

From Guy Generaux,

In the post office recently to purchase stamps for sending out our PSRG membership renewal information, I was delighted to see a collection of USPS stamps celebrating the 100th anniversary of Route 66. These are available for purchase at your local post office while they last. Those PSRG members receiving membership renewal letters this year (about 40 of you) will see one of these very cool stamps on your envelope!

From Route 66 Pics photographer's website: *The Route 66 project captures the spirit, nostalgia, and enduring beauty of America's most iconic highway. In 2026, the United States Postal Service selected my photographs to represent the Route 66 Centennial Stamp Collection — a national tribute to the road that built a nation and the stories that still echo along its path.*

Each image in this collection was chosen for the official USPS stamp release, and now, for the first time, these photographs are available as open edition fine art prints. From the hand-laid bricks of Auburn, Illinois, where a 1929 Ford Model A glides through the morning mist, to the neon glow of the Munger Moss Motel and the golden sunrise over Tulsa's Oil Capital Motel sign, every photograph is a window into the adventure, resilience, and dreams that define the Mother Road.





"Flathead won't go over 60 MPH"

SOLVED

How I fixed it. Without knowing what I was doing.

By Roger Obecny

I have a reasonably decent 40 Ford Deluxe Tudor. Owned it since 1989. Been through the usual things. Fixed a lot of mechanical stuff over the years. Had a few accidents. Insurance company came through, and I was able to make the car a decent driver.

So back to the story.

I found out that the car would not go over 60 MPH. Like running into a brick wall. Drive the car under 60 MPH and there never was a problem.

Fooled with it for a while. Couple of Good carburetors. Couple of Good distributors. Couple of Good Coils. Notice all parts are and were GOOD. Spent a few weeks switching parts around. With no success. Asked everyone that I knew or met for ideas.

One guy said ask one of the Old Guys. I am 75. I am one of the old guys. You know where the other Old Guys are unfortunately.

I sent the Carb and Distributor off to New York for a rebuild, excellent job, but no success.

Talked to the only guy older than me and he said to jumper the Ignition Resistor. I said that I thought that the resistor was good. Because the car started and ran. Anyway, I took his advice. Amazing performance. Car started on the first turn, and ran like new money.

Replaced the ignition resistor. Ten minutes to remove the old resistor. Two hours to replace it. Upside down on the front seat. Trifocals, can't see squat. Dropped the resistor and nuts at least 19 times. (Magnetic pick-up tools are my new best friend).

Improved performance, at least 5 to 10 mph in each gear. Mileage improved from 10 to 15 mpg. Acceleration in third gear is almost as good as acceleration in second. Still has slight hot starting issues but I am working on that.

So, I drove to Auburn, Indiana earlier this year with no problems.

350 miles round trip,15 MPG. It was the fastest car in the slow lane. It was the Green 1940 Ford Deluxe Tudor.

P.S: I forgot. I did drop a stainless nut. Notice a stainless nut, non-magnetic down the manifold while changing a curb. Ended up under the No.6 intake valve spring. Air Ratchets are another new friend.

Borrowed from the November 2022 ***Road Chatter***

Tech Corner

At the September 13, 2012 monthly meeting, President Tom O'Donnell presented a tech talk on fuel gauges and sending units. If you follow the Fordbarn, the dilemma of getting reproduction sending units to work with original gauges is a perennial hot topic. They never really work correctly. We thought it was about time to repeat Tom's Tech Corner article from 14 years ago.

Repairing Fuel Sending Units

By Tom O'Donnell

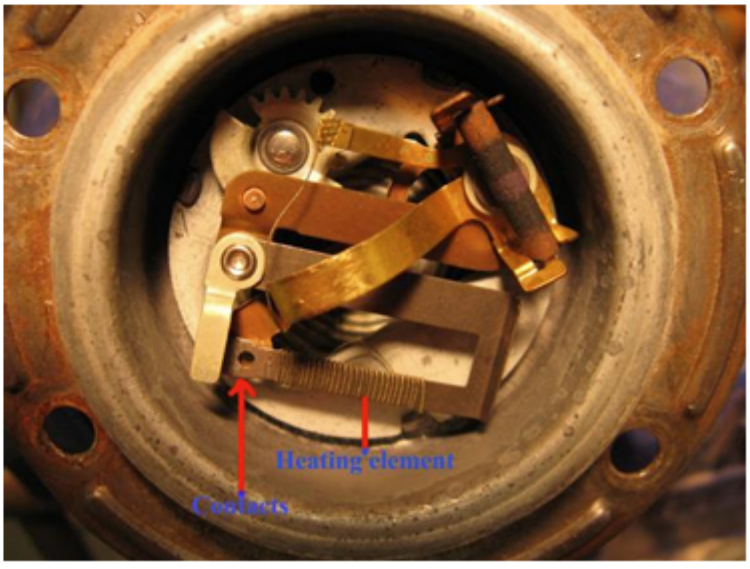
The original King-Seeley fuel sending units can usually be repaired and are much more accurate than the replacement units. The King-Seeley units use a balanced current in the sending unit and the gauge to indicate the fuel level. The replacement units try to do this with a variable resistor in the sending unit and do not do a very good job of it.

