



Ode to Dick Jauch

Dick and his twin brother, Bob were born in Chicago, IL on March 23, 1936. He attended Lane Technical High School in Chicago. He always maintained he had the fastest Oldsmobile in town in his high school years. Dick graduated in 1962 from the University of Illinois with a degree in Business. He served 2 years in the Army, earned a private pilot license, and married his lifelong partner, Judy.

Dick and Judy spent the next 13 years exploring the West Coast by car, on foot and in a small airplane. Dick was excited when he discovered the Early Ford V-8 Club. He explored every back road to test the endurance of various vehicles from German cars to Swedish to Fords, especially early Ford V-8, and, of course, all the wonderful fellow car enthusiasts in the area.

They settled down and had their daughter, Danika in 1973. Dick always enjoyed being part of the busy lives of Danika, her husband and their two children. He was truly saddened when his dementia and other health conditions made it impossible for him to drive to meetings or participate in club activities.

Dick served the club as treasurer, chaired the Sunshine committee and managed the raffles during club meetings for years. It was always fun to see his reaction when buying tickets for the raffles. 😊



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

Brisket, chicken, potato & macaroni salad and beans will be served. Ice Cream bars are for dessert. If you like you can bring a desert as well.



Address: 2030 280th Place Northeast, Carnation, WA 98014

Phone: RSVP 425-785-8225

PSRG TOUR OF THE YEAR

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

WE STILL HAVE A FEW SPOTS OPEN FOR THIS SPECIAL EVENT.

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 will be a dazzling experience.

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 Night."** 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.



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, participants will pay for their hotel room.

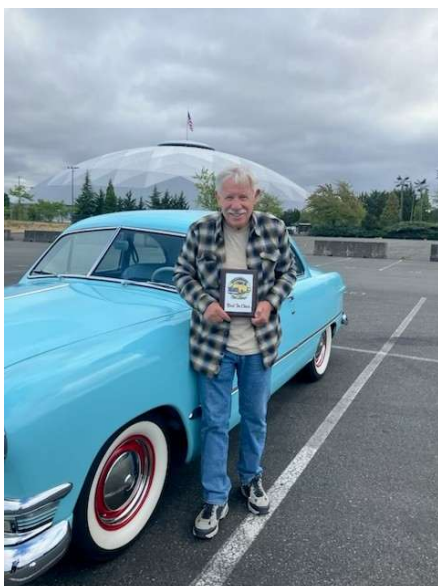
PSRG has worked out a special discount with our preferred hotel: The Hotel Salem. This recently renovated property is conveniently located to the Brothers collection (less than 2 mi), offers free parking, complimentary breakfast buffet, free wifi, and is dog-friendly.

Step 1: Get on the reservation list now tour chairman Guy Generaux. E-email: guy.g@journal-newspapers.com or text/call 206-423-7563.

Step 2. Guy will then send you a promo code discount and instructions on how to reserve your room.

Step 3. We will be touring down together as a group from the LeMay Museum (189 miles).

****TICKETS WILL BE ALLOTTED ON A FIRST-TO-RESERVE BASIS, WHILE THEY LAST!**



Congratulations to Mark Keenholts for winning Best Hot Rod at the recent Greenwood Car Show. On his 1950 Club Coupe!

Yay Mark! 😊

2026 PSRG Who's Who

Committee Chairs

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Vice-President- Bill Meade

206-390-1449 meadew60@gmail.com

Secretary- Mary Lamken

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mary.lamken@yahoo.com

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Parliamentarian- Mike Rees

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Swap Meet-

www.monroeswapmeet.com

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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

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

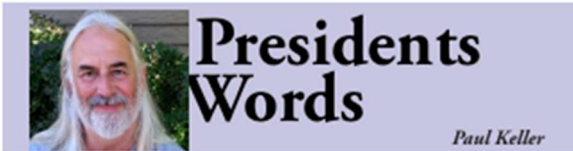
Redmond Eagles

11440 Avondale Rd NE

Redmond, WA 98052

On the second Saturday of each month





Hello V8er's,

I would like to thank Amy, Jesse and family for making sure this year's North Bend Auto Show was a great success. With the help of volunteers from the club and great weather, the 3rd annual event was a hit for sure. We had close to 100 entrants line the closed off streets in Downtown North Bend. The raffle prizes prepared by members were very popular and helped cover meet expenses. The cars were amazing and varied, many returning from years past. If you missed the show, you should definitely make sure you get there next year, maybe in your Ford.

