



PUGET SOUNDS

Volume 41 - Issue 7 - July 2010

FORD PICNIC - THE BRAVE ONES



General Meetings

1st Tuesday
Seattle National Guard
Armory 7:30

2010

July at the XXX drive in 6th
August 3rd
September 7th
October 5th
November 2nd
December 7th

Board Meetings

4th Wednesday

Jul 28th Phil/Margaret Howard
Sept 22nd Mark/Carol Keenholts
Oct 27th Don/Annette Kelson
Nov 17th Guy/Pam Generaux
No Board Meetings August & Dec.

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Photos by Rick Mann & Ray Bunn

More on the picnic on page 5

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425-697-5951
bheckel@isomedia.com

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Sunshine

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The Puget Sound Regional Group meets on the first Tuesday of each month at 7:30 p.m. in the National Guard Armory, located at 1601 West Armory Way, room 114-A in Seattle.

Puget Sounds



Meeting Information

David White - PSRG VP

XXX Drive-In Meeting

The July meeting will be a joint affair with the Cascade Regional Group at the Triple XXX Root Beer Drive-in in Issaquah at 6:00. Make sure you come down and say hello to Jose and Jr. and let them know how much you appreciate all they do for the collector car hobby. If you haven't seen it yet make sure you check out their new web site:

<http://www.triplexrootbeer.com>. There are car shows most every weekend at the Triple XXX, check the schedule which is posted on the website.

David White 206-999-8138
davidwhite@comcast.net

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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.



Membership

Guy Generaux

New Member

Paul & Patricia Petredis
403 3rd LN
Fox Island, WA 98333
253-549-2232
anui1950@juno.com
1938 Ford Phaeton
1957 Ford Ranchero
1963 Ford Falcon Convertible

New e-mail

Norm Larabee
nwlarabee@yahoo.com
Dick Jauch
camanodick@live.com

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.

Around The Club



by Oli
Ostercan
and Dward
Farquard



On the Memorial Day weekend VP David White was seen attempting to enter the campground at Ohanapecosh in Mount Rainier National Park. He was told at the entrance that only Ford vehicles could be admitted because of prior reservations.

He stated that his car was a Ford (See photo). The admissions people said it was not. He then stated it was an English Ford. Again denied. He then said it was an Edsel Ford. Also denied. After



these two attempts to enter the campground he was instructed to take his vehicle to forest service

road #47, turn left, proceed 2.7 miles, and FORD the White River twice. He would then be admitted to the campground. This reporter waited at the entrance to the campground for 3-1/2 hours but David did not return. Has anyone seen him? One person thought they saw him at Sumner Ford attempting to trade his car in. Can anyone verify this?

Please contact Dward or Oli with any updates on this event. (Note: David was not seen at the June Meeting or the Ford Picnic??)

Sincerely
Dward Farquard



Presidents Message

Bob Heckel

Greetings,

It's time to reflect back on our busiest 45 days of the year! Congratulations to Pete Lowman and his crew for another successful Swap Meet!

Congratulations to Bruce Anderson and his staff for a successful Picnic! Special thanks to all the PSRGers' who drove their old cars even though the weather wasn't exactly what Bruce ordered. Please, don't judge this event by the number of attendees, but by the how much you enjoyed the event!

Word has it that the ice cream vendor's were looking for a gray haired gentleman who often wears Pepsi Cola shirts. Seems that their sales were down and traditionally he has been their best costumer.

Thanks to Bruce Anderson and Phil Howard for the excellent write up on RELOCATION in the June Newsletter. 78% of the people responding to the Questionnaire, voted in favor of supporting a move away from the Armory. Now, it is up to us to develop some bona fide prospects.

The Board of Directors, at the May Board Meeting recommended Pete and Lois Lowman for PSRG Honorary Life Membership. It would take too long to list all their contributions to the Club, let's just say 14. That's the number of years Pete has been running the Swap Meet! We will vote on confirming this recommendation at the August General Meeting.

Finally, I would like to thank everyone for their aid in passing the By-Laws changes. We could have gotten into all sorts of convoluted discussions, but we didn't. What we have now should work well for us now. If circumstances change in the future, we can make the necessary adjustments.

I hope everyone plans to make it to the XXX, starting at 5:00 PM on July 6th. If possible drive your old car! Cascade will be their and this should be a fun event.