The sending unit in Ford cars is basically the same from 1937-196*. It consists of an arm with a float, a bell-crank attached to the float arm, a set of points and a bi-metal strip that is heated by the current in the circuit. The gauge unit has a bi-metal strip that controls the pointer. When the points in the sending unit are closed, current flows in the circuit heating the bi-metal strips. The tank unit strip bends to open the contact points, limiting the current flow in the dash unit. The float operates the bell-crank, changing the point gap. The longer that the current flows, the more that the needle on the gauge moves toward the full mark.

To test where the problem is (dash gauge or sending unit), remove the wire from the sending unit and ground the wire for a short time, with the ignition switch on. If the gauge and wiring to the tank are OK, the gauge needle will move toward the full mark. If the needle does not move towards the full mark, connect a jumper wire at the gauge on the terminal that has the yellow (tank) wire and repeat the test. If the gauge still does not move, the dash unit is not working.

The tank unit can fail due to the float not responding correctly, the contacts are dirty or a wire to the heating element is broken. Test the brass floats by submerging them in water that is near the boiling point. If there are any leaks, bubbles will appear at the source of the leak. The cork floats can be replaced by urethane rubber floats or a brass float by modifying the arm.

To check the electrical functionality of the sending unit, connect an ohm meter between the center screw and ground. When you operate the arm, the meter should read close to 0 ohms throughout the range of the arm movement. If it does not do this, you must repair the unit. The top of the sending unit is easily pried off to gain access to the contact points. Spray the points with tuner and contact cleaner available from Radio Shack. Operate the arm to help clean the contacts and repeat the ohm meter test. If the reading on the ohm meter is an open circuit, it is likely that a wire has broken. These wires can be silver soldered to repair the unit.



From the Road Chatter Grp in No Illinois.



Early Ford V-8's in Hollywood Movies



Love, Speed, & Betrayal in *Drive A Crooked Road*

Drive a Crooked Road is a 1954 Columbia Pictures film noir starring Mickey Rooney and Dianne Foster. At its center is Eddie Shannon, a shy garage mechanic and weekend race car driver whose world is defined by engines, speed, and the lonely hope that one day his driving talent might carry him beyond the repair shop and onto the great racing circuits of Europe.

That dream makes Eddie vulnerable. Bank robber Steve Norris sees in him exactly what a planned heist needs: not just a driver, but a craftsman who understands how to make an ordinary car run like something wild. Steve and his girlfriend, Barbara Mathews, draw Eddie into their scheme by offering him what he wants most—money for racing—and by giving him something he has scarcely dared to imagine: Barbara's romantic affection for him, which was in fact a ruse.

The real star of their escape plan is an aging but formidable 1940 Ford Deluxe Fordor. To most people it is just an old sedan, but Eddie sees possibility beneath its hood. He removes the stock flathead V-8 and replaces it with a souped-up flathead engine, turning the Ford into a hard-running getaway machine built for dangerous desert roads.

When the heist finally comes, the 1940 Ford flathead V-8 is no background prop. It is the engine of the plot itself, the reason Eddie is needed, the symbol of his skill, and the vehicle that drives the film toward its fatal confrontation. In ***Drive a Crooked Road***, love is bait, speed is temptation, and the old Ford speeds down the crooked road Eddie never meant to take. The movie is available to watch free on YouTube.



