



"What right have you, save service to the world, to think that other men's labor should contribute to your gains?"
-Henry Ford

Dear V8ers

Thanks for the good turn out for the March meeting. It was really cold, but you braved it anyway. I guess ice cream calls people out. Thanks so much to Gail Whitman & Jo Ann Davis for the great job in both February and March. Good ice cream and company to share it with.

News from
President
B.J.
Glander



Not much going on the last two meetings, so they were short! After this we'll have more to go over. So far, Bob Long has the swap meet under control. Thanks Bob.

Looking forward to Jackie's ladies tour next month. Hope we have a good turn out for that. She has worked really hard on it.

I'm happy we're getting some new members. We need some new blood and younger!!

Til the next meeting, pray for spring so we can get back on the road and do some fun things.

Your Pres,
B.J. Glander

**MARCH
2019**

VOICE OF THE V8

A monthly newsletter of the Early Ford V-8 Club of the Inland Empire #23

**UPcoming
EVENTS**

MARCH 21
BOD Meeting

APRIL 7
Regular Meeting

APRIL 13
Women's Spring Tour

MAY 5
Regular Meeting

JUNE 2
Regular Meeting

JUNE 8
Fairfield Flag Day

JUNE 20
BOD Meeting

JULY 7
Regular Meeting

JULY 12-14
Swap Meet

AUGUST 2-4
Campout

 **Mark Your
Calendar**

JOIN the FUN

How Two Early Ford V8ers Met

To make this story a little more interesting and complete, we will give you a brief story on both individuals.

Let's start with a young commercial airline pilot in the 60's. A young man named Harold Black had moved to Anchorage, Alaska to fly for Reeve Aleutian Airlines. Reeve Aleutian flew mainly from Anchorage southwest out on what is called the Aleutian chain to Adak, Dutch Harbor and points in between. If you look, I am sure you will find several books about flying the chain as those pilots were REAL pilots due to the weather conditions they faced. They certainly earned their pay and reputation for being great pilots.

Fast forward to 1977-78. Harold was sent to Orange County, California for some advanced training at Air Cal on the Electra models. Harold says he has always been interested in old cars and motorcycles, so with some free time on his hands, he decided to buy a car. It was not your everyday grocery getter; it



Continued on page 3

EARLY FORD V-8 REGIONAL GROUP #23 GENERAL MEETING MINUTES, MARCH 3, 2019

Meeting was brought to order by President B.J. Glander at 5:02 pm at the Senior Center in Post Falls, ID. The Pledge of Allegiance was led by B.J.

Officers in attendance: B.J. Glander, president; Chris Hughes, vice president and Jackie Feldmiller, treasurer. Secretary Dawn Voelker was not present.

Guests: Win Flanigan & Carol Edwards; friends of Butch & B.J. Glander. They don't have a car now, but plan to buy one and then may join our club.

Bill Felton; a guest of Don Leidel. He owns a 1967 Ford 500XL and a couple of Mustangs.

Ken Dixon's son, John Dixon, was also a guest. He owns a 1954 Ford.

Minutes from the February 10, 2019 meeting: A motion to accept the minutes was made by Annette Long and seconded by Phyllis O'Dell. Motion passed.

Treasurer's Report: given by Treasurer Jackie Feldmiller. Motion to accept the report was made by JoAnn Davis and seconded by Phyllis O'Dell. Motion passed.

COMMITTEES:

Tours: Chris Hughes—He has nothing planned yet, but is working on an overnight tour.

Hennessey Funeral Home, on North Division, is having a show on Memorial Day weekend, May 26 & 27. Ben Klein, who is an Elvis Impersonator, will be performing. There will also be a replica of Elvis' casket on display. The Hassie Club will be hosting a car show.

If you have any thoughts for tours, please write them on the slips of paper on the tables. B.J. said if you have any other ideas for the club you can write those down also. Any ideas or suggestions are brought up and discussed at the Board meetings.

Jackie Feldmiller said that there will be a Ladies Tour on Saturday, April 13. Will meet at 9:45 am and go to the Plant Farm. They will have a spring flower display and give a private tour. Next, they will go to the Safari Room at the Davenport for a Spring Fling Luncheon. The cost will be \$15 per lady payable by April 7. The club is picking up a portion of the cost of this. There was a signup sheet on the front table or call Jackie to confirm.

