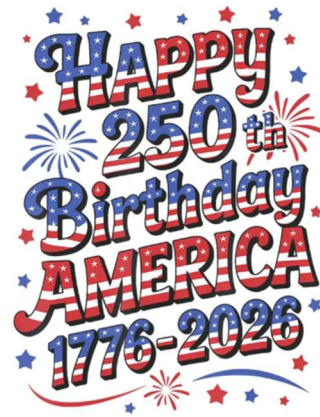




The Birth of Our Nation

The birth of the United States is a story of political awakening, revolutionary action, and the articulation of enduring ideals. While most Americans mark **July 4, 1776** as the nation's birthday – the day the Declaration of Independence was adopted – the roots of American independence run deeper, with events like the **Boston Massacre** in 1770 serving as a catalyst for the revolutionary cause [Army University Press](#).

From Tensions to Revolution

The American Revolution was not born overnight. It grew from decades of colonial resistance to British taxation and lack of representation. Key turning points included:

- **1765–1775:** The Stamp Act, Townshend Acts, and Coercive Acts intensified colonial protests.
- **1775:** The Second Continental Congress formed a de facto national government, creating the Continental Army and a postal system [National Archives](#).
- **1770:** The **Boston Massacre**, where British soldiers killed five colonists, including Crispus Attucks, became a rallying cry for independence [Army University Press](#).

The Declaration of Independence

On **July 4, 1776**, the Continental Congress formally declared the thirteen colonies free and independent states, absolving them of allegiance to the British Crown [National Archives](#). The **Declaration of**

Independence expressed the colonies' rejection of tyranny and affirmed the natural rights of life, liberty, and the pursuit of happiness [U.S. Department of State](#). It became the symbolic birth certificate of the United States.

The Role of the Founding Documents

The **Charters of Freedom** — the Declaration, the Constitution, and the Bill of Rights — are central to understanding the nation's founding [National Archives](#). The Declaration set the philosophical foundation; the Constitution established the framework of government; and the Bill of Rights protected individual liberties.

Legacy and Commemoration

Independence Day celebrations began in Philadelphia in 1776, with readings of the Declaration, parades, and fireworks [Jack Miller Center](#). Today, July 4th is a federal holiday honoring the ideals of liberty and equality first proclaimed in 1776 [U.S. Department of State](#).

In summary: The birth of our nation was the culmination of years of political struggle, military conflict, and moral conviction. It was a moment when the ideals of self-governance and human rights were formally declared, shaping a republic that would influence the course of world history.

GREENWOOD CAR SHOW – Guy Generaux

The 2026 version of the always prolific Greenwood Car Show was staged June 27. This was the first time purportedly that the event experienced rain in the past 19 years. Morning showers dampened participation by some PSRG members who opted to stay home. However, we did have a small contingent that participated. Following early morning showers, the skies cleared and it turned out to be a beautiful day. From about 10:30 a.m. on, the show was very well attended with the typical large crowds. Pictured R-L: 1934 Ford Coupe - Bev & Elmo Lewis, 1950 Ford Coupe - Mark Keenholts, 1947 Ford Station Wagon - Guy Generaux, 1952 Ford Pick-up - Tom Russell (potential new club member)!



Fox Island Tour Update - Sunday August 2nd

Touring in our old cars is great, but unfortunately, the weather can be very unpredictable. Our tour to Fox island had to be canceled and has been rescheduled for (Sunday) August 2nd. Hopefully we will have sunshine and just right weather but be advised that everything is outside so dress appropriately.

We are still planning to meet at the LeMay / America's Car Museum parking lot (2702 East D St, Tacoma) at 9:30am and leave for Fox Island at 10:00am. We estimate a 35-45 minute drive to Fox Island (depending on traffic). Those who will be driving their old and classic cars will leave the museum first and then the modern cars. On our way to Fox Island, we will be stopping to regroup at the Artondale Elementary School (6219 – 40th Street N.W. Gig Harbor) around 10:30am. Those of you coming from the peninsula area can also meet there, so we can caravan in together. To make it easier to stay together, we will attempt to drive more slowly – 45-50 mph max on the freeway and 25-30 mph max on the other roads. (Model T's max speed is 45 mph). Remember to keep the car in front of you and the car in back of you in your sight.

Since parking will not be on the McLaughlin's property, we will be parking in a vacant lot two houses down from their home. The old and classic cars will be parked first and then the modern cars. There will be parking assistants helping everyone. Since Hyak Place is a small road, parking on both sides would make it very difficult for emergency vehicles and the residents to use it. Once the lot is filled, the overflow of cars will then be parked only on one side of the street side that is opposite the McLaughlin's residence.

The main reason for parking the old and classic cars in the lot first is that Craig and Dannie McLaughlin will be picking their favorite Ford and awarding a trophy. So, the more old cars the better.

After everyone is parked, we will meet with Craig and Dannie at the gate of their home. They will talk about their car collections, garages and gardens. It will take approximately 2 ½ to 3 hours to see everything.

The food and beverages are **complimentary**, but not sure at what time those will be served or what the food will be. So, they can make appropriate plans for food, they need the total number of people attending ASAP. Please show your appreciation for their hospitality and generosity by responding no later than Sunday, July 19th.

If you have any questions or are not sure your name is on the tour list, please text or call me at 206-999-4030.

Mark Vinson

**** Ford Picnic August 9th at 11:00am at Steven Young's place. ****

Brisket, chicken, potato & macaroni salad (possibly fresh salad) will be served.

Please bring your favorite dessert. 😊

PSRG TOUR OF THE YEAR

Salem, OR. August 20-21, 2026 (Thursday/Friday)

THIS IS A SPECIAL INVITATION to see one of the most prolific private car collections in the country! The Brothers assemblage of extraordinary restored and low-mileage original vehicles is remarkable. Most are from the '50s & '60's decades, along with many examples from the 1940s and 1970s. From domestic brands to foreign exotics, this is will be a dazzling experience. Whether it be a 1955 Mercedes 300 Gull-wing or a 1965 Ford GT40, a 1954 Corvette or a 1970 440 Plymouth 'Cuda, this collection (numbering over 600), has it all. And Ford/Lincoln/Mercury products are very well represented.

