Constitution mandates must be protected.

The ruling further requires the government and municipality to develop and implement a recovery plan for the district, with potential financial penalties for noncompliance.

Found this article in an old cedar chest!

## Only Car He Ever Owned Was A

\* \* \*

\* \* \*

\* \* \*

## Pile of Junk—Why Pay Taxes?

No matter how many tax dollars are collected on personal property assessments of last year, the county is going to be \$1.29 short because there is no way, apparently, to collect it, says the Colfax Commoner. Probably no one has ever questioned the legitimacy of a college student's evasion of paying class dues and laundry bills, but here is one Dave Downs (good old Scotch name) of the Washington State College, who has added another item to the list of recognized exemptions. His satirical explanation is given in a letter to Sheriff W. I. Dailey:

"Doesn't this college institution tax a person's monetary supply enough without your help? I am a student and not a resident of this county. I am a resident of Snohomish county, where I was born, reared and have lived there until entering school at Pullman.

### Might Attach Suitcase

"I am not at the present time self-supporting, nor have I any personal property for you to bother about coming over to sell, unless you want to sell my suitcase and make me take my suit home in a gunny sack.

"The tax was levied on an old Essex car, for which I purchased a license in this county so that I could take it home, where I sold it to Abe Kosher's Wrecking company upon my arrival in Everett.

### Short Life on Coast

"The car itself was not a resident of this county. It was bought, run, broke down, repaired and wrecked on the coast. It was my property for a little over six months. It was the only

car I ever owned and it wasn't a car. Can you levy taxes on a pile of junk that sits in a back yard?

"I am not trying to evade taxes, only to impress upon you the fact that I have nothing upon which to pay a personal property tax. I do appreciate and am very grateful to Whitman county for such unearned flattery.

### Law of Diminishing Returns

"At the present time I am the proud custodian of two silver dollars, or rather, my landlady is. By the time you get here it will be only 50 cents. But if you must come over, please come on Wednesday. Then I can ride as far as Colfax with you. That is the day I leave for Spokane to take the G. N. 'hotshot' home.

"After all, don't you think it would be a little ridiculous for you to be seen chasing me down the street and at the same time trying to secure change for two dollars from passers by? Whitman county may be poverty stricken, but so am I. Maybe I should reimburse you for postage, and also Mabel Greer. If you can sell anything I have for \$1.29, you are a better salesman than I am. I've tried it.

### Spurns Formality

"Please let me know what your conclusions are. I don't know much about law but I have a friend. I'll ask him. A little note from you would be appreciated. I don't like the formal kind your deputy writes. You'd think he didn't like me.

"P. S.: Don't forget to bring cigarettes. Sincerely,

"Dave Downs."

(Good old Scotch name.)

# Car Facts

Ford's introduction of the flathead V8 engine in 1932, specifically in the Ford Model 18, was a significant advancement in automotive technology for mass-produced cars. Prior to this, most cars relied on inline-four or inline-six engines. The V8 engine, with its eight cylinders arranged in a V-shape, offered superior power and smoother operation compared to inline engines of similar displacement. Ford's mass production of the V8 engine made it a more affordable and accessible option, influencing future car designs and solidifying Ford's reputation as a leader in automotive engineering.

From the greyhound club

## SAFETY COMES FIRST IN THE FORD V-8

HENRY FORD says—"There are two things we do not skimp—cost and conscience." That applies particularly to everything that concerns safety. The Ford Motor Company has an obligation to the public to make the safest car it is possible to build. Cost doesn't enter into that. It's a matter of finding what is right and putting it into the car.

Ford was first to use a steel body for a low-price car—first low-price car to give you Safety Glass throughout without extra cost. Any time something new and better is found, it is built into the Ford. But it has to prove itself first. The Ford Motor Company does not experiment with safety.

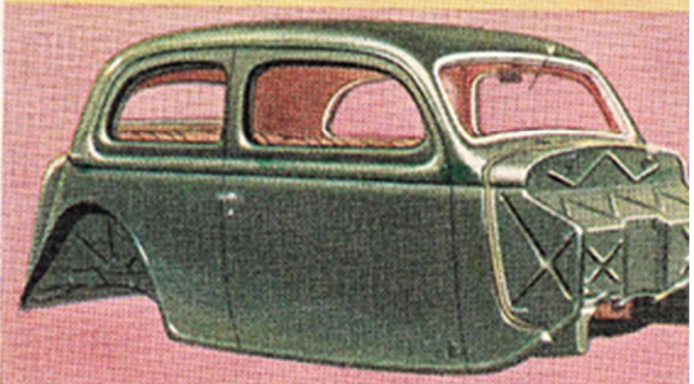
Ford Super-Safety Brakes reflect that policy. They are of the same mechanical type as the brakes that have been used for years on the finest cars. We use them because our experience has proved they are the safest and most reliable kind of brakes under all driving conditions. They stop the car in the most positive and direct way.