Badges: Ken Nordquist—he wasn't present but B.J. said she has a couple of orders for him.

Charitable Giving: Carolyn Fries—No report.

Bereavement: Judy Little—Not present. There have been no reports of any deaths.

Sunshine: Brigitte Leidel—No cards or flowers have been sent.

Christmas Party: Norma Skidmore—The party will be at Mirabeau Park Hotel on December 7, 2019. Norma said she has been thinking about an ugly sweater contest!!

Thank you to Sharon Percy for taking pictures at last year's party. There are still a few on the front table that need to be picked up.

Club Sales: Gail Whitman & Bobbi Welch—No report.

Golden Membership: Jackie Feldmiller and JoAnn Davis—Their report will be in the newsletter.

INCCC Report: Bill Schweiter—Not present. B.J. gave a report for him. There was a nice dinner at the Show No Shine in February. Our club donated \$1500 to pay for one scholarship. Norma Skidmore did a nice job on the basket we donated.

Don Fries was voted "Man of the Year!!" Congratulations Don.

Thank you to Bill & Karen for the work they have done with INCCC.

Newsletter: Becky Swenson—Not present. Please email her articles for the newsletter.

Roster: Gary Davis—He is working on the new roster.

Swap Meet: Bob Long—Mailables were sent out yesterday to all of last years' vendors. Printing is ready for the flyers. Bob reported that we lost one sponsor so is contacting some other possibilities. This is a \$500 spot with a business card size spot on the flyers.

There will be volunteer sign-up sheets at the next meeting.

Car Show: Caren & Larry Easterly—Caren would like a volunteer to be her assistant this year. Someone willing to come at 6:00 am and help set up and then help break down after the show.

OLD BUSINESS: None

NEW BUSINESS:

Larry Easterly was contacted by a person who had given bumpers to one of the swap meet vendors to have them re-chromed. He has not received them back nor had an answer from them. Norma said she would take care of it.

There is ice cream & cookies for after the meeting again tonight!!

Drawings:

- Old Car Drawing: There were no old cars.
- Membership Drawing: Norma Skidmore.

The next general meeting is April 7 at 5:00 pm at the Post Falls Senior Center.

The next Board of Directors meeting is March 21 at 7:00 pm at B.J. Glander's home.

Motion to Adjourn was made by Millie Howell and seconded by JoAnn Davis. Motion passed. Meeting was adjourned.

Respectfully submitted,
Caren Easterly,
For Secretary Dawn Voelker,
Early Ford V8 Club #23



Early Ford V8ers—cont from pg. 1

was a 1934 Ford 5 window coupe. The only problem was that it was in the process of being made into a race car.

Now, let's look at this scene: Harold was staying in a motel by Disneyland and no garage. Harold said he hired a rod shop to install a different engine and tranny, plus a few other things so he could drive it to Seattle. Remember, we are talking 1977-78, early stages of rod shops; some good, some bad. Come to think about it, that hasn't changed much. Anyway, when Harold got his car from the shop, some things had to be changed and some things added; so what does Harold do? Remember the motel he was staying in... the car is brought to the motel, parked in the parking lot in front of Harold's room and he proceeds to put all of the front sheet metal on the car, plus get it running.

If you want a good laugh, sit down with Harold and he will tell you all about putting that car together and getting it running and when he got it started and it had NO neutral safety switch (he he); almost ran over his friend and headed for the door of his motel room. He said he didn't get everything working, but good enough to drive.

During this time that Harold was taking his training, his wife, Carol, flew down to drive back with him. Harold said they were out somewhere in Nevada when he got sleepy so he turned the driving over to Carol. Carol set her eyes on the horizon to the north and said something like, "This is easy." Of course, it was; the speedometer had not been hooked up. Harold said he woke up and the telephone poles looked like a picket fence. Poor Carol; she had no idea. Yes, the '34 made it to Alaska.

You probably wonder what Anchorage. Alaska has to do with this story so we will proceed.

