



September 2003

Vol. 34, No. 9

"Mr. Ford has a 20- Track Mind" - W. J. Cameron

### The Dailey's Grand National '39 Merc Adventure

By Tom Dailey



We had been intending to go the Grand National meet this year in Dearborn for several years. We did it, and it was GRAND! Here are some of the highlights of the past month.

On Thursday, July 10<sup>th</sup>, Pete and Lois arrived at 5 AM and we were off via Hwy 2 to Dearborn. After a very hectic few days it seems relaxing to be on the road.

Pulling hard over Stevens Pass the Merc pulled a piece of dirt into the needle valve. It flooded. The inside of the float bowl and needle valve looked normal, we put it back together and went on. We parted ways and changed oil (break-in) at 325 miles. Went on to rendezvous with Pete and Lois at Super 8 in Sandpoint.

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#### 2003 PSRG Officers and Directors

Bill Meade, President  
206-789-5534

Bob Heckel, Vice President  
425-697-5951

Alice Dailey, Secretary  
425-485-9050

Butch Kent, Treasurer  
425-481-5584

John Upthegrove,  
Parliamentarian  
206-246-6354

Red Smith - 425-747-4404  
Phil Howard - 425-747-0536  
Jerry Herber - 425-641-8569  
Cliff Winfrey - 509-674-2929  
Allen Michler - 425-821-1283  
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*Comments & information are gratefully solicited and may be sent to the Editor, at:*  
*P.O. Box 835*  
*Seahurst, WA 98062*

*Note: The EF V-8 Club respects our members' and friends' confidentiality. We do not make our mailing lists available to other organizations.*

**A Note from the President**

Election time is right around the corner. Bob Heckel and his nominating Committee will be busy the next few months asking people to volunteer.

It has been my honor and privilege to serve as your President this past year. I've been lucky to have such great people around to make my job easier. I want to give a big THANKS to my officers for their hard work and many contributions,. Thank you's are in order for all committee chairpersons (people?) that have also worked very hard. We have some board members who will be completing their two-year term and some will serve one more year. Thank you all for your contributions.

We have a great car club. These positions are rewarding and fun. Wouldn't you like to be a part of the PSRG team?

- Positive People
- Strong Support
- Resourceful
- Good times

A V-8 Touring Too-ta-loo,  
**Bill Meade**



**A Note from Betty Muir**

“Thanks to our friends at PSRG for their many thoughts, prayers and cards following **Shelly**’s recent 4-way bypass heart surgery. Shelly really appreciated them.

He is doing very well. We walk more than a half mile every day, so he is slowly regaining strength. He has no appetite so my cooking tastes worse than it did before. So far I can keep up with him, but in a couple of weeks he will be a tiger again.

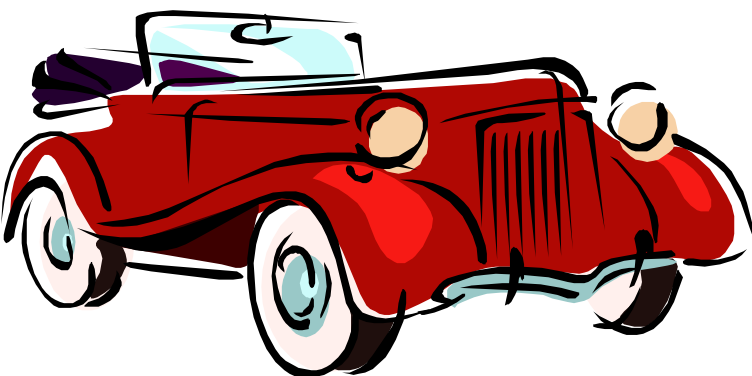
Sincerely,  
**Shelly and Betty**



**New Members**

**Virgil & Glenna Scott**  
5131 Panther Lake Road  
Snohomish, WA 98290  
Phone: 360-862-8097  
Email: virgsco@aol.com  
1934 Ford Cabriolet

**New Email Address:**  
**John & Cyndi**  
**Upthegrove**  
cyndiu@isomedia.com



**Heads Up!**

**Guy Generaux** is arranging a special exclusive evening for PSRG to experience the new exhibit “Seattle Drives Ford: a Century of Cars and a City,” coming to the Museum of History and Industry this fall. Some of our members will have cars and memorabilia on display during the run of the show. The PSRG event may be set up for a Friday or Saturday evening affair or perhaps be substituted for a General Meeting date. Find out complete details at our upcoming September meeting.