August has a crowded calendar. Our annual picnic will be at Steven Young's house as last year. It will be held August 9th on Sunday. On the menu is BBQ brisket, pork & chicken with desserts provided by members. Guy Generaux is leading this year's Tour of the Year August 20 & 21. Salem Oregon is the destination. Hotel Salem, the location of the Western National meet held a few years back in Salem. We have obtained entrance to the exclusive Brother's Museum. Guy has sent an email with instructions for joining in and can take care of your questions. Guy has always lined up top notch attractions for these tours, and this one is bound to be the best ever.

Because this month the picnic will be the same weekend, we usually meet at the Eagles, we are going to skip the Saturday meetings. We may have a quick board meeting at the picnic if the need arrives, otherwise we can get caught up next month.

I would like to congratulate Mark Keenholts for winning Best Hot Rod at the recent Greenwood Car Show. His 1950 Club Coupe is a great car. Although not heavily modified, the judge assigned to the class appreciated that it most resembled what a hobbyist's car would be like in the period according to Mark. Mark's car is frequently seen at our events, including the North Bend Show. At one of our meetings, Mark explained the inner workings of the transmission after rebuilding his with Gary Duff's assistance.

I first met this car at my first PSRG meeting in 2012. I was sitting next to the previous owner, Norm Larabee, who made me feel right at home and asked about my car, also a 1950 Coupe. When the meeting was over, we showed each other our cars, and I was in awe how nice his car was. I am sure Norm would appreciate the excellent care the car now receives.

Looking into the near future, we will be having nominations for officers & awards soon. Please start giving this thought. Many positions have gone overtime and could use a fresh face. We also need to get a banquet planned. If you would like to participate in a committee to help accomplish these items, please let me know.

Happy Fording,

Paul Keller



Meeting Minutes

Mary Lamken

Present: Mark Keenholts, Rich Troberg, Jesse Q., Amy Q., Bob Merz, Paul Keller, Mary Lamken, Mike Rees, Trina Rees

Called to Order: 1:10

Reading of Minutes: Approved as written in minutes

Announcements: None

Treasurer's Report: Bob presented the account reports for the general, swap meet, and money market accounts. Members may request a copy of the report if desired.

Swap Meet: Bob let us know that we made money, and he would have an accounting by the next meeting. We will then bring it to the board to decide on next year. Should revisit having a highly visible Club Booth, and possibly an incentive (T-shirt or...) for signing up for the club. We had about 10% lower registration than in previous years. Bob brought up 2-tiered pricing (inside and outside).

North Bend Car Show 7/19: Amy gave a report, update: we have a coffee trailer – it will be at one end of the cars instead of the blocks to help be a traffic stopper. The photographer is donating a commissioned piece of one of the cars. We have 20 raffle items. This year, for “Best of Show,” club members are deciding the winner. There will also be a “Furthest Drive” award.

Cascade/Fox Island: 8.2.26 Meet at LeMay Museum in Tacoma.

Greenwood Report: It was raining, so there was a smaller showing by our club this year. Mark Keenholts won “Best Hot Rod” of the show! Congratulations Mark. There were 300 to 500 cars (20 blocks of diagonal parking). Amy was contacted by the City of Sammamish, which wondered if we are interested in hosting a car show there.

Club Picnic: 8.9.26– (Sunday) Steve Young is hosting again this year. 11:am – address in newsletter. Club Members provide desserts. Volunteers to help with setup on Saturday are welcome. Arriving early Sunday to help is also welcome. Brisket, Chicken will be served. Keenholts will make a Costco run for extras.

Email Problem: No more bounces. Dean updated the website software, and that seems to have resolved the issues.

Tour of the Year: Augst 20 – 21. Salem, Oregon – Reserve your spot with Guy Genereaux. Details are in the newsletter.

New Business: No new business.

Meeting Adjourned: 2:07 PM

General Meeting:

Called to Order: 2:30

Treasurer: We have money – details are available by contact Bob Merz.

Newsletter: Anyone who has stories to share about Dick Joust, Trina will print them. Look for information about a memorial service.

