



## A Pontiac and Ford Chance Encounter Makes for A Fine Friendship

By Guy Generaux

In late May, Pam & I were walking our poodle in our North Capitol Hill neighborhood, when a fetching sight caught my attention. Cruising past us was a gorgeous late '30s convertible. The car slowed at the intersection down the street, as I was waving enthusiastically to get the driver's attention. Turning around, it traveled back our way, and parked across the street. A very cheerful fellow climbed out as I paced around the car, trying to determine the make. The driver introduced himself as Gary Cummings and quickly identified his convertible sedan as a 1937 Pontiac. I couldn't recall ever seeing an example before. He had nicknamed the car "Kemosabe," a reference from *The Lone Ranger* television show.

Gary and I hit it off immediately. Turns out, he had parked in front of the house he and his wife had owned many years prior, before their move to a Lake Washington waterfront home in Laurelhurst. Gary explained he was out for a test drive in advance of a major journey to Pontiac, Michigan for the 100th anniversary celebration of the Pontiac brand. I told him I was fortunate to travel back to Dearborn for a similar Early Ford event in 2003, although I flew the distance. I was reminded that at least five PSRG members (including past club presidents Ken Petersen & Pete Lowman) had made the drive in their Early V8s. Since our house was close by, we invited Gary to spin over to see the garage. We kicked tires, compared flatheads and shared fun stories. From our good hour of conversation, it was discovered we held much in common. He had owned his Pontiac since his senior year in high school, while I had acquired my '40 Ford ragtop in college. We both had driven our wives and newborns from the hospital to our Capitol Hill homes in our convertible's decades earlier. As the afternoon flew by, Gary realized he'd better get back home before his wife sent out a search party.

*Gary Cummings with his 1937 Pontiac convertible sedan in front of his former Capitol Hill home.*



A few days later, Gary was in touch with an invitation to see his garage. We commiserated on his preparation for the 4,800+ round trip undertaking less than a month away. He had thoroughly researched his route and schedule details. And, every nook and cranny of the convertible was crammed with tools and spare parts. Gary's good friend Malcom, would serve as co-pilot for their adventure. Gary then extended an invitation to a "Bon Voyage" party hosted at their home two days prior to the June 19 departure. However, the invite came with a request: he asked Pam & I to show up with our '47 Ford woodie. We gladly obliged.

Gary leads a toast with co-pilot Malcom at their *Bon Voyage* party. Guy and Pam Generaux cheer at the driver's side rear fender.



Over the six-day eastward trip, Gary & Malcom were confronted with a few minor problems, but those hiccups were swiftly resolved. Approximately 500 cars showed up for the 100th Anniversary event. While it was definitely an enjoyable experience, Gary lamented the Pontiac Club membership was far different than the one we enjoy, as members of the Early Ford V8 Club. There were few cars from the 1930s-40s and even 1950s represented. The vast majority of attendees drove Firebird, Grand Prix, LeMans and GTO models -- not to mention a smattering of Bonneville, Trans Ams and other various examples. "It was a very diverse mix of owners," said Gary, "and most didn't share much in common with cars from our era." With some calculating, Gary determined his trek was the longest-distance traveled to the meet, and he proved to be correct. He was recognized for the achievement, but no trophy accompanied the announcement.

Gary was, however, rewarded with something even better: several minutes of TV fame. A reporter for a local Detroit-area station took a liking to Gary and the '37 for a segment on their nightly news broadcast. Gary lit up the screen with his engaging personality, while the convertible stole the show. Following this story, please click on the link to view the segment.

The return voyage to Seattle proved more challenging with a severely blown tire that almost took out Kemosabe. Another time, the headlights weren't functioning as Malcom & Gary had to depart in 5:00 a.m. darkness to catch a ferry. Unable to resolve the issue, they duct-taped two high-powered flashlights to the car's bumper and safely reached their destination. "It was a rural area and so early, there wasn't much traffic," mused Gary, "Luckily we made it without incident." While Gary is glad he made the excursion, it's not something he would want to do again. "I'm sticking close to home for a while," he chuckled. Gary kept a detailed daily report with photos on his entire pilgrimage. It is a highly entertaining narrative. Below is a link. Also, if you want to learn more about this special event, Goggle **Pontiac 100th Anniversary** to find numerous articles and videos.

#### The 1926 Pilgrimage: Returning to the Source

This document tracks a 2,300-mile cross-country journey from the waters of Puget Sound to the historic cradle of American horsepower: Pontiac, Michigan. Nearly a century ago, the very first Pontiac rolled off the assembly line, sporting its iconic red silhouette emblem. This road trip is a personal pilgrimage to honor a machine cherished and deeply loved for generations—connecting a piece of living history back to the exact soil where its iron was forged.

The tires will trace a historic path through the heart of the American landscape, marking key milestones along the way:

- The Departure: Depart Seattle, WA
- The Mountain Passes thru Idaho: to Plain, MT
- The Big Sky Plains thru Billings: to Miles City, MT
- The Northern Heartland: to Fargo, ND
- The Great Lakes Gateway thru Minnesota and northern Wisconsin into the UP: to Ishpeming, MI
- The Mighty Mac Crossing: West Branch, MI
- The Birthplace: Pontiac, MI

The Pontiac Pilgrimage  
docs.google.com



83-year-old drives 1937 Pontiac from Seattle to Pontiac for centennial celebration

<https://www.wxyz.com/news/83-year-old-drives-1937-pontiac-from-seattle-to-pontiac-for-centennial-celebration>

From Guy Generaux -

In the September/October edition of the **V8 Times** magazine, PSRG is prominently featured on pages 68-70 Regional Group News. The article is about our recent Tour of the Year and was submitted by Guy Generaux. You can view it online now or watch for it in your hard copy when it comes in the mail! The Brothers Hot August Night cruise-in event raised \$45,000 for charity.



