



EARLY FORD V8 CLUB #109

[www. Earlyfordv8victoria.com](http://www.Earlyfordv8victoria.com)

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Victoria, B.C. V8X 5K2



January 2015 Newsletter



Henry Ford - the "999"





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The Executive Crew

POSITION	NAME	TELEPHONE	EMAIL
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Treasurer	Jim Jennings	250 477 5594	Jennings@telus.net
Secretary	Gary Nordstrom	250 652 4865	gnordstrom@shaw.ca
	Fraser Kaye	250 593 0122	jfraserk@shaw.ca
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	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
	Gary Nordstrom	250 652 6485	gnordstrom@shaw.ca





EARLY FORD V8 CLUB R.G. 109

Victoria, British Columbia

Minutes - Jan 13, 2015 – Secretary: Fraser Kaye

Members in attendance; Vic Nordstrom, Jim Jennings, Dave Wallace, Lauri Stevens, Dave Pemberton, Bruce Somers, Cai & Mark Brown, Murray Anderson, Reg Ash, Bob and Donna Bada, Chris Chown, Dennis Mounce, Steve Gordon, Fraser Kaye, Bob Mortimer, Bill Pritchard, Norrie Spencer, Jack Stidson,

Meeting called to order at 7:30 pm.

Vic opened the meeting with a couple of little movie bits about different cars and got most of us involved with figuring out what cars were used. Vic thanked everybody that worked so hard to make our part of Christmas at the Heritage Acres a success.

Reports:

Bob Cox was absent tonight so a report on membership didn't happen.

Fraser Kaye had nothing to add about Regalia, but at this time would like to ask everybody that might have an idea about a 35th anniversary tee shirt or golf shirt. ***Please contact Fraser and let him know.***

Bill Pritchard talked to us about the "Peer Review of Accounts" that went on recently generated by the transfer from Svein to Jim. The Review went well and found the accounts in good order. Thanks to Svein and Anna for the time and energy that they put into last years accounts.

Jim Jennings gave us his first Treasurer's Report and the details of accounts are entered with Vic and Bill and any questions regarding this information can be answered by them. Reg Ash moved that it be accepted and Bruce second, Pass by all.

Bruce Somers and Lauri Stevens have taken on the responsibilities of organizing the 2015 Fords and Friends car show. There will be a meeting at Bruce's house at 10:00 am on Feb 3rd for the department heads of the show. Call Bruce for directions to his place at 250 478 9951.

Bruce made a motion to change the entry fee structure;

Registration of car	\$15.00	
Full Car	\$15.00	
One person in the car,	\$5.00	Walk ins. \$5.00 each
Two people in the car	\$10.00	Kids under 12 FREE.

This motion was second by Lauri and passed by all in attendance.



Bruce went on to talk about the point system that KMS tools has and how it helps the club and that the Co-op is our big sponsor and that the band will need to be booked very soon.

This year Lauri will handle the work roster. It is all ways a good idea to volunteer early to get the spots you prefer. Remember that help is needed everywhere. Call him at 250-478-7565.

Other things talked about at this time were the Web site and its operational condition, Search and Rescue helping with the parking lot and that the show will be created with cars and trucks no newer than 1986.

Murray volunteered to set up and take down the band stand. Thanks Murray.

Reg Ash gave Chris Chown a pat-on-the-back for a hand out that Chris made up last year, the hand out explained where the money generated by the Show goes. Reg felt it should be repeated. Rounding up the Car Show talks tonight Vic thanked everybody for taking on the Car Show and all the work.

Tours, Gary Clarke was going to talk about the tours he is lining up for Victoria and area but couldn't make the meeting tonight.

Jim Jennings talked about the Alberni tour he is planning for Sept 13th. He is trying to get hotel and restaurant information and settle out what can be done when we get there. Maybe the Mars boomer? A steam train ride? Jim will give us more when he has it. Sound like he plans to drive up the old highway to Nanaimo. Sounds like fun. Norrie will invite the Vancouver chapter and Chris suggested inviting some of the USA car guys. Maybe we should have a run that way.

Gary's tour, at Mike Lowbottoms shop on the 7th of Feb. 1569A Stellys Cross Rd.