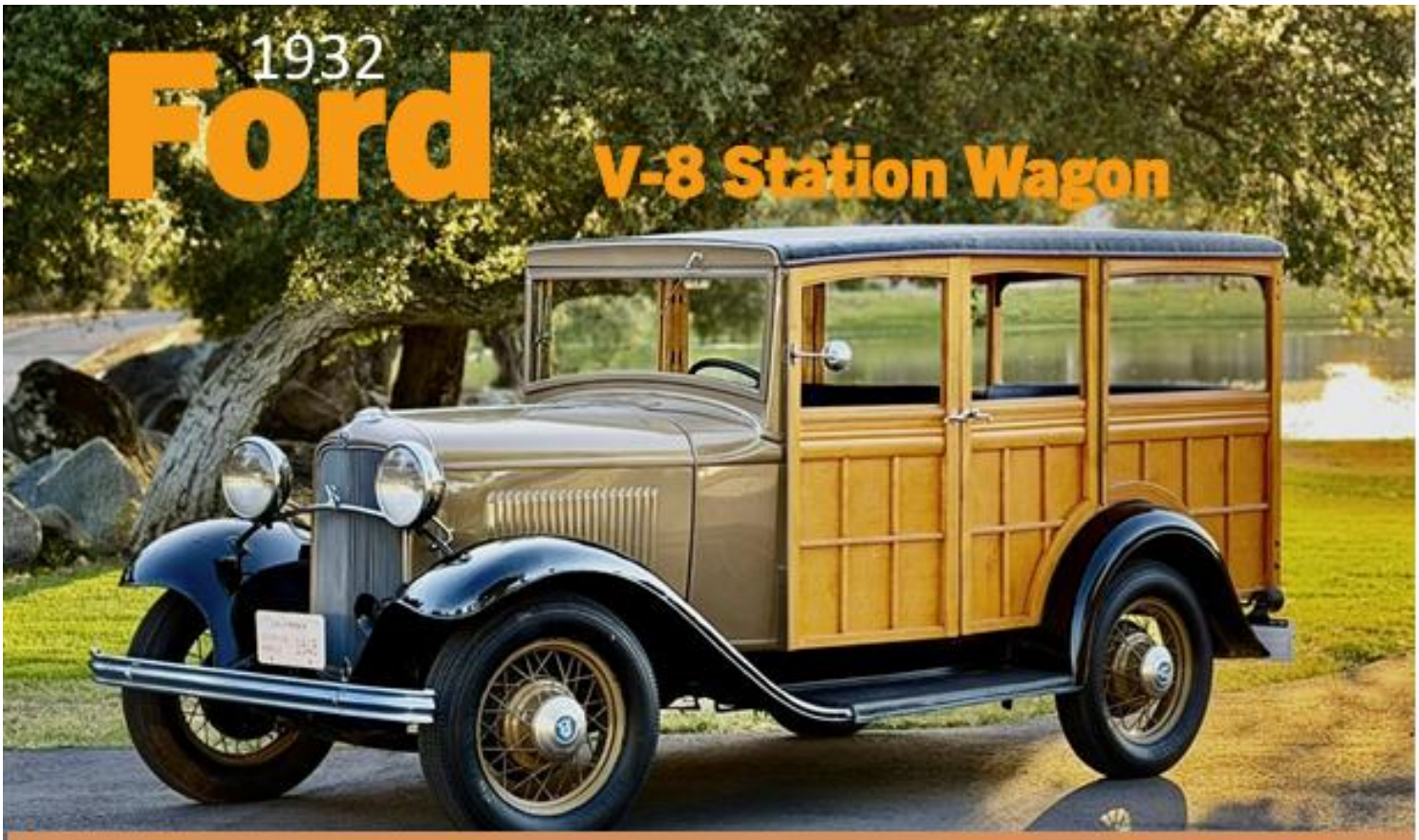












This 1932 Ford Wagon Really Took you to the Station

by John Emmering

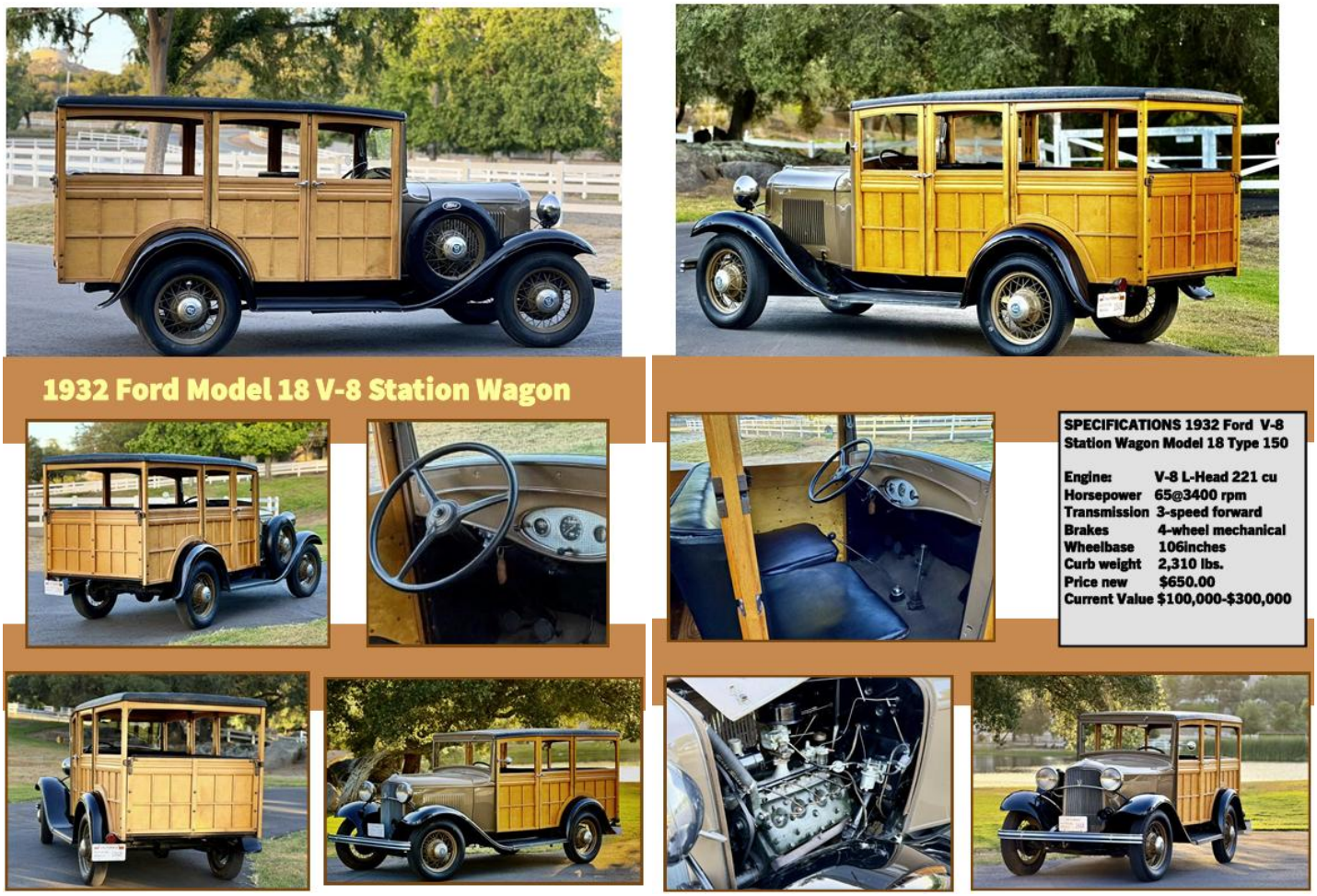
In 1932, Ford's station wagon occupied an unusual place in the company's lineup. It could carry eight people in its three-row cabin, yet Ford still classified it as a commercial vehicle and advertised it in the light-duty truck catalog. Remove the rear seats and the family conveyance became a capable cargo hauler—a practical dual personality that anticipated the modern utility vehicle.

The body supplied a striking contrast to the new Ford's pressed-steel machinery. A hardwood framework surrounded lighter wood panels, giving every wagon the crafted character that later made these cars famous as "Woodies." Period production involved a network of Ford facilities and outside body specialists: timber came from Ford's Upper Peninsula holdings, lumber was processed through Iron Mountain, then the kiln dried wood was shipped to Mengel Body Company in Louisville which constructed sub-assemblies that were shipped to the Baker-Raulang firm for finishing before meeting the Model 18 chassis. Accounts of the exact division of labor vary, but Ford did not move the complete process fully in -house at Iron Mountain until later in the decade.

The wagon arrived during one of Ford's most important model years. Buyers could choose the familiar four-cylinder Model B engine or the headline-making flathead V-8. Of the 1,380 station wagons produced, 1,030 used four-cylinder power and just 350 carried the new V-8—figures that make either version uncommon today and the V-8 particularly scarce.

Body-color paint covered the windshield frame, cowl, hood, and grille surround, with black fenders. Wheels Came in alternate colors and stainless steel headlamp buckets gave the wagon a crisp, workmanlike stance.