### Upcoming Events

#### SEPTEMBER

- Fall Ford Fest, Graham, WA, Sept. 1.
- PSRG General Meeting Sept. 2nd. Program - Electric Motors.
- Winthrop Antique Car Show, Sept 4-5-6th. **Gary Duff**, for information.
- Hot Autumn Nites -Sept. 6
- Triple XXX Mega Cruise East 7 at the Triple XXX Rootbeer Drive-In in Issaquah, Sept. 17.

#### OCTOBER

- PSRG General Meeting Oct. 7th. Program - Nominations.

#### NOVEMBER

- Fall Banquet, November 15 Hart Properties. See information this page.

#### 2004

- **2004 Western National Meet!** Monday, August 23 - Friday, August 27. Early registraton and information:

**Joel Anderson**, Registraton  
17560 NW Baker Creek Rd.  
McMinnville, OR 97128

**September Board Meeting** – Wednesday, September 17th, 7:00 at **Phil and Margaret Howard’s** home. 14420 SE 55th Street, Bellevue. Telephone: 425-727-0536.

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**XXX Rootbeer Drive-In** - No, its not an X-rated party, it’s the last historic XXX in the US. For a visit to the 50’s you are invited to attend the 2003 Car shows. XXX Rootbeer is located at 98 NE Gilman Boulevard in Issaquah, Exit 17 off Hwy 90. Turn east and it is behind ARCO. For more information contact **Eileen Geithman** at 425-255-1799.

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**19th Annual Fall Ford Fest.** Sponsored by the Cascade Regional Group, all cars, makes & models are welcome. Frontier Park, 10 miles south of Puyallup on Hwy 161. This event features trophies, dashplaques, raffles, a poker walk, etc. Sept 1, from 8:00 AM - 3:00 PM.

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**Tour to Winthrop.** **Gary Duff** tells us that the date has changed to September 4th, 5th & 6th. People participating should meet at the former Vintage Auto Parts in Woodenville at 9:00 AM on the 4th. Make your own lodging arrangements.

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**Save The Date!** The First annual LeMay Museum Dinner & Dance. Marymount Academy, Tacoma. September 20, 2003. To purchase tickets or for more information. 253-779-8490.

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**PSRG Fall Banquet.** Saturday, November 15. The banquet will be held at Hart Properties in Redmond, catered by Lowell-Hunt Catering. Hart Properties has a collection of not only cars and car related memorabilia but also a wonderful fossil and crystal collection. This is a privately owned collection and a once in a lifetime opportunity to see it. Registration form will be in next newsletter. Cost will be \$15/PSRG member and \$40/guest.

*continued from page 1*

Next morning the Merc flooded out again as I stood on it to pass an old worn out diesel pickup in Idaho. We went through the same routine to find a dry generator bushing. Not sure how serious a problem this might be I called Gary. Upon his advice I pulled the generator end plate to inspect the bushing. It was dry but hadn't run very long that way. I smoothed the shaft with Pete's emery paper, and bought some 3 in 1 oil at Albertson's. A drop of 3 in 1 every 100 miles or so and all was OK with the generator. Gary mobilized resources. When I got to Dearborn, Butch Kent had a generator, and Id Charf had an end plate with new bushing installed, a new bearing and bushing, and four needle valves. Great support! I could have sold parts at the Swap Meet.

We thoroughly enjoyed the Grand National meet. Lots of neat people and cars. We attended most of the events and tours, went to Fair Lane (Henry Ford's house), and spent parts of three days at Greenfield Village and nearby Henry Ford Museum. All were very impressive. Henry Ford was quite a collector and the items are the genuine original for the most part (some are old and exact reproductions, such as Thomas Edison's labs and shops).