Bob Heckel
President



Sunshine

Dick Jauch



James David (Dave) Arnold, born January 13, 1926 in Fort Scott, Kansas, died peacefully at his son's home in Woodinville, Washington on June 1, 2010. He moved to Seattle during his early high school years and attended Ballard High School. Dave served in the Merchant Marines from 1944 to 1946, the Army from 1950 to 1952, and the Army Reserves from 1953 to 1957. He received the Korean Service Medal with two bronze stars and the United Nations Service Medal.

Dave was employed by the Alaska Steamship Company prior to his Army service. In 1952, he returned to Seattle and worked for Parker Henry Glass Company until 1973 and Olympic Sheet Metal until 1996.

Dave is perhaps best known for his love of Ford cars and his expertise of late 30's & early 40's Fords. He was a member of the Early Ford V-8 Club of America for nearly 40 years. He owned a 1929 Roadster Pickup, a 1932 three-window coupe, a 1936 pickup, a 1941 sedan delivery, and a 1965 Ranchero. He rarely missed the annual picnic and other club events.

Dave is survived by his 6 children; eight grandchildren; his sister. Dave will be laid to rest in Floral Hills Cemetery, Lynnwood, Washington. Following a private internment, a celebration of his life will be held at Warren G. Magnuson Park, 7400 Sand Point Way NE, Seattle (Shelter #1), on July 14, 2010, beginning at 4:00 pm.

Doreen Greenfield, the beautiful wife of Gerald Greenfield and the loving mother of Laurene Stappenbeck, passed away on June 2nd, 2010 following a 12 week struggle at Swedish Hospital in Seattle, WA.

There will be a Celebration of Her Life on Sunday July 11th, 2010 from 2:00 PM - 4:00 PM at the LeMay-America's Car Museum-Club Auto Tacoma located at: 3701 20th Street East, Fife, WA. 98424.

Directions online at: <http://www.lemaymuseum.org/page.php?id=381>

Memorial donations may be made in Doreen's name to:

The Kirkland Concours d' Elegance
c/o Tom Armstrong or Lemay - America's Car Museum
19026 SE 60th St. 3701 20th Street E.
Issaquah, WA 98027 Fife, WA 98424

Both Charities are 501C3 Non Profits



Committee Chairs

Accessories

Norm Larabee 425-776-2602

Advertising

Guy Generaux 206-323-5709

Activites Coordinator

Lois Lowman 425-481-2088

Fall Banquet Nov 20th

Generaux/Keenholts/Meades

Ford All Makes Picnic

June 6th 2010 - Bruce Anderson

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

August 14th - Bev/Elmo Lewis

Sunshine

Dick Jauch 360-387-1580
camanodick@live.com

Swap Meet May 15/16

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 list your Leads or Needs 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

1947 Ford Tudor Sedan, was in storage since 1973. Needs work to make it a driver but is a very good candidate. Call for details or e-mail for photos.

Dick Jauch, 360-387-1580 camanodick@live.com 9/10

1946 Mercury, 4 door sedan, black, 70,126 miles total, runs good, new brakes and tie rods. \$10,000 firm. Car is clean, original upholstery is in good condition. There is one dent under the left headlight with a bit of damage to the fender but an easy fix.

Dick Jauch, 360-387-1580 camanodick@live.com 8/10

Ford/Lincoln NOS Palnetary Gear #56H-7673 -

T85 Transmission with overdrive - New gears, solenoid & governor \$1,500. *or best offer*
Ford 300 cid 6 cly engine - needs assembled - .020 over - crank ground & balanced - Isky 265 super cam - forged pistons & rods, balanced - all new sealed power parts \$1,600. *or best offer*

Dick Flynn 206-782-0249 8/10

1948 Ford 4dr super deluxe. The car is possibly an original. The car has been stored outside. Contact phone number in Idaho is (208) 476-4170. 8/10

1946 Mercury 4dr sedan, older restoration Gray, white wall radials, bought at Hershey, newer interior, original type flathead, recent brakes, service records, garaged, radio in box. \$10,750. John Brightbill, 425-681-0177 or john@brightbill.net.

Will bring to June 6th Ford picnic. 8/10

1963 Ford horn ring good shape little pitting. 1-1973 Maverick front brake drum 4-15" 5 hole Ford/Lincoln rims, 53 Merc. rear bumper guard, hood bird ornament lacking a piece. Some pitted taillight housings Ken Dearden 425-823-6141 kenjudydear@comcast.net 8/10



Eye Spy

SATURDAY NIGHT CRUISE IN

Ever find yourself driving around the Eastside of Seattle on a warm Saturday night? Consider dropping in at the XXX in Issaquah!