Most of our contingent assembled for the PSRG Tour of the Year portrait to few were still roaming the car caboodle and missed our photo shoot.

**PUGET SOUND RG #18**  
**2026 PSRG Annual Tour**



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

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

Following lunch, our procession paraded a few blocks south to a roundabout, then along the famous street of Officer's Row overlooking the Columbia River. The Port Vancouver Historic Zone



The Pearson Air Museum, Vancouver, B.C.



Elmo Lewis & Mark Keenboly get ready to depart the hotel for the Brothers event.



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

is special in some way, low production, limited models, celebrity connections, racing history, etc. Each has been extensively researched, while comprehensive signage displays tell the back story.

"The museum was beyond phenomenal!" exclaimed PSRG member Robin Ordover. There were performance cars 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 Keenboly was asked about his favorite out



From 1958's Rancheros to newer GT supercars, Fords are well represented.

of the 475 examples on display. "I'd have to go with the 1963 Shelby Daytona race car." Research shows that just six Shelby Daytonas were produced, and this 7th model was intended to house a 427 power plant, rather than the 289. But Carol Shelby turned his attention to raising 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 \$4.2 million. No telling what this unusual and rare race car 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



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

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-



This 1964 Ferrari 250 GT Russo was absolutely stunning.

production model, the forerunner of all Camaros we know today.

*Submitted by Guy Generaux*



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



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



Ultra-rare 1957 Dual Ghia 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.



Cormier's '50 coupe & the Generaux's '50 convertible at the Brothers building.

## Does your old Ford V-8 make a noise?

Of course not, our cars don't make noises while parked. But sometimes there is a noise or sound that can only mean trouble while driving.

The old Ford V-8s possibly can go BOOM, SQUEAK, SQUEAL, HUM, RATTLE, GRIND, KNOCK, HISS, CLICK, GROWL, WHINE or CLUNK.

These noises mostly mean trouble and the source should be found and repaired/corrected.

Here, then is a description of each of the awful noises you may hear.

A BOOM is a sound like distant thunder.

A SQUEAK is like rubbing a clean window.

A SQUEAL is a high-pitched sound, like fingernails across a chalkboard.

A HUM relates to a humming in the wind.

A RATTLE in our old Fords sounds like marbles rolling around in a can. (never known an old Ford to rattle).

A GRIND sound makes an abrasive noise like a grinding stone.

How about KNOCK? Never known of that one either. Well it is like a knock on a door. Or a loose engine rod.

A HISS is like air escaping from a balloon.

A CLICK gets us to a ballpoint pen sound when clicked to write.

The GROWL sound can only be described as an angry dog.

A WHINE is a high-pitched sound like an electric motor or drill spinning.

Lastly is CLUNK. Do old Fords go CLUNK? 'fraid they do. CLUNK is a metal-to-metal sound like a hammer-striking steel.

When describing these noises it helps to locate where they come from.

Almost any noise means trouble somewhere in our cars, except maybe the horn.

We must be aware at all times for anything amiss on cars 51 years old and older.

Some descriptions can be: How often does a noise happen? Often, sometimes or rarely.

What time does this troublesome noise happen? When accelerating, decelerating, braking or cruising.

Another condition when something can happen is, do you feel a vibration at the steering wheel, brake pedal or seat?

Maybe some noises happen while turning into a driveway. Note whether it is a right turn or left turn.

The idea here is to take notice when, where, what and how to get at the why of noises.

Then do your homework (shop work) and repair the why trouble before driving on that big tour.

Safety First.

Yes, the trouble may be of a safety nature for the car and for YOU!

### **The Bad Joke of the Month—(Back by popular demand)**

A frog walks into a small bank called Wack's and approaches the owner, Patricia.

He says, "Hi, Patricia, my name is Ken Jagger, I'd like to take out a loan."

Patricia say, "Please, call me Patty. You wouldn't happen to be related to Mick Jagger would you?"

Ken responds, "Yes he's my father. "So Patricia tells him, "Well, if you want to take out a loan with us you'll need some collateral."

And Ken pulls out a little figurine of a dog playing with a ball and places it on the counter. Patricia inspects the figurine for awhile and is a bit confused. So she calls over a the bank manager to help sort it out.

Patricia tells the bank manager , "This is Ken Jagger, he wanted to take out a loan and offered this as collateral, but I'm not sure what it is."

The other employee inspects the figurine for a few seconds and says, "It's a knick-knack Patty Wack, give the frog a loan! His old man's a Rolling Stone!"