We left Dearborn Saturday afternoon and headed for our friend's place about 20 miles south of Akron, OH. Here we visited, toured the countryside, changed oil (used 1 pint in 2500 miles) and sat through a rainstorm (4" in 4 hours).

On Tuesday on our way again. Stopped at the sawmill in Apple Creek, OH where I get hardwood lumber. The Amish mill crew was very impressed by the Merc. After lunch with the family of the Amish man who is the lumber buyer and seller we are off to Mercer, PA for another visit with a friend from our Coast Guard days in Kodiak, AK. Nice house on a lake, boat ride and a trip to Franklin, PA, antiquing and looking at a music box museum.

Now we head west. Stops at the Rutherford B. Hayes Presidential Museum and Library in Fremont, OH, the National Automobile and Truck Museum of the US, and the Auburn-Cord-Dusenber Museum. All very nice.

After Auburn we headed north into Michigan where we caught the ferry at Ludington, MI to cross Lake Michigan to Manitowoc, WI. Here we had our first experience driving in the dark and rain.

Our headlights, wipers and defroster all worked pretty well, to our surprise. We discovered a couple of leaks – windshield and trunk gaskets.

In Wisconsin we headed to Rhinelander to visit with friends. Another house on a lake, boat ride, and driving the Merc around to show it off to their friends. Nice visit. After 3 days we head home. Get on US2 and head west, stopping at a nice museum in Superior, WI honoring local WWII hero & P-38 pilot, Richard Bong. We had one 550-mile and one 450-mile day – the Merc is running good. Visited people in Couer d' Alene and Spokane, went to Colville to visit with Mom and get the dog, then home on August 11.

We drove 5,934 miles and spent only about 500 on Interstates. I think the engine is broken in. 3,000 on this oil change, I've added 1 pint. The Merc runs well, it is comfortable and runs with traffic. **Rouge Award** from the Grand National Meet feels good too.

#### **Some observations on general topics:**

Vapor lock. I didn't have any, at least no more than a sputter or two. I put 4 oz of Marvel Mystery Oil in each 10 to 12 gal of gas. I used ethanol gas several times. It is hard to avoid in the Midwest. I was in hot weather, 99+, and at 5200' altitude at the continental divide. My fuel pump is in good shape, and I have no electric pump.

#### **Most frequently asked questions:**

- Q. How does the air conditioning work?  
 A. The air part is great; conditioning is limited to reducing the size of the bugs.
- Q. What does it get for gas mileage?  
 A. About 16
- Q. How fast does it go?  
 A. I drive at 65 or less depending on conditions. Have had it to 80 in a passing situation. (3.78 gears, no OD, bias tires)

#### **The Route to Dearborn**

Night 1 - Sandpoint, ID  
 Night 2 - Cut Bank, MT  
 Night 3 - Williston, ND  
 Night 4 - Bemidji, MN  
 Night 5 - Iron River, WI  
 Night 6 - Marquette, MI

We also received this story about the trip to Dearborn from Alice Lowman, which we have edited in the interest of space. Thanks to both of our club travellers for their contributions. - Ed.

## Dearborn Grand National Meet

by Alice Lowman

Sunday, July 13, we left our home to arrive at Tom & Alice Dailey's home at 5:05 AM. They were sitting on their front porch swing waiting for us. We were on our way to the Grand National Meet in Dearborn, Michigan. Our plan was to travel via US-2 all the way. Pete and I drove our 1953 Ford fordor sedan. Tom & Alice drove their 1939 Mercury fordor sedan. Our first stop was in Sultan at the Sultan Bakery (Who can pass up the Sultan Bakery?) for coffee & sweet rolls. This was a good road test for Tom's new engine that was just put in late Thursday night.

Both cars were running well until we reached the top of Stevens Pass, then Tom could smell gas. We stopped and found the float stuck on the carburator. Cleaned the carburator and were back on the road in 15 minutes.

When we got to Creston we split up, Tom & Alice went north to Colville to leave their dog with his Mom. Pete & I went on to Spokane to visit with relatives. After our visit we drove to Sandpoint, ID where we met the Daileys to spend our first night on the road. Tom had to clean the carburator one more time after we passed a stinky smoky truck east of Sandpoint.