The Brothers 177,000 s/f exhibition building is not open to the public. It is however, opened just a few times each year by invitation to raise money for charity. For these unique private occasions, tickets are limited, and car clubs have first priority to reserve. PSRG was fortunate to secure 50 tickets for our members. The theme of the August 20 event is "Hot August Nights." Attendees will be treated to an outdoor "interactive cruzin' experience" with live music, plus an array of food trucks and beverage stations. Our Early V8s will receive preferred parking along the "cruising" venue. Inside the display pavilion, participants can spend up to four hours perusing the extensive array of cars, trucks, memorabilia and more. Festivities run 6:00-10:00 p.m.



DON'T MISS THIS ONE-TIME OPPORTUNITY! PSRG has always subsidized our Tour of the Year in an effort to make it more affordable and encourage participation. This time, the club will cover the cost of your entry fee to the Brothers event (\$150 per couple or \$75 individual). Unlike, other past Tours, you will have the option to select your own hotel. A list of hotels with pricing, amenities and distances from the event will be made available once you are registered with Tour Chairman Guy Generaux. We will be touring down together as a group (Tacoma to Salem = 189 miles). Secure your reservation now by emailing: guy.g@journal-newspapers.com or texting 206-423-7563. Tickets will be allotted on a first-to-reserve basis.

Tentative Itinerary (a more detailed version will be finalized).

Thursday, August 20 (departure)

Meet at LeMay, America's Car Museum

Drive to Vancouver, WA

Group lunch

Tour the Pearson Air Museum at Fort Vancouver National Historic Site

Drive to Salem via I-205

Hotel check-in (4:00) and relaxation time

Arrive at the Brothers event

Finish at your leisure and head back to hotel

Friday, August 21 (return trip to Seattle)

****Several options are being considered and still to be determined, such as:**

A visit to the Evergreen Aviation & Space Museum (Spruce Goose) McMinnville??**

Explore the new West Vancouver Waterfront development - even more added since our 2024 visit??**

View the collection of former National V8 Ford Director, Steve Lemmons, Longview??**



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

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

Last 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 July meeting!

THANKING you in advance for your support! Carol Keenholts



2026 PSRG Who's Who

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Vice-President- Bill Meade

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Secretary-Mary Lamken

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mary.lamken@yahoo.com

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Membership/Rosters-Guy Generaux

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Refreshments- Paul Keller

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PSRG Summer Picnic-

Elmo Lewis

425-888-2118 bevelmo@comcast.net

Swap Meet-

www.monroeswapmeet.com

Tour of The Year-Guy Generaux

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newspapers.com

Welcome-Guy Generaux

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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

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 I want to thank those that stepped in for me when I needed to leave abruptly at our last meeting. Everything worked out fine, but I was mad at myself for not grabbing an ice cream treat for the road. I look forward to catching up soon at our next meeting.

July is now here and that means not only Independence Day, but also our North Bend car show on July 19. Once again Amy Q. and her team have brought a long-time tradition back to Downtown North Bend. If you have not been, you need to make it this year, and better yet, lend a hand. It is a great location with a great view of Mt. Si. You may wander from car to car on the closed stretch of road as the owners show off the fruits of their labor. The show includes a raffle that resembles those at our national meets. Think about putting together a prize. You can bring your donation to our July meeting or get to the meet early.

Next is August. Mark Vinson & Cascade Regional Group invited us to join on their tour to Fox Island and at least a half dozen of our members should be joining. The updated date is now August 2. Guy Generaux is leading this year's Tour of the Year August 20 & 21 Salem Oregon is the destination. The July newsletter has more information, and Guy can take care of your questions.

Our next meeting is July 11 at the Eagles, as usual, 1:00 for the board & 2:00 for the general meeting. Members are all welcome at the board meeting. Be safe & stay cool. Hope to see you there.

Happy Fording,

Paul Keller

Important Club News

The Funeral for Dick Jauch will be held at the Tahoma National Cemetery on July 23rd at 12:15pm.

We would love to receive stories and/or pictures from you regarding Dick Jauch for the next month's newsletter.



Meeting Minutes

Mary Lamken

Carol Keenholts took notes for Mary:

Minutes - June 2026 meeting - Meeting led by Bob Merz

Discussions:

TOUR OF THE YEAR: See article from Guy

CLUB PICNIC: Scheduled for August 9th, Sunday.

TREASURER'S REPORT: Bob Merz reports that we are doing great and more to come after the final statistics from the Monroe Swap Meet have been calculated

SWAP MEET: Discussed future swap meet plans and ideas

NORTH BEND CAR SHOW: July 19th, 2026: Amy Quilizapa

1. Those attending like to show up early (6:00 AM) with their car so:

Mike and Trina, Carol and Mark, Elmo, Cliff, Paul and Mary will be there early as well to help Amy and family

2. RAFFEL: Amy has about 16 items. **IF YOU HAVE ADDITIONAL ITEMS, PLEASE BRING THEM TO THE JULY MEETING**

3. Amy has 10 "top ten" trophies and the club gets to vote on Best of Show.

4. T-shirts, Goodie bags and one million details have been covered by Amy 😊

If you would like to help Please contact Amy Quilizapa

REDMOND EAGLES CAR SHOW:

Scheduled for August 15th, Saturday at 3PM



Membership

Guy Generaux

ROSTER UPDATE:

Welcome new members!

Michael Strand - 1951 Ford F1 Pick-up

Harold Strand - 1931 Ford Model A Pick-up (with flathead V8)

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



- **1940 Ford Tudor Deluxe Sedan**, good paint, perfect driving condition, front disc brakes, Columbia 2 speed, 49merc flathead w/ Holley 4-barrel, great interior, \$30,000
contact Scott Kilmer at 253-355-0847



● For sale Modified 1932 Ford 2dr

I am selling my 32 Ford 2dr which was modified in the early 1940's during WW2 when all auto production shifted to the war effort.

The original owners of this car needed a pickup truck to be used for various small hauling chores on a small farm in the Midwest. The back half of the 2dr was removed and replaced with a wooden bed from a Conestoga wagon which the family had used to move to their location in the 1800s.

The car is an early build, April or May. The original motor has been replaced with a 1938 motor and is in very good shape. The original floor starter button has been replaced with a push button on the dash.