Motion passed by all.

The question of the use of flathead V-8s rather than modified cars has brought comments from Dennis that the car club was started "with no restrictions on engines" Vic talked about Anna's car and the Nationals and Norrie made the point about the starting of the Model A & B clubs in the early 80's .

Vic went on to talk about Cai Brown and just how wonderfully talented he has become. Good on ya Cai. Somebody pat mom and dad on the back too, please.

Chris has made contact with the people that handle a "News Letter Competition". He will let us know when he gets more info.

Pacific Customs Brokers Ltd. Will be glad to help import any car into Canada.

New business. The Model Engineers are planning to build a new washroom on site near their lay out and have ask the EFV8 club if we could make a donation to their cause. The membership talked about a onetime donation and /or an annual donation. Vic thought \$1000.00 and Norrie suggested that much over five years.



Reg thanked Chris for the cards that were sent out to the sponsors and Vic's last word was that we will have more fun at the meetings.

No other new business.

No other coming events.

No buy and sell and no tech tips.

Move for adjournment 8:50pm, second by Murray.

2015 CLUB AGENDA / SCHEDULE.

EARLY FORD V8 CLUB VANCOUVER ISLAND REGIONAL GROUP #109

Next Meeting is: February 10th. 7:30PM.

Feb. 7th Tour at Mike Lowbottoms – 1569 A Stellys X Rd.

Feb. 3 F&F department heads meeting at Bruce Somers home starting at 10:00 AM. Call Bruce for directions.



MEMBER PROFILE **Svein Haugen**



As many of you know Svein was born in Norway and came to Canada in 1958. The family settled in Victoria for the first round before returning to Norway for about a year in 1967. Back to Canada in 1968 and Svein has called Victoria home ever since.

Svein's adventure with collectible cars and trucks began in the early 1980's when he graduated from university in Saskatoon. The first "project" was (and is) a 1940 Ford 2 door sedan, purchased for \$500.00 out of the Saskatoon newspaper. Svein "flat towed" this car from Saskatoon to Victoria behind a 1970 LeMans. No speeding tickets as the top speed attainable was 50 mph. anything over that resulted in significant shaking and vibration of the entire convoy! Svein used the 40 as a trailer and loaded it with all his worldly goods left over from student living. The 2dr continues as a work in progress as Svein is quick to explain that you can't rush these things. He has all the parts and the project is about 30% complete. The body is in excellent shape and plans for power are for a small block Chevy 400 with turbo 350 tranny and a 9" ford rear end.



The current "top of the list" project is a 1951 Ford F150 pickup that Svein's son Bjorn purchased in 2001. This truck was picked up from a property on MacTavish Rd. and driven home - no plates required! Work on the restoration/conversion continues with an attention to perfection and creativity that is truly impressive. Parts sourcing come from a wide range of locations including lots of help from the Kingsmen Car Club in Saskatoon. Svein has a very good contact there that specializes in rebuilding flatheads and supplying flathead V8 parts. Svein is also working on his Harley Davidson with unique adaptations such as GPS. The HD is a pristine bike and summer runs are in the game plan.

Long range targets & dreams include building a Hemi powered Tee bucket rod, and some sort of a chopper. The present shop space in Svein's home is a little spread out and he uses all of it well. This is evidenced by the steering column for the F150 resting comfortably on his office chair and the new dash parts and gauges prominently displayed on his desk. A perfect use of space!!



Involvement with the EFV8 club 109 started in about 1984 when Svein was searching for parts and advice. Still active and involved today Svein has just completed a successful term as club treasurer and is a valuable contributor to the annual Fords and Friends Show.

Our club is most fortunate to have such a high quality member and we all wish him continued success in his various adventures.

Thank you for everything Svein.



A very happy new home arrival for the 1951 F150 with son Bjorn Haugen at the controls. Relocated from MacTavish Road.