The 1932 Ford station wagon feels both familiar and wonderfully remote. Its removable seating and generous cargo space point toward vehicles still sold nearly a century later, while its exposed timber construction belongs to an era when a car body could display expert handiwork. A combination of utility, craftsmanship, rarity, and the drama of Ford's first mass-market V-8 year—is what gives this Woody its enduring appeal.



From the Indiana RG#56





TECHNICALLY SPEAKING



Keep Your Flathead V-8 Running Strong

A Ford flathead V8 rewards attentive care. Its block-routed exhaust, dual-pump cooling system, vintage valvetrain, and limited oil filtration make a few maintenance habits especially important.

Keep It Cool

Because exhaust passages run through the block, heat control is critical. Keep the water jackets clear of rust, sand, and scale; backflush the system regularly and clean the lower cavities whenever the pumps or heads are removed.

- Use 160°F or 180°F thermostats to regulate coolant flow.



- Keep the generator belt snug, not overtightened, to protect water-pump and generator bearings.

Protect the Valvetrain

Original soft valve seats may benefit from a lead substitute or upper-cylinder lubricant when running unleaded fuel; hardened seats are the durable rebuild solution. A stock, low-spring-pressure cam generally does not require high-zinc oil, but high-lift cams or heavier springs should use a suitable high-ZDDP oil or additive.

Change Oil Often

Most flatheads use bypass filtration, and some have no filter. For an unfiltered engine, change the oil every **1,500–2,000 miles**. Conventional 10W-30 or 15W-40 suits typical vintage clearances; very thin oils can worsen leaks at rope seals and cork gaskets.