**SUPER-SAFETY BRAKES**—Big, powerful, positive—easy to apply. Made to stop the car in the most dependable way.

**NEW DRIVING EASE**—New, easier steering. New easy gear shifting—smoother, quicker. Shorter distance for gear shift lever to travel.

**WELDED STEEL BODY**—A real steel body structure—like a sky-scraper or battleship. No wood used for any structural part of Ford bodies. Steel is reinforced with steel—electrically welded for still greater strength. It costs us more to build this body but it means greater safety for you.



## Pecan Pie Dump Cake

### INGREDIENTS

- 1 (15.25 ounce) package yellow cake mix (do not prepare according to box directions)
- 1 (21 ounce) can pecan pie filling (or make your own with 1 ½ cups chopped pecans, 1 cup corn syrup, ½ cup packed brown sugar, ½ cup melted butter, 2 large eggs, 1 teaspoon vanilla extract)
- 1 cup chopped pecans (for extra crunch, optional)
- 1 ½ sticks (¾ cup) unsalted butter, melted
- ½ cup milk (whole or 2% recommended)



### INSTRUCTIONS

- **Preheat & Prep:**
  - Preheat your oven to 350°F (175°C). Lightly grease a 9×13-inch baking dish.
- **Layer the Filling:**
  - Pour the can of pecan pie filling evenly into the bottom of the prepared baking dish. If you're using extra chopped pecans, sprinkle them over the filling now.
- **Add the Cake Mix:**
  - Evenly sprinkle the dry yellow cake mix over the pecan pie filling layer. Make sure to cover it completely.
- **Melted Butter & Milk:**
  - In a small bowl, whisk together the melted butter and milk until combined.
- **Pour Over Cake Mix:**
  - Slowly and evenly pour the butter and milk mixture over the dry cake mix. Try to get it as distributed as possible, covering most of the cake mix. Don't stir cake mix.
- **Bake to Golden Perfection:**
  - Bake for 45-55 minutes, or until the top is golden brown and a toothpick inserted into the center comes out clean (or mostly clean, a little gooeyness is okay for dump cake!). The edges should be bubbly and set.
- **Cool & Serve:**
  - Let the dump cake cool for at least 15-20 minutes before serving. This allows the filling to set up a bit. Serve warm with a scoop of vanilla ice cream or a dollop of whipped cream.

# SOME FORD INFORMATION



Twenty-eight-year-old Henry Ford II as he neared the end of his first year as president of the Ford Company. It had been a rugged year, but at the end of it he was the undisputed boss of the big auto firm.

## HENRY FORD SECOND

by David L. Lewis

All photos courtesy of the Ford Archives, Henry Ford Museum, Dearborn, Michigan.

IN 1943 THERE was not much in 26-year-old Henry Ford II's background to suggest that he could successfully direct one of the world's largest firms. Yet in August of that year that's what was being expected of him. His father, Edsel, Ford Motor Company president since 1919, had died in May; his 80-year-old grandfather Henry, had resumed the presidency, and old Henry's hatchet man, Harry Bennett, and manufacturing boss, Charles E. Sorensen, were jockeying for power.

Authority at Ford, never clearly defined, was so obscure that many minor officials and workers would obey "any superior person."

Financial management, because of Henry Ford's hostility to systematic accounting, was confused.

Profits were measured by the amount of cash on deposit. Nobody knew what it cost to make steel in the Rouge plant; the cost figures of foundry and timber operations were scrambled with those for growing soy-beans and staging square dances. Henry Ford figured that he paid for all of these things anyway, why bother to spend money separating the accounts?

Henry II later swore that costs in one department were determined by weighing stacks of invoices.

And then came Henry II. A quiet, pleasant, blue-eyed, apple-cheeked, 190-pound six-footer, he had been named a director of the company in December 1938, while a third-year student at Yale. As a collegian he took engineering courses, then switched to sociology. "I had flunked in engineering, so I tried something else. Lacking sufficient credits, young Ford did not graduate with his class in 1940. (In 1973, however, Yale awarded Henry II an honorary doctorate.)