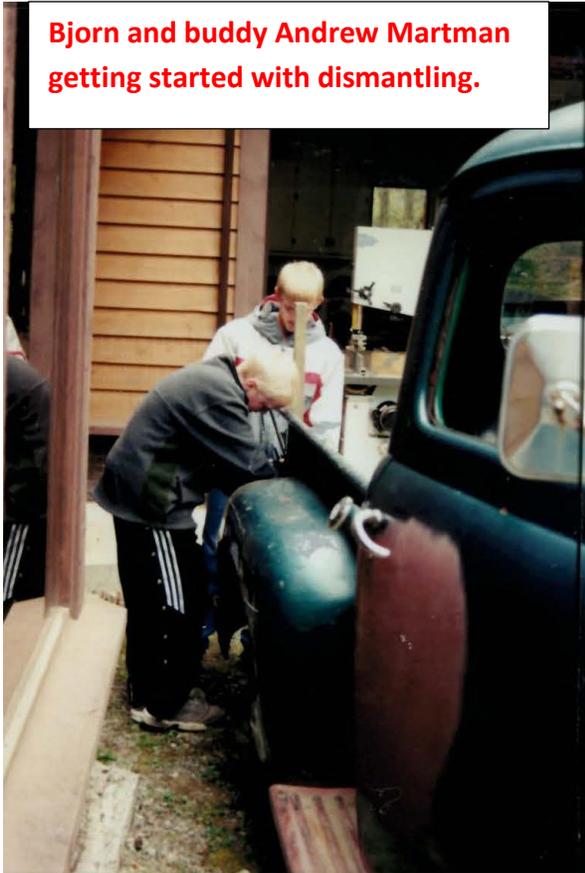


Beautiful new grille sports perfect chrome.



Bjorn & Andrew Martman with the 51 F150 shortly after bringing it home.

Bjorn and buddy Andrew Martman getting started with dismantling.



Present state. Modified frame, suspension etcetera.



The 40 waits her turn.



Very handy, safe secure parts storage!





The Harley is getting ready for summer tours.





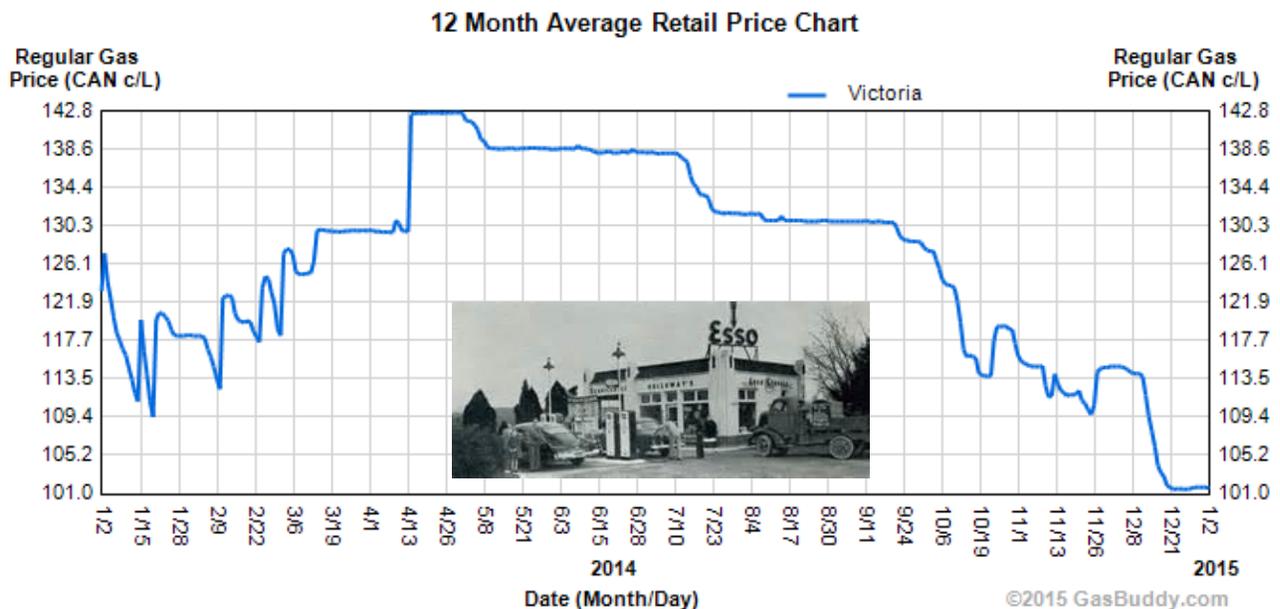
CLUB NEWS.