Mind the Distributor

On 1949–1953 8BA engines, the LoadaMatic distributor depends on the stock carburetor's vacuum signal. Mismatched parts can eliminate timing advance, reducing performance and increasing heat. Check points, with a typical gap of .014–.016 inch, and dwell regularly.

Store It Dry

Before long storage, fog the cylinders, remove stale ethanol fuel, and protect the cooling system from freezing. Moisture can stick valves, rust narrow water jackets, and contribute to cracked castings.

Old Ford Stories and History in Washington State

Washington State has a rich tapestry of Ford-related stories, from Model T heritage to classic car shows and historic dealerships.

Model T Heritage – Antique Auto Ranch, Spokane

One of the most notable Ford stories in the state is tied to the **Antique Auto Ranch** in Spokane. Owner **Tom Carnegie** has been connected to the Model T Ford since the 1970s, when a young boy helped his brother at a local parts yard. That same boy was later offered the business by the original owner and has kept it running for over 45 years Old Cars Weekly. Carnegie is a world-known Model T restorer and competitor, with 24 years in the **Montana 500** endurance race and 8 overall wins. The ranch, established in 1964 on a former chicken farm, is a treasure trove of vintage Fords and parts, including a 1926 Model T pickup used daily for runs.

Seattle's 1941 Ford Convertible Show Story

A charming anecdote from 1950s Seattle car shows involves a **1941 Ford convertible** with custom Pontiac taillights and a unique burgundy paint job The Jalopy Journal. The original owner took it to Seattle shows annually, winning "Best of Show" multiple times, and even showed it in Los Angeles to Barris, who said the paint was too good to replicate. The car's later life included a drunken owner who spilled paint thinner on the engine and damaged the fender, but the story's highlight is the connection between the original owner and a later "pimple-faced kid" who restored it from primer.

Historic Dealership – McKay Ford, Seattle

McKay Ford on Westlake Street, opened in 1923 by **William O. McKay**, is another Ford legend in Washington Seattle Now & Then. McKay sold over 22,000 Fords by 1935, was a decorated military officer, and built a terra-cotta showroom that became a Puget Sound landmark. The building was preserved and reconstructed for the Allen Institute, and McKay's name is tied to the city's auto-row history.

Old Ford Car News – November 1950

In November 1950, Ford was promoting its 1950 model line through brochures and press coverage, while *Hot Rod Magazine* featured classic Ford projects and events.

Ford's 1950 Model Line and Promotions

By November 1950, Ford's marketing materials highlighted the **1950 Ford Crestliner**, **Ford Six**, and **Ford V-8** models, along with police car packages The Old Car Manual Project+1. The *Old Car Brochures* archive contains original sales folders and foldouts for these models, which were widely distributed to dealers and the public. These brochures emphasized:**Crestliner** – a versatile sedan and station wagon line.

- **Ford Six** – a compact, economical runabout.
- **V-8 models** – offering more power for those seeking performance.
- **Police car packages** – special equipment for law enforcement use.

2026 PSRG Who's Who

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Swap Meet-
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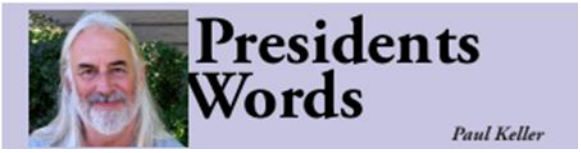
Welcome-Guy Generaux
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Puget Sounds is published by the Early Ford V-8 Club PSRG #18 solely for the enjoyment and use of its members, and to present a forum for the personal stories of the staff and contributors.
The Puget Sound Regional Group #18 does not endorse any opinions nor does it warranty information contributed by any individual. Articles, Comments and Information are greatly solicited and may be sent to the Editors:

Trina and Mike Rees
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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,

We have a few things to do this month before we settle in for the holidays. First up is electing next year's officers and choosing our annual award recipients. As told last month, we are lacking in the nominations department, especially for our leadership positions. I also reminded the members here, and at the meeting, that according to our bylaws, these positions have term limits. We have been forced to ignore these limits out of necessity, and we may revise the bylaws to match our present reality, but it would be beneficial to get new blood involved. If you can help us out by serving, please let me know as soon as possible. Our election will be at the November General Meeting.

We will also be electing the recipients of our recognition awards. The awards are in the categories of Restoration, Participation, & Inspiration. A few nominations have been submitted but we will accept them up to voting at the upcoming meeting. You may contact me and submit any nominations if you cannot make it to the meeting. Also, if you have one of the plaques from a previous award, please bring them to the meeting or get them to me.

Our annual banquet will be held November 21, at 2:00 PM, at the Redmond Eagles. This year's awards will be presented, and results of officer elections will be announced. This event is always a good time, and I look forward to seeing everyone that can attend.