**SOUNDS LIKE NOT MUCH HAS CHANGED.**  
Borrowed from The V-8 Times



A future Ford president, Henry II, left, and his younger brother, Benson, helping Grandfather Henry with his gardening. The setting was the elder Ford's estate, Fair Lane, about 1921. Note that Henry had his tie and starched collar in place; he always did, whether gardening, chopping trees, or running a steam locomotive.

*Heard on the Running Board*



When I was a boy, I had a disease that required me to eat dirt three times a day in order to survive... It's a good thing my older brother told me about it.

I once entered the world kleptomaniac championships. I took gold, silver, and bronze.

A courtroom artist was arrested today for an unknown reason... details are sketchy.

I've started telling everyone about the benefits of eating dried grapes. It's all about raisin awareness.

The CEO of IKEA was elected Prime Minister in Sweden.

He should have his cabinet together by the end of the weekend.

The future, the present and the past walked into a bar. Things got a little tense.

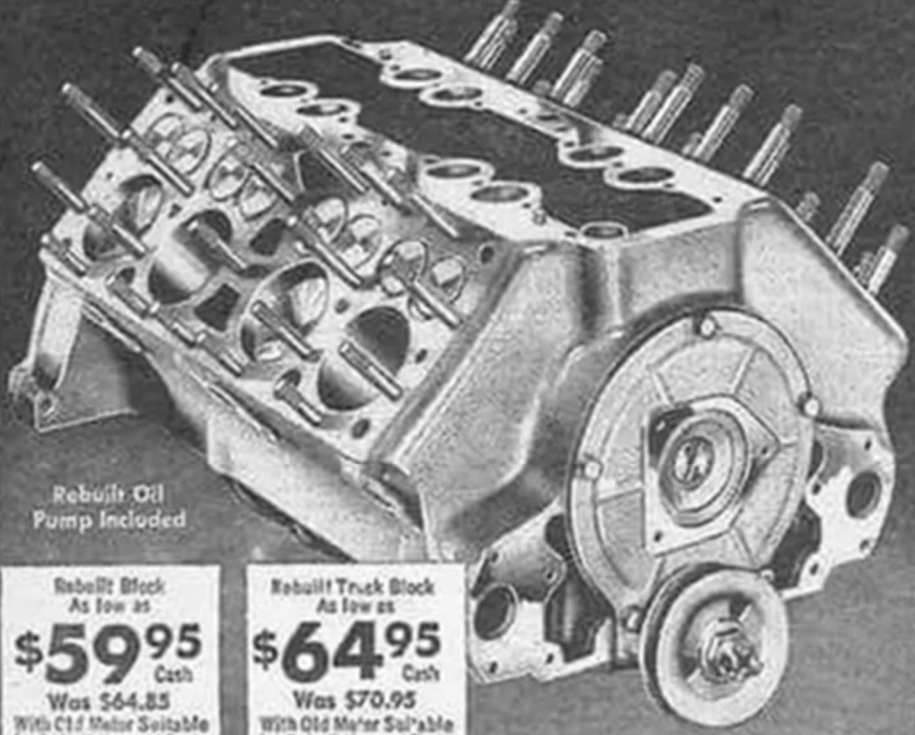
I got a new pair of gloves today, but they're both 'lefts' which, on the one hand, is great, but on the other, it's just not right.

To the mathematicians who thought of the idea of zero, thanks for nothing!

If you're not supposed to eat at night, why is there a light bulb in the refrigerator?

Old Sears Ad:

**For Ford V-8**



Rebuilt Oil Pump Included

Rebuilt Block  
As low as

**\$59<sup>95</sup>**  
Cash

Was \$64.85

With Old Motor Suitable  
for Rebuilding and Crate

Rebuilt Truck Block  
As low as

**\$64<sup>95</sup>**  
Cash

Was \$70.95

With Old Motor Suitable  
for Rebuilding and Crate

**Rebuilt Block Assembly for Ford V8-85, 1932-41**

- Every wearing part or surface replaced or reconditioned.
- New, top quality, heavy duty aluminum pistons.
- 4 new rings per piston—2 compression, 2 oil for most efficient oil control.
- Cylinders rebored, honed and polished to a standard oversize.
- Brand new valves, valve guide and valve springs. • New main bearings and rod bearings for smoother motor operation. • Crankshaft reground. Timing gear replaced if necessary. Rebuilt Oil Pump, studs included.

Get a Sears Rebuilt motor for low cost improved car performance. These economically priced motors will give dependable service and add years of valuable use to your car. All old, worn parts are replaced or repaired so that you get guaranteed performance and service. It's practical, it's smart, it's economical to buy a rebuilt motor and enjoy renewed driving pleasure. No matter how much you consider paying for a rebuilt motor, we don't believe you'll find a better value.