It's 1975 and there is a young man names Wally Graham living in Opportunity, Washington with a wife and two small children. In August/September 1975, there were some changes at his place of employment (Stack Steel) and he was offered a position with Stack at their facility in Anchorage, Alaska. Wally and his wife, Glenda, considered it an adventure so off they went. Prior to leaving, they sold their 1932 Ford 2 door sedan; as Wally says, bad idea on his part (live and learn). Almost as soon as they were settled in Anchorage, Wally started looking for another old car. Of course, preferably a '32 Ford.

Side note: about 1980, Wally knew of thirteen 1932 Fords in and around Anchorage; a city of about 100,000 population at this time.

By 1979, Wally and Glenda were aware and familiar with a car club, *The Midnight Sun Street Rod Association*, which they joined. There was an antique car club that existed, but they did not know about them at the time and no Early Ford V-8 club.

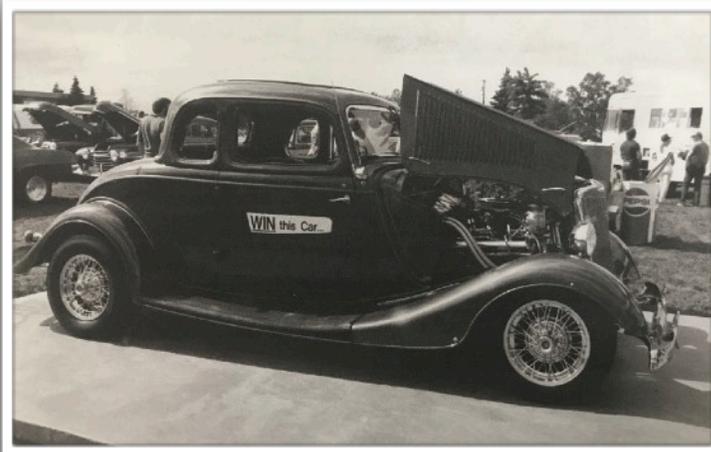
Fast forward to 1985. In August of 1985, two members of The Midnight Sun Street Association drove their '36 Fords down through Canada to a car meet in the lower 48 States: Ross Jardine in his '36 5 window chevy powered Ford and Ed Park in his '36 Cabriolet flathead powered Ford. While in Canada, they attended the *Canadian Street Rod Nationals* where one of the clubs spend six months each year building a street rod which they raffle off. "Idea!"

Ross and Ed came back to Alaska with the idea and presented it to The Midnight Sun Car Club. They concluded that they would do the same for charity, but they didn't want to build a car from the ground up.

Okay, who has a street rod we can buy, finish, and raffle. Club member, Harold Black, had a '34 Ford 5 window coupe that he had brought up from California. After talking to him about selling it to us, he agreed to do so for \$9,000. Ed Park told Harold that the club had no money, but he would be the first to receive monies taken in from the raffle.

Worked on it started right away. The car included several new parts. A new exhaust system was donated. The green interior was nice. The car was painted in Bernie Edward's shop by him and Ross. The car also has a set of early forty spoke True Spoke wheels.

The car made its first debut for selling raffle tickets during the 1986 Fur Rondy at the Ford Garage. After paying



Harold's car off, we bought a bus. We got it all redone and after the drawing, we presented our charity bus and all the remaining money.

The success of that raffle was mind-boggling to say the least. On August 3, 1986, at the 8th Annual Show and Shine held in Anchorage, Alaska, the members of the MSSRA presented a \$25,000 speciality equipped bus and a check for \$12,000 to the residents of *Our Lady of Compassion Care Center*. All that, plus another \$13,000 for the purchase and restoration of the car, was raised from

Continued on page 4

Early Ford V8ers—cont from pg. 3



selling five dollar tickets on the coupe that members restored that winter.

Harold Black and I met though the association of that little '34 Ford coupe, but it doesn't end there.

I believe it was a 1986 that Harold moved out of Alaska. I had heard he was in Texas and then in Idaho (maybe not in

that order). In 1993, my wife and I left Alaska with the thought of moving back to Spokane. After a twenty year detour through Seattle, we finally made it back to the Spokane area in 2013. After we were back in Spokane and settled, I decided to attend an Early Ford V-8 meeting to see if any of the old guys were still around or if I even knew anyone. Through a conversation, guess whose name popped up? Harold Black! I found out that he lived in Idaho about thirty miles from Spokane.