Other than the wooden wagon bed, the 1938 flat head motor and the push button for the starter, everything on the car is what came with when new. The right front fender developed a small split, which my father repaired with a thin back strap to stop further splitting. The car was originally painted green with black fenders; my father painted the car maroon with black fenders in 1985. I purchased the car from my father in 1987 and my wife and I drove it to a national meet in Victoria British Columbia, along with other smaller local meets. We have had the car in garage storage for the last 30 years.

This car has never had any major damage and very little if any minor damage, it is a very solid automobile.

I am the third owner of this unique automobile; my father was the second owner.

The following parts are **new** and have either been replaced, or go with the car.

Door handles, /running boards/hub caps/Firestone ww tires/front and rear bumpers/rear frame horn covers with all necessary rubber parts.

Sell price is \$12,500.00 John and Sara Synder at (509) 682-1424



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 (bragging about your car or a funny story with another member) for the newsletter, please send them our way at editor@efv8psrg.org



ENGINE OIL QUICK GUIDE



0W-20

- Modern vehicles
- Fuel efficiency
- Easy cold-starts



5W-30

- Daily driver
- Balanced protection & performance
- Light gasoline and diesel engines



10W-40

- Higher mileage engines
- Better internal sealing
- Moderate temperatures



15W-40

- Diesel engines
- Heavy-duty use
- Trucks and fleets



20W-50

- Older, worn engines
- Hot climates
- High viscosity



Ford History

1896: Henry Ford builds his first vehicle – the Quadricycle – on a buggy frame with 4 bicycle wheels.

1898: Ford creates the Detroit Automobile Company; two and a half years later it is dissolved.

1901: Ford wins high-profile car race in Grosse Pointe, Michigan.

1901: The Henry Ford Company is incorporated but discontinued the following year only to be reinvigorated by Henry Leland as the Cadillac Motor Company

1903: Ford Motor Company incorporated with 11 original investors. The Model A "Fordmobile" is introduced - 1,708 cars are produced.

1904: Ford Motor Company of Canada incorporated in Walkerville, Ontario

1904: Henry Ford teams up with Harvey Firestone of Firestone Tires

1906: Ford becomes the top selling brand in the US, with 8,729 cars produced.

1908: Model T is introduced. 15 million are produced through 1927.

1909: Ford Motor Company (England) established, otherwise referred to as Ford of Britain

1911: Ford opens first factory outside North America – in Manchester, England.

1913: The moving assembly line is introduced at Highland Park assembly plant, making Model T production 8 times faster.

1913: Ford opens second world branch in Argentina as Ford Motor Argentina

1914: Ford introduces \$5 (\$118, adjusted for inflation) wage for a workday – double the existing rate.

1918: Construction of the Rouge assembly complex begins.

1939: Mercury division is formed to fill the gap between economical Fords and luxury Lincolns. Operated as a division at Ford until 1945

1941: The Lincoln Continental is introduced. Ford begins building general-purpose "jeep" for the military. First labor agreement with UAW-CIO covers North American employees.

1942: Production of civilian vehicles halted, diverting factory capacity to producing B-24 Liberator bombers, tanks, and other products for the war effort.

1943: Edsel Ford dies of cancer at the age of 49, Henry Ford resumes presidency.

1945: Henry Ford II becomes president.

1945: Lincoln and Mercury are combined into a single division.

1946: Ford sues the allies for damages done to his factories in Dresden during the infamous bombing, and wins compensation.

1946: The Whiz Kids, former US Army Air Force officers, are hired to revitalize the company. Automobile production resumes.

1947: Henry Ford dies of cerebral hemorrhage at the age of 83; Henry Ford II becomes new chairman.

1948: F-1 Truck introduced. Lincoln Continental is introduced.

1949: The '49 Ford introduces all-new post-war era cars. The "Woody" station wagon is introduced.

1953 Ford Canada Headquarters and Car Plant opens in Oakville, Ontario

1954: Thunderbird introduced as a personal luxury car with a V-8. Ford begins crash testing, and opens Arizona Proving Grounds.

1919: Edsel Ford succeeds Henry as Company President.

1920: Ford temporarily shuts down due to low sales. After removing unnecessary administrative expenses and waste, Ford reopens

1921: Ford production exceeds 1 million cars per year, nearly 10 times more than Chevrolet - the next biggest selling brand.

1922: Ford purchases Lincoln Motor Company for US \$8 million (\$113 million, adjusted for inflation).

1925: Ford introduces Ford Tri-Motor airplane for airline services, and a factory was built in Yokohama, Japan in February.

1926: Ford Australia is founded in Geelong, Victoria, Australia.

1927: Model T production ends, Ford introduces the next generation Model A, from the Rouge complex.

1929: Ford regains production crown, with annual production peaking at 1.5 million cars

1931: Ford and Chevy brands begin to alternate as U.S. production leaders, in battle for automobile sales during the Great Depression.

1932: Ford introduces the one-piece cast V-8 block. It makes the Model 18 the first low-priced V8-powered car. In London Royal Albert Hall the Model 19, or as it was marketed Model Y, are introduced February 19. The first of a long line of small European Fords

1936: Lincoln-Zephyr is introduced.

1938: The German consul at Cleveland awards Henry Ford the Grand Cross of the German Eagle, the highest medal Nazi Germany could bestow on a foreigner. There is some evidence Ford had Nazi sympathies, at least before World War II. He may have financed some Nazi activities, and was active in anti-Semitic efforts.