~ Norm McDonald ~

From the Ford Fan Club



**Three old guys are out walking.  
First one says, 'Windy, isn't it?'  
Second one says, 'No, it's Thursday!'  
Third one says, 'So am I. Let's go get a  
beer.'  
Sound familiar?**

From Hi-Country RGP#28

From Australia RGP#94

### YOU KNOW YOU ARE LIVING IN 2010 when...

- 1 You accidentally enter your PIN on the microwave
- 2 You haven't played Solitaire with real cards in years
- 3 You have a list of 15 phone numbers to reach your family of three
- 4 You email the person who works at the desk next to you
- 5 Your reason for not staying in touch with friends and family is that they don't have email addresses
- 6 You pull up in your own driveway and use your mobile phone to see if anyone is home to help you carry in the groceries
- 7 Every commercial on television has a website at the bottom of the screen
- 8 Leaving the house without your mobile phone, which you didn't even have the first 20 or 30 (or 60) years of your life is now a cause for panic and you turn around to go and get it
- 10 You get up in the morning and go online before getting your coffee
- 11 You start tilting your head sideways to smile
- 12 You're reading this and nodding and laughing.
- 13 Even worse, you know exactly to whom you are going to forward this message
- 14 You are too busy to notice there was no #9 on this list.
- 15 You actually looked back up to check that there wasn't a #9 on this list