North Bend Car Show: July 19th, arrive early to help set up.

Special Presentation: Rick Troberg talked about a course he took as part of a Hobby. He has written a 2-hour movie screenplay. He shared that he wrote a script and would like people to read it and give honest feedback. He wants to identify what's wrong! He wants to be able to edit and make it better. Carol read the script with notes and comments. This has been helpful to Rich. He would like others to read it as well. The offer is to read the script and give one page of comments. He pays \$300, and you must agree to take the money.

Greenwood Car Show: Mark Keenholts won the Best Hot Rod award.

Picnic: Steve Young's house again – BBQ

Tour of the Year: In Salem, Oregon, from Thursday, August 20 to August 21st. Contact Guy Genereaux to reserve your spot. Limited to 50 people. Guy Genereaux was contacted about a block of rooms somewhere so we could all be together. He has selected four hotels to choose from. Hotel Salem is moderately priced. The main event features food trucks, a live band, and a car collection at Brothers Car Club. – This is a very exclusive opportunity, and we are fortunate to have been invited. Limited to 50 people.

Cascade Club: They have a well-done Labor Day Show in Graham if anyone is interested in attending. It was suggested that Cascade and V8 collaborate once a month.

Meeting Adjourned: 3:09



ROSTER UPDATE: none

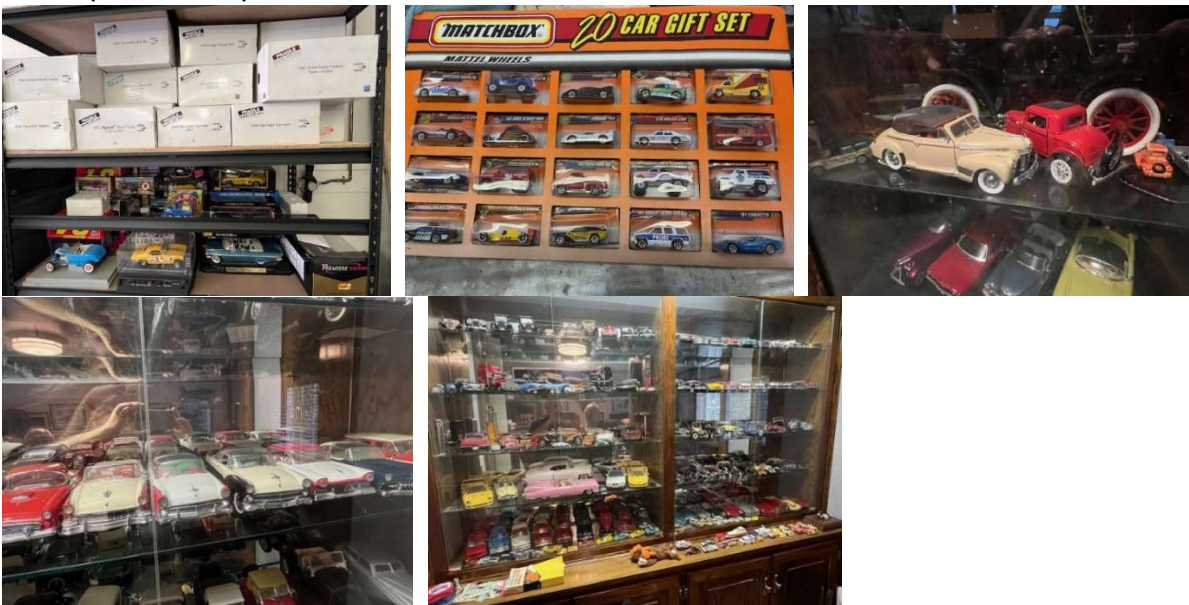
Leads & Needs

Needs:

- 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:

- Selling my 40+ year collection of model cars. Most are Franklin Mint and Danbury Mint classics. Some Matchbox series, big trucks and other miscellaneous collector models. Approximately 250 models. Many are in unopened boxes, All are in perfect condition. Will sell entire collection or individual pieces at highly discounted prices. Call Steve Balint 206-387-4000 (Shoreline).