Nothing planned or organized, but between 5:00 and 7:00 on a sunny evening you'll find old cars and probably other PSRG'ers. Have a meal or just a root beer, and look at the cars. Low key and lots of fun.

The Eye Spy feature is for members submissions of funny, miscues or any other anonymous items of interest. Just e-mail, mail or get it to us somehow for inclusion.

Leads



1947 COE Truck

Mike Woodard

425-775-4010

9/10

1939-1945 Ford (passenger car) Rear hydraulic backing plates. Complete with shoes, cylinders and hardware. These are the style which allows adjustment on the bottom as well as the top. Chuck Pinckney.

pedalbarn@msn.com 425-226-4775 10/10

1951 ford 3 speed Trans w/overdrive, starter, clutch & bell housing.

Removed from a good running car to install an automatic Trans.

Pat Holmes 360-876-8049

8/10

Needs

4" Mercury Crank 49-53

Gary Duff

206-284-1613 - k7htk@comcast.net 9/10

Newsletter Editor or Committee!

Current editors are retiring effective December 31, 2010. Newer system for printing and mailing makes it less time consuming then in years past.

Contact any Board Member with your interest.

Summer Picnic in North Bend

Hosted by Elmo and Bev Lewis
15221 Cedar Falls Rd. SE
425-888-2118
Saturday, August 14, 2010

Come and enjoy lunch in North Bend! Lunch will be served by "Double Barrel BBQ" at 1:00 PM. The menu: Texas Beef Brisket – Memphis Pulled Pork – Cherry Smoked Chicken; fresh steamed vegetables – BBQ beans – cole slaw – traditional potato salad – rolls; apple pie or chocolate cake; assorted soft drinks and bottled water! Drive your old car and enjoy a day with PSRG members!

Please let us know if you will be attending by signing up at the monthly meetings or e-mail bevelmo@comcast.net by August 4th

Cost: \$5 per club member
\$10 per non-member

PSRG CAR SHOW - THE BRAVE ONES

The 38th Annual Early Ford V-8 and all Makes Car Show and Picnic was held on Sunday, June 6 at Bellevue College.

About 140 show cars were on exhibit which included many Excellent Fords in addition to other makes. Several 40 Ford and Mercury cars were in attendance as we honored their 70th anniversary. One of the show highlights was a row of 5 Deloreans including one with a trailer made from left over Delorean parts. The early rain resulted in less than expected attendance; however, those that did attend had a good time and certainly enjoyed the cars.

I would like to thank the many volunteers who helped out at the picnic. Spirits were high even though we got a little wet at times. Following is a list of the volunteers as best as I know them. I certainly apologize to any volunteers that I have left off the list.

Volunteers:

Cliff Winfrey	Tom McCutchen	Carol Scott
Bob Scott	Joanne Hendry	Norm Larabee
Garth MacDonald	John Porter	Gerry Herber
Carol Sue Woodward	Bob Porter	Ruth Porter
Lois Lowman	Chuck McLeod	Scott Jenkins
Mark Keenholtz	Elmo Lewis	Phil Howard
Buzz Quesnell	Ken Stobbe	Ron Costello
Randy Stobbe	Mike Dermond	Ray Bunn
LD Charf	Mike Woodard	Pete Lowman
Bill Meade	Rick Mann	

Thanks again to all of you for helping make the Picnic a success!

Bruce Anderson
Picnic Chairman

WHAT'S UP

January 2010 <i>5th General Meeting</i> <i>Swap Meet Stuffing Party</i> <i>27th Board Meeting @ Heckel's</i>	February 2010 <i>2nd General Meeting</i> <i>Henry Ford Tin Lizzy Tycoon DVD</i> <i>24th Board Meeting @ Larabee's</i>	March 2010 <i>2nd General Meeting</i> <i>Convertibles Only - Les Hulburt</i> <i>24th Board Meeting @ McLeod's</i> <i>27th Tour to Kent's and Ellis's</i>
April 2010 <i>6th General Meeting</i> <i>Gerald Greenfield/Kirkland Concours</i> <i>28th Board Meeting @ McCutchen's</i>	May 2010 <i>1st Open House at Tom Crook's</i> <i>4th General Meeting</i> <i>Biltmore House DVD</i> <i>15th - 16th Swap Meet</i> <i>26th Board Meeting @ Porter's</i> <i>30th Boulevard Park Car Show</i>	June 2010 <i>1st General Meeting</i> <i>Trunk Swap Meet Before Meeting</i> <i>6th Ford Picnic</i> <i>10-15th Oregon Tour with Cascade RG</i> <i>12th Yakima Swap Meet/State Fair Park</i> <i>20th Creekside Retirement Home Show</i> <i>23rd Board Meeting @ Winfrey's</i>
July 2010 6th General Meeting At the XXX in Issaquah W/Cascade 9th Collector Car Appreciation Day 17th Garage Tour 28th Board Meeting @ Howard's	August 2010 3rd General Meeting Garage Tour to Bill Steil's Before Meeting 14th PSRG Picnic @ Lewis's No Board Meeting	September 2010 7th General Meeting Nominations for Officers & Board 9-12th Winthrop Tour 20th Kirkland Concours 22nd Board Meeting @ Keenholt's
October 2010 5th General Meeting Show and Tell Nominations for Officers/Board Close 18th Western Meet @ St. George UT 27th Board Meeting @ Kelson's	November 2010 2nd General Meeting Silent Auction Election of Officers & Board 17th Board Meeting @ Generaux's 20th PSRG Fall Banquet	December 2010 7th General Meeting Gift Exchange No Board Meeting Merry Christmas & Happy New Year

