



2026 PSRG Tour of the Year

By Guy Generaux

Our 2026 PSRG Tour of the Year is in the rearview mirror. And oh, what an experience it was! In all, 33 club members made the trek from Tacoma (and various other starting points), to Salem. The entire group met up at the Marshall Park picnic pavilion in Vancouver for a lunch gathering, which included a surprise 75th birthday celebration for Dean Arnold and twin sister, Diane. Balloons and signs were arranged by Jane Sepede, while Carol Keenholts presented an array of Costco birthday cupcakes for our attendees.

Following lunch, our procession paraded a few blocks south to a roundabout, then along the famous street of Officer's Row homes overlooking the Columbia River. The Fort Vancouver Historic Site offers several attractions, including the Pearson Air Museum where we spent the next hour viewing the vintage aircraft and displays. Adjacent Pearson Airfield was established in 1905 and is one of the oldest continuous operation fields in the U.S.

At 1:00 we were back on the road via Interstate 205 for the 70-mile drive to Salem.

A total of eight flatheads were driven on the tour and all performed sensationally. They included: Elmo & Bev Lewis '34 Ford coupe, Tom & Mary Yocum '40 Ford convertible, Scott & Donna Kilmer '40 Ford coupe, Chris Cayton & Steven Hulcher '49 Ford coupe, Mark & Carol Keenholts '50 Ford coupe, Guy & Pam Generaux '50 Ford convertible, Jim and Joanne Cormier '50 Ford coupe, and Robin & Paula Ordonez '53 Mercury hardtop.

We were able to check in early at our hotel, situated less than two miles from the Brothers Collection. Following a well-deserved rest, we were of to join the Hot August Night festivities at 6:00. Our V8s (and other classic cars attending), were directed to a priority parking display area adjacent to food trucks and near the live band and the Brothers building entrance. Walking through the door, the "wow" factor was off the charts. Everybody knew we were in for something special. Remember, the Brothers collection is private. Access is permitted just a few times per year to car clubs to raise money for charity. Because the collection is so overwhelming and unique, it's difficult to characterize. Most every vehicle is special in some way:

low production, rare models, celebrity connection, racing history, etc. Each has been extensively researched and comprehensive signage displayed tells its background story.

"The museum was beyond phenomenal!" exclaimed Robin Ordonez. There were performance vehicles for just about anyone's taste: Ferraris, Porsches, Lamborghinis, Cobras, Shelys, Corvettes, Mopar, Hemi and more. These were low production, low mileage and many one of a kind cars. Given the opportunity, I would go back again and again, as there are so many cars and stories that I didn't have time to read and digest! My thanks to the Puget Sound Regional Group for hosting the tour."

Mark Keenholts was asked about his favorite out of the 475 cars on display. "I'd have to go with the 1965 Shelby Daytona race car." Research shows that just six Shelby Daytonas were produced, and this model was intended to house a 427 power plant, rather than the 289. But Carol Shelby decided to concentrate on running the Ford GT at LeMans, so the "forgotten" Daytona was never finished, until years later. Recently, one of the original six Daytonas sold for a record \$42 million. No telling what this unusual and rare racer could bring at auction.

PSRG member David Weber was impressed not only with the variety of cars, but also by the 117,000 square foot building that housed the collection. "Every inch of the museum was spotless, and the cars were pristine. Plus, the memorabilia and particularly the classic neon signs were remarkable," he added. Some cars were stacked three-high on racks at one end of the building, while other specially highlighted examples spun slowly on turntables. One such vehicle was the one-off 1967 Chevy Camaro pre-production model, the forerunner of all Camaros we know today.

Members Scott and Donna Kilmer wrote "We had such a great time. This was a fantastic tour experience. Thank you, Guy for arranging and to PSRG for the opportunity!"

Most of our group assembles for the PSRG Tour of the Year photo (a few were still roaming the car caboodle and missed our photo shoot).



PSRG member Dean Arnold and twin sister Diane were surprised with a birthday celebration during the tour picnic.



The Pearson Air Museum (free admission should you ever wish to stop in)!

Team Lewis & Keenholts get ready to depart the hotel for the Brothers event



With 600 total vehicles, the collection typically displays around 475 in rotation

From 1950's Rancheros to newer GT supercars, Fords are well represented.



A legendary 1965 Ford Daytona racer rotates on its carousel platform.

This 1964 Ferrari 250 GT Russo was absolutely stunning.



A row of white & blue-themed 1960's Shelby Mustangs with history panels were a popular attraction.

This ultra-rare 1957 Dual Ghia is believed to be the first of only 117 produced.
A favorite of the Hollywood "Rat Pack" crowd, it was the most expensive car sold in America at the time.
Just 32 survivors are known to exist today.



Steven Hulcher and Chris Cayton take a food break with the Cormiers outside the Brothers building. Bev Lewis, Bill Meade, Elmo Lewis & Pam Generaux in back.

Cormier's '50 coupe & the Generaux's '50 convertible are looking good.



Henry Ford Quotes collection-

"Be ready to revise any system, scrap any method, abandon any theory, if the success of the job requires it."