- 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



More Leads:

Antique Auto Parts Dollar Sale

Dean Arnold (EFV8-PSRG club member) will be having a final parts sale this coming October 10th and 11th, from 9:00 AM until 1:00 PM each day. A recent inventory is on the following two web pages:

<https://efv8psrg.org/deans-warehouse-inventory/> and <https://efv8psrg.org/deans-warehouse-ranchero-inventory/>. What is left behind will be taken to Seattle Steel for meltdown.

A suggested, but optional, donation of \$1.00 per item may be left in a box by the garage door with proceeds going to Children's Hospital.

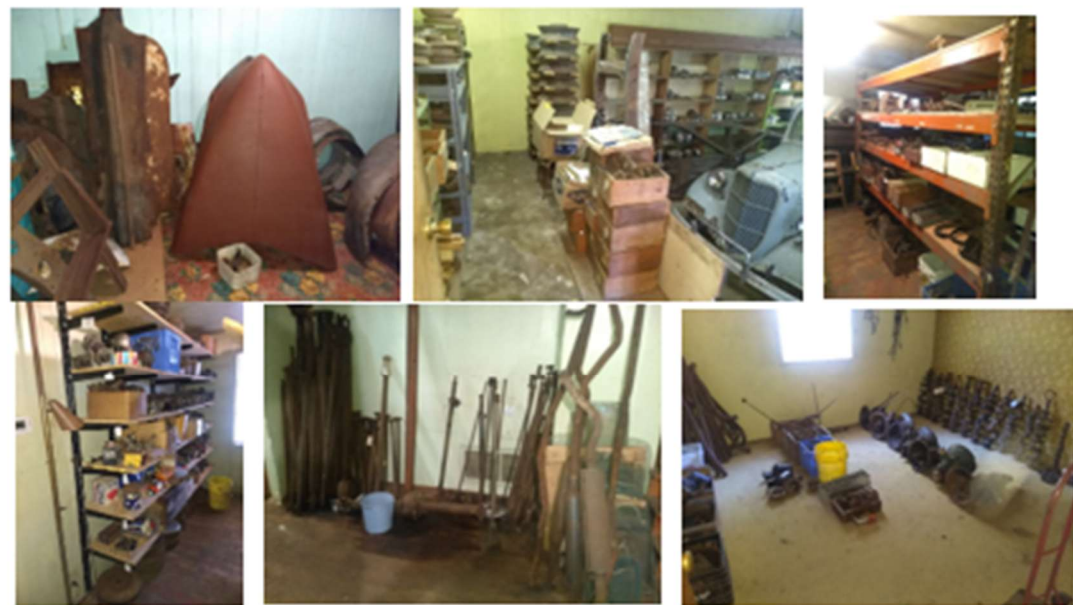
Dean inherited his father's lifelong collection of EFV8 and '62-'65 Ranchero parts when his father passed away 16 years ago. The collection filled an entire house (now known as Dean's Warehouse) including the bedrooms, living room, garage, kitchen, basement, and back yard. Many items have been purchased over these past years by EFV8 club members. Also, Matt Murray from the Iron Trap Garage (<https://irontrapgarage.com/>) has made two trips to Dean's Warehouse and featured his experiences in the following two YouTube videos: <https://www.youtube.com/watch?v=wqXBc18YWrM> (about 13 minutes in) and <https://www.youtube.com/watch?v=7AKD1jEeNS8>.

However, the Warehouse is still filled with parts!

Please put this event on your calendar and plan on a fun romp through a highly organized store of early Ford parts.

Date: October 10th and October 11th, 2026
Time: 9:00 AM until 1:00 PM each day
Address: 1529 N 143rd St
Seattle, WA 98133

Contact: Dean Arnold
(206) 499-7145
DeanLouisArnold@Hotmail.com



More Leads:

●Mike Dermond's friend has a 40 convertible and 55 T-bird for sale. Mike restored the 40 many years ago when he lived in Lynnwood. Contact info for those interested- Bob Hamre 208-819-1049. The cars are both in Idaho.