Our fifth night was a welcome break from motels. We were invited to spend a night with John Upthegrove's mother at "Upthegrove's Paradise." They have a cabin on Deep Lake near Iron River, Wisconsin, a very relaxed and calm setting. We enjoyed our visit and stay with Mrs. Upthegrove, a delightful lady. (*I concur. - Ed.*)

We stopped in Alberta, Michigan to see a sawmill

that Henry Ford had built in 1935. This was a complete company town he owned to control the lumber supply for his factories. Additionally, we saw some beautiful country with only light traffic traveling Highway 2. We enjoyed seeing four of the Great Lakes. The only one that we didn't see was Lake Ontario. We arrived around 10:00 AM Sunday, July 20th, at the Hyatt Regency in Dearborn. After check-in we went to Greenfield Village and the Henry Ford Museum.

Monday was busy with registration, car clean up, operational check and the Welcome Reception. During the week there were tours to Carail, a wonderful display of

grand old cars and many train layouts. We visited the Duncan Ford Museum, Chrysler Museum, Edsel & Eleanor Ford's home and the Dodge Brothers' home, Meadowbrook Hall. All were very impressive! Ladies Day featured a trip to Northville



Historic District, with a seven-course lunch and a comedy show at Genitti's "Hole in the Wall."

The Concourse went well with Tom getting a Rouge Award, and Pete a Third Place in Touring Class. Pete and I spent an extra day so we could go back to the Henry Ford Museum and the Henry Ford Home.

Our return trip was via Hwy 2 until we got to Havre, MT, then because of the forest fires in West Glacier and the evacuation in the area we turned south on Hwy 87 to Great Falls, the site of the Charlie Russell Museum, home and studio. A worthwhile visit. We arrived home Sunday, August 3rd. It was a great trip!

## What the Heck is That?!

*Our thanks to Ford Picnic attendee Bill Roes, of Tacoma, for sharing information about his interesting Ford.*

They rolled out of Ford dealers' showrooms in '81 and '82 in limited numbers, with the front end of a car and the back end a pickup bed. Is it a car? A truck? A Ranchero? No- it's a DURANGO!



We all know that Ford stopped production of the Ranchero in 1979, but the market for a car-truck continued to exist, and National Coach Corp. in Pasadena Calif., with the cooperation of FoMoCo, began a production of vehicles based on the Fairmont/Mercury Zephyr, converting them into pickups. These were aftermarket conversions, but then sold back through Ford dealerships, as well as conversions done for individuals. National Coach specializes in van conversions, and apparently tried this as a sideline.

Production numbers are unclear, but the best estimate is that about 200 Durangos were made.

The Fairmont Futura appeared to be made for conversion, even down to the wide stripe of contrasting color across the roofline delineating where the roof should be cut and the bed begin. When the conversion was completed, it did not even require repainting. The back portion was cut off and a fiberglass reinforced plastic bed was installed. The tailgate came from Fairmont station wagons and completed the change. One of the advantages of the Durango's bed is that it is a single mold, and doesn't allow water to seep between the bed and behind the seats. There is also storage underneath the bed from the inside, which is a nice touch. Most (all?) of the Durangos have the 200 ci six with the three speed automatic transmission. Some came with options of bucket seats, am/fm 8track stereo's, and moon roofs.

Like most others, mine started out as a 1981 Fairmont Futura, then shortly into it's young life (Oct 1982 with 1860 miles on the odometer) it was wisked to southern California for its car-to-pickup surgery. It returned to Wenatchee where it began its long and useful life, being noted around town and at the college campus. I purchased it in Nov. 2000 and drove it home in a blinding snowstorm. It's pretty much a daily driver, and is overdue for some mechanical and cosmetic attention, but runs and drives better than my 1960 Ranchero.

No one knows what's next for the market of car/trucks, but I did see a converted Pinto (Pinchero?) the other day. The conversion looked like it was done with a chain saw, so I suspect the Ford Durango may be the last gasp of the proud Ranchero line.

## Shop and Swap With PSRG

Want Ads are free and will run for a maximum of 3 months. Early Ford V8 - related items only, please. Publication **deadline is the 15<sup>th</sup> of the month**. Anything received after the 15<sup>th</sup> of the month will be put in the next newsletter.