We are now committed to once again putting on the best swap meet around. The Monroe Auto Swap Meet will take place May 15th & 16th. We have ensured that we are included in the NW Car Events Calendar (Yellow Book) this year, including a half-page advertisement that the board had approved. The swap meet takes quite a bit of labor, both in preparation and at the time of the event. We always can use more help. If you know of people or clubs that might be interested in helping us this year let us know.

Every June on the 11th is time for the annual "Drive Your V8 Day" to coincide with Henry's Birthday. This is a national event where everyone is encouraged to get out and drive their Fords. Bill Meade has stepped up and will be organizing next year's event for our group. The specifics are not all worked out at this time but now is the time to mark your calendars.

Our November meeting will be on Saturday, the 14th, normal times. Hope to see you there. Remember we will be having our elections. See you there!

Happy Fording,
Paul Keller



Meeting Minutes

Mary Lamken

Present: Paul Keller, Mary Lamken Elmo Lewis, Mark Keenholts, Carol Keenholts, Bill Meade, Rich Troberg, Amy Quilizapa, Chris Knudson - Meeting called to order: 1:30 pm
Reading of Minutes: Motion was made to accept minutes; Bill Meade seconded motion approved unanimously.

Announcements:

Louie introduced Rich McGee, who runs a car club, and brought him to share how to help the club. His car club is Woodinville Car Club – they talk about events coming up. People bring their cars to display. He presented a Christmas Show with decorated cars in Woodinville. He invited us to join him. Any kind of car does not need to be a classic. December 13th – must register – will be on WoodinvilleCarClub.com to register.

Bill went to Dean Arnold's sale – there were a lot of old car parts. The sale is 10.10 and 10.11 - everything is $1.00. He must get rid of it, as the building is in bad shape. Body parts, engine parts, etc.

Treasurer Report: Bob was unable to attend. The bank statement was sent and reviewed.

Swap Meet:

Date: May 15/16. Set up Begins Thursday, 14, and Friday, 15.

Questions: Are we going to use social media? Advertise on FB?

Yellow book: People complained we were not in the Yellow Book – We will do a ½ page add. Amy's son is doing the artwork for the ad. Motion made by BIll Meade, seconded by Chris Knudson – motion passed unanimously

Stall Numbers: Amy volunteered to make and assemble the stall numbers this

Volunteers: Cars and Coffee organizers want to volunteer

Amy has spoken to a car club in North Bend that may be interested.

Nominations:

Awards:

Restoration

Participation

Inspiration

Elmo Award year.

President – Paul @ more than 2 years

Vice President – Bill at 2 years

Secretary – Mary lamken more than 2 years

Treasurer – Bob @ more than 2 years

Directors: Rich – more than 2 years

Chris – More than 2 years

Jackie Blumenstetter – more than 2 years

Mark Keenholts – 2 years

Amy- 1 year

1 unfilled

Banquet: November 21st Catered by Eagles. Prime rib and chicken.

Christmas Meeting: Gift Exchange, Don't Worry Brie Happy will cater sandwiches and charcuterie, with a potluck dessert.
Emailing Problems: Dean reported that there are still issues with the email between Gmail and Comcast. We may split up our email list to see if that solves any problems. We continue to have 16-18 people not receiving emails. He will continue to work on it. He also continues looking into text messaging as a means of communication.
Bylaws: Paul copied the bylaws and attached them to the agenda. Everyone was asked to read and make their suggestions for outdated items in the Bylaws that we can change and present to the membership ahead of the new year (trying to get it in the Roster).
Roster New Business: Notices for membership renewal are being sent by Guy Genereaux's daughter.
Stobe's donated some model cars – they are up for the taking.
Bill Meade suggested we need to organize
• National Drive Your Early Ford V8 Day
o Date: Sunday, June 20, 2027
o Activity: Owners take their vintage Ford V8s out for club drives, tours, and local meet ups.
Meeting Adjourned: 2:50 pm



PSRG Membership Dues

As you know, we are on a three-year membership rotation: one-third of the club renews their dues every three years. So, about 40 PSRG members are receiving membership renewal notices for the 2027-2029 cycle. If you do not receive a letter, your dues are still current.

If you're on the list, a dues renewal letter should arrive to your mailbox mid-November. Please return your renewal form & check promptly!

THOSE MEMBERS UP FOR RENEWAL ARE:
Amos, Anderson, Arasim, Balint, Bewley, Blumenstetter, Bower, Cayton, Cormier, Etter, Fury, Gabler, Gibson, Greenfield, Guyot, Heckel, Hensley, Herber, Hurlburt, Isackson, Keenholts S, Kentala, Kiefel, King, Lange, MacDonald, McCutchen, Meade, Merz, Moore, Pinckney C, Pinckney D, Quilizapa, Ray, Sharp, Strand M, Strand H, Strand M, Swanson, Synder, Upthegrove, Van de Bogart, Vornbrock, Winfrey, Woodard, Young.