●Selling a NOS 51 Ford trunk lid in original red oxide primer for sale \$250. Mike Dermond 206-962-9337

●Mike has a 1952 3 speed (non-overdrive) transmission with bell housing which was given to me. Free to anyone who wants it. Mike Dermond 206-962-9337

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 Rees 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



Other opportunities to show off your awesome cars! 😊



North Bend Car Show

The Downtown North Bend Car Show was a big success with 94 cars entered this year and lots of spectators! I have received lots of wonderful positive feedback. I want to thank everyone for all their help and support; this couldn't have been a success without you! -Amy

Below are some pics of the North Bend Car Show:







The Ford Fan



TECH TALK

FORD WATER PUMPS

The following is the official explanation as to why Ford relocated the water pumps on the 1937 V-8 engines as taken from the Sales man Handbook for 1937.

"The two water pumps are now located in the bottom of the two cylinder banks instead of in the cylinder heads."

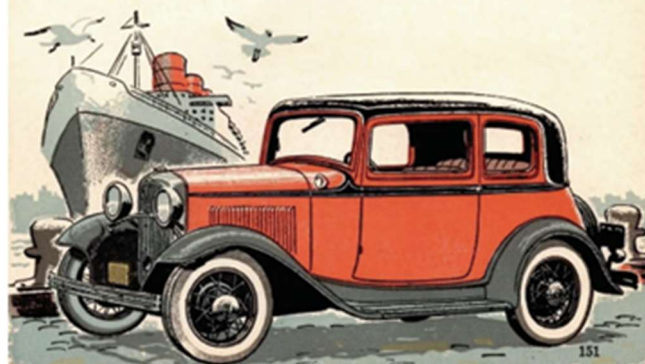
While this might not appear to be an important change, it provides several advantages. This pump position, for both the 85 and 60 H.P. engines, makes all engines produced by the Ford and Lincoln organizations consistent in their design practice. As to the water pump location, when the pumps are located at the bottom of the cylinder banks, they both receive the coolest water from the radiator, and force rather than "suck" it through the cylinder blocks. The pumps always receive water, not water-vapor mixed with water, and therefore circulation is assured no matter how hot the water is or whether or not it has been permitted to become low in the radiator. The reason for this is that a centrifugal pump does not "work" unless it is pumping water. When any measurable amount of vapor or steam is present, circulation stops until it is dissipated. Since the pumps are located at the bottom, it is impossible for them to receive anything but relatively cool water, free from vapor or steam. Another result of the low pump location is that since both pumps handle the cooler water from the bottom of the radiator, this water not having been expanded by heat, they can pump a greater weight of water. It is the weight pumped rather than the volume put through the system that is more important when cooling efficiency is considered. In addition to this, the pumps are slightly larger than formerly, so that the circulation is more rapid, thus more heat can be carried away from the engine to the radiator. The greater the capacity of the pumps and a new fan and location have permitted making a decrease in the number of tubes in the radiator without affecting cooling efficiency. The new water pumps are also important from a maintenance standpoint. By ingenious design they have been made self-lubricating as well as self sealing, requiring no re-packing to prevent leakage. They are now made to lubricate automatically by the excess oil thrown by the timing gears of the engine. The design is such that neither oil from the engine can get into the cooling water, nor the water get into and mix with the oil." V-8 Fordist, So. Calif. R.G 1970

From Queensland Regional grp# 157

Vintage Ad from 1932

1932 Ford V8

Bold, indeed, was the step Ford took when it introduced the powerful V8 engine into the low-price field, an engine so far advanced that it was built without major change for 22 years



I THOUGHT THE DRYER MADE
MY CLOTHES SHRINK.

URNS OUT IT WAS THE
REFRIGERATOR.

From New England V-8 club

Taken From [https://www.earlyfordv8.org/forum/fileattachments/1ford fuel pumps.pdf](https://www.earlyfordv8.org/forum/fileattachments/1ford%20fuel%20pumps.pdf)

Rebuilding Your Ford Fuel Pump

Your pump will require rebuilding if the arm pivot is worn, if it does not hold vacuum or pressure, or if the diaphragm is leaking.

I do not recommend that you rebuild a fuel pump because complete rebuilding kits are hard to come by and the older kits sold at swap meets may have a diaphragm that is not compatible with the modern fuel and the gaskets may have dried out.

If you have a 1940 or older car and you want to have your car point judged, I suggest that you have the pump rebuilt. There are rebuilding services that claim to have parts that work with modern fuels.

If you want to rebuild the pump yourself, the diaphragm can be ordered from most parts vendors. Order from one that you can trust and get their assurance that it is compatible with modern fuels. You will need to look for a kit at a swap meet for the other parts you will need.