"The competitor to be feared is one who never bothers about you at all but goes on making his own business better all the time."

"If the people really set their minds on anything it is impossible to prevent their getting what they want."

"I will build a motor car for the great multitude...constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise...so low in price that no man making a good salary will be unable to own one-and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

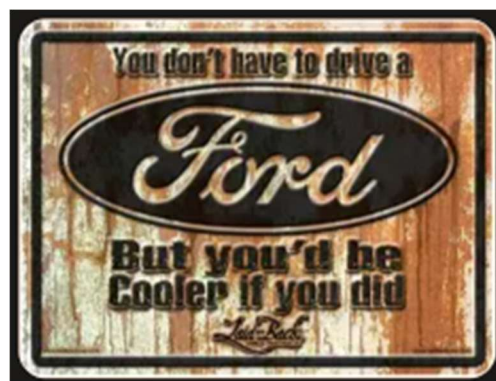
Ford Club Picnic was a success! Steven and Susan Young hosted a wonderful Ford picnic. With chicken and brisket, salads, fruit, and a fan favorite... ice cream. This also included some of the wonderful people that brought some delicious desserts as well. YUM!!! Thanks to all that helped out with setup and cleanup! Very much appreciated. 😊

(pics taken from Kevin and Mike) Thanks!



I believe the Big Guy upstairs wanted to be a part of the Picnic with the ray of sunshine! 😊





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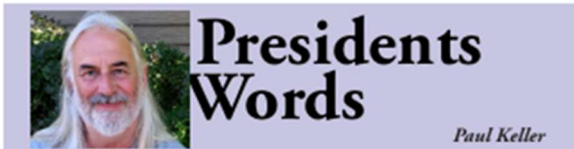
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We are pleased to have items for publication in other newsletters when credit is given to the source. Submissions are requested by the 19th of the month prior to publication. Note: The Early Ford V-8 Club PSRG #18 respects our members and friends,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

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





Hello V8er's,

Summer is quickly coming to an end, and I hope everyone has made the best of this dry weather. I believe there will still be opportunities to get out and show off your cars before tucking them safely away for next year. We will then be shifting gears from driving to wrenching. Remember to ask for help if you need a hand or run into a roadblock. We had some good group efforts working on the cars last year and I hope to see even more of these get-togethers.

August was busy for our club. Even though we did not hold a regular meeting, we had two great events. Our annual picnic was held at Steven Young's house as it was last year. The weather was perfect, but just in case, awnings were set out. We had a good turnout and the food was excellent. Steve is meticulously building a 1957 Chevrolet as his current project, and we were allowed into his garage to admire his craftsmanship as well as his beautiful Lamborghini tractor. Elmo Lewis along with Mike & Trina Rees set up for the event a day early, then brought everything back when the event was finished. Many thanks to Steve for his hospitality and everyone else that made this a great event, including those that brought their cars. I had a great time getting to know folks better and catching up on what they had been up to. Steve will not be able to do this again next year so let us know if you have any ideas or would like to join a committee to plan next year's picnic.

Guy Generaux led us on a great (as always) Tour of the Year. Salem was the destination, with a lunch stop in Vancouver. We had a spot reserved at a local park and enjoyed our lunches, Cake and ice cream was on hand to celebrate the 75th birthdays of Dean Arnold & his twin, Diane who joined us this year. Guy knows Vancouver well and directed us to an air museum after lunch. Pearson Air Museum is on the grounds of the Fort Vancouver National Historic Site run by the US Park Service. We saw many planes and learned this site was not only important as an airfield but also was home to a massive spruce lumber mill that ran around the clock to produce wood for wartime aircraft.

After the stops in Vancouver, we made our way to the Hotel Salem, got cleaned up, and headed to the largest collection of cars in the Northwest. The Brothers Collection is incredible and truly cannot be fully experienced in the time (or energy) we had. The museum specializes in 60s/70s rarities and is only open occasionally to those with invitations with all the proceeds to charity. The tired members then split into groups for dinner before retiring to our well-equipped hotel rooms. The next morning, we had breakfast at the hotel. It was normal hotel buffet breakfast fare with a waffle machine, but the present company made it special. It was great seeing and catching up with everyone that made it.

This drive was slightly brutal in a modern car such as the one we used. I really admire those that took the flatheads out on this expedition. The V8s were admired at every stop including the Brothers Collection. If you missed this year's tour you should make sure to join in next year. Events such as the picnic and tour are made possible by the money we raise through our Swap Meet.

Cont...

We have not had a meeting for a couple of months, so the September meeting on Saturday, September 13, normal times, should be busy. I would like to get going on nominations for next year's officers & this year's awards. Please consider throwing your hat into the ring. Many positions are past term limits or vacant. We also need to get a banquet planned for the presentation of the awards. If you cannot make the meeting, drop me a line or give me a call and let me know what you are thinking. I will pass it along to the board and membership.

Happy Fording,

Paul Keller



Meeting Minutes

Mary Lamken

No meeting due to Ford Club Picnic



Membership

Guy Generaux

ROSTER UPDATE: no new members

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).