One nice sunny day, Butch Glander and I went for a ride in his flathead powered 4 door '36 Ford over to Idaho where we stopped by Harold's place. It was a real pleasure getting reunited, swapping stories and looking at old photos of the car and the bus.

So, that is how Harold and I became acquainted – twice. This may not be true to the letter, but that is how I remember it.

Wally

I would like to give credit to my friend, Ed Park (a Ford man), and Street Scene Magazine: October 1986 for helping me to remember some areas. +++

Thanks for Sharing



**V8 Club at the INCCC's
Show No Shine
Banquet**





**Remarkable Obituary
Submitted by Gail Whitman**

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault. Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting (adults, not children, are in charge). His health began to deteriorate rapidly when well-intentioned, but overbearing, regulations were set in place.

Reports of a six-year-old boy charged with sexual harassment for kissing a classmate, teenagers suspended from school for using mouthwash after lunch and a teacher fired for reprimanding an unruly student, only worsened his condition. Common Sense lost ground when parents attacked teachers for doing the job they had themselves failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer paracetamol, sun lotion or plaster to a pupil, but could not inform the parents when a pupil became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the Ten Commandments became contraband, churches became businesses and criminals received better treatment than their victims. Common Sense took a beating when you couldn't defend yourself from a burglar in your own home, but the burglar could sue you for assault because you protected yourself and your own.

Common Sense finally gave up the will to live after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap and was promptly awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust, his wife, Discretion, his daughter, Responsibility and his son, Reason. He is survived by three stepbrothers; I Know My Rights, Someone Else is to Blame, and I'm A Victim. Not many attended his funeral because so few realized that he was gone.

If you still remember him, pass this on. If not, join the majority and do nothing.

Author Unknown



**Early Ford V8
Women's Spring Tour
Saturday, April 13, 2019**

Calling all V8 Women for an early spring tour and a "Girl's Day Out" luncheon. We will visit 'The Plant Farm' in the Spokane Valley for a private festive spring tour of their nursery as they prepare for the arrival of spring. We will tour behind the scene greenhouses full of flowers in a myriad of colors. It is a sight to behold!!! We will then travel to the 'Davenport Towers' for a luncheon in the Safari Room. Minimal walking with valet parking curbside included in our package.

Please come join us for a relaxing and beautiful day as we welcome spring. We would love for all new members and V8 women who have not been able to take part in the monthly ladies luncheons to think about joining us for this inspiring event!

Meet at The Plant Farm around 9:45 a.m.
14208 E 4th Avenue in the Spokane Valley
(refreshments provided)

Private Tour Starts at 10:00 a.m.

12:00 p.m. Special Luncheon at the Safari Room
at the Davenport Towers

Car pools (valet parking) will be formed after the
RSVP list is complete.

Sign up sheet will be at the meetings.

Cost: \$15.00 per person payable by April 7th
Thanks to the BOD for co-sponsoring the event!

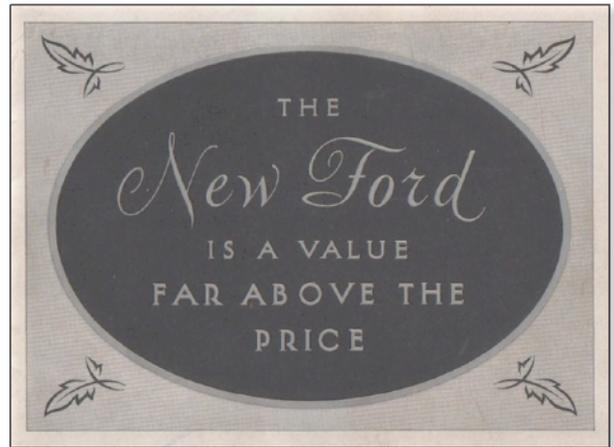
For further information, please call
Jackie Feldmiller
(509) 959-1559 / (509) 922-2537