FINAL REPORT
THE 37th ANNUAL SEATTLE AUTO SWAP MEET

The 37th Seattle Auto Swap Meet is History! I thank all Club Members, who participated, for all the great help you provided to make the Swap Meet a success! A break down of the key jobs follows:

The Swap Meet Committee:

Pete Lowman	Chairman
Chuck Mcleod	Reservations
Bob Heckel	Job Assignments
Lois Lowman	Radios / sign in / out
Bob Scott	Traffic & Grounds
Tom Dailey	Equipment Transport & Cleanup
Mike Dermond	Computer Programs
Bill Steil	1-800 Line
Guy Generaux	Advertising

The Committee was supported by the Area Captains & Co-Captains:

AREA #	AREA CAPTAIN	CO-CAPTAIN
30	Tom McCutchen	Norm Larabee & Mark Keenholts
31	Don Kelson	Annette Kelson
400 / 406	Cliff Winfrey	Larry Coleman
601/ 602 / ½ 612	Choate Budd (sub by Tom Dailey)	Randy Stobbe
609outside/610/611/ ½ 612	Mike Woodard	Bill Haynie
600 / 604 / 606	Bill Meade	Garth McDonald
53 / 500	Ld Charf	Ron Costello
607 / 608 / 609 inside	Bruce Anderson	Gerry Herber
Meet Office	Merrilla Stobbe	Ken Stobbe
Club Stall	Rick Mann	
Signs	Dick Jauch	Elmo Lewis

Assisting Club Representatives:

Ken Scott	Vintage Chevrolet Club of America, Mt. Rainier Group
Gary Rogers	“ “ “ “ “ , North Cascade Group
Ana Harley	“ “ “ “ “ , Puget Sound Group
Elliott Fletcher	Horseless Carriage Club of America
Grant Cayton	Early Ford V8 Club of America Cascade Group
Pat LeSesne	Buick Club of America North Cascade Chapter

A total of 150 individuals volunteered 1,548.5 hours!!! A breakdown by club follows:

CLUB	VOLUNTEERS	HOURS
BCA North Cascade Chapter	19	190.5
VCCA North Cascade Group	12	49.0
VCCA Puget Sound Group	24	97.0
VCCA Mt. Rainier Group	7	30.0
HCCA Seattle Group	12	76.0
EFV8 Cascade R G Vendor Parking	24	275.5
“ “ “ non Vendor Parking		28.0
EFV8 Puget Sound Regional Group	52	802.5

The hours outlined above were worked from Thursday, May 13th thru Sunday, May 16th and do not reflect the hours spent throughout the year. This has indeed become a year around project.

I would on behalf of the club like to extend a big thank you to member Chris Perovich for arranging the loan of 21 fire extinguishers from A1 FIRE EQUIPMENT to us for the meet!!

The great weather Saturday brought out an almost record attendance and Sunday stayed dry until the cleanup was almost complete. The Fairgrounds traffic and food services estimated Saturday attendance at 16,000 + people. Sunday attendance based on parking revenue was estimated at 2,000 – 2,500 people.

Our vendor stall sales breakdown follows:

Vendor Stalls	1336
Car Corral Stalls	266
R.V. Stalls	45

Total Combined Stall Sales 1647

AGAIN , THANKS TO ALL!!!

Pete Lowman
Swap Meet Chairman

RADIATORS

Dick Jauch

Most of this goes back to childhood when the Fords overheated and my Olds sat quietly by idling away, even on a hot day.