- **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 OBO...
Contact Jesse at 425-577-2664



- Lloyd has a '32 Z-8 engine complete and running. These are not easy to get – 21 stud.

- **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



- 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

More Leads below:

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



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



A couple of Dad car jokes...

What do clowns fill their cars with? Laughing gas

Why can't motorcycles hold themselves up? Because they are two-tired

My car said it needed space, so I parked far away to give it some alone time

My windshield keeps bragging about how clearly it can see things

What happens when Kermit the Frog's car breaks down? It gets toad

Why did the car apply for a loan? Because it wanted to get some extra mileage.

Why did the car always win arguments? Because it had strong points of ignition.

From laughpocket.com

Reprinted with permission from The White House Historical Association

<https://www.whitehousehistory.org/franklin-roosevelts-presidential-cars-1#:~:text=As%20a%20result%2C%20Roosevelt%20had,%2C%20The%20Sunshine%20Special%2C%203>

RUBENSTEIN CENTER SCHOLARSHIP

The "Sunshine Special"

THE PRESIDENTIAL CARS OF FRANKLIN D. ROOSEVELT

LINA MANN *Historian*



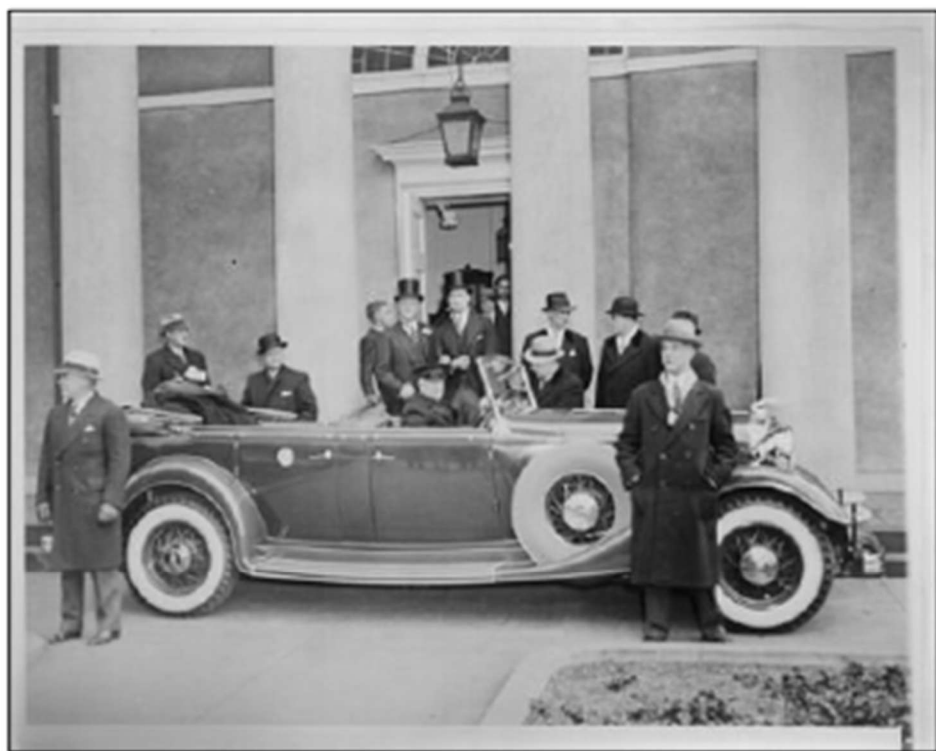
President Franklin Roosevelt and his Scottish Terrier, Fala, enjoy a drive near Hyde Park, New York.
Library of Congress

During Franklin Roosevelt's twelve years as president, cars were a source of transportation, visibility, protection, and even amusement. When he contracted polio in 1921 at the age of 39, he had lost almost all use of his legs, meaning that he was no longer able to drive a car.¹ As a result, Roosevelt had his private automobiles outfitted with special hand controls that allowed him to drive without his legs. He owned a 1938 Ford Convertible Coupe and a 1936 Ford Phaeton for personal use at his home in Hyde Park, New York, or when he was visiting the "Little White House" in Warm Springs, Georgia.² He loved to drive on back country roads with the top down on his convertibles.

FDR's "Sunshine Special"

Roosevelt made many additions to the White House fleet of automobiles during his time in office. Reportedly there were 25 cars in the fleet at the end of Herbert Hoover's administration and this number increased during the Roosevelt administration.³ Some of these cars were well known and widely photographed while others were not. It is known that during Roosevelt's first term, a 1935 Packard seven-passenger vehicle was added to the White House fleet. After Roosevelt was inaugurated for his second term in 1937, the government accepted bids from the Ford Motor Company, General Motors, and Packard Motors for additional vehicles built to the high standards of the Secret Service.⁴

As a result of these bids, a pair of 1938 V16 Cadillacs were leased from General Motors. These vehicles were semi-armored and weighed approximately 8,000 pounds. Although they were intended to carry President Roosevelt, he preferred to use the 1935 Packard probably because it was larger and allowed the disabled president more room to maneuver.⁵ The Cadillacs were primarily used by the Secret Service and were nicknamed, "Queen Mary" and "Queen Elizabeth" after the luxury ocean liners. According to one 1950 Washington Evening Star article, the cars may have been named by Roosevelt himself after he compared riding in them to traveling on the Queen Mary.⁶ In 1939 the White House leased a new seven-passenger limousine from Packard. However, the narrow doors on this vehicle made it difficult for Roosevelt to climb into the car.⁷ Because these new cars were not very accessible for the president, a new vehicle was commissioned with his physical limitations specifically in mind.