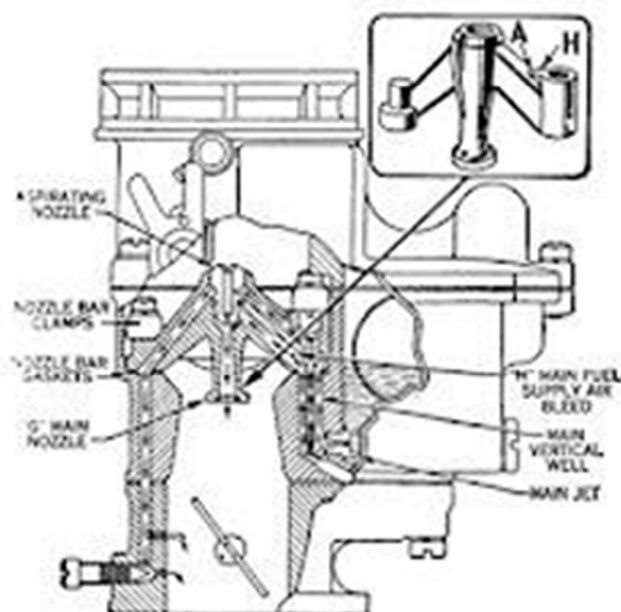
From the regional group of
Long Island #021

Ford - Holley Dual Carb for 1938 to 48 V8

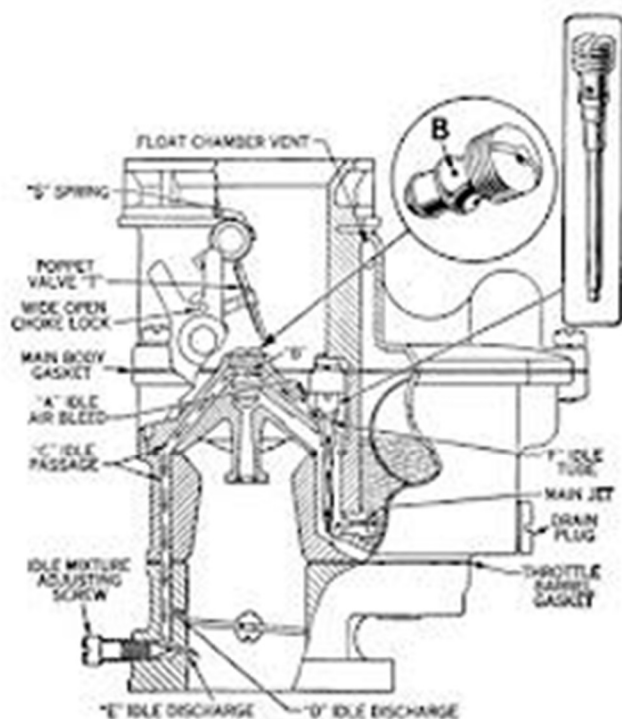
91A-9519A (1938-41) - Marked "94"

21A-9510A (1942-44)

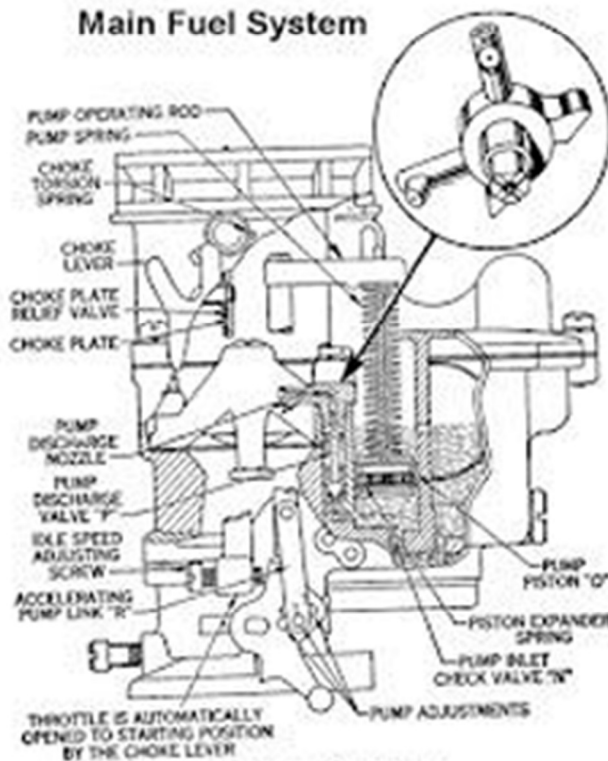
59A-9510A (1946-48)



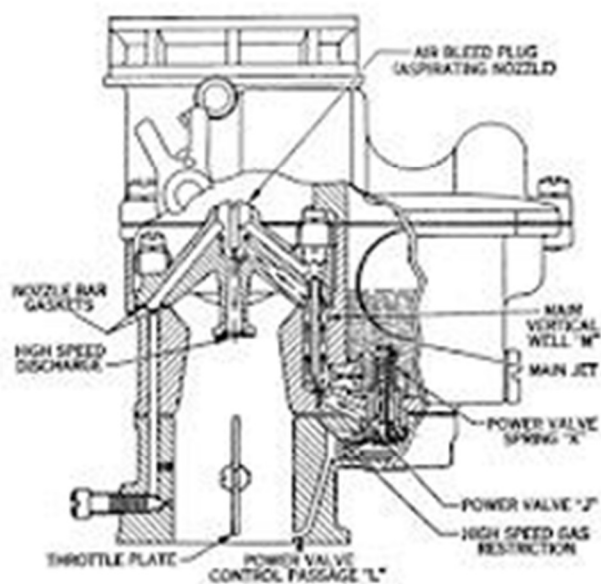
Main Fuel System



Idle System



Acceleration System



Power System

THE TIMELESS FORD FAMILY (ACTUALLY, NOT "TIME"LESS AT ALL!)

By Frank Scheidt



The Ford Family has been featured on more Time Magazine covers than any other manufacturer. Henry Ford I appeared on five, Henry II on four, William Clay Sr. and Benson appeared with HF II on one cover, and most recently, Bill Ford Jr. in 2006.

It's a shame that another Ford, who was such an important contributor to Ford's success, was never on a Time cover — Edsel. Even designer, George Walker, appeared on the Nov. 4, 1957 issue! The closest Edsel came was sharing the cover with his father on the Jan. 19, 1937 Life Magazine.

Here are the first six covers and the story behind each.

FORD SPEAKS (July 27, 1925)



Said TIME in its July 27th issue: "No other American except the President of the U.S. can command such instant attention for any public statement."

That's right. After some 12 million Model Ts and tons of publicity, TIME felt that Henry Ford's interviews with correspondent Wilbur Forrest were reason enough to feature Ford's face on

the cover of its July 27 issue in 1925. Ford gave his opinions on such topics as Aeronautics (commercial airplane is far from being a success); Politics (Coolidge deserves another term); Shipping (Ford now has five ships); and Language (it's the World's language).