Early V-8 radiators have been the subject of much conversation for over 75 years. The fact of the matter is the radiators used in the flathead V-8 cars were/are too small to do the job under some conditions. Those conditions are usually high ambient air temperatures and a hard working engine. (It is said that bigger radiators were installed in Fords headed to the hotter climates, for obvious reasons. The probable reason they weren't all bigger was cost.)

Some facts and ideas about this problem: If the radiator tubes are at all restricted or plugged you have absolutely no cooling being done in those tubes. Since nothing can get into the plugged tubes via the water the plugged tubes reduce the efficiency of the radiator in direct proportion. The only economical way to clean the plugged tubes is to remove the top or bottom tank and push a thin welding rod down into the tube. It is called "Roding out" the radiator because that's what you are doing. (Since no water passes through the plugged tubes a radiator cleaning agent will not work.)

The very thin sheets of copper that, in the V-8 radiator, run horizontally can, if bent, reduce the air flow. Their sole purpose is to guide the air flow over the water filled tubes with minimum turbulence. They are very thin and can be easily straightened with a small electronics type pliers and a small screw driver. They are only anchored in back on the center tubes. There are radiator "combs" available at some parts stores for the purpose but usually the pliers and screw driver work very well. (You can't hurt the tubes during this process without extreme stupidity.)

Much of the glop that got stuck in the tubes was from the grease picked up by the water from the water pumps and deposited in the tubes and, usually, the bottom tank when the radiator cooled after the engine was stopped. The other culprits are rust that flaked off the engine interior and hard water deposits. After the introduction of the sealed bearings the culprit became rust and water crud.

Some have said that to keep your flathead V-8 cool you should run "high flow" water pumps, or in some cases, remove some vanes from your existing pumps, which would slow the flow. Well, what does that mean? To increase a pumps flow capacity you have two options. Put in a bigger pump or decrease the clearance between the vanes and the pump walls. A problem here is the pump must keep turning when the engine is running. There are no overpressure reliefs for the water to by-pass the pump when the thermostat is closed. So the water

just sits in the pump being squished between the vanes and the pump case is the overpressure relief source

To increase the flow you can increase the pressure, as described, but to what end. The "residence time" that the water must have in the radiator to cool the water is the critical issue here. Flowing the water rapidly will do nothing toward cooling the engine since it is the thermostat that is the ultimate flow control

One more thing that caused problems was that Ford put the thermostats half way up the radiator hoses for too many years. That meant to open the thermostat the hot water had to heat up the 3 or 4 inches of cool water in the hose from the last flow, via conduction, the slowest way to transfer heat. This caused the water temperature in the top of the heads to fluctuate over a wider range and, ultimately, raise the potential for boiling the water in the engine. That heat could cause a steam bubble to pass up past the open thermostat and into the top tank. The pressure of a steam bubble could push water out the overflow tube reducing the amount available for cooling the engine. That would exasperate the problem. The gurgle that happened when you shut the engine off was probably the overheated water and/or steam making its way into the radiator. . That's part of the reason for the ever increasing top tank size as the early V-8's grew in size and power output over the early years. Of course customer complaints entered into the fray.

To check a radiator's "cleanliness" take a thin welding rod and drop it down through the tubes under the cap. Use a new rod because you want to see if there is anything on the rod when you pull it up. An empty radiator makes this trick easier, but crud will be deposited on the tip of the rod and not washed off if you pull it up slowly in a wet radiator. Expect the rod to go into the tube with little change in resistance all the way down until you hit the bottom tank bottom. With the radiator out of the car, and completely dry, another trick is to take two gallons of water and pour them into the radiator. Have a large pan ready to collect the water. (Plug the top two connections, securely.) Don't spill any. Measure carefully the amount of water collected and then remove the top connection plugs, also saving that water in your reclamation bucket. After about half an hour, turn the radiator upside down. Any water that comes out of the fill will have been water stuck down any crud blocked tubes. The half hour should allow the water in any plugged tubes to pass the air in the tube back up to the tank top. Be very careful, solder on copper and brass is NOT very strong.

In closing keep this in mind. Very few radiator shops want to repair an old radiator; they would rather "re-core" yours with a current price tag locally at \$600. Taking the top half of the top tank off to rod the unit is not easy, nor is it all that difficult. The Roding process is time consuming but it may be the only way you can save your original V-8 radiator. So don't expect the owner of the shop to do the work, you do it as part of your love for old V-8's.

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



Don't Forget
General Meeting July 6th
Meeting will be held at the
Issaquah XXX Drive In 6:00 pm

Newsletter Deadline
is July 19th

Support our Advertisers

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