**Spring is a lovely
reminder of how beautiful
change can truly be.**

Ford changes and models for each year 1930-1939

- 1930 The Model A is given a new grille hood and cowl and the first use of Stainless steel brightwork on Radiator shell
- 1931 Despite Recession Ford opens new plants in Dagenham in England and Cologne in Germany
- 1932 The new model B series is introduced and the new V8 powered Model 18 is shown for the first time
- 1933 All Fords are completely redesigned on a longer chassis and Ford V8 Engine now is 75 HP
- 1934 Enamel paint replaces hand-buffed lacquer on all fords
- 1935 Ford restyles the Model 48 with longer wider bodies and a narrower grille and 16 inch wheels
- 1936 New steel disc wheels replace wire wheels for smoother ride
- 1937 A Ford V8 wins the Monte Carlo Rally
- 1937 Addition of 60 HP mini-V-8 engines for some '37 models.... limited production + standard 85HP V-8. Short-lived. Information provided by BB



I'D LIKE TO TELL YOU ABOUT..

Like the front cover? It was drawn by a club member we see but once a year. Never-the-less, he is an active member through his pen and sketches. In fact, you have seen his work every month. He is the guy who designed the heading for our newspaper, "Puget Sounds" and his sketches of old car scenes are scattered throughout the paper.

Bobb Maggett is the man I'm writing about. We only see Bobb once a year because he lives in Santa Barbara, CA. He steps in when he comes up to Spokane on vacation to see his folks. Bobb is Joe's brother. He's a bachelor and a commercial artist working for General Research in Geleta, CA.

Bobb bought a 1938 (that was the year he was born) standard coupe in 1957 for \$165.00 from an old man who lived half a mile from his folk's place. The car had the original V8 60 engine, original paint and mechanical brakes. All four fenders were dented due to a narrow garage. Bobb has since put in a rebuilt 1935 engine and had the fenders straightened and repainted.

The car is stored in Spokane and in the last 10 years, Bobb has put only 500 miles on it. The '38 is his mode of transportation for the 3 weeks of vacation.

You will be seeing more of Bobb's art work in 1975. If you have read the other club newspapers, from all over the United States, you will notice that his drawings have been clipped out of our papers and reprinted in many other club papers.

--Myrna Hillyard

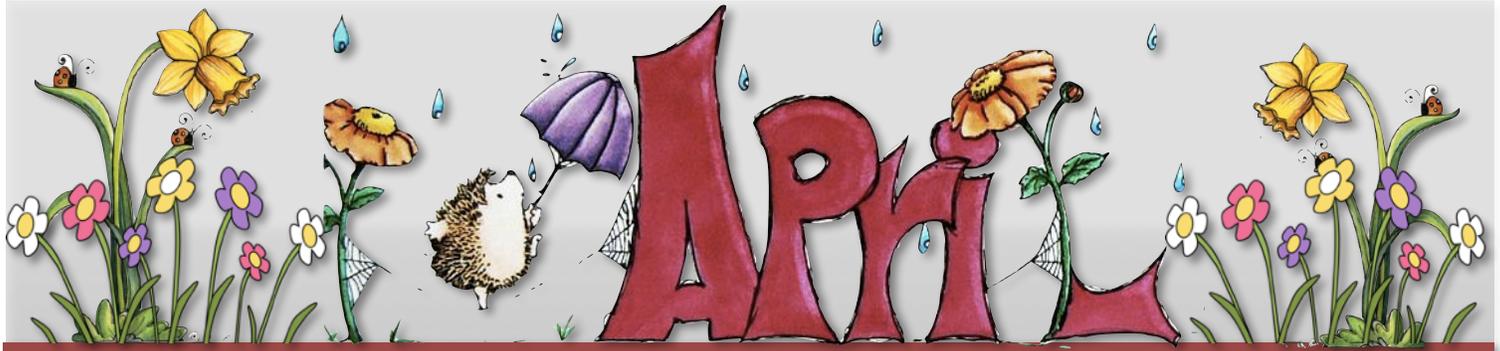
Happiness is a Ford

The Ford Truck

Ford Friends



The above story comes from Puget Sounds Regional Group #18's newsletter. It was originally published in 1975, but republished it this month as part of their 50 year celebration.