A complete kit will contain new valves, diaphragm, return spring, operating arm parts, and gaskets for your model of pump. You can use the gaskets in the kit as patterns for cutting new gaskets from fresh gasket material.



These are the steps needed to rebuild a single action fuel pump:

- 1) Take a file and make a mark across the diaphragm flanges. This mark will be used as a guide when reassembling the fuel pump to ensure that the inlet and outlet ports are in correct alignment with the mounting flange.
 - 2) Remove the rocker arm pivot pin by supporting the casting and driving the pin out. The rocker arm spring and the rocker arm can now be removed.
 - 3) Remove the screws holding the top and bottom of the pump together and unhook the link from the diaphragm.
- The diaphragm and return spring can now be removed.
- 4) Remove the top cover, taking care to notice the relationship of the screen to the gasket, valves, taking care to notice their orientation and the type of valve (1 piece or 6 pieces).
 - 5) Clean the castings in a good carburetor cleaner.
 - 6) Examine the castings for corrosion or pitting in the valve area. If there is corrosion, you will have to machine the surface or discard the parts and look for another pump. Examine the mounting of the glass sediment bowl. If the bail has been over tightened, the bowl will not seat on its gasket properly. The bowl should fit up in the recess without rocking.
 - 7) Assemble the new valves in the upper pump body. Be sure to use the new gaskets that that you made from the gaskets that came with the kit for your pattern, and that the valves are correctly oriented so that they will maintain vacuum on the inlet side and pressure on the outlet side.
 - 8) Place the diaphragm return spring in position, then place the diaphragm in position, and hook it onto the pump operating arm.
 - 9) Insert the new pivot pin through the pump body and arm, then stake it to prevent it from working out of position. Replace the operating arm spring.
 - 10) Place the top half of the pump in position and start all the diaphragm screws. Tighten the screws until they contact the lock washers.
 - 11) Operate the pump several times to seat the diaphragm and then tighten the screws using an alternating pattern.
 - 12) Replace the screen and top cover gaskets. Replace the top cover and check the pump operation for good vacuum and pressure.

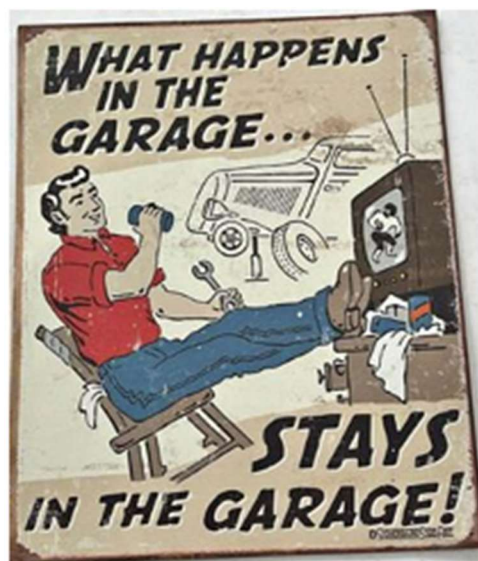
CHECK FOR ALZHEIMER'S - PRETTY AMAZING

The following was developed as a mental age assessment by the School of Psychiatry at Harvard University. Take your time and see if you can read each line aloud without a mistake.

The average person over 60 years of age cannot do it!

1. This is this cat.
2. This is is cat.
3. This is how cat.
4. This is to cat.
5. This is keep cat.
6. This is an cat.
7. This is old cat.
8. This is fart cat.
9. This is busy cat.
10. This is for cat.
11. This is forty cat.
12. This is seconds cat.

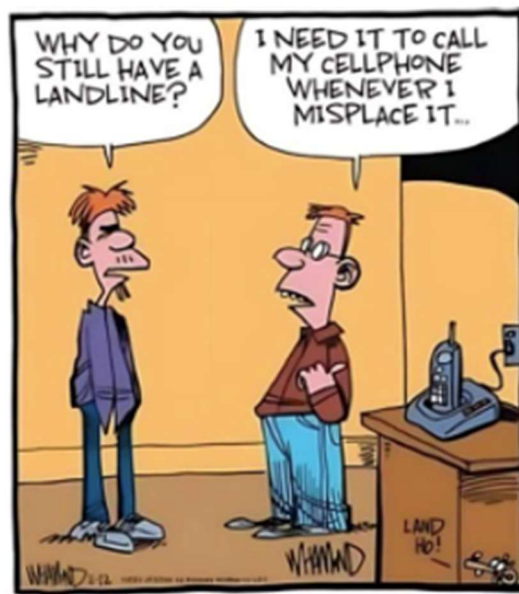
Now go back and read the third word in each line from the top down and I betcha you cannot resist passing it on.....