Race of Three (January 14, 1935)

Henry Ford said he didn't know how many cars Chevrolet or Chrysler sold in 1934 — and he didn't care. He wants to



concentrate on building the best car he can for the money. In Autumn of 1934, he boldly announced that he will see "a million or more" of his all-new 1935 Fords. His advertising budget for 1935 is hinted to be in excess of \$8,000,000; he participated in the 1934 Chicago Century of Progress exhibition; he'll participate in the 1935 International

Exposition in San Diego; he sent his son, Edsel, to NYC to launch the '35 at the New York Automobile Show, the number 1 venue for exhibiting the newest and finest in automotive transportation, and Ford's first showing there. He sent cross-section displays, a team of two mechanics who could pull down a V-8 motor in six minutes, assemble it in ten, a cutaway car on a traveling belt which, when big blocks were tossed under its wheels, demonstrated what Ford called "Center-Poise," balanced riding quality. Does this sound like a man who "doesn't care" how many Chevrolets are sold?

So, after being outsold by Chevrolet for several years now, and with Chrysler gaining, TIME recognized that Ford was fighting back for 1935. And it must've worked, for Ford finally outsold Chevrolet in 1935 by over 170,000 units!

Model T Tycoon LABOR Problems (March 17, 1941)

"Henry Ford, the most famous tycoon alive, was up a tree this week. The old 'coon had been treed before, but this time not only by Organized Labor but the U.S." So read the opening of the March 17, 1941 TIME article about Henry Ford, whose face graced the cover for the third time. Ford was in trouble with the NLRB for violating the Wagner Act. The UAW

threatened to strike Ford. (A sit-down strike by the UAW union in April, 1941 closed the Rouge River Plant.) TIME maga-



zine could sense the approaching fireworks building between the union and Ford. Ford's Harry Bennett suggested that the union would even "sabotage the Defense Program of the nation to satisfy their greed for dues and more dues." As to Henry Ford himself, the article concludes, "And his feeling about labor unions is simple and characteristic: he wishes they would stop annoying him." (Finally in June, Ford gave in and signed a contract with the UAW.)

Battle of Detroit WWII (March 23, 1942)



"Something is happening that Hitler does not understand — old American miracle war production, and its miracle-worker is the automobile industry." The Willow Run plant is completed and running at full speed. Henry Ford, once a die-hard pacifist, now devotes 100% of his manufacturing to "war work", turning out all sorts of war-related vehicles

and armament, including airplane engines and even complete airplanes — the B-24 Liberty Bomber.

All of Detroit is pitching in, in a big way. Chrysler has three assembly lines of olive-drab tanks moving through its tank arsenal; General Motors is producing arms of all kinds at the rate of a billion dollars a year. Packard and Studebaker are making airplane engines; Hudson makes anti-aircraft guns; Nash is at work on engines and propellers. But Ford, and its founder, Henry Ford, get top billing and Henry's mug appears on the cover of TIME for the fourth time, on March 23rd's issue.

Says Henry, "The more we produce, the quicker it will be over and the sooner we can get back to the job of building up the country."

Young Henry Takes a Risk (February 4, 1946)

In 1943, Edsel Ford dies. In 1946, Henry Ford is a frail 83 years old. The company is struggling to make a comeback after the young Henry Ford II took over the reins from his grandfather in September, 1945. But labor relations still haunt Ford Motor Co. Young Henry makes the decision to settle with the union in 1946, granting them the pay raises they demanded, even though he was losing \$300 on every car he made! But hobbled by 773 strikes in four and a half years, the efficiency of Ford workers had dropped far more than any other auto company. As long as Uncle Sam paid the bills, the company could swim. But in peace, this labor sabotage was enough to sink it.

Thus in 1946 Young Henry is quite certain that the troubled labor relations that harried Ford for years are finally at an end. He has one solid fact to go on. Since V-J day, there has not been a single work stoppage in any of the Ford plants.

So young Henry II is featured for the first time on TIME's February 4, 1946 cover, sharing it with his grandfather, who is on a TIME cover, even if it is in the faded background, for the 5th and last time.

The Rouge & the Black (May 18, 1953)



In the folklore of American capitalism, the rich boy sometimes seems to have less chance of success than the poor boy. Americans build fortunes, but seldom dynasties. And enough fortunes have been wasted away by the sons of rich men to give truth to the saying: "From shirtsleeves to shirtsleeves in three generations."

Thus began the "cover story" for TIME's May 18, 1953 issue. The grandsons of Henry Ford were now in the thick of the "family business" and all three were on the cover of TIME. Henry, Ben and Billy, as TIME referred to them, (Henry II, Benson and William Clay) celebrated the 50th Anniversary of their grandfather's business. The company was in pretty good shape in 1953. But not much earlier, it was on the brink of total collapse. The hard work and dedication of these three "rich boys" brought profitability back to Ford Motor Co. Said Henry II regarding his younger brothers, "We agree on policy matters, but when we get into operational matters we disagree quite violently at times. But on one thing we all agree: what we do make, we want to be first with."

As to the title of the piece, "Rouge" refers to the expansion the boys made to the Rouge and other facilities in order to bring production capacity closer to that of GM; and "Black" stood for "in the black", as in making money again. ♦





Ford Quote

*“Whether you think
you can or you
think you can’t -
you’re right!”*
- Henry Ford



FORD MILESTONES

- 1891 - Henry Ford tells Clara they must move to Detroit. He then joins the Edison Illuminating Co. as an engineer.
- 1901 - Henry Ford builds and races his car, Sweepstakes, and wins the "Race that Changed Everything".
- 1904 - The Ford Motor Company board approves the purchase of land for the Piquette Plant.
- 1911 - Ford opens an assembly plant in Manchester, England, the first outside the United States.
- 1921 - First Fordson tractor is produced at the Rouge plant.
- 1922 - Ford acquires the Lincoln Motor Company.
- 1932 - Ford introduces the Flathead V-8 engine, a triumph for Henry Ford.
- 1939 - The New York World's Fair opens. Ford's Exposition gives visitors rides on the "Road of Tomorrow".
- 1943 - Edsel Ford dies at the age of 49. Henry Ford re-elected and resumes the presidency on June 1st for the duration of the war.
- 1947 - Henry Ford dies at the age of 83 at his estate in Dearborn.
- 1948 - The 1949 Ford goes into production. It's the first new car after World War II and is an all new design.
- 1952 - Ford closed its Trade School after 35 years.
- 1962 - Iconic Ford Rotunda building destroyed by fire, never to be rebuilt.