Birthdays

Anniversaries

Brigitte Leidel	April 01	Jamie Swenson	April 14
Don Audel	April 02	Jerry Honeycutt	April 15
Karen Holm	April 06	Shirley Adams	April 20
Alex Robinson	April 07	Corey Swenson	April 21
Jeanine Shawgo	April 07	Fanice Grepford	April 23
Annette Long	April 09		

Art & Millie Howell
April 23
Mack & Dolores Cain
April 25

If we do not have your birthday or anniversary printed in the newsletter on any given month, it is because you didn't provide the information on your membership renewal or application. If you would like your name(s) published and did not provide the information on your renewal, please send the date(s) to Gary Davis at earlyfordv8r@msn.com.



2019 Touring Season

Please let our tour chairman, Chris Hughes, know if you have an idea for a club tour. He has an overnight tour in mind, but can use other suggestions as well.

Be sure to mark you calendars for the 2019 Flag Day Parade in Fairfield, WA on July 8th. This has been always been a fun tour for our club.

Radio Repair

0-60 in record time, subject to availability of critical parts.



Please contact
Jerry Teft @ 208-772-4693



We Need Your Help

We are in need of photos and articles for the Voice of the V8 newsletter and our web page. When you attend a V8 event or outing, please take your camera or phone along and email some photos to earlyfordv8ie@gmail.com. Writing up a little blurb to go with the photos would be a wonderful bonus. Thank you for any and all contributions.

ATTENTION!

The Christmas party will now be on Saturday, December 14th at the Mirabeau Hotel. This year, there will be an UGLY SWEATER CONTEST.



LIKE US ON FACEBOOK

Connect with local V8ers and others around the world!



If your contact information has changed, please call Gary Davis at 509-220-9817 or email him at earlyfordv8r@msn.com

Early Ford V8 National Club



The National V8 Club requires that every member of a Regional Group be a member of the National Early Ford V8 Club as well. Memberships are \$38.00 (Joint - husband and wife), \$ 35.00 (Individual), both receive the V-8 TIMES as well a roster. You can also join for \$15.00 (Individual) but only receive a roster or \$ 5.00 (Individual) - no magazine or roster. All membership options receive a ballot to vote for National Directors. [Click here to join.](#)



*If life is a journey...
I want to get there
in a Ford!*



Contact Us



2019 OFFICERS

President	B.J. Glander	208-946-6085
Vice President	Chris Hughes	509- 844-3829
Secretary	Dawn Voelker	509-844-5901
Treasurer	Jackie Feldmiller	509-939-1889

2019 BOARD OF DIRECTORS

B.J. Glander 208-946-6085	Chris Hughes 509- 844-3829
Dawn Voelker 509-844-5901	Jackie Feldmiller 509-939-1889
John Clarizio (509) 847-9039	John Ellersick (208) 437-0231
Dale Furnish 509-991-5299	Don Leidel 208-773-6735
Annette Long 509-951-2716	Bob Long 509-710-6498
Norma Skidmore 509-928-2211	Gail Whitman 208-765-8459

2019 COMMITTEE HEADS

Badges	Ken Nordquist	509-924-4524
Bereavement	Judy Little	509-924-4524
Charitable Giving	Carolyn Fries	509-466-0203
Christmas Party	Norma Skidmore	509-951-0666
Club Sales (open)	Gail Whitman Bobbie Welch	208-765-8459 208-660-0357
Golden Membership	Jackie Feldmiller JoAnn Davis	509-922-2357 208-755-3436
INCCC Representative	Bill Schweiter	509-326-2614
Legal	Harvey Dunham	509-218-1437
Newsletter/Webmaster	Becky Swenson	509-953-6357
Nominating	Judy Little	509-448-0154
Property	Jackie Feldmiller	509-922-2357
Roster & Membership Data	Gary Davis Becky Swenson	509-220-9817 509-953-6357
Sunshine	Brigitte Leidel	208-773-6735
Swap Meet Coordinator	Bob Long	509-710-6498
Tour Committee	Chris Hughes	509- 844-3829



Sunshine Report



It's been a long time since we haven't needed to send flowers or cards to any of our members. We are thankful for this healthy news.

Thankful
Grateful
and truly
Blessed

If you know of someone who needs a card or flowers, please let Brigitte Leidel know.



2019 National News

Early Ford V-8 Club of America



1939 Ford Turns 80!

There are automobile enthusiasts who contend that the 1939 Ford DeLuxe was among the best looking models the Ford Motor Company ever built. Design credit for the 1939 Fords go to legendary Ford designer Bob Gregorie along with certain styling touches by Edsel Ford.