President-elect Roosevelt exiting St. John's Church on the morning of his inauguration, March 4, 1933.
Library of Congress

FDR's "Sunshine Special"

The result was Roosevelt's most famous automobile—a 1939 Lincoln K series limousine leased from the Ford Motor Company and affectionately nicknamed, "Sunshine Special." This vehicle was the first specifically designed and modified for use by the president.⁸ It was built with wider rear doors for better maneuverability, forward-facing jump seats, step plates, handles for Secret Service agents, and even featured a police light and siren system. It was also a convertible, which allowed Roosevelt to remain visible to the crowds. This car quickly became Roosevelt's favorite because it projected the formality of a presidential vehicle, permitted spectators to see their leader, and was quite comfortable.⁹

Although it provided visibility, formality, and comfort, the "Sunshine Special" lacked security. When the United States was attacked at Pearl Harbor on December 7, 1941 the Secret Service realized that all vehicles would require far greater protective measures and sought to acquire a vehicle that would provide this additional security. A rumor circulated about the car designated to replace the "Sunshine Special" while it was returned to the factory for modifications. A book written by Secret Service Agent Michael F. Reilly alleged a car with a "dubious reputation" was used to transport Roosevelt from the White House to the United States Capitol for the announcement of the declaration of war on December 8.¹⁰ According to Reilly, the president used a car the Treasury Department had seized from legendary Chicago mob boss, Al Capone. It remains unclear why Reilly made these statements. There is no evidence to support this claim, although it has been widely reported and repeated over time. Photographs from December 8 depict Roosevelt riding in one of the semi-armored 1938 Cadillacs, which dispels the fascinating yet spurious story.



President Herbert Hoover and President-elect Franklin Roosevelt prepare to leave the White House for the Capitol on March 4, 1933. Library of Congress

FDR's "Sunshine Special"

When the "Sunshine Special" came back from the factory after its overhaul and upgrade, it boasted a number of new features. It was equipped with bulletproof glass, steel armor, a gun case, a radio system, and special rear bumpers as a place for the Secret Service to stand. The government also commissioned a brand-new armored 1942 Lincoln H-series limousine and retrofitted the rest of the existing cars in the fleet with armor and bulletproof glass.¹¹ At this point the "Sunshine Special" and its counterparts were fully equipped to provide the comfort, visibility, and security Roosevelt required during the war. He continued to use these vehicles throughout the remainder of his presidency. The Special and the Queens also conveyed President Harry Truman until 1950 when they were retired from service.¹² The "Sunshine Special" was shipped to Dearborn, Michigan to be housed in The Edison Institute, later renamed The Henry Ford Museum of American Innovation.¹³ Today it is on display at The Henry Ford Museum, along with a number of other presidential vehicles.



This black and white photograph shows President Franklin Roosevelt and First Lady Eleanor Roosevelt arriving at the Lincoln Memorial for a February 1943 ceremony celebrating Lincoln's birthday.

Franklin D. Roosevelt Presidential Library and Museum/NARA

No matter what the occasion, official or recreational, President Franklin Roosevelt always had a top-of-the-line vehicle at his disposal. His presidential fleet was specially designed for his comfort and security

FDR's "Sunshine Special"

and his personal cars were outfitted for drives through the backroads of Georgia or for a ride with his dog, Fala, in Hyde Park. For a man that traveled around the world, having reliable transportation was essential.



This is President Franklin Roosevelt's 1939 Lincoln K limousine that he nicknamed "The Sunshine Special." Roosevelt called it so because of its convertible top, which he liked to put down so he could enjoy the sun.

Brody Levesque/Wikimedia Commons

This was originally published on October 14, 2017

FOOTNOTES & RESOURCES

1. Amy Berish, "FDR and Polio," FDR Presidential Library and Museum, <https://fdrlibrary.org/polio> (Accessed October 3, 2017).
2. Levesque, *The Sunshine Special*, 3.
3. *The Tampa Times*, November 26, 1931.
4. Brody Levesque, *The Sunshine Special: FDR's Lincoln K Series Presidential Limousine*. (Dearborn Michigan: The Henry Ford, 2015), 13, 15.
5. *Ibid*, 17.
6. Stanley Baitz, "The President's Supercars," *The Washington Evening Star*, (January 8, 1950).
7. Levesque, *The Sunshine Special*, 21.
8. "Presidential Limousines at the Henry Ford," The Henry Ford, <https://www.thehenryford.org/e...> (accessed on October 3, 2017).
9. Levesque, *The Sunshine Special*, 3.
10. Michael F. Reilly, *Reilly of the White House*, (New York: Simon and Schuster, 1947), 28.
11. Levesque, *The Sunshine Special*, 39.
12. Baitz, "The President's Supercars."
13. "Sunshine Special," Giant Car Used by Roosevelt, Is Retired," *The Washington Evening Star*, (October 1, 1950)