Tony Cond has sent in this absolutely amazing link. Do yourself a favor and watch this video. Without doubt this has to be one of the greatest collections of vintage autos, tractors, motorcycles, pumps, signs and more that you will ever see. Thanks Tony for doing this it is quite special.

<http://www.jalopyjournal.com/forum/threads/video-toms-private-collection.955074/#.VlxXZyfh2Dw.email>

VICTORIA GAS PRICING 2014



\$1.01 per liter is \$4.59 per Imperial gallon. \$3.82 per US gallon. All Canadian funds.



*EFV8 Club helps out at the S.H.A.S.
"Christmas in the Village" Celebrations.*



For the 14th consecutive year the Early Ford V8 Club 109 has participated in "Christmas in the Village" decorating at the Saanich Historical Artifacts Association, at Heritage Acres. Dave Wallace and other V8 club members volunteer each year to make this happen and the results are always well received. Of course what goes up must come down and the EFV8 volunteer group takes care of that too. Christmas spirit really does exist on Vancouver Island!!



Photo Credit: SAHS.



THE TAKE DOWN CREW 2015.



L to R. Lauri Stevens, Dave and Judy Wallace, Bruce Somers, Vic Nordstrom.



Sorry but I don't have any photos to show how great the inside displays are. Don't miss this next year.



Bruce assists Lauri with instructions on how to get off the roof.



Congratulations to EFV8 members Cai Brown and his parents,

Marc and Louise Brown.

Cai Brown

by Stu Rhodes

Some kids don't know what they want to be when they grow up because, quite frankly, they truly have no idea. Not so with Cai Brown. His dilemma about what to be when he grows up spawns from having so many interests, so many talents, and so many offers. Just ask one of his many employers, or ask one of his different trade training program instructors.

Cai is currently in his grade 12 year as a Stelly's Secondary student and when he graduates at the end of this school year he will have amassed almost double the credits normally required to graduate! Even though Cai hails from Stelly's, he has spent the past 12 months engaged in technical training at Camosun College or learning on the job. Last February Cai started the Welding Foundation program at Camosun, but not before he completed all his grade 11 and 12 academic requirements for graduation! He also worked part time for Slegg Lumber. He fast tracked his way through the self-paced welding program in four and a half months instead of the usual seven, and then landed himself two very different welding jobs with local employers who kept him busy through the summer.

Telell Waldhaus of Freeze Right Marine is thrilled to have Cai on his staff. Welding is a very specialized skill and Cai, "... has the touch. It isn't very often you see a young welder who can lay down consistent welds the way Cai does." Freeze Right Marine does all sorts of metal fabricating and caters to the marine sector. Cai loves the work, especially the challenges given to him. "One day a refrigeration truck came in for repairs and Telell just gave me a few details and let me go for it. I had to fabricate and install new hinges for the back doors, patch a bunch of holes in the side panels and shelving units, design and install running light mounting brackets, wire a bunch of auxiliary lighting, and complete some critical repairs to the refrigeration system. These were one-pass welds in schedule 80 pipe that had to be pressure tested. I loved the problem solving the most," said Cai.

"I wish Cai would stay here in our shop. He would probably be a project manager in very short order. It's hard to find bright young people with ambition and talent." Waldhaus went on to say, "I think we might lose Cai to the mechanics trade though."

Currently, Cai is back at Camosun College again completing the 10-month technical training program for Heavy Duty / Commercial Transport Technician. As one of only two high school students in the program, he finds himself near the top of the class. As early as the tail end of grade 9 Cai started to set his sights on the heavy-duty program and worked diligently at his academics to get them completed early so he could head to Camosun for grade 12. His mom Louise said, "We were starting to worry that school might not be able to hold Cai's attention as he was heading toward grade ten. But once he set his sights on the heavy-

duty program and he had a clear pathway defined he developed an unwavering focus. He could see the route and stuck to it. The more he learns now, the more he wants to learn."