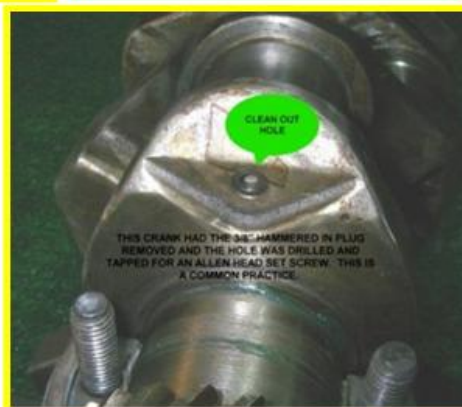
~~~~~AND  
FINALLY~~~~~

NOW U R LAUGHING at yourself.

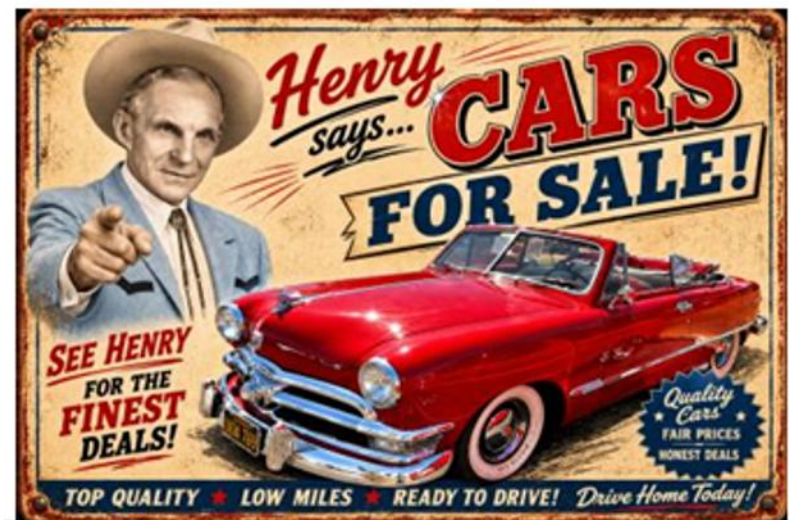
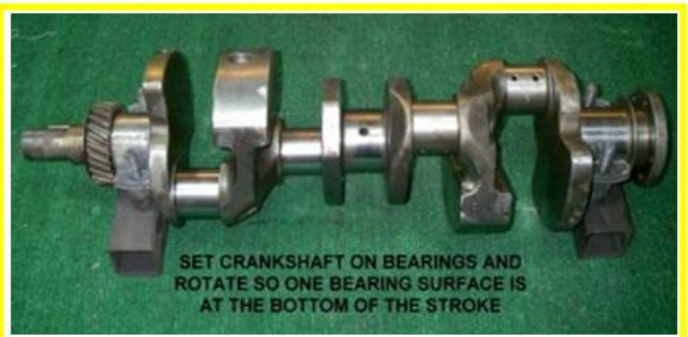
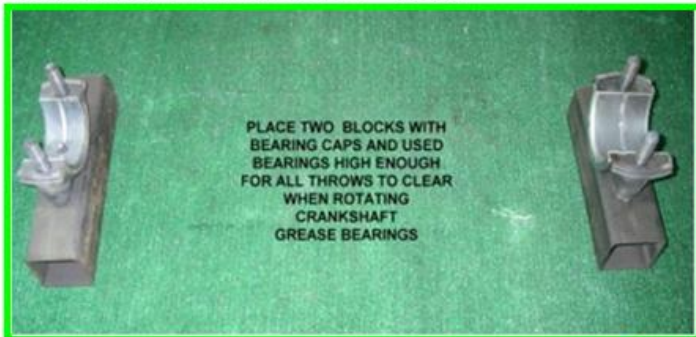


## TECH TALK

The intent of this article is to enable you to identify the crankshaft you are looking at as either a Mercury 4" stroke or a Ford 3-3/4" stroke. I will try and describe to you what to do to make a somewhat positive identification and then the pictures can be used to clear up what is foggy. The 4" stroke crank in North America came in the Mercury vehicles from 1949 to 1953 in the United States and 1954 in Canada. The Fords were 3-3/4" stroke in both countries. Because Henry Ford did many different things in many different unexplained ways, the only positive way to identify the crank is to measure the stroke. If the motor is in the vehicle and you are able to remove a head and rotate the engine, it is a simple matter. Rotate the engine so one piston is at the top of a stroke. Mark the location of the piston and then rotate the same piston to the bottom of its stroke and measure the distance the piston went. If it went 3-3/4" it is Ford and if it went 4" it is Mercury. Another way for a quick check, but not a guaranteed method is to remove the oil pan and measure across the widest part of the thickest counterweight. If the measurement is about 6" it should be Mercury. If it is about 5-1/2" it should be Ford. If the cleanout holes are 5/8" then it should be American made Mercury. I have seen numerous American made Mercury. Cranks with a 3/8" cleanout plug. If the letters EAC, 1CM or OCM they should be Mercury as these are known to be Mercury symbols. I use the word "should" a lot because the only positive method is to measure the actual stroke. 99% of the Canadian made 4" stroke cranks had a 3/8" cleanout as well as an approximately 7/8" long kidney shaped dimple recessed into either one or both of the first thin counterweights. Again, this is not a guarantee but a very strong indicator. Now on to the pictures. I hope they are self explanatory



Following more pictures below ...



# Important Ford Car Events in October

Several landmark moments in Ford's history occurred in October, shaping the company and the automotive industry.

## **October 1, 1908 – First Model T Production**

On this date, the first Ford Model T rolled off the assembly line at Ford's Piquette Avenue Plant in Detroit, Michigan. Henry Ford's vision of a mass-produced, affordable car was realized, and the Model T quickly became the most influential car of the 20th century. By 1918, over half of all cars on U.S. roads were Model Ts .

## **October 1913 – Moving Assembly Line Introduced**

Although the first experiments began earlier, in October 1913 Ford's Highland Park Plant began operating the world's first moving assembly line for Model T production. This innovation slashed production time from about 10 hours to under 6, drastically reducing costs and increasing output, revolutionizing manufacturing worldwide.

## **October 1, 1908 – First Overseas Sales Branch**

Ford also opened its first overseas sales branch in Paris, France, marking the beginning of global expansion.

## **October 1, 1910 – Manufacturing Shift to Highland Park**

Ford moved its manufacturing operations to the Highland Park Plant in Michigan, which became the site of the moving assembly line.

## **October 1, 1911 – First Plant Outside North America**

Ford opened its first assembly plant outside the U.S. in Trafford Park, Manchester, England.

## **October 1, 1909 – Sales Company in London**

Ford established its first sales company in London, England.

These October milestones reflect Ford's rapid growth from a small Detroit operation into a global automotive leader, driven by innovation, mass production, and international reach.



[FORDification.com](http://FORDification.com)



# Why October Matters in History

October stands out because so many of its historical events involve moments of pressure. Wars reached their conclusion.

Governments faced collapse.

Revolutions challenged old systems.

Markets rose and fell.

Explorers entered unfamiliar lands.

National leaders made decisions with consequences that stretched far beyond their own lifetimes.

**Throughout history, October has been associated with:**

- major battles and military victories
- revolutions and political change
- American independence
- exploration and westward expansion
- religious reform
- economic crisis
- scientific and technological advancement
- Cold War confrontation
- cultural traditions and national remembrance

That range makes October one of the strongest months to study for readers interested in both famous historical events and forgotten stories that deserve more attention.



**I apologize; I didn't add this remembrance in the September's newsletter. This was a day in history that no-one person, no matter where you were, will ever forget the senseless attack on American soil.**

## Malcolm Campbell: Five Miles a Minute

When Sir Malcolm Campbell died in 1948, he left behind an extraordinary record. He had broken the world land speed record nine times and had also become the world's fastest man on water. Yet despite bringing considerable glory to Britain, Campbell was never quite the beloved national hero one might expect.

By many accounts, Campbell could be difficult. He was said to have little sense of humor—although he admitted to enjoying Laurel and Hardy—and possessed no shortage of self-confidence. The walls of his home were reportedly covered with photographs of himself and reminders of his accomplishments. While other drivers sometimes avoided reporters and photographers, Campbell seldom passed up an opportunity to step before a camera or microphone. He even wrote books in which one of his favorite subjects was, not surprisingly, Malcolm Campbell.