From Queensland Regional grp# 157

11 Things You Didn't Know About Walking

1. Walking after meals lowers blood sugar more than sitting or lying down.
2. A steady walking pace improves heart health more than occasional intense workouts.
3. Walking activates lymph flow, helping your body remove waste.
4. Outdoor walking boosts memory better than indoor movement.
5. Walking daily strengthens knees instead of wearing them out.
6. A 10-minute walk can reduce anxiety within minutes.
7. Walking improves digestion by stimulating gut movement.
8. Morning walks help reset your sleep-wake cycle.
9. Walking regularly reduces chronic inflammation over time.
10. Walking increases creative thinking and problem-solving ability.
11. Consistent walking improves sleep quality more than sleeping longer.



From EFV8 RG 120

SPARKS TO NUTS - RALF ST. CLAIR

So why ethanol? First because it's a genuinely renewable fuel that helps engines run cleaner by providing lots of oxygen as it burns. It may or may not be cheaper than gasoline depending on how you count subsidies and so on. It can also raise the octane level of gas considerably, meaning that low-octane gas can have a little ethanol added to bring it to 87 octane (the usual minimum). So far so good.

But ethanol has a few issues. It has less energy per glass than gasoline, which explains why it raises the octane number. It could be up to 30% less energy in some cases, depending on the blend and the nature of the engine. This would result in burning more fuel for the same performance, in other words, lower miles per gallon. Standard flatheads are so inefficient that this is actually not necessarily a problem for our old cars.

I have heard people say that ethanol fuel boils more easily than gasoline, leading to vapour lock and other issues. Overall, there's not much evidence for this. Gasoline boils at 102F and ethanol at 173F. So if anything, an ethanol blend should resist vapour lock better than non-ethanol fuel. This also provides a clue as to ethanol's lower energy efficiency. Fuel needs to become a suspension in air being sucked through the carb, and it may be harder for less volatile ethanol to reach this state.

In the case of storage, there is a need for caution. Ethanol is water soluble, which means it sucks water out of the air. If this continues too long it can make the fuel harder to burn and the car harder to start. Jay Leno wrote an article in which he says that vintage unsealed fuel systems can only protect ethanol flavoured gasoline for about a month. He also makes the point that ethanol fuel can eat pump diaphragms and fuel lines not designed to cope with it.

The article is here <https://forums.aaca.org/topic/257239-an-interesting-article-by-jay-leno-on-ethanol/>



Corrosion of a carburettor caused by E10 fuel

IGNITION PROBLEMS

The ignition system services fall into 2 groups; ignition services on the car and ignition services with the distributor and coil assembly removed from the car. Since the battery is a part of the ignition system, it must be tested before a positive recommendation can be made with regard to the ignition system. The distributor is located at the front of the engine and is driven direct by the camshaft.

The spark timing is automatically advanced or retarded by the centrifugal governor weights and springs. A vacuum brake automatically retards the spark timing in direct proportion to the load.

The circuit breaker cam has 8 lobes and one set of contact points to open the circuit, and the other to close the circuit. By this arrangement an exceptionally long dwell is obtained and the necessity of synchronising the timing of the spark for the 2 banks of cylinders is removed.

The only fully approved method of setting the distributor points is with the distributor stroboscope.

Breaker Point Failure

Breaker point failure is caused by one or more of the following conditions:

1. Under-capacity condenser
2. Condenser not properly earthed.
3. Generator voltage too high.
4. Faulty battery connections, particularly the earth connection
5. Incorrect point spacing
6. Excessive oil on the points from the engine is the most likely source of this. Oil leakage is usually traceable to distributor bolts not having been drawn down sufficiently tight.