His other employer is a local artisan, Nathan Scott, who builds those amazing bronze sculptures you may have seen

in Sidney, or the one at Mile Zero, of Terry Fox. Cai helps Nathan by welding segments of the bronze castings together, which is very finicky work. "What I really like about Cai is his ability to anticipate the next move. I'd hire anybody with his same sense of anticipation. You never catch Cai with his hands in his pockets. I am so happy to see a bright young man like Cai entering into the trades instead of going to university. Youth are way better off entering the trades these days if they are looking for a good job. The coffee shops are full of baristas with degrees."

Principal, Peter Westhaver congratulates Cai on his amazing accomplishments to date, "Saanich students like Cai are able to engage in the creation of their own personalized learning plan as a result of our post secondary partnerships. Because he was so focused, Cai was able to create a unique schedule that afforded him the ability to participate in life at Stelly's, complete two comprehensive trade training programs, and sample the workforce to get essential work based training hours and develop his skills."

Cai is fascinated by the work he undertakes and motivated by the opportunity to use his head, his hands, and his heart taking on tasks that require much more from him than simply following directions. He is grateful for the opportunities afforded him by the trade programs offered through the Saanich School District and advises other youth to consider a similar pathway. "Get creative and design a career / education pathway that works for you, it doesn't really seem much like school when you're learning about something you love to do!"

Contact Stu Rhodes for more information on how to get involved as a student apprentice, or as an employer sponsor in this, or any other career program in Saanich School District. 250 415-9211

View the promotional YouTube video, "Jump Start Your Career" at <http://www.youtube.com/user/saanichcareers>



Pacific Customs Brokers Ltd. Recently advised that exporting vehicles out of the USA into Canada just got more complicated. Don't let RED TAPE spoil your day when importing your vehicles into Canada. Pacific Customs can help you with filing the AES forms along with many other services. Call toll free 888 538 1566 or search www.pcb.ca for complete information.

Reg Ash reports that the personal distribution of Christmas Cards and gate pass' for sponsors of 2014 Fords & Friends Show & Shine went very well. We all owe Reg and crew a vote of appreciation for taking the time and energy to make this happen once again.



If you have any technical issues you would like to share please submit to the Rumbles editor. Thank you.

Remove Rust and Scale from Steel

From the archives of EFV8 of America.

I want to give you people a tip or technique I have used for many years on the repair of iron based parts. This is not practical for 99.9% of you but the technique can be used on a smaller scale on any steel based part.

Rust can be safely removed off of STEEL parts by converting the rust itself, i.e. FeO_2 and Fe_2O_3 . Rust, hydrated iron, can be chemically "reduced", that means converted from a bonded molecule to a simple molecular Fe with free disassociated floating anions, by attacking the rust molecule with a charged molecule of something that likes bonding better than Fe. For this case Zinc works great.

How this done, chemical reaction of this nature is generally work faster with higher temperatures, a fluid bath is needed to better transport the replacement molecule to target areas. The Zinc must be turned into molecular Zinc and electrically charged to go after the rust and replace the Fe molecule with itself.

Now that is the theory so how do we get there?? Iron is pretty much impervious to alkaline solutions but dissolves in most acids. Zinc will dissolve in just about anything. We make up a solution of lye and water at the ratio such that the water will boil at approximately 270F well above the normal 212F. Toss in some Zinc, preferably Zinc Oxide or just dirty Zinc. The Zn dissolves into the NaOH (lye) and leaves the Zn now charged positive. Since Zinc likes to bond to things better



than Iron (Fe) the Zn+ molecule attacks the rust and takes the Iron molecule off and bonds itself to the Oxygen molecules that made up the rust. BUT in doing so it winds up floating in the solution. The result, the rust gets stripped off the Iron part, the Iron itself is untouched. This type of process has absolutely no bad effects to the original part just to the rust on the part. If you were to try an acid dip it would attack the base metal itself, the iron part.