If you're not getting the service you should from your old motor it isn't necessary to buy a new car . . . not when you can buy Sears Rebuilds for so little. **State year of car**, and if for 1936 or later, whether you now use domehead or flathead pistons. Refer to Index for gasket sets. Shipping wt., 385 lbs.

**Block Assembly for V8-85 Passenger Car—2B DM 4842F**

For Ford Year	Cash Price Outright	On Easy Payments		†Credit for Old Engine and Crate	‡Price With Old Engine	Minimum Credit Old Engine and Crate
		Deposit	Monthly Payments			
1932	\$84.95	\$17.50	\$7.00	\$25.00	\$59.95	\$6.00
1933-34	89.95	19.00	7.00	30.00	59.95	6.00
1935-36	94.95	20.00	7.00	35.00	59.95	6.00
1937 (21 stud)	102.55	21.50	8.00	40.00	62.95	6.00
1938 (24 stud)	113.95	23.50	9.00	50.00	63.95	6.00
1939-41*	117.95	24.50	9.00	50.00	67.95	6.00

\* On 1939-41 state whether your V-8 is on generator or crankshaft.

Assorted things of interest:



# Clutch Chatter

Subject: Fwd: Activities for Aging Bodies.


Stay in shape..... 😊 without much effort....

Some exercises that don't require physical effort....

- 01) Beating around the bush...
- 02) Jumping to conclusions...
- 03) Climbing up the wall...
- 04) Swallowing your pride...
- 05) Passing the buck...
- 06) Throwing your weight around...
- 07) Dragging your heels...
- 08) Pushing your luck...
- 09) Making mountains out of molehills...
- 10) Hitting the nail on the head...
- 11) Wading through paperwork...
- 12) Bending over backwards...
- 13) Jumping on the bandwagon...
- 14) Balancing the books...
- 15) Running around in circles...
- 16) Eating crow...
- 17) Blowing your own horn...
- 18) Climbing the ladder of success...
- 19) Pulling out all the stops...
- 20) Adding fuel to the fire...
- 21) Opening a can of worms...
- 22) Putting your foot in your mouth...
- 23) Getting the ball rolling...
- 24) Going over the edge...
- 25) Picking up the pieces...

Whew! That is some workout! Now sit down and... 26) Exercise caution... And above all,

keep away from kicking the bucket! 😊

<p><b>January</b>  <b>10th</b> General meeting at 2pm.  Meeting. Board meeting at 1 pm</p>	<p><b>February</b>  <b>14th</b> General meeting at 2pm.  Meeting. Board meeting at 1 pm</p> <p><b>14-15th</b> 57th Annual Early Bird  Swap Meet Puyallup</p>	<p><b>March</b>  <b>14th</b> No Board/General meeting.</p> <p><b>14th</b> Saint Patrick's Day Parade</p> <p><b>PSRG Ford club forms in 1969</b></p>
<p><b>April</b>  <b>11th</b> General meeting at 2pm.  Board meeting at 1 pm</p>	<p><b>May</b>  <b>9th</b> General meeting at 2pm.  Board meeting 1pm</p> <p><b>16-17</b> Monroe Auto Swap Meet</p>	<p><b>June</b>  <b>6<sup>th</sup> Fox Island Tour - CANCELLED</b></p> <p><b>13th</b> General meeting at 2pm.  Board meeting at 1 pm</p> <p><b>27th</b> Greenwood Car Show </p>
<p><b>July</b>  <b>11th</b> General meeting at 2pm.  Board meeting at 1 pm</p> <p><b>19<sup>th</sup></b> North Bend Car Show</p>	<p><b>August</b>  <b>8th</b> General meeting at 2pm.  Board meeting at 1 pm</p> <p><b>9<sup>th</sup></b> Club Picnic</p> <p><b>20-21<sup>st</sup></b> Tour of the Year</p> <p><b>29th</b> 48th LeMay Annual Show</p>	<p><b>September</b>  <b>12th</b> General meeting at 2pm.  Board meeting at 1 pm</p>
<p><b>October</b>  <b>10th</b> General meeting at 2pm.  Board meeting at 1 pm</p>	<p><b>November</b>  <b>14th</b> General meeting at 2pm.  Board meeting at 1pm</p>	<p><b>December</b>  <b>12th</b> General meeting at 2pm.  Board meeting at 1 pm</p>

**Special thanks to all the club members for article submissions!**



From Looney Tunes! 😊