TECH CORNER



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:

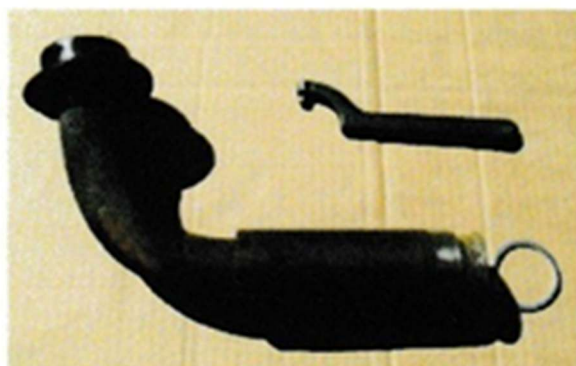
Ford's fuel tanks through early '37 used a threaded filler tube with a lead seal between the tank and the flange on the tube. Later tanks had a much easier-to-seal arrangement of a hose connecting the filler tube to a tube on the tank. Leaks on the early fuel tanks are apparently pretty common as I have 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).

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.



Filler tube, lead seal on right, spanner wrench above

This story first appeared in the September/October 2024 issue of Hagerty Drivers Club magazine. Read it online on Hagerty's [website](#) (Ctrl + Click on link)

By the Numbers: How Ford Built 15 Million Flatheads

By Don Sherman

Making a powerful engine is easy. Making 15 million of them requires something more.

The simplest stuff often takes the most work. That was certainly the case for the flathead. Ford's quest to create an affordable, mass-production V-8 required a \$50 million investment (more than \$1 billion in today's dollars).

Ford design engineer Charles Sorensen's strategy was to integrate as many components as possible into a single elaborate casting to save cost, weight, and machining. FoMoCo's final design combined eight cylinders, the upper half of the crankcase, oil galleries, coolant passages, the flywheel housing, and all intake and exhaust runners into a single iron casting.



Photo: Ford



Photo: Ford



Photo: Ford

Two Ford Model A 4-cylinder water pumps were employed to save cost. The "flat" heads were drilled and tapped for spark plugs, and they provided combustion-chamber clearance for the opening valves. While the intake runners were nicely direct, exhaust passages had to wrap either around the ends of the block or between the two center cylinders. To resolve overheating issues, water pumps were moved from the heads to the block after a few years of production. Carburetion advanced from a single- to a two-barrel Stromberg riding atop a two-plane intake manifold in 1934.



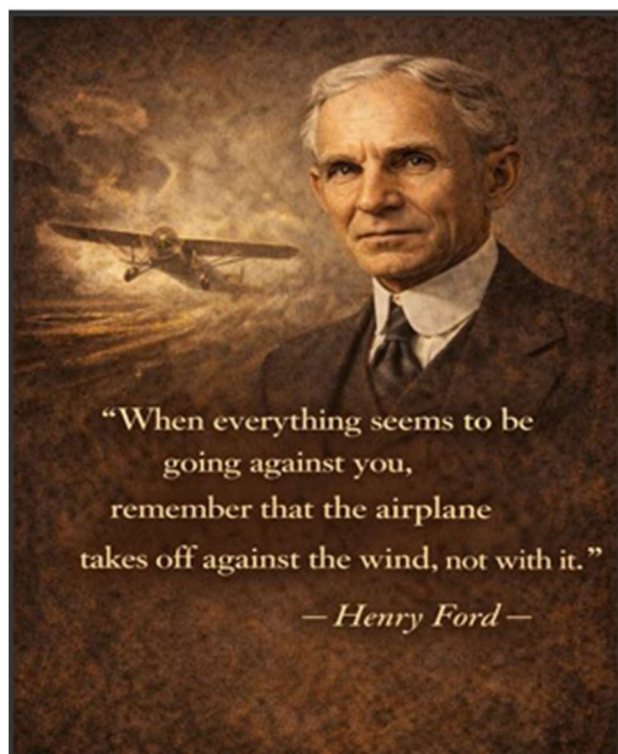
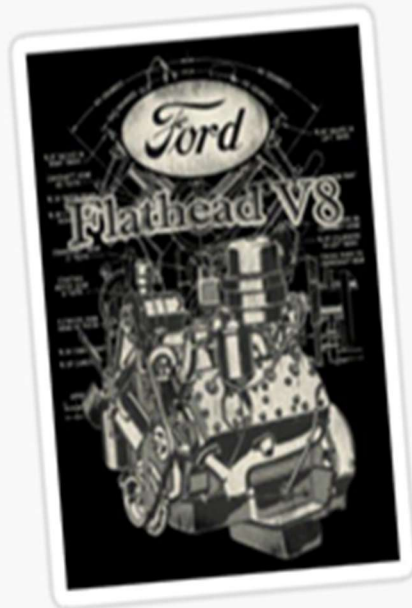
Photo: Ford



Photo: Ford

The result was a genuinely mass-production V-8, with a single Dearborn, Michigan, foundry supplying 3000 engines per day to 33 Ford assembly plants. Machining required less than three hours. A bare block became a fully assembled V-8 in two hours.