**John Upthegrove**, Editor

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Seahurst, WA 98062

**For Sale:** 1.) Ford Script battery (12V) for '37 Ford. Barely Used - \$50. 2.) '37 Ford radiator rods - \$15  
3.) '37 Ford steering wheel - standard black - \$25; 4.) '37 Ford 4/ea repro hub caps - nw- still in box - \$65

**Dan R. Phillips**, 425-337-2698

**For Sale:** 1949 Ford Custom Club Coupe; flathead V-8; stick and overdrive; dual carbs; Offenhauser heads; dual exhaust; 12-volt electrical system; electric fuel pump; a very straight body with just a little rust showing on the front lower panels; blue paint is very good with some small blemishes; chrome is all very good with some small scratches; new upholstery, very good dash, steering wheel cracked; mechanics are very good and the car is loaded with accessories like deluxe radio, whitewalls, spinners and blue dot lenses; appraised at \$13,500; call **Deja Webster** in Port Townsend at 360-385-2662.

**For Sale:** '56 Fords - one 2 dr sedan, two hardtops, six 4 dr sedans (total 9 cars), plus '34 ton and a half, '37 ton and a half, and a '35 flathead. Contact **Dick Jauch**, 360-387-1580 for more information.

**For Sale:** 1978 Ford Ranchero 500, 351 M big block, dual exhaust, smog exempt. New: C-6 transmission, torque converter, differential, shocks, starter, alternator, distributor, rotor, ignition, module, starter relay, voltage regulator, headlight relay, ignition switch. Almost new Goodyear Eagles, Cherry Bombs. N.A.D.A. book \$7144. Sacrifice \$2500. **Barney A. Loucks**, 206-851-4732.

Rick & John bought us our own website! Our new web address is: **www.clutchchatter.com**. Much easier to remember! Try it and add it to your favorites !

**For Sale:** '53 muffler & tail pipe nearly new---manifolds & crossover good; assembly is complete with brackets and clamps. Any fair price will help offset costs for the conversion of Tom Dailey's Coupe to duals. **Bob Patterson** - 206-284-6824

**For Sale:** '52 Ford 3-speed transmission with overdrive. From a check of the Parts Interchange Manual, I believe this unit will fit '53-'54 passenger car and also '53 F100 Pickup, \$100 obo. Call **Bill** at 360-293-0371.

**For Sale:** 1941 Ford grille, steel, painted black, best offer. **Ed Rice**: 206-937-1845.

**For Sale:** '51 2-ton Ford F-6 flatbed dualee, 38K original miles, \$5,000 OBO, 425-442-0872.

**For Sale:** V-8 gearshift knobs - Best Offer.

1974 San Diego, 1976 Fresno, 1977 Tahoe, 1978 Tulsa, 1979 Bend petrified rock, 1980, 1981 Santa rosa, 1982 50th anniversary, 1982 Jubilee, Jubilee coin, 1983 Dearborn, 1984 Colorad, & tour plaque, otach, metal V-8 circle, 1986 Victoria BC. **Charlie & Cheryl Johnson**, 2624 - 16th Street, Clarkston, WA 99403, telephone: 509-758-9457, Email: [cjreads@cablone.net](mailto:cjreads@cablone.net).

**For Sale:** Fabco dual drive out of a 1948 Ford. Axles, suspension, gearbox. \$500. 425-481-5584. **Butch Kent**.

**For sale:** 1955 F-500 Tow Truck, complete with low mileage Y block. Unfortunately the engine is stuck! There is typical rust & oxidized paint. Open to reasonable offers, distress sale. **Craig Foster**, 360-683-5914, Sequim, WA, [cadillacraig@yahoo.com](mailto:cadillacraig@yahoo.com)

**For Sale**



“CAR FOR SALE: ’52 FORD Victoria hardtop, stock flathead V8, 3 speed w/overdrive, dual exhaust, radial wide white walls, blue with ivory top, beautiful stock restoration, great road car, \$ 14900 obo. Call **Bill Larson** - 360-293-0371.”