FOR ALL PSRG MEMBERS:
Anybody who has changes for the upcoming 2027 PSRG Membership Roster: new address, e-mail, phone? Buy a car? Sell a car? Double check your information in the current 2026 Roster. Please e-mail any updates ASAP to Guy Generaux (or call him). Guy will reply to all e-mails. New 2027 Rosters will mail out late January.

Cont…

National Membership Dues

Please keep in mind National V8 Club dues are on a cycle system and renewed on the anniversary date you joined. National will notify you when those dues are slated for renewal. You must be a National member to maintain your local PSRG membership. National also offers a three-year plan, like PSRG.

PSRG Membership Chairman,

Guy Generaux
guy.g@journal-newspapers.com

On a different note: **Coy Thomas Passing**

Coy Thomas of Port Angeles (who had been a very active PSRG member many years ago), passed away October 20. Although he dropped his local PSRG membership some time ago, Coy had remained highly involved in the National V8 Club and was known widely for initiating the short "They're Still Out There" features that regularly appear in the *V8 Times* magazine. Even though Coy suffered a debilitating stroke that rendered him bedridden for the past four years, he still continued to submit material from his treasure trove of travels to the V8 Times. His 1932 Ford Roadster was an iconic PSRG car for years and Coy remained intimately involved in the numerous Deuce Days events that took place in Victoria. Thank you to PSRG member Craig Paulson for notifying us about Coy's passing. A close friend, Craig was a frequent visitor to Coy's health care facility and delivered an extra PSRG roster to him two years ago. Apparently Coy was thrilled to receive the booklet and studied it cover to cover. No further details or obituary were available at press time. Guy Generaux

Coy was known for saying "Rust is Gold"

Leads & Needs

●For Sale – 53-56 F100 Pickup bed, this includes rear fenders. Currently mounted on a trailer frame. Both in very good condition. Asking $500.00 If interested call Larry Coleman 425-453-8814

● 1959 Ford Thunderbird. Original 352 engine, new disc brakes, and new while call tires. $26,000. More pics on request. Contact Amy 425-766-0343 or email efv8.amy@gmail.com





●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).










●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

More below….

●Mike Dermond's friend has a 40 Ford convertible Columbia 2 speed overdrive ($25,000) and 55 T-bird 3 speed overdrive with 2 tops ($22,000), for sale. Mike restored the 40 many years ago when he lived in Lynnwood. Contact info for those interested- Bob Hamre 208-819-1049 and 208-777-7689. 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

●FREE - 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 It's FREE Folks!!

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



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

Why do doctors leave the room while you change? They're going to see you naked anyway.

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

How did the man who made the first clock, know what time it was?

Why do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

Why did you just try singing the two songs above?

AND A FEW OF MURPHY'S LAWS

Light travels faster than sound. This is why some people appear bright until you hear them speak.

A fine is a tax for doing wrong. A tax is a fine for doing well.

If the shoe fits, get another one just like it.

A day without sunshine is like, well, night.

Change is inevitable, except from a vending machine.

He who laughs last, thinks slowest.





HOW DAD ARE YOU?

- ☐ "Guess it's free then." (when a cashier has trouble scanning an item)
- ☐ "Found it!" (after pointing a stud finder at your chest)
- ☐ "Looks like we'll have to amputate." (when a kid has a minor injury)
- ☐ "Let's rock and roll." (when it's time to leave)
- ☐ "Did you fall in?" (when a kid takes too long in the bathroom)
- ☐ "No, your other right." (when someone mistakes left for right)
- ☐ "What's the damage?" (before looking at a bill)
- ☐ "Can you do mine next?" (when seeing a neighbor washing their car)
- ☐ "I was just resting my eyes." (after falling asleep on the couch)
- ☐ "Guess they'll let anyone in here." (when seeing a friend in public)
- ☐ "Glad we're not going that way." (when seeing traffic on the other side of road)
- ☐ "Can't get very far without these." (after forgetting your keys)
- ☐ "Look, horses." (when driving past horses)
- ☐ "I'm not paying to heat the whole neighborhood." (when the door is open)
- ☐ "It's not heavy, just awkward." (when carrying something heavy)
- ☐ "People don't know how to drive in this town." (in every town you're in)
- ☐ "We needed this rain." (every time it rains)
- ☐ "That's how they get you." (after declining additional warranty protection)
- ☐ "Back already? How was it?" (when someone comes back inside because they forgot something)
- ☐ "That's not going anywhere." (after tying something down)

Humor (from Tumbleweed club of New Mexico)

Where there's a will, I want to be in it.
The last thing I want to do is hurt you …but it's still on my list.
If I agreed with you, we'd both be wrong.
We never really grow up - - we just learn how to act in public.
War does not determine who is right, only who is left.
Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
To steal ideas from one person is plagiarism. To steal from many is research.
I didn't say it was your fault, I said I was blaming you.
You're never too old to learn something stupid.