But perhaps Campbell had some justification for that enormous self-confidence. Whatever his personality, there was no questioning his courage, determination or ability behind the wheel. When it came to making automobiles go faster than anyone had gone before, Campbell was one of the very best.

Between 1924 and 1935, Campbell raised the world land speed record from **146.16 mph to 301.13 mph**—more than doubling it.

His first record came at Pendine Sands, Wales, in 1924, driving a 350-hp Sunbeam at 146.16 mph. From there the speeds climbed relentlessly: 150.86 mph in 1925, 174.88 in 1927, 246.09 in 1931, 253.97 in 1932, 272.46 in 1933 and 276.82 in early 1935.

Then, at Utah's Bonneville Salt Flats on September 3, 1935, Campbell finally achieved the goal that had obsessed him: **300 mph**. His massive Rolls-Royce-powered Blue Bird averaged **301.13 mph**, making Campbell the first person to drive an automobile more than five miles per minute.

The numbers are impressive. The stories of how he survived long enough to achieve them are even better.

**1924 — Fano Island, Denmark:** At approximately 140 mph, both rear tire casings ripped apart. Campbell fought the violently skidding Sunbeam to a stop, fitted new tires—and tried again. On the next attempt the car skidded and a front tire flew completely off the rim, landing hundreds of yards away.



Malcolm Campbell: Five Miles a Minute - continued on next page

### *Malcolm Campbell: Five Miles a Minute—continued*

**1927 — Pendine Sands:** Chasing three miles a minute a 630-hp Napier-powered Blue Bird, Campbell hit a water-soaked patch of sand at about 170 mph. The car spun wildly, mowing down a long row of course markers before finally stopping with a badly slashed tire.



**1928 — Daytona Beach:** Campbell later called this "the worst experience of my life." His now 900-hp Blue Bird struck a bump at roughly 200 mph and began fishtailing violently. Campbell was thrown about nine inches out of his seat, while the wind ripped the goggles from his face and exposed his eyes to the flying sand. Somehow, the tires remained on the rims and Campbell remained in the car.

**1929 — Verneuk Pan, South Africa:** After failing to beat Henry Segrave's 231.44-mph record, Campbell decided to try again despite warnings that his tires had already exceeded their expected life. During his runs, the tread was stripped from all four tires. He fitted another set and went again with roughly 1,000 hp at his disposal. One tire began losing its tread before he was even out of low gear. Campbell kept his foot down and went on to break the five-mile record at 211 mph.

**1933 — Daytona Beach:** Campbell entered this attempt with his left arm practically useless after injuring it wrestling with the gearshift during practice. Doctors advised him not to run. He ran anyway. At full speed the engine and gearing indicated the equivalent of 328 mph, but wheelspin was so severe that his actual timed speed was 272.46 mph—roughly **56 mph worth of wheel slippage**. He set another world record while essentially driving one-handed.

**1935 — Daytona Beach:** At approximately 280 mph, Blue Bird struck a ridge in the sand and reportedly became airborne for about 30 feet. It slammed back onto the beach with such force that the tread was stripped from all four tires simultaneously.

And Campbell kept racing.

Later that same year he went to Bonneville and finally broke the seemingly impossible 300-mph barrier. Having accomplished his goal, he retired from land speed record attempts and turned his attention to water, where he continued setting records in his Blue Bird boats.



*Malcolm Campbell: Five Miles a Minute—continued on next page*

### *Malcolm Campbell: Five Miles a Minute—continued*

There is a final irony to Campbell's story. He survived exploding tires, violent spins, a plane crash, 200-mph fishtails, airborne race cars and countless other close calls during an era when a serious accident usually offered little protection to the driver.

Sir Malcolm Campbell died in 1948 at age 63 following a series of strokes.

After spending much of his life trying to become the fastest man alive—and repeatedly coming remarkably close to becoming a dead one—**Malcolm Campbell became one of the comparatively few great land speed record holders of his era to die of natural causes.**



## 2026 PSRG Who's Who

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#### Tour of The Year- Guy Generaux

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#### Welcome- Guy Generaux

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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:

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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,

It is a busy time for our club now, as our tasks change from driving and showing our cars, to preparing for next year's activities.

Our first task is to choose next year's officers and nominate members for our recognition awards. Each year we elect a President, Vice-President, Treasurer, and Secretary as well as three Board Members to replace the members whose terms are expiring. Per our bylaws these positions have term limits. We have been forced to ignore these limits out of necessity, but it would be great if we could have others take these positions on. At this point all positions to be filled this year are held by those at the end (or past) the limit. There is also one position on the board that was never filled. Nominations are now open and will be accepted up to the time of elections at our November general meeting. If you wish to serve, please attend our October meeting or let me know. I also will accept nominations for our recognition awards if you cannot make it to the meeting.

If serving as an officer is more than you would like to commit to, please consider volunteering to work on our many projects throughout the year. We always could use help with our banquet, picnic, meetings, etc. It would be great if we migrated from a single person taking on a task to a committee format.