Did you ever stop and wonder

- Who was the first person to look at a cow and say, "I think I'll squeeze these pink dangly things here, and drink whatever comes out?"
- Who was the first person to say, "See that chicken there, I'm gonna eat the next thing that comes outta its bum."
- Why do toasters always have a setting so high that could burn the toast to a horrible crisp, which no decent human being would eat?
- Why is there a light in the fridge and not in the freezer?
- If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?
- If electricity comes from electrons, does morality come from morons?
- Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?
- Does pushing the elevator button more than once make it arrive faster

Just a Thought

To realise the value of ONE YEAR
Ask a student who failed a grade
To realise the value of ONE MONTH
Ask a mother who gave birth prematurely
To realise the value of ONE WEEK
Ask the Editor of a weekly newspaper
To realise the value of ONE HOUR
Ask the lovers who are waiting to meet
To realise the value of ONE MINUTE
Ask the person who missed the train
To realise the value of ONE SECOND
Ask the person who just avoided an accident
To realise the value of ONE MILLISECOND
Ask the silver medallist at the Olympics
Treasure every moment you have
And treasure it more because
You share it with someone special.
Special enough to spend your time
And remember that time waits for no-one
Yesterday is history. Tomorrow is mystery
Today is a gift!
That is why it is called THE PRESENT!

Submitted by Wayne

Upside-Down Chocolate Cake

(From the Hershey's 1934 Cookbook)

Ingredients:

2 tablespoons plus 1/3 cup butter	Dash ground cinnamon
1/2 cup packed light brown sugar	2 eggs
1 can (1 lb.) apricot halves, drained	1-3/4 cups cake flour
8 to 10 maraschino cherries, halved	1 teaspoon baking soda
3/4 cup granulated sugar	3/4 cup milk
1/4 cup HERSHEY'S cocoa	1/2 tsp vanilla extract

Method:

Heat oven to 350 degrees F. In 9-inch square baking pan, melt 2 tablespoons butter in oven. Remove from oven. Stir in brown sugar. Arrange apricot halves, rounded side down, and cherries in the pan. Set aside. In small mixer bowl, beat 1/3 cup butter and granulated sugar until light and fluffy. Add cocoa and cinnamon; beat until blended. Add eggs; beat well. Stir together flour and baking soda; add alternately with milk to cocoa mixture, beating until well blended. Stir in vanilla. Pour batter into pan over fruit. Bake 45 to 50 minutes or until wooden pick inserted in center comes out clean. With metal spatula, loosen sides; invert cake onto serving plate. Serve warm or better yet, cool, and carry along to share.

Yield: 8 servings

Fried Bologna Sandwich (Yum!)

- 2 slices white bread
- 1 thick slice bologna
- 1 teaspoon butter (or saved bacon grease, if on hand)
- Gulden's Mustard

Heat a skillet over medium heat. Add butter and allow it to melt.

Place the bologna in the pan, cutting a small slit at the edge to keep it from curling too much. Fry until the edges brown

and the center warms through.

Lightly toast the bread in the same pan if desired.

Spread mustard on one or both slices, add the hot bologna, and press together.

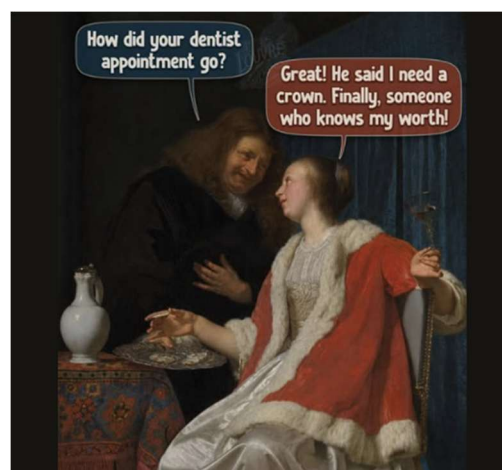
Wrap in wax paper while still warm for traveling

One Liners of the Month:

- Five out of six people think Russian Roulette is safe.
- I couldn't figure out how the seat belt worked, then it clicked.
- The man who survived a mustard gas attack and pepper spray is now a seasoned veteran.
- I have a fear of speed bumps, but I am slowly getting over it.
- I tried to catch fog last night, but I mist.
- Sleeping on a corduroy pillow makes headlines.
- A termite walks into a bar and asks, is the bar tender here?



From the Ford Fan – San Diego Early Ford Club Group #19



1940

MERCURY 8

WITH 239.4 C.I.D. V-8
1.6 HEAD

3 3/16" x 3 3/4" BORE and STR.

95 H.P. @ 3600 RPM (6.15 CONPR.)

116" W.B. 6.00 x 16" TIRES

2919 lbs. 3.54 GEAR RATIO

OVERDRIVE OPTIONAL

"SEDAN-
COUPE"
(5-PASSENGER)

\$970.
f.o.b. -
FACTORY

TOP 1940 SONGS:

SCATTERBRAIN • ALL THE THINGS YOU ARE • CARELESS •
WHEN YOU WISH UPON A STAR • WOODPECKER SONG • IMAGINATION •
I'LL NEVER SMILE AGAIN • ONLY FOREVER • FERRYBOAT SERENADE •
MAYBE • TRADE WINDS • WE THREE • BLUEBERRY HILL •
FOOLS RUSH IN • MAKE-BELIEVE ISLAND • WITH THE WIND AND THE
RAIN IN YOUR HAIR • DARN THAT DREAM • INDIAN SUMMER

1936 1/2

FORD

PASSENGER CLUB
CABRIOLET (CONVERT.)
WITH INSIDE BACK SEAT
INSTEAD OF RUMBLE SEAT WT.
(770 LB.) (INTRO. 2718 IN
LATE IN FORD'S 1936
1936 MODEL YEAR.)

221 CUB. IN. V-8 ENG.
(3 1/16" x 3 1/4" B x S)
85 H.P. @ 3600 RPM
6.3 to 1 COMPRESSION
14-GALLON GAS TANK
4.11 GEAR RATIO
(3.54 ON
4.33
OPT.)