Update on the new Swap meet design…



Another opportunity to buy your club jacket …

PSRG jackets are now available!

$60 price applies to all active members
Choose style, color, & size and we will get them ordered

Port Authority Core Soft Shell


NAVY


ROYAL


LADIES
NAVY or ROYAL

Port Authority Challenger






NAVY Only

Sport-Tek Varsity Insulated







Order on NEXT PAGE

Fill out below & send with check made out to PSRG#18 to:

PSRG#18
P.O. Box 923
Kirkland, WA 98043

Note: Availability of all choices not guaranteed. We will notify if your choice is not available. If shipping is needed, please call & arrange.

Questions: Contact Paul Keller or Mary Lamkin

Coat #1 ($60 for member)
Style: Port Authority Soft Shell – ◻ Mens or ◻ Womens
Port Authority Challenger – ◻ Mens or ◻ Womens
Sport-Tek Varsity – ◻ Mens
Color: ◻ Navy Blue or ◻ Royal Blue
Size: ◻ S ◻ M ◻ L ◻ XL ◻ 2XL ◻ 3XL

Coat #2 ($60 for spouse member)
Style: Port Authority Soft Shell – ◻ Mens or ◻ Womens
Port Authority Challenger – ◻ Mens or ◻ Womens
Sport-Tek Varsity – ◻ Mens
Color: ◻ Navy Blue or ◻ Royal Blue
Size: ◻ S ◻ M ◻ L ◻ XL ◻ 2XL ◻ 3XL

Name: _____

Address: _____

_____

_____

Phone: _____

A recipe for those wonderful Thanksgiving turkey leftovers…

'Tis The Season for Turkey Tetrazzini - By Catherine Jessee 12/09/25

Active Time: 20 mins,
Total Time: 40 mins,
Servings: 6

Directions

Ingredients

Cooking spray
12 oz. uncooked spaghetti
5 Tbsp. (2 1/2 oz.) unsalted butter
1 cup finely chopped yellow onion (from 1 medium [8 oz.] onion)
1 (8-oz.) pkg. sliced button mushrooms
2 medium garlic cloves, minced (about 2 tsp.)
1/3 cup dry sherry
1/4 cup (2 oz.) all-purpose flour
2 cups chicken broth
3/4 cup half-and-half
1 (10.5-oz.) can cream of celery soup
1/2 cup sour cream
1 Tbsp. chopped fresh flat-leaf parsley, plus more for garnish
1/2 tsp. black pepper
1/2 tsp. kosher salt
2 cups chopped cooked turkey
6 oz. pre-shredded low-moisture mozzarella, divided (about 1 1/2 cups)
2 oz. grated Parmesan cheese, divided (about 1/2 cup)
1 1/2 cups frozen peas

Step 1 - Cook pasta:
Preheat oven to 400°F. Coat a 13- x 9-inch baking dish with cooking spray. Cook pasta in salted water according to package directions for al dente, about 8 minutes. Drain and set aside.

Step 2 - Cook onion and mushrooms:
Melt butter in a large high-sided skillet over medium-high until foamy. Add onion and mushrooms and cook, stirring occasionally, until tender and lightly browned, about 5 minutes. Stir in garlic, and cook, stirring constantly until fragrant, about 30 seconds. Add sherry and cook, stirring constantly and scraping up any browned bits in skillet, until reduced by half, about 1 minute. Add flour and cook, stirring constantly, until a thick paste forms, about 1 minute.

Step 3 - Add cream sauce ingredients:
Reduce heat to medium. Gradually whisk in chicken broth and half-and-half. Whisk in cream of celery soup, sour cream, parsley, pepper, and salt until smooth. Cover and cook until simmering, about 1 minute.

Step 4 - Add turkey, cheese, pasta, and peas:
Remove from heat and stir in turkey, 1 cup of the mozzarella cheese, and 1/4 cup of the Parmesan cheese until melted. Fold in cooked pasta and peas.

Step 5 - Add to baking dish:
Transfer to prepared baking dish. Sprinkle with remaining 1/2 cup mozzarella cheese and 1/4 cup Parmesan
cheese.

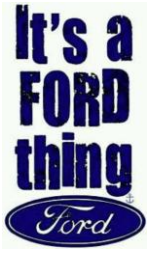
Step 6 - Bake Tetrazzini:
Bake in preheated oven until golden brown, about 15 to 20 minutes. Garnish with parsley.

Once you have made it… give us a call and we'll be on our way to eat it! Hahah 😊

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 **21st –** Ford Club Banquet 2pm!!	**December** **12th** General meeting at 2pm. Board meeting at 1 pm

Special thanks to all the club members and regional groups for articles!





From Looney Tunes! 😊