The engine at launch delivered five more horses than Chevy's overhead-valve six and was notably lighter and more compact. Pricing initially ranged between \$460 and \$650 (about \$10,000 to \$14,000 today). No wonder it was a hit. Nearly 100,000 customers placed orders for the '32 Ford V-8 sight unseen. By the time production ended, more than 15 million had been built.



Questions I just can't answer

What is the speed of darkness?

Why is it that people say they 'slept like a baby' when babies wake up every two hours?

Are there specially reserved parking spaces for 'normal' people at the Special Olympics?

If the temperature is zero outside today and it's going to be twice as cold tomorrow how cold will it be?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

COKE

In many states the highway patrol carries two gallons of Coke in the trunk to remove blood from the highway after a car accident.

You can put a T-bone steak in a bowl of Coke and it will be gone in two days.

To clean a toilet: Pour a can of Coca-Cola into the toilet bowl and let the "real thing" sit for one hour, then flush clean. The citric acid in Coke removes stains from vitreous china.

To remove rust spots from chrome car bumpers: Rub the bumper with a rumpled-up piece of Reynolds Wrap aluminum foil dipped in Coca-Cola.

To clean corrosion from car battery terminals: Pour a can of Coca-Cola over the terminals to bubble away the corrosion.

To loosen a rusted bolt: Apply a cloth soaked in Coca-Cola to the rusted bolt for several minutes.

Very Interesting Stuff

From So Australia RG 94

How to Remove a Door Handle on a Ford V-8

For most early Ford V-8s (1930s–1950s), you'll need to remove the inside handle first, then the upholstery, to access the screws holding the outside handle to the door panel.

Step-by-step for early V8s (e.g., 1932–1953)

1. Remove the inside handle

These early latches use a spring-loaded pin. You'll need a special interior handle removal tool (often called a "cutcheon tool" or similar) to compress the spring and push the pin out.

Third Generation Auto sells a tool that lets you compress the spring with your chest while freeing your hands to remove the pin. *

If you don't have the tool, you can make a makeshift one (e.g., a flat screwdriver or fork-style tool) but be careful not to damage the panel.

Protect the door panel with tape or cardboard to avoid scratches.

2. Remove the upholstery and trim

Pull the door panel up and off the hinges.

Remove the armrest, lock knob, and any weatherstripping to expose the screws.

3. Remove the outside handle

Once the panel is off, you'll see the screws securing the handle to the sheet metal.

Remove these screws and lift the handle off.

4. Tips for stubborn latches

- On some early F-1 and 1940s–50s latches, the inside handle stud may be hard to remove. Check for two position holes; the correct one will have the pin.
- If the latch assembly is seized, you may need to gently pry it free, sometimes with heat to loosen rusted parts.
- Always have the window down before removing the latch assembly.

For later V8s (1954+)

The process is similar, but you must remove the inside handle, upholstery, and sometimes the inner window frame to reach the screws.

A universal handle removal tool from AutoZone or similar works well.

Recommended Tools

Interior handle removal tool (Third Generation Auto or similar)

Flat screwdriver or fork-style tool for makeshift spring compression

Tape or cardboard to protect the panel

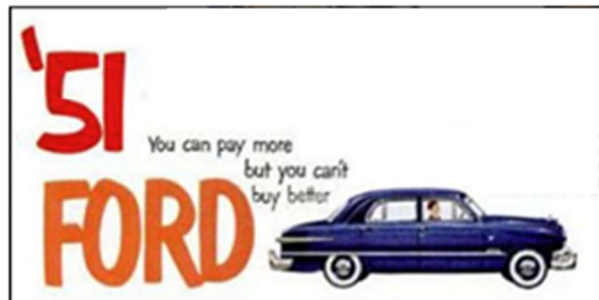
Tip: If you're unsure whether your V8 is early or late, check the door latch style and handle mounting. Early models have a spring-loaded pin; later ones have a screw-mounted handle.

By following these steps, you can safely remove the handle without damaging the door panel or latch mechanism.

*1932-48 Ford inside door handle escutcheon tool



Third Gen Automotive
thirdgen.com



Henry Ford's Wild Irishman Don "Sully" Sullivan

Excerpts from 'Henry Ford's Wild Irishman', by Dave Emanuel
credit to hotrodderhistory.com/sully/ Go there to see the complete article



"I've been fired from Ford more times than most people have jobs."

You would expect a statement like that to be made with a good deal of bitterness. But when Don Sullivan talked about his long career at Ford

Motor Company, it's always with a

sense of pride. What's more, his fierce loyalty to Henry Ford and the company he founded is unshakeable. Don Sullivan was one of five engineers picked personally by Henry Ford to design and develop Ford's Flathead V-8.