OPTIONAL
WINDSHIELD
DEFROSTER

MECHANICAL BRAKES USED
BY FORD THROUGH 1936.

FORD FANS PLEASE NOTE:

IN MID-1936, THE FORD V-8 ENGINE WAS
IMPROVED; THE OLD-FASHIONED BARBIT MAIN
BEARINGS WERE REPLACED BY A SUPERIOR TYPE
OF INSERT MAIN BEARINGS. THESE IMPROVED
"1936 1/2" FORD ENGINES WERE IDENTIFIED BY THE
LETTERS "LB" ON ENGINE BLOCK (MEANING A
"LATE BLOCK" LATE 1936 ENGINE.) THE "LB" MARK
IS FOUND AT UPPER LEFT FRONT OF BLOCK, BY INTAKE MANIFOLD.

SINGLE
BATTERY
LIGHT & HORN
TRANSVERSE
CANTILEVER
LEAF SPRINGS.

FORD
BATTERY
AVAILABLE



**TECHNICALLY
SPEAKING**



Brighter Stops for Early Ford V-8s: LED Tail Light Inserts

By John Emmering

Many early Ford V-8s still operate on their original 6-volt, positive-ground electrical systems. When these cars are driven in modern traffic, the original incandescent tail and brake lamps can be difficult for following drivers to see, especially in daylight, rain, or stop-and-go traffic. LED taillight inserts offer a straightforward way to improve rear visibility while reducing the current draw on aging wiring, switches, and generators. (Lambert Enterprises of Fort Wayne, IN has a good 1949-50 Ford 6 volt LED insert kit . It can be ordered by phone at 260-437-3888).



Unlike a full custom lighting conversion, a properly selected LED insert can usually be installed inside the existing taillight housing. That makes the upgrade attractive for owners who want better safety without changing the period appearance of the car.

The critical specification is polarity. Early Ford 6-volt systems use positive ground, meaning the positive battery terminal is connected to the chassis. Standard negative-ground or 12-volt LED products may not illuminate, may operate incorrectly, or may fail if installed in the wrong application. Before ordering parts, verify that the product is rated for 6-volt positive-ground operation or is clearly described as non-polarity and compatible with either ground arrangement.

When shopping for LED taillight components, first decide whether you want complete lamp assemblies or insert-style units that fit into the original housing. Complete assemblies are convenient when the existing housing, sockets, or lenses are worn or missing. Inserts are often the better choice when the original parts are in good condition and authenticity of appearance is important.

Voltage: Choose 6-volt components, not 12-volt units.

Ground type: Confirm positive-ground compatibility or non-polarity operation.

Function: Match the insert to the required running light, brake light, turn signal, and license plate illumination functions.

Fit: Verify year, body style, left/right orientation, lens type, and housing depth before ordering.

Turn signals: If the car has turn signals, an LED-compatible flasher may be required .

Before installing LED inserts, inspect the tail light housings, sockets, grounds, and wiring. Many dim-light complaints on vintage cars are caused by poor grounds, corrosion, weak connections, or incorrect bulbs rather than the bulb technology itself. Clean the mounting points to bare metal where necessary, verify continuity to the chassis, and confirm that the brake light switch and wiring are delivering full system voltage to the rear lamps.

Once the electrical condition is confirmed, install the inserts according to the supplier's instructions. Test the running lights, brake lights, turn signals, and license plate light before reinstalling the lenses. A helper standing behind the car is useful for confirming brightness and proper function from a realistic viewing distance. For early Ford V-8 owners who tour, drive after dusk, or spend time in modern traffic, LED taillight inserts are a worthwhile safety improvement. The key is to buy parts designed for a 6-volt positive-ground system, preserve good chassis grounds, and test every lighting function before calling the job finished. Done carefully, the result is a brighter, safer rear signal while maintaining the traditional appearance that makes these cars special.

Other opportunities to show off your awesome cars! 😊

REDMOND EAGLES PRESENTS HOT AUGUST NIGHTS



SATURDAY
15
AUGUST

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BY SAT 8/8
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SWAPDOGLOUIE26@GMAIL.COM

CLASSIC CAR SHOW
AND MEMBERSHIP DRIVE
FOOD AND DRINK SPECIALS
OUTDOOR BEER GARDEN

OPEN TO THE PUBLIC & FREE TO ENTER

If your car can't remember the '90s, it can't enter. Must be 30+ years old.

PRESENTED BY CASCADE EARLY FORD CLUB

MONDAY SEPTEMBER 7TH, 2026



4th

Graham Labor Day

CAR SHOW

Registration Fee
\$20

IMPORTANT INFORMATION

LOCATION:

FRONTIER PARK 21718 MERIDIAN E., GRAHAM, WA 98338

REGISTRATION:

GATES OPEN AT 8:00AM

REGISTRATION CLOSSES @ 12:00PM

ACTIVITIES

Poker Walk
Raffle Prizes
Food Vendors
Trophies Awarded
Kid Games

All Makes and Models Welcome

FACEBOOK

EarlyFordV8Club - Cascade Regional Group #57

Contact Information

253-848-5180

253-639-9844



Repairing Early Fuel Tank Filler Leaks

By Ken Bounds

This week I noticed a thread on the Fordbarn where the poster tracked down a problem he was having with gas fumes. The fumes were leaking from the connection of the filler pipe to the gas tank on his '33 Station Wagon. I thought it might be a good time to repeat a column we presented in the April 2009 Road Chatter. At our January 2009 meeting I did a presentation on the subject and wanted to pass along the specifics to everyone. We have several newer members who may be able to use this information, plus I have an update.

The next three paragraphs are a portion of the original "It Worked for Me" article, with reference to work being done on Joe Kozmic's '37:

Ford's fuel tanks through early '37 used a threaded filler tube with a lead seal between the tank and the flange on the tube. Later tanks had a much easier-to-seal arrangement of a hose connecting the filler tube to a tube on the tank. Leaks on the early fuel tanks are apparently pretty common as I have the same problem on my '36 and I know of a few others who do as well. The lead seal is available from the typical parts suppliers for about \$8. You need a special spanner wrench to remove the filler pipe. I bought one from Sears for \$15. (Armstrong model 34-219).