It is no secret that our members are continuing to get older and less capable of taking on the hard work we do. We absolutely need to bring in new members. We have had some join in recent years and I hope we can build on this in the coming year. If you have ideas where we may seek out prospects let us know. Maybe we can get out to the many car shows in the area and let people know who we are. Now is the time to plan for next year's show season. I spoke to the coordinator of Mill Creek Cars & Coffee about us promoting the club & swap meet at their get-togethers and he said it would be great.

I found out about Mill Creek Cars & Coffee through Mary's daughter Emily. If you remember Emily's Trademark Coffee trailer was at our North Bend Car Show this year. Mill Creek Cars & Coffee actually did not have coffee on site and they asked Trademark Coffee to attend. I learned of the show through them. Unfortunately, it was the last gathering of the year. The meet ups are held at the bowling alley just off I-5 at 164<sup>th</sup> SW. They had close to 200 cars attend. There is no charge to attend, just an expectation you donate food or clothing to the Mill Creek charity organizations that attend. It was a very impressive turnout for a two-hour event. Quite of an assortment of great cars. I am looking forward to going next year with swap meet info. My only regret is that I could not locate the owner of a beautiful 1935 Ford Coupe in attendance.

If you have not heard, we are planning to put on our famous swap meet this year and have verified it will be held May 15<sup>th</sup> & 16<sup>th</sup>. We are in process of making sure we are in the NW Car Events Calendar (Yellow Book) now. As you know this is a huge undertaking and we can use all the help we can get. If you know of any people or clubs that might be interested in helping us to put on a successful meet let us know.

Dean Arnold has been working hard on the problem we have been having with email not getting through to members. The problem is mostly associated with those with ...@comcast.net addresses. Let us know if you are not getting your club mail. We believe we have it solved at the moment.

Our annual banquet is set for November 21 at the Eagles and will resemble last year's. If you would like to help, we could always use you.

Our October meeting will be on Saturday, the 10th, normal times. Hope to see you there.

Happy Fording, Paul Keller



## Meeting Minutes

Mary Lamken

PSRG 18 Board Meeting - September 12 2026

Present: Bill Meade, Paul Keller, Mary Lamken, Rich Troberg, Dean Arnold

Additional: Carol Keenholts, Louie Moore, Mike Rees, Trina Rees, Sharon

**Meeting Called to order:** 1:10 pm, quorum not met

### **Announcements:**

**Treasurer:** Mark not available; financial data was provided.

**Swap Meet:** May 15/16 with set up beginning May 13/14

- Board must do a Swap Meet review.
- Peter DuPre, Publisher of the Yellow Book, wants the date of the Swap Meet. Discussed advertising there. Paul Keller will confirm the dates and the advertising. Discussion regarding advertising ensued. Most think we should have a full-page ad this year. An email vote will be requested of the board.
- We can trade a stall at the meet for books, pending a vote of the board.

### **Nominations:**

President: Paul – more than 2 years

Vice President – Bill @ 2 years

Secretary – Mary – more than 2 years

Treasurer – Bob – more than 2 years

### **Directors:**

Rich Troberg – More than 2 years

Chris Knudsen – more than 2 years

Jackie Blumenstetter – More than 2 years

Mark Kennholts – 2 years

Amy Quilizapa – 1 year

1 unfilled position in 2026

### **Banquet:**

Will be held at The Eagles, at 2:00 pm

Bill and Mary will look into entertainment

### **Christmas Meeting:**

- Catered by Don't Worry Brie Happy
- Normal meeting time with gift exchange

**Eagles Work Party: 9/19, at 9:00 am,**

Snacks provided; bring tools if you have them.

Announced the work party to the Club – may generate some volunteers.

### **Emailing Problems:**

Dean Arnold discussed the email issues. Many different people are sending to club members. Comcast emails are a problem, as they are moving to Yahoo. "Properly" authorizing emails is a significant issue.

When sending an email: your email and the EFV8Club.org are put in the header, the email client flags it as not understanding "WHO" is sending the email.

Workaround: Those who send group emails must do it from an EFV8.org domain. Dean can create an email address for those who send group emails, so they can use it to send to the club.

Recommendations:

- for those who send emails: use the provided email address
- Set up an SMS text messaging service, publish the email list to the service (Dean will maintain it), and we can send whole-group texts. These are checked more often than email and may prove more effective.
- SMS costs approximately \$35-\$65 per month, depending on usage. This gives the club an 800 phone number for the group.

#### Bylaws:

- Mary will scan the bylaws to create an electronic copy. This will be sent out so members can highlight and request changes.
- The Board will then meet and vote on the changes and publish them to the membership for a vote.
- The tool library replaced the by-laws – we may need to print both.

#### New Business:

- Becky and Bob Eliert's '42 Merc station wagon was worked on by Bill and Mark; they are working on a date to remove the motor to diagnose the issue. There will be a work party, and for camaraderie, it would be nice to have a few hands-on decks. Not all can work, but it is a nice social event, too. Bill Meade will announce the next work party day and provide the address.

Meeting Adjourned: 2:02 pm.



**ROSTER UPDATE:** no update

## Leads & Needs

- 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**



● 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).



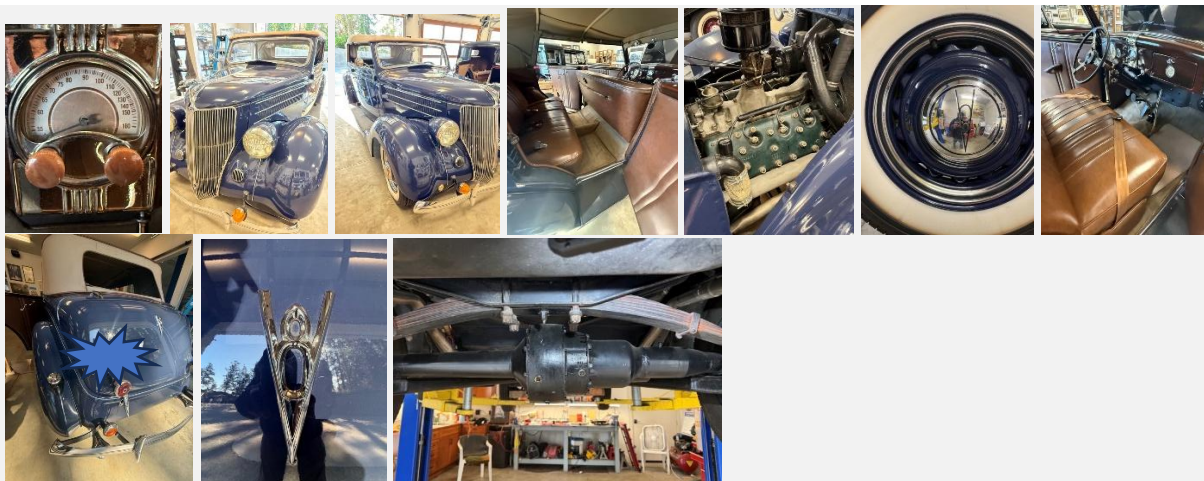
● 1940 Ford Tudor Deluxe Sedan, good paint, perfect driving condition, front disc brakes, Columbia 2 speed, 49merc flathead w/ Holley 4-barrel, great interior, \$30,000  
contact Scott Kilmer at 253-355-0847