Instances have likewise been found where excessive grease had been used on the distributor gasket at the time of installation. The grease melts from the engine heat and works its way into the points.

Too much cam grease or the wrong kind may cause distributor point trouble. A thin film of No. M-4601 Ford distributor cam grease should be used for this purpose. Also at the front of the "Diver's Bell" distributors is an oiler which should receive only couple of drops of oil at service time. This oiler should have a felt "wick" within which allows only minimal oil to reach the rotor shaft bushing. Too much oil down this hole or no wick within will cause oil to run down the rotor shaft under the rotor and it will end up fouling one or both sets of points.

We are a Generation that will never come back

We walked to school... and walked back home.
We rushed through our homework just so we could explode out the door and play in the streets until the streetlights flickered on.
We spent every free minute outside with our friends — no phones, no screens, just pure, wild freedom.
We played hide and seek in the dark.
We made mud cakes.
We collected sports cards like they were gold.
We searched for empty Coke bottles, washed them, returned them to the grocery store for 5 cents each... then proudly bought a Mountain Dew and a candy bar with our own money.
We made toys out of paper with our bare hands.
We bought vinyl albums and played them on record players until the needle scratched.
We saved photos and newspaper clippings in real albums — memories we could actually hold.
On rainy days we played board games and cards around the kitchen table.
Our TV went off at midnight after the National Anthem played.
We had parents who were actually there.
We laughed under the covers at night, whispering so they wouldn't know we were still awake.
We lived simply.
We lived freely.
And that generation... is slowly passing.
No matter how hard we try, it will never come back.
But man... I loved every single second of growing up when I did.
Those really were the best of times.

From the greyhound v-8 club

Taco Salad Rollup

INGREDIENTS

- 1 pound ground beef
- 1 package Taco Seasoning Mix
- 3/4 cup water
- 8 burrito size (10-inch) flour tortillas
- Tortilla chips (your favorite brand and flavor)
- 2 cups shredded Mexican cheese blend
- 1 cup shredded lettuce
- 1 cup chopped tomatoes
- 1/2 cup sour cream
- 1 tablespoon oil



INSTRUCTIONS

- Brown ground beef in large skillet; drain. Stir in Seasoning Mix and water; bring to boil. Reduce heat and simmer for 5 minutes, stirring occasionally.
- Place 1 flour tortilla on clean work surface. Spoon about 1/4 cup of the taco meat onto center of tortilla, spreading into a circle. Sprinkle with 2 tablespoons of the shredded cheese. Place 4 to 6 tortilla chips over top. Layer with 2 tablespoons each cheese, lettuce and tomato. Top with 1 tablespoon sour cream. Fold edges of tortilla up and over top of filling to enclose. Repeat with remaining ingredients to make 8 crunch wraps.
- Heat oil in large skillet on medium heat. Working in batches, place wraps in skillet, folded side down. Cook for 1 to 2 minutes on each side until lightly browned and crispy, adding additional oil as needed. Cut in half and serve with additional toppings such as guacamole, hot sauce and salsa, if desired.

Exotic Cars

aston martin
 ford shelby
 lamborghini
 dodge viper
 koenigsegg
 caterham
 mazda-rx
 infiniti
 maserati
 cadillac
 corvette
 mercedes
 pontiac
 mustang
 porsche
 mclaren
 bentley
 bugatti
 ferrari
 nissan
 subaru
 datsun
 toyota
 pagani
 jaguar
 honda
 acura
 lotus
 lexus
 tesla
 ford
 jeep
 audi
 bmw



J	K	W	A	C	U	R	A	W	G	O	H	H	I	X	M	B	R	J	Y	A	B	W	O
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G	Y	C	D	D	F	Y	A	X	K	A	S	N	E	R	X	K	J	C	W	S	F	B	C
U	P	Z	S	Z	X	W	M	B	E	T	I	C	B	O	P	P	E	L	E	J	E	A	D
C	A	F	V	R	U	V	A	A	O	S	Z	U	S	E	I	E	V	Q	L	N	L	R	I
M	A	Z	F	U	O	S	M	N	S	A	G	M	V	F	T	X	U	B	T	L	T	M	X
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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 CANCELLED 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 10th-11th Dean Arnold's Antique Auto Parts Dollar sale 9am-1pm	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! 😊