Filler tube, lead seal on right, spanner wrench above

On Joe's car we sprayed penetrating oil on the threads where the filler tube enters the fuel tank. Removing a fender support bracket provided easier access to the tube. The pin on the spanner wrench is inserted in the holes on the filler tube, which is then just screwed off. The entire assembly is then removed through the filler hole in the fender. I suspected the lead seal may have been missing, but one was there. Perhaps it was distorted and not sealing properly. We cleaned up all surfaces, inserted the new lead seal into the opening in the fuel tank, and screwed the filler pipe back in, tightening it securely with the spanner wrench.

Now for the leak test. We drove to the gas station and pumped about 6 gallons into the tank. The gas gauge now read about $\frac{3}{4}$ or better full. No leaks yet! We are hoping the problem is solved, but so far, so good.

Update: After publishing the above article, I also replaced the lead seal on my '36 Roadster using the same procedure. Everything seemed fine for a short time. Unfortunately, for both Joe's '37 and my '36, the leak returned. After trying a new seal and some other "fixes," I finally learned that the solution was simple. I just wasn't getting the connection tight enough with the short handle on the spanner wrench to compress the lead washer and make a good seal. If you install a lead washer with this same wrench, you need to get a length of pipe or other suitable extender so you can put a little more torque into the connection. With the fine threads of the filler pipe, I was surprised how many more turns I could make before the connection seemed really tight.

I completed my "final fix" to this problem several years ago now - no leaks since. I also fully tightened Joe's filler and he has seen no leaks either. Spanner wrenches similar to the 2 1/2" model shown above are available from various suppliers, including Amazon for under \$25. Be sure to get the version with the round pin. The lead seals, part number 46-9051 are available for about \$10 from one of our advertisers, Third Gen Automotive, and other suppliers.

Route 66

Compiled by Connie Cook, her sources:

The Mother Road . . . Route 66 By David Knudson, *Moon Route 66 . . . Road Trip* by Jessica Dunham,
100 Years of Route 66 - 2025-2026 Trip Guide - Oklahoma Route 66 Association, & *Life's Vintage Magazine* March 2026 issue



The Birth of Route 66

Cyrus Stevens Avery (August 31, 1871 - July 2, 1963) of Tulsa Oklahoma, was known as the "Father of Route 66".

Tulsa County Commissioner, Cyrus Avery headed the effort to build a concrete-reinforced bridge across the Arkansas River. It was completed in 1916. A decade later that same bridge was crucial to U.S. Highway 66 coming through Tulsa. Avery argued that it should come through Tulsa on its way to Los Angeles because the city already had a bridge that could carry the traffic, thus saving the cost of constructing a new one elsewhere.

He became a member of several associations that were working to improve roads, including the Oklahoma Good Roads Association, the Albert Pike Highway Association, and the National Ozark Trail Association.

Avery soon headed the National Ozark Trail Association. The trail evolved into the U.S. Highway 66. Avery served as vice president of the U.S. Highway 66 in 1927 and the Joint Board of Interstate Highways from 1925-1927. During this time, he was also serving as one of Oklahoma's highway commissioners from 1922-1926.

The idea for a national highway system took off in the 1920's with Avery as one of the biggest supporters. He promoted the concept of a transcontinental highway between Chicago and the Pacific Coast. Avery wanted the highway designated as 'Route 66' because he thought the double sixes were catchy. In 1926, Avery was successful and the route from Chicago-to-Los Angeles was assigned '66'. November 11, 1926 Route 66 was commissioned as a federal highway.

Promoting Route 66

- **Bunion Derby - 1928**

A footrace from California to Chicago to NYC.

Winner - Andy Payne, Cherokee from Foyil, OK

Fairweather Highway

- Truckers named Route 66 the "Fairweather Highway" Being a southern route, temperatures were appealing.
- During World War II Route 66 was beneficial to the

military as troops could easily be carried across the country from base to base.

Roadside Architecture

Tourist courts, garages, and diners popped up as travelers had to eat and sleep.

- A streamline Moderne trend came about in the buildings.
- In modern day, filling stations and motels the most popular restoration projects.

Route 66 in Popular Media

Thousands migrated from the East and Midwest to California to escape the despair of the Dust Bowl.

- Route 66 symbolized the "Road to Opportunity"
- John Steinbeck memorialized the plight of Dust Bowl farmers in *The Grapes of Wrath*.
- Remember the 1960's television series 'Route 66' starring George Maharis and Martin Milner.

Route 66 Becomes Outdated

- Excessive use during the war put great pressure on American's highways. Some were nearly undriveable.
- By the 1950's, public demand for a better highway system contributed to the demise of Route 66.
- Route 66 was decommissioned in 1985.

East Meets West: Symbolic Route 66 Midpoint

The Sculptures are located at the
Cyrus Avery Memorial Plaza in Tulsa, Oklahoma.
They are the work of Robert Summers.



January 10th General meeting at 2pm. Meeting. Board meeting at 1 pm	February 14th General meeting at 2pm. Meeting. Board meeting at 1 pm 14-15th 57th Annual Early Bird Swap Meet Puyallup	March 14th No Board/General meeting. 14th Saint Patrick's Day Parade PSRG Ford club forms in 1969
April 11th General meeting at 2pm. Board meeting at 1 pm	May 9th General meeting at 2pm. Board meeting 1pm 16-17 Monroe Auto Swap Meet	June 6th Fox Island Tour CANCELLED 13th General meeting at 2pm. Board meeting at 1 pm 27th Greenwood Car Show
July 11th General meeting at 2pm. Board meeting at 1 pm 19th North Bend Car Show 	August 2nd Fox Island Tour – Back on 8th General meeting at 2pm. Board meeting at 1 pm 9th Club Picnic 15th Redmond Eagles Club car show 20-21st Tour of the Year 29th 48th LeMay Annual Show	September 7th Graham Labor Day car show 12th General meeting at 2pm. Board meeting at 1 pm
October 10th General meeting at 2pm. Board meeting at 1 pm	November 14th General meeting at 2pm. Board meeting at 1pm	December 12th General meeting at 2pm. Board meeting at 1 pm

Special thanks to all the club members for article submissions!



From Looney Tunes! 😊