● Ed King's 1936 four door convertible is available for sale: \$36,500.  
It is a lovely car, drives extremely well with a good engine, Columbia rear end, recent radials, factory radio and heater. Very well sorted.

Wanted the area members to have first option before I go the Bring-a-trailer route. Ah! Forgot to mention: Speedometer inoperative, otherwise, the car is a very sound car.

Contact Lee Harman 425 510-8269





● **For Sale: 1949 Ford Custom Coupe.**

Fully detailed 302ci with C4 auto. Fatman Engineering IFS rack and pinion suspension with power disc brakes. 8" rear with drum brakes. Lowered Ride tech adjustable shocks on all four. Custom interior with all Lokar accessories and Lacarra steering wheel. I did it tilt steering column.

If you're looking for a trustworthy touring car with one finger steering, power brakes and a silky smooth ride, this car is for you!

It needs nothing! No issues! \$18,000 obo. Contact Scott 206 354 7016



● **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

- 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.

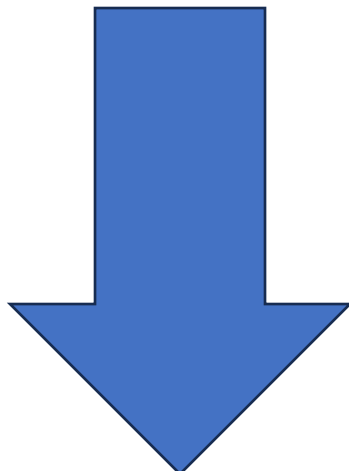


- Selling a NOS 51 Ford trunk lid in original red oxide primer for sale \$250.

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

**Dean Arnold's Anique Auto Parts Dollar sale information next page...**



## ***Antique Auto Parts Dollar Sale***

Dean Arnold (EFV8-PSRG club member) will be having a final parts sale this coming October 10<sup>th</sup> and 11<sup>th</sup>, 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 10<sup>th</sup> and October 11<sup>th</sup>, 2026  
Time: 9:00 AM until 1:00 PM each day  
Address: 1529 N 143<sup>rd</sup> St  
Seattle, WA 98133

Contact; Dean Arnold  
(206) 499-7145  
[DeanLouisArnold@Hotmail.com](mailto: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](mailto: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](mailto:editor@efv8psrg.org)



Did you know? The ratcheting socket wrench we use today was actually patented all the way back in 1863 by J.J. Richardson!

Earlier versions were illustrated in Scientific American in 1864.

Early sockets were square-shaped before hex designs became standard.

The tool uses a simple paw-and-gear system for one-way turning

Some earlier working ratchet concepts reportedly existed before the patent, but were never officially filed.

Over time, improved designs made ratchets smoother and more durable for heavy use.

The quick-release socket mechanism became a major usability upgrade in modern tools.

Most sockets today are made from chrome-vanadium steel for strength and rust resistance.

From the Greyhound Grp

# BROKEN STUD REMOVAL –a Tech Tip

*This article originally appeared in the Early Ford V8 RG No. 1 magazine. Thanks to the Fordgarage.com for the use of their photos*

Many of us old car restorers have experienced or read about the various methods of removing a broken stud out of a cast iron engine block.

Here, thanks to the "Ford Fan" -RG Group No.19, we have some photographic evidence of the suggested method. *(Photos with thanks to "the Ford Garage. Com")*

This technique works on flush broken studs and bolts, as well as ones that have been cobbled on with drills and "easy-outs".

*This first picture shows a flush broken stud in the block and a formerly flush broken stud which had a flat washer and a hex nut TIG welded to it. It was then soaked with Kroll penetrating oil while hot, and backed out on the low setting of a impact gun.*



The theory is that the stud absorbs a lot of heat from the TIG welding, while the cast iron block remains relatively cool (compared to using a gas torch). Addition of the penetrating oil and the cooling and shrinkage of the stud, breaks the bond between stud and the block. The impact pulse helps break the bond also and eases out the stud. It seems to work every time.



*Place a plain steel washer centred over the stud, the ID of the washer should be just a bit less than the stud*

*TIG weld the washer to the stud. I prefer to start the arc on the stud and work my way outward in a spiral while adding filler rod. After welding, spray liberally with penetrating oil and try to get it under the washer. Be careful, but not worry too much, about welding to the block. It is cast iron, not steel, and it is also considerably cooler than either the stud or the washer.*





*Next; TIG weld a large hex nut to the washer, then ,again, spray liberally with penetrating oil, trying to get some under the washer.*

*Now. Use the impact gun on its LOWEST setting, to back the stud out.  
If the washer or nut breaks off, which it sometimes does, just repeat the procedure again. It WILL come out.*



*If a stud has been partially drilled out, its not a problem. Just place the washer over it and carefully fill the upper portion of the hole first. Then TIG weld out to the washer. It helps to drop a piece of steel rod down the hole to help fill it up.*

*If you know how to control the TIG torch, you will have no difficulty with this, it is much easier than it looks.*



# HENRY FORD'S SOYBEAN CAR

Henry Ford's idea for a soybean car amounted to more than a hill of beans. No one is really sure how many soybeans it took to build the world's first plastic car but Ford Motor Company built one in 1941 and as far as we know nobody counted the beans. Ford had been building cars with small parts made out of soybeans for a number of years in the 1930s. Parts like gearshift knobs, horn buttons, control knobs for the throttle, choke, cigarette lighter and ashtray were all made from soybeans. Ford discovered that soybeans and other vegetable derivatives could also be woven into auto upholstery. Soybeans were even used to make paint. By 1934, a half bushel of soybeans were used in the production of each new Ford. It was reported that Henry was soybean crazy and that he even wore suits made of soy flax.