I have used this process for about 15 years on everything from a cast iron Ford Model "B" carburetor body to antique guns of the worst state. Two years ago I boiled an entire circa 1909 Ford Model "T" open valve engine long block. It had sat in the rain for probably some 40 years. Took a while to get it apart but when through there was no rust anywhere. I prepped a Model "C" block this way a while back. However for something of this scale I had to convert a 50 gallon steel drum for the boiling tank and lowered the engine down in on a chain fall. For heat I used an old diesel fired hand pump weed sprayer type of "weed burner", something you guys probably never saw lest you lived on a ranch.

The basic principle can be applied to just about any iron part. But in the case here of stuck valves, why not try and have the block cooked at the 800F and just see if that will knock the parts loose. Won't cost that much and it might just do it.

I have used this process on a lot of stuff. Most of it is done in a large 3 pound size of coffee can that just fits on a small element on my electric stove. Also handy is a cheap used Coleman camp stove in case you are married and your wife does not approve of what you are doing. Fortunately I am single with a very pretty, younger and understanding "friend". She puts up with my weird experiments and just gives me that "look".

This works great for cleaning up the base plates for 94's and 97's.

The next trick in using this is as follows;

Hang the part on a piece of steel wire in the solution so you can pull it out from time to time and check it. I use safety wire for bolt heads. When the parts are done rinse them under lots of COLD running water. Next I immediately drop the parts into a solution of oily gasoline or thoroughly spray down with WD-40 to displace any water on the surface, sometimes then heat the part on a tin can lid (lid from the coffee can) to warm the part and drive off any remaining water in the pours of the metal, helps drive the oil into the surface as a preservative effect.

Cool trick of this process is that the lye being alkaline it treats the micro surface of the part and inhibits rust formation on a raw metal surface. If you try to acid dip a part it will always leave micro deposits of acid in the pours of the metal and it will re-rust in a matter of days. In an alkaline process this will never happen. If you see a gray smut form on the surface that is the carbon found in steel, part of the manufacturing process to make steel out of iron. Carbon is inert to these solutions so when the rust is dissolved into the solution it leaves behind the contained carbon. Just wash it off, I often use a tooth brush.





Buy & Sell.

For Sale. 1947 Monarch coupe **Good solid car \$ 9500.00**

9" Ford 279 gears, tci front end with power rack, 302 engine c4 trans
early ET 5 spoke wheels. **250 888 7211 Ken Clark.**

WANTED! by **Bruce Somers** PLEASE! 250 478 9951 or Bsomers00@hotmail.com

- 1 Right rear Model A fender – 1928.
 2. One headlight bucket (1928/29) Model A
 3. Kelly Hayes wire wheels. 5 on 4 1/2" x 16" dia. - Prefer painted type.
-

Wanted. **Cai Brown** is seeking any technical information or photographs related to a 1934 Ford Cabriolet. Specific information or drawings for the rear parcel shelf would be a big help. Please contact Cai or Marc Brown via email at modela@shaw.ca. Your assistance is much appreciated.

Still looking! 3 speed transmission, with overdrive, for a 1951 Ford F1 pickup. If anyone has any leads or ideas **John Spence** would appreciate hearing from you. Please call 250 598 9851 or email John Spence directly at jispence@telus.net.

WANTED: 37 Ford Pickup Glove Box with a working hinge. Please contact **Svein Haugen** for additional details. **Note that this must be for a pickup as the box for a car is different.**





SOLD

not exactly as shown

For Sale: 1948 Hillman Minivan. Garage kept for a very long time in Central Saanich. Please call or visit [Vic Nordstrom](#). Tel. 250 652 5631.

WANTED. Door panel material/upholstry for a 36 Ford coupe. Wants to match existing interior which is in the 1950's era. Please call Larry at 250 858 2641 if you can help. This request has been submitted by Dennis Fea. dfea@shaw.ca

Searching for: 1948 to 1953 flathead engine. Bell housing on the back. Please contact Rusty in Cobble Hill at 250 743 7027, or rusticker7@gmail.com. Information sent in by Sharon Prior sbprior@shaw.ca.



For Sale. 1948 to 1951 Mercury chrome name plate – original in excellent condition. Please contact Svein Haugen at 778 426 0082 or sveinhaugen@telus.net.



EARLY DAYS WITH LOGGING TRUCKS