Don Sullivan's career with Ford began April 12, 1928. With a degree in mechanical engineering from the University of Michigan, Sully began working on engine development almost immediately. It's the early years, working directly with Henry Ford on the design of the first flathead V-8, that he remembers most fondly. Back then, engineering was carried out a bit differently than today. A group of 30 to 40 draftsmen would be charged with designing components for all the cars and trucks sold under one name plate. Work was assigned on a somewhat random basis, and as Sully puts it, "You had a chief draftsman who kept track of what everyone was doing, and you just did whatever had to be done. One day you might be laying out a radiator, and the next day you'd be working on a chassis part. And they kept you busy. There was always a pile of work waiting to be done."

Reflecting on his early days with Ford and his frequent firings, he says, "I can't tell you why, but they'd come and say, 'You know you're fired, don't you?' When that happens, you leave before they throw your lunch bucket over the fence. Then in a few days, some big goon who looks like Jess Willard comes up in a Model A car, pounds on the door and says, 'You Sullivan? Come along with me.' And then I'd go back to work. I don't know anything about how all that happened."

Apparently, Henry Ford had taken a liking to the young engineer, and when he found Sullivan was not on the job, he left instructions to hire him back. Henry Ford worked in strange ways, on professional as well as personal levels; he rarely took a direct approach. Sullivan recalls a time when he was

trying to fix an outboard motor for a fellow worker. "I was trying to find out why it wouldn't start, and Mr. Ford walks in the back door. I almost died. He said, 'What's the matter?' And I said, 'Oh, I can't get this thing started.' He walked on and didn't say a thing. I was so scared I was shaking. So, I unhooked the dam thing and took it out to my car. I shook all afternoon. Then around quitting time, one of these muscle men sticks his head "in the back door and hollers, "Where's da guy dat's got da outboard motor. He was so loud you could hear him up at the Dearborn Inn. I told him it was in my car. He said he had to have it. So, I went out and gave it to him and he took off.

"Howard Salley, the guy who owned the motor, asked me what happened, and I told him some great big guy came in and asked me for the motor. He said, 'You didn't tell him who's it was, did you?' I told him he thought it was mine and Howard said, 'Good.'

About a week later, the guy came back looking for me, and I thought they were going to take me out and hang me by the thumbs. But he just said that he had it out in the car. And there the motor was, and it had new stickers all over it. Mr. Ford had had the whole thing rebuilt."

Sullivan first worked directly with Henry Ford, who called him "my wild Irishman," in 1930. He was involved in the then highly secretive V-8 project. To keep the project under wraps until he was ready to expose it, Henry Ford had moved the entire works to Greenfield Village where an assortment of noteworthy buildings had been moved from all over the country and reassembled as a tribute to Americana. A cadre of five engineers set up shop in the building that had once been Thomas Edison's laboratory in Fort Meyers, Florida. It was here that they proceeded to bring Ford's first V-8 to life.

As Sully recalls, Henry Ford was involved with the project on a day-to-day basis. "Everyday, Mr. Ford would come in the back door and say, 'Hello boys,' and then start looking things over. The man who ran the job was Carl Schultz, but very little communication came through him. He took care of some of the basic things, but Mr. Ford took care of all the details. I remember one day Mr. Ford came by and said, 'What are you doin'?' - he always asked you, 'What are you doin'?' I said,

Making a connecting rod,' then he just walked away. "I made a real thin connecting rod. Everybody thought it would never work, but that's what he wanted. He wasn't weight consciousness; he was concerned about the amount of steel that would be needed to make an engine because he knew we'd be building millions of them. They had to develop a special steel, but we broke very few of those rods." As he was prone to do, Henry Ford got what he wanted. According to Sully, everyone knew that Henry Ford ran the shop. And even if it was wrong, it was right if Mr. Ford wanted it that way.



Ford
Flathead
connecting
rod.

Although Sullivan recalls that Ford was a very reasonable man to work with, there's evidence that his tunnel vision did create problems. One of his major concerns in the design of the flathead V-8 was with keeping the engine simple.

By most accounts, Henry Ford was more than a little eccentric, but Sully has a different point of view. He said, "He wasn't wrong about very many things. I thought a lot of times he was out of his mind, but it would usually turn out that he wasn't far off. He wasn't eccentric, he was just very positive in his thinking. Now if you didn't like what he was thinking, he was eccentric. He was concerned about the product more than anything else. Things had to be done so that anybody could fix the engine, and it had to be designed so that you couldn't do things wrong."

In his quest for simplicity, Henry Ford tried to eliminate as many components as possible from the flathead V-8. Sully recalls that the pre-production engines had no oil pump and no water pump. Thermo-siphoning-controlled coolant flow and cup-like shaping of the ends of the crankshaft counterweights splashed oil inside the engine. Sully didn't much care for the system. Knowing that a splash system was inadequate, during check-out runs with test driver Howard Salley at the wheel, Sully had the driver swing the car from side to side as if he were driving through a slalom. With oil sloshing back and forth across the pan and staying out of reach of the crankshaft dippers, it wasn't long before oil starvation led to engine failure. Consequently, production flathead versions all had oil pumps.