The 1939 Fords were once again divided into the DeLuxe and the slightly cheaper Standard models. Whereas the new 1939 standard Fords looked very much like their previous year counterparts, DeLuxe models received a more stylish front end as well as hydraulic brakes that were new for the whole line-up for the year.

Model year 1939 would prove to

be the last year for the floor shifted manual transmission until the popular Ford Thunderbird of 1955.

In 1939, The Ford Motor Company started using Lockheed type hydraulic brakes on their automobiles for the first time. Prior to 1939 Henry Ford believed that hydraulic brakes were essentially unsafe and was the last automaker to finally employ them.

Face-To Face Board Meeting

The annual Face-To-Face board meeting was held in San Diego February 26-27. Here are some highlights:

- Settlement of the Dan Wittern lawsuit was made. Details in the March/April V-8 TIMES.

- Membership has been in a slow decline and the numbers can vary depending on when renewals come in. Presently the paid membership showed an ending balance of 7,795 members at the end of 2018.

- Book and accessories had a good year with total sales increasing over \$23,000 from 2017. The new thumb drive with the back issues of the V-8 TIMES has sold out half of the original inventory. The new FLATHEAD FORD V-8 ENGINE ALBUM is also selling well.

- National Meets

2019 - Central National Meet: Auburn, IN, August 24-27 Ohio RG #141

2020 - Eastern - Morgantown, PA, June 15-18, National Capital RG#36

2020 Central - Open

2020 Western - Alamosa, CO, September 21-24, Hi-Country RG#28

- The Club's annual audit was completed in good order. Results published in the March/April issue of the V-8 TIMES.

Can This V-8 Be Saved?



Back in 1993, Gene Drake spotted this 1933 Ford DeLuxe Roadster's rusting bones lying on her side in a potato field in Skowhegan, Maine, thrust aside to enable more "important" work to be done. He bought it and towed it to his shop where it sat for over 25 years as he began collecting parts for its restoration.

Gene Drake is a living legend in the greater Bucksport-Blue Hill region of Maine. He has been repairing and restoring cars now for over 60 years in his crowded, cluttered, but (at least to him) perfectly organized shop.

Don Colt and Gene became close friends over the last 15 years, having shared a number of restoration projects together. A few years ago, they started looking around for the next reclamation project.

It was then that they began to have some serious conversations about the appropriate future of the 1933 Roadster sitting out back in his shed. They both agreed that it would be a crime to sell it to anyone who might to chop it down into yet another hot rod.

The only logical conclusion they could come up with was to let Don buy the car, together with an engine and the assortment of parts collected over the last two to three decades, and get on to Gene's schedule for restoration. They shook hands on a price, and this project was born.

Did they succeed? Find out in the May/June 2019 V-8 TIMES.

2019 National Activities

Drive Your V-8 Day
June 15

Driftless Tour
July 15-19
Minnesota/Wisconsin/Iowa

Central National Meet
August 24-27
Auburn, Indiana

Three National Parks Tour
September 15-20
Colorado/Utah

Details V-8 TIMES
www.efv8.org

FORD FACT

The Ford Motor Co. built two convertibles in 1939. The 1939 Ford Convertible Sedan DeLuxe cost \$920. The 1939 Ford Convertible Coupe DeLuxe cost \$790. Other popular Ford automobiles included the Standard and DeLuxe Fordor, Five-Passenger Station Wagons.

Presented by the Early Ford V-8 Foundation



Next Meeting....

Sunday, April 7th

Meeting at 5:00 p.m.

**Post Falls Senior Center
1215 E Third Avenue, Post Falls, ID**

"The gifted man bears his gifts into the world, not for his own benefit, but for the people among whom he is placed; for the gifts are not his, he himself is a gift to the community." ~Henry Ford



The Early Ford V8 Club of America, Inland Empire Chapter #23 is dedicated to the restoration and preservation of all Ford Motor Company vehicles, 1932 through 1953

*"Spring is when you feel like whistling even with a shoe full of slush."
-Doug Larson*



**EARLY FORD V8 CLUB
of the Inland Empire
PO Box 176
Veradale, WA 99037**