



PUGET SOUNDS

Volume 42 - Issue 9 - September 2011



General Meetings

1st Tuesday
Luther Memorial Church
13047 Greenwood Ave N
7:30
2011

September	6th
October	4th
November	1st
December	6th

2011 Board Meetings

4th Wednesday

September 28th	Bunn
October 26th	Kelson
November 16th	Heckel

No Board Meetings August & Dec.

Henry the Eighth

Sure had

Trouble

Short term wives

Long term stubble



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Volume 42 Issue 9

2011 PSRG TOUR OF THE YEAR October 1-2



Our 2011 annual tour will assume an international flavor this year as we head across the Canadian border to Vancouver, B.C. After a lunch stop along the way, our Saturday will be truly special as you have an opportunity to see one of the finest automotive collections in the Northwest. Numbering over 100 beautifully restored cars, Jim Ratsoy has also accumulated a "museum quality" array of memorabilia including music machines, petroleum artifacts, neon signage and more. This is an extraordinary tour stop that merits an entire afternoon visit. We will be staying close by at the quaint Delta Town and Country Inn. Later on, you can select from four different restaurants for your evening dining.

Sunday we will depart for another very unique collection of vehicles as part of a working wrecking yard. Then it will be onward to the home of long-time PSRG members Bob and Sharon Lee in Coquitlam as they have graciously volunteered to host our group for lunch. The Lees have a terrific venue for our PSRG lunch party and plenty of interesting garage items to see, including woodie cars and boats. From the Lees, it's an easy jaunt back home on the scenic secondary roads through the countryside to the Lynden border crossing.

Get your Early V8 ready for this exceptional tour. Each traveler must possess a current passport or enhanced driver's license to participate.

PSRG helps subsidize the Tour of the Year. Your cost to participate is \$100 (per couple/room). Included is your room and Sunday lunch.

Reserve your space in our PSRG room block by filling out the form below and sending to Chairman
Guy Generaux 2217 Everett Ave E. Seattle, WA 98102. Guy will also accept these at the August PSRG General Meeting.

Space may be limited and therefore allocated on a first-come, first served basis.

Final reservation deadline: September 20

Name: _____

Phone: _____ E-mail: _____

\$100 Enclosed check made to PSRG.



2011 Officers

President

Bob Heckel
425-697-5951
bheckel@isomedia.com

Vice-President

Mark Keenholts
206-546-9097
mkeenholts@frontier.com

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425-776-2602
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425-392-1098
cmcl2@msn.com

Sargent at Arms

Buz Quesnell
206-525-3129

2011 Directors

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206-525-3129
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Phil Howard
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Todd Gudmundson
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Web Master

Ray Bunn
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psrg18newsletter@msn.com

The Puget Sound Regional Group meets on the first Tuesday of each month at 7:30 p.m. At the Luther Memorial Church, 13047 Greenwood Ave N. in Seattle.

Puget Sounds



Membership

Guy Generaux

Our club is dedicated to the preservation and restoration of Ford Motor Company products manufactured from 1932 through 1954.

Guests are always welcome and you do not need to own an early V-8 to be a member. However, National Early Ford V-8 Club membership is required.

Contact Guy Generaux at 206-323-5709 or generaux@msn.com for additional information

2011 V8 Central National Meet donation

Letter sent to Scott Jenkins for the "Made in Washington" items that PSRG sent as a donation.

Just wanted to let you know that your donation arrived today. We will probably put the items in a basket for display.

I will send a picture when it is completed. Please tell your RG that it looks like a great assortment and will make a welcomed addition to the Peoples Choice Raffle. On behalf of the host clubs, we thank you.

Shirley Stauffer



Sunshine

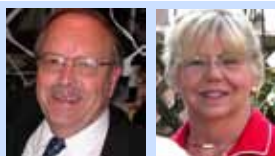
Dick Jauch

The Sunshine Report for this month has four of our regulars on the mend or dealing with problems caused in the main part from living. Please give extra prayer strength to Lois Lowman, Carol Scott, Mike Woodard and Gary Duff. They each have issues that will take a bit of time to overcome but the outlook is good for all of them.