Henry Ford enlisted famous inventor George Washington Carver for development then put Eugene Turenne Gregorie of his design department in charge of manufacturing. Ultimately he was not satisfied with the proposed project, and gave the project to the Soybean Laboratory in Greenfield Village. The person in charge there was Lowell Overly, who had a background in tool and die design. The finished prototype was exhibited in 1941 at the Dearborn Days festival in Dearborn, Michigan. It was also shown at the Michigan State Fair Grounds the same year.

Because of World War II all US automobile production was curtailed considerably, and the plastic car experiment basically came to a halt. By the end of the war the plastic car idea went into oblivion.[7] According to Lowell Overly, the prototype car was destroyed by Bob Gregorie

Paragraphs 2 & 3 taken from Wikipedia.



Ford's soybean car of 1941 at Greenfield Village.

## Car Facts

Although Henry Ford (1863-1947) did not invent the modern car or the assembly line, he was the first to manufacture a car that many middle-class Americans could afford. His introduction of the Model T automobile in 1908 revolutionized transportation and American industry.[3]

Statistics show that there is a 1 in 4 chance that a car accident in the United States involved a cell phone.[9]

When Volvo invented the modern three-point seatbelt 50 years ago, they made the patent open and free to all car manufacturers. Seat belts now save over 13,000 lives in the U.S each year.[22]

Electric cars are not new. In fact, in 1900 38% of cars were electric, 40% were steam, and 22% were powered by gasoline.[12]

Over 250 million car tires are discarded each year.[17]

Passenger cars alone consume 359 million gallons of gas each day just in the United States.

Americans weigh on average 24 pounds more than they did in 1960, which has added up to an additional 39 million gallons of gas consumed annually.[12]

Toyota is the world's largest car manufacturer. Each day it produces about 13,000 cars. Ferrari, in contrast, produces a maximum of 14.[25]

The first Ford cars made actually had Dodge engines.[

**From the Greyhound Express**

**From the Greyhound Express**

## Spaghetti Bake

|                                         |                                  |
|-----------------------------------------|----------------------------------|
| 300g Spaghetti                          | Cooking Spray                    |
| 2 tsp Crushed Garlic                    | 1 Onion, diced                   |
| 500g Beef Mince                         | $\frac{3}{4}$ cup Carrot, grated |
| $\frac{3}{4}$ cup Celery, thinly sliced | $\frac{3}{4}$ cup Tomato Paste   |
| 2 x 400g cans chopped Tomatoes          | 1 tbsp Beef Stock Powder         |
| 1 tsp dried Basil                       | Pepper to taste                  |
| 1 cup Tasty Cheese, grated              |                                  |

Cook the spaghetti and leave to one side.

In a large frypan or large saucepan coat with the cooking spray, saute the garlic and onion for one minute.

Add the mince and combine and cook until the mince has browned. Add the carrot and the celery and cook for three minutes. Add all the ingredients minus the spaghetti and the cheese bring to the boil then reduce and cook for 5 minutes. Fold in the cooked spaghetti and combine well then pour into a large lasagne dish that has been coated with cooking spray and top with the grated cheese and bake in a 180°C oven for 35 minutes.



PAINTING BY CHARLES HARPER

### Mecklenburg's Garden

DELICIOUS German dishes are the specialty at this Cincinnati landmark. Meals are served in an outdoor garden in warm weather and in an attractive dining room in the winter.

*Lunch, dinner daily.*

#### POTATO PANCAKES

|                               |                                                                                                                                                                                                                                        |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 uncooked potatoes           | Grate potatoes and onion. Add salt, pepper, eggs, parsley and flour. Mix well and drop by tablespoonfuls into very hot fat in a heavy frying pan. Fry until golden brown, turning once. Serves 6. Try these pancakes with sauerbraten. |
| 1 medium onion                |                                                                                                                                                                                                                                        |
| $\frac{1}{2}$ teaspoon salt   |                                                                                                                                                                                                                                        |
| Dash of pepper                |                                                                                                                                                                                                                                        |
| 2 eggs                        |                                                                                                                                                                                                                                        |
| 1 tablespoon parsley, chopped |                                                                                                                                                                                                                                        |
| 2 tablespoons flour           |                                                                                                                                                                                                                                        |

302 East University Avenue, Cincinnati, Ohio

**NORTH CENTRAL**

From the second ford treasury of favorite recipes

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

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



From Looney Tunes! 😊