The following is from article 'How Empathy Engineered the First V-8 Engine' By John Keenan, Editor for Spitzer Center for Ethical Leadership:

Cheryl was an engineering trainee at Ford, she worked in the same building with engineers from Ford Racing. That's how

she met Sully. "At the time, he was in his 80s," she recalled. "He had a hip replacement, but he still put in eight-to-10-hour days standing at a drafting board." He used to tell Cheryl tales of the old days working for Henry. She shared one memorable anecdote with me.

Sully disagreed with Henry Ford on one of the designs specs for new V-8 engine. The distributor was mounted low on the engine, and Sully realized that was the wrong place to put it. It should be on top. The distributor is an electrical component; as it spins, it sends sparks to the individual cylinders to ignite the fuel. Because it's electrical, it won't work if it gets water in it, and if the distributor isn't working, the engine doesn't work. Sully wanted to move the distributor to the top of the engine, but he couldn't get Henry Ford to listen to him. Ford made many of the detailed design decisions himself, and he didn't like to be told to change his design.

One day after it rained, Sully went out and got a bunch of test cars and lined them up at the edge of a field near Ford's engineering building. He drove each car through the wet field until it stalled out, and he left each sitting where it stopped. Then he went back to Mr. Ford and said, "I need to show you something very important." Ford agreed to go with him. When they got to the field, Sully didn't say anything. Ford looked at all the stranded cars and asked, "What's wrong with them?" Sully said, "The distributors got wet." Mr. Ford said, "Put it on top." They got back in the car, returned to the engineering building, and neither said another word about it. The position of the distributor on the flathead V-8 was changed.

According to Cheryl, "A lot of people saw Henry Ford as inflexible and a pain in the neck, but not Sully. He could see that Ford was a very rational man with an engineering mind. He needed data. Sully knew that when Ford saw the data, he would make the right decision, and he did."

Don "Sully" Sullivan died at the age of 91 on February 24, 1996. (1904 - 1996)



Other opportunities to show off your awesome cars! 😊

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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

All Makes and Models Welcome

FACEBOOK
EarlyFordV8Club - Cascade Regional Group #57

ACTIVITIES

- Poker Walk
- Raffle Prizes
- Food Vendors
- Trophies Awarded
- Kid Games

Contact Information
253-848-5180
253-639-9844



Heard on the Running Board



MY FIRST CAR

by Matt Stone copyright 2011

1. Dan Gurney, famous sports car racer.
1933 Ford Roadster bought in 1947 for \$325, traded eventually for a 1940 Ford Tudor.
2. Jay Leno comedian and famous Tonight Show host.
1934 Ford Pickup paid \$350 in 1964, he was 14, worked on it for 2 years before he could drive it but did practice driving it in the driveway.
3. Robert Wager Famous movie star.
1936 Ford 3 Window Coupe paid \$300 in 1946 traded it for a 1932 Ford roadster which he raced on the dry lakes, did 109 mph with a 41 flathead engine in it. Traded that for a 1939 Ford Convertible.
4. Paul Newman famous movie star and race car driver/owner. 1929 Ford Model A
5. Morgan Freeman, famous actor. 1952 Ford Convertible, paid \$500 in 1956
6. Arnold Palmer, 1949 Ford two door Sedan.
7. John Glenn, 1929 Ford Roadster given to him by his dad in 1937.
8. Tom Wolfe, novelist (The Right Stuff) and journalist. 1953 Ford Country Squire Station Wagon in 1956.

THE GREYHOUND EXPRESS



The internet

The Train Theory

Your life is a train.
Every person you meet
boards at some point.
Some people ride
for one stop.
Some ride for years.
And a rare few stay
on for the whole journey.
But here's the part that
changed everything for me.
When someone gets off,
that's not a failure.
That's just their stop.

Instagram

Creamy Mac and Cheese

420g dried Macaroni
500 ml Cream
1 ½ cups 3 Cheese Mix

2 cups Vegetable Stock
1 tblsp Mustard
Salt & Pepper to taste

Whisk the stock, mustard and cream then add the dried macaroni.

Place the mixture into a casserole dish and bake in a 200°C oven for 15 minutes before adding in the cheese and baking for a further 15 minutes or until golden brown.

French Onion Beef

1 tbs Olive Oil
1 Brown Onion - diced
2 cups Beef Stock
Pkt French Onion Soup Mix

850g Beef Chuck Steak
2 Carrots - diced
¼ cup Tomato Paste

Heat the oil in a large saucepan. Cook the beef (which has been cut into 3 cm pieces) until brown and remove.

Add the onion and the carrots to the saucepan and cook for 5 minutes until golden then return the beef to the saucepan with the tomato paste. Cook for one minute stirring to combine then add the stock, the soup mix, bring to the boil, reduce the heat and cover and cook for 1 ½ hours or until tender.

Serve with mash potato.

From Australia RG# 94

Dolly Parton's Favorite Pecan Chicken Salad



INGREDIENTS

- 3 cups diced cooked chicken
- 3 celery stalks
- 1 small onion
- ¾ cup pecan halves
- ½ cup mayonnaise
- 1 tablespoon dijon mustard
- Salt
- Pepper
- Watercress or greens for plating

@TASTEOFHOME

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! 😊