Do know that I don't get to know the situations that get someone mentioned in the Sunshine Column, it is up to you guys and gals to let me know when someone is ailing. It is also OK to contact those you personally know that are having difficulties, whatever their nature, personally to express your support for them. As you are all aware there are some members with ongoing health problems that have been with them for a long time. Do keep them in your prayers and send good thoughts when you think of them.

Dick says that the 17 days of sunshine that ended on 8/21/2011 was the official summer for this year and any more sunshine will be counted as a bonus to be added in at the end of the year for the next Farmer's Almanac.

Keep the good thoughts



Retiring

Newsletter Editors

Ray & Sherry Bunn

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. *Especially Oli Ostercan and Dward Farquard.*

Articles, Comments and Information are greatly solicited and may be sent the Editor, care of:

Ray and Sherry Bunn
19064 Sulfer Springs Road
Mount Vernon, WA 98274
E-mail - psrg18newsletter@msn.com
Phone 360-422-7314

We are pleased to share items for publication in other newsletters when credit is given to the source. Submissions are requested by the 15th and cutoff date is the about the 18th 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.



Presidents Words

Bob Heckel

Greetings,

I'm searching for words to describe our August 2nd Meeting at McBride's. Ideal, perfect, couldn't be better, you take your choice. Everything, the weather, parking, pizza and cold drinks, turnout, size of the loft AND especially the QUALITY of the collections, everything was PERFECT! Thanks to Gary Duff, his idea, contacts and organization! Thanks to John Knutson for his explanations, Mario for the pictures and Buzz for doing what he does best.

Our Fall Banquet Chair is Dick Warbrouck. Dick is relatively new to PSRG, consequently he doesn't know as many people as some of us nor does he have a history with PSRG. Mark Keenholts and Norman Larabee have stepped forward and volunteered to help Dick. Many of us have had some experience assisting with the Fall Banquet. Now is the time to step forward and volunteer, please contact Dick, Mark or Norman. Traditionally, the Fall Banquet is the Premier Event of the year and to achieve that goal this year we'll need everyone's assistance.

Speaking of volunteers, we had a nominating committee meeting last night. Yes, we have some good new candidates for the Board, plus some very qualified experienced people. When we got to the officers, the answers became very hard to find! The unwritten "Plan" was to bring on new people as Board members, let them find out how the system operates, attain a comfort level and move on to officers positions in the future. Three of this year's six Board members are essentially new. If the two "new" candidates for 2012 are elected that gives us an excellent start but it will not solve the needs for 2012.

If you are approached keep in mind Bruce Anderson, Todd Gudmundson and I (the Nominating Committee) thought you were one of the BEST candidates. Give this request careful consideration, find a way to make it work—just like you would if you were working on an old Ford! If you are interested in running and have not been contacted, please see someone on the Nominating Committee.

Last Wednesday, I received a telephone call from Norman Larabee. As you know Norman just celebrated his 80th birthday, has had a serious eye operation and, I think, is disappointed because he can't take his new "old Ford" on his trip to California and Chicago because he hasn't had time to work out all the kinks. This prompted Norman to examine where he'd be spending his time in 2012. Attempting to match the quality, award winning publication of the Bunnys would be too time consuming. We talked again on Thursday and discussed the possibility of Norman publishing a barebones newsletter such as he does for a Model A Club.

The Board will be working with Norman to explore this barebones concept. Norman will be on his trip starting Labor Day so he will miss the September General Meeting. He will be back in time for the September Board Meeting.

There are a number of possibilities open to us. Give this

some thought and we can discuss it at the September General Meeting. One non option is asking Ray and Sherry to continue. They did 2011 out of the kindness of their hearts.

As we enter the last few months of 2011, seems to me we need to focus on three areas:

1. Developing a solid slate of candidates for 2012
2. Having a successful Fall Banquet
3. Resolving the newsletter issue

Whether we succeed or not depends on your willingness to say yes!

FALL BANQUET

Dick Warbrouck

Mark your calendars!!!! The Annual Fall PRSG awards Banquet will be held on Saturday night at 5:30 PM on December 3, 2011 at the Coast Hotel located at 625 116th NE in Bellevue. Exact time, menu selections and other information will be in the October and November Newsletters.

MARK YOUR CALENDARS NOW!!!

Ultimate Ford BBQ

Guy Generaux



Committee Chairs

Accessories

Norm Larabee 425-776-2602

Advertising

Guy Generaux 206-323-5709

Activities Coordinator

Lois Lowman 425-481-2088

Fall Banquet

Dick Warbrouck 425-775-9080
mwarbrouck@comcast.net

Ford All Makes Picnic

Bill Meade 206-789-5534

Historian

Rick Mann 425-481-0544

Librarian

Rick Mann 425-481-0544

Membership/Rosters

Guy Generaux 206-323-5709

Meeting Raffle

Dick Jauch 360-387-1580

Refreshments

Carol Scott

Restoration Tips

Dick Flynn

PSRG Summer Picnic

Woodards 425-775-4010

Sunshine

Dick Jauch 360-387-1580
Richard.jauch@frontier.com

Swap Meet May 2012

Pete Lowman 425-481-2088

Tours

Gary Duff 206-284-1613

Tour of The Year

Guy Generaux 206-323-5709

Welcome

Guy Generaux 206-323-5709



Puget Sound Regional Group of the Early Ford V-8 Club of America
www.efv8psrg.org

Puget Sounds

Leads & Needs



Leads & Needs listings are free for club members. All listings will run for 3 months unless they are renewed or terminated early. Listings will be dated so you will know the expiration date.

To submit your Lead or Need you can:

1. Fill out the listing form at the monthly club meeting.
2. E-mail your listing to the newsletter editor at - psrg18newsletter@msn.com
3. Mail your listing to the newsletter editor to: Ray and Sherry Bunn
19064 Sulfer Springs Road
Mount Vernon, WA 98274

Leads

Two 38-40 gas tanks.

Bill Steils priced them for me but I think I'll lower what he said. I'm asking \$100 each

Valerie Wearne

425-774-0751 eirelava@verizon.net 11/11

37-40 Ford Axles like new

Maged, 16 tooth- 2 each \$150.00 a piece

Good used sectors \$75.00 apiece

37-40 steering shafts, new, no worm gears

\$40.00 apiece

Dick Flynn 206-782-0249 11/11

Leads

1953 Mercury Original Motor Parts

- 1-original set of EAC Heads
 - 2-Intake Manifold & Holly Carb along with a new rebuilt kit for the Carb.
 - 3-Oil Bath Air Cleaner for above Carb
 - 4-R & L Exhaust Manifolds with Cross over Pipe for single exhaust system.
 - 5-3 Fuel Pumps & 1 6 volt Electric Pump
 - 6-Windshield washer bottle and bracket
 - 7-Vacuum wiper motor
 - 8-Torque converter
 - 9-Steering Column
 - 10- Large Box of new & used Misc Parts
- Best offer--TAKE ALL

Set of 4 like new WW G 78-15 --4 Ply Polyester tires Mounted on the original Factory 15" x 5-1/2 " Roman Red Metal Wheels---\$300 or OBO

Mike McQuade mikemcqua@aol.com
206-940-6224 11/11

Needs

Parking Brake lever/mechanism for 1940 Ford 1/2 ton Pick Up. Ken Shotwell, Arlington WA
425-923-0250 shotwell@seanet.com 10/11

HELP. We left a gray cooler and bag at the Ford Picnic in June If anyone has it, please email me at luciwill@msn.com . My name is Cindy Williams and I am a member of the Cascade V8 group. Thank you.

Around The Club



by Oli Ostercan
and Dward Farquard



While traveling around the club listening to rumors or starting them, we heard a good one the other day. Long time member, Don Kelson has been awarded by the APBA (American Power Boat Association) the title of "Boat Builder of the Year". These are the people that build unlimited hydros, unlimited lites, and smaller power boats. Yes, it's true, no rumor. Quite an honor for someone who just turned 80 years old.

Don has been thinking of retiring recently, but after this award he decided to give it another 10 or 15 years. So, the rest of you club members that are retired, use this as an example. Have a hobby, go back to work, or just give your wife a back scratch and a foot rub. Don't just sit around. Don could use the help.

P.S. A nice article and a good picture of Don may be found at <http://apbavintage.com>, the region 10 website. The article is also available on the clubs website <http://www.efv8psrg.org>



PSRG Summer Picnic Photos

Carol Sue and Mike Woodard

Food was great, weather was good, people were awesome



Newcastle Days 2011

CLASSIC CAR SHOW
with lance lambert
of the vintage vehicle show

SEPTEMBER 10 LAKE BOREN PARK
12PM - 4:00 PM

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DASH PLAQUES
REGISTRATION @ 11 AM

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It's not on the regular published car show schedule. It's a great place to have a show because it takes place in Newcastle at Lake Boren amongst rolling hills, plus it's free. Trophies, dash plaques, food vendors and MC'd by Lance Lambert. *(Thanks Dave White)*

WHAT'S UP 2011

<p>January 4th General Meeting Swap Meet Mailing party 26th Board Meeting</p>	<p>February 1st General Meeting 23rd Board Meeting</p>	<p>March 1st General Meeting 23rd Board Meeting</p>
<p>April 5th General Meeting Pot Luck 9th Tech Seminar at McCutchens 16th Mt. Vernon Swap Meet 27th Board Meeting</p>	<p>May 3rd General Meeting 14-15 Swap Meet (Set up 12th- 13th) 25th Board Meeting</p>	<p>June 5th Ford Picnic Show & Shine 7th General Meeting Trunk Swap event before meeting 8th Tour to Oregon W/Cascade RG 22nd Board Meeting</p>
<p>July 5th General Meeting 5:30-6 At the XXX Drive-in 9th Run to Roslyn 27th Board Meeting</p>	<p>August 2nd General Meeting 13th Summer Picnic No Board Meeting</p>	<p>September 6th General Meeting Officer & Board nominations 8-11th Winthrop Auto Rallye 28th Board Meeting</p>
<p>October 1st & 2nd Tour of the year 4th General Meeting Show and Tell Officer & Board nominations close 26th Board Meeting</p>	<p>November 1st General Meeting Election of Officers and Board 16th Board Meeting</p>	<p>December 2010 7th General Meeting Gift Exchange No Board Meeting</p>

He Will Not Give Up

by Tom Bewley



I know that many of you are fortunate to have had Gary Duff work on your car(s). He may have diagnosed a problem, repaired a part or built an engine for your V8. He may also have come to your aid on a tour.

We first met Gary in 1994 when Donna May and I joined the Evergreen Model A Club. Gary was the go to guy for most of the members who needed help with their cars. He regularly presented excellent seminars and led Club tours throughout the Pacific Northwest. Gary, Marilyn, Donna May and I and several other Evergreen members joined PSRG in 2000. Soon Gary assumed a similar role in PSRG to the one he had held in the Evergreen A Club.

We bought our 37 Ford Tudor Slantback in 2001. Since that time, Gary has provided all significant mechanical services to our three Fords; i.e. built three engines, rebuilt three transmission and three rear ends, installed three overdrives and more.

In September 2008, after dinner and entertainment at the Red Barn in Winthrop, we prepared to drive back to the motel but discovered we had lost our headlights. Checked the fuse, it was not blown. What to do as it was dark and every one but Jim Mesher had departed. We accepted Jim's offer to closely follow him back to the motel. Wouldn't you know it, as we started down main street we passed a patrol car. Fortunately, the officer was preoccupied with another motorist. Gary saw us drive up to the motel. He checked the fuse again. After burnishing the metal fuse holder, we had lights again; oxidation.

In September 2009, after dinner with Pete and Lois Lowman at the Twisp Brew pub, the four of us started back to Winthrop in our 37. Donna May was driving and we were discussing the need to be on the look out for deer crossing the road. Every year more than a hundred deer are hit by cars and trucks between Twisp and Winthrop. I, thinking that Donna did not have on the high beams, reached over and activated the high beam switch. A VERY bad idea! Immediately we lost all lights. The fuse holder had been replaced the previous month. What to do? This is a very narrow road and pulling over was not an option, nor was turning around. I grabbed a small flashlight out of the glove box. Pete had a small LED light. I shined my light onto the right road shoulder and Pete pointed his light to the rear of the car. Sure enough, we soon encountered a deer standing on the opposite side of the road. Before long a car came up behind us and began following closely behind. After awhile, we realized that he/she had figured out we had lost all our lights and decided to become our tail/brake lights. What a relief; a guardian angel.

After what seemed like forever we approached our motel. However, the motel sign was turned off and our lack of head lights caused us to overshoot the entrance. I got out and watched for traffic so Donna May could turn around. I walked in front of the car with my light for the short distance to the motel driveway. Gary was listening to his car radio and witnessed this "comedy". The next morning Gary installed a circuit breaker and we had lights. We still did not have a cause for the blown fuse. After returning home, Gary spent a couple hours inspecting the head light switch, all wiring connections and circuits; no problem. We left the lights on for two hours; still no problem.

Local use of the 37 during the remainder of 2009 until June of 2010 was uneventful. On June 15th 2010, when returning from a trouble-free Cascade V8 Club's Tour to Enterprise, Oregon, while coming down the west side of Snoqualmie Pass in heavy rain we lost all lights. After pulling over and praying not to be sideswiped, I carefully checked the fuse and circuit breaker which looked fine. I reinserted the fuse and we had lights again.

August 2010 Gary suggested we convert to blade type fuses while also retaining the glass type fuse.

The morning of October 2nd, 2010, the first day of the Tour of the Year, while entering the I-90 tunnel I turned on the headlights and lost all lights. We met up with everyone at North Bend. Once again Gary was consulted and after several more blown fuses we decided to continue on and avoid use of the headlights. While returning from the Tour of the Year I switched on the headlights. The head lights and brake lights worked fine. I'm sure the reader can imagine how frustrating and limiting an undiagnosed intermittent light problem can be for the owners.

From October, 2010 until April, 2011, not trusting the lights, we followed a no driving at night practice. On April 20th, 2011 while working in my garage I gave in to a temptation to switch on the lights. No problem until I turned the steering wheel. I heard a pop and the lights went out. Sure that I had discovered an important clue, I called Gary who came to check it out. We replaced the blown fuse; the lights worked fine. After many attempts to reproduce my experience with the steering wheel and a thorough analysis of a possible relationship between turning the steering wheel, the light switch, and blown fuses, Gary could not reproduce my experience. The lights worked fine but were still not reliable.

On April 27th, 2011 I received a call from Gary. He was coming over to continue the search for the electrical problem. After another exhaustive test of the headlight switch theory, a solution was still out of reach. He said "when we find the problem we are probably going to be amazed". Once again with his feet over the seat back and his head under the dash he resumed the search focusing on the wiring connections under the dash. Suddenly I heard the unmistakable pop of a blown fuse. Had he done something to blow the fuse? With the fuse replaced, he continued the search. Once again the familiar pop, this time followed by Gary yelling, "I found it, I found it, I found it, damn I found it". Now Gary is not given to emotional outburst. To say he was excited does not really capture the elation I witnessed that day.

Oh yes, what had Gary found? He had found a vibration sensitive malfunctioning dash light switch. Neither Donna May nor I have a memory of ever having used the switch. Gary took it home, repaired it, returned and installed it. It works fine.

I am sure that we are not the only recipients of Gary's bulldog determination and professional values. We know **He Will Not Give Up**.

A Bit More On Radiators

Contributed by Dick Jauch

Is your radiator plugged up or actually down at the bottom? The advantage of the fill hole in the radiator at the top, over the core, allows you to see what is going on in, at least, that part of the unit. Without taking the top tank off the radiator and actually rodding it out (pushing a thin welding rod down the tubes) it is almost impossible to tell if there are plugged tubes. Down through the fill hole over the core you can insert a welding rod and at least test those few core tubes that you can see for gunk and dirt and even feel the rod require more effort to move down if that tube is plugged. Also the gunk will stick on the end of the rod, so remove them slowly.

Here is a way to get an idea of how much of the core is plugged. Remember the plugged tubes pass NO water so putting a cleaning agent in the radiator will do nothing but clean the tubes that are not plugged.

Of course the radiator must be out of the vehicle for this activity. Stand the radiator up and brace it so it will stay that way. Then fill the top tank and, if it is like some with the return tubes below the level of the top of the core (most of the '30's era V-8's) temporarily plug those/that tube/s. Fill the radiator and allow it to sit for a few minutes until the water stops running out of the bottom tubes. Shake it gently and tilt it back and forth several times to allow any water air locked in the tubes that are plugged to get rid of the air bubbles. Pour another quart or so of water in the top to fill up any that were air locked. Carefully remove the temporary plugs from the top tubes and allow that water to spill out.

Let the unit sit for an hour or two until the water on the top of the core has dried, or is almost dry. If you can, dry the water from the bottom tank.

Now tilt the radiator toward the front of the car and continue to tilt it until it is lying on the floor. Then tip it the rest of the way until it is upside down. Any water in the top tank came out of the plugged tubes. The water amount, in relationship to the total volume of the core that came out when you turned the radiator upside down is the proportion of your radiator that is not working, or worse.

If no water came out when you tipped the unit upside down the tubes are probably open but not necessary clean to a point where they are efficient. A quality radiator shop can boil the gunk out of the core for you, or you can try a good radiator cleaner after you put the radiator back in the vehicle.

If a radiator is clean and you pour water into the fill hole it should run rapidly through the radiator and out the bottom. The function of the radiator is to cool the water in it by conduction. Anything in the way like paint on the outside or gunk in the radiator core tubes will inhibit the process and under the right circumstances cause your engine to overheat. Radiators should be painted with special paint put on in a thin coat, or leave the core alone and paint the tanks. Also straighten the vanes that direct the air flow across the core tubes. A small screw driver and small, pointed pliers, work very well. It's cheaper than buying a special radiator comb from the parts house.

Before you take a radiator to a shop test to see how fast a pail of water will run through it. Test it when you get it back. There should be some difference. And before you spend upwards of \$500 on a new core look at your core at the radiator shop and do a rodding to it. If your radiator is in good condition rodding it may be sufficient to solve your cooling problems.

2010 CLUB AWARDS

Bob Heckle

We will handle the balloting for Club Awards just as we do the election of the Board of Directors. There will be blank information forms available at the September and October General Meetings. Complete a form(s), stating your reason for nominating a particular candidate and turn them over to the Secretary at the September or October General Meeting. Nominations will be closed after the October General Meeting and a ballot shall be prepared so voting can take place at the November General Meeting.

Here are the three Awards;

RESTORATION: This award goes to a person who is actively involved in the restoration process, either by accomplishing a partial or total restoration of a 1932 - 1953 Ford, Mercury or Lincoln vehicle and related products or by providing input and assistance for the benefit of other members of the Club.

INSPIRATION: This award goes to a person who influences and motivates fellow Club members to achieve higher goals. Inspires you to start or finish a project or attend Club functions.

PARTICIPATION: This award goes to a person who faithfully attends Club activities, Club meetings and donates his/her time and energy to make the functions of the Club better for all.

There are many Club members who have made a substantial contribution to the Club this year. Give this some thoughtful consideration so we can recognize and reward the most deserving people.

Early Ford V-8 Club - PSRG 18
 P.O. Box 12613
 Seattle, WA 98111



**Meeting September 6th
 Officer and Board
 Nominations Open**

**Newsletter Deadline is
 September 16th**

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 Name
 Here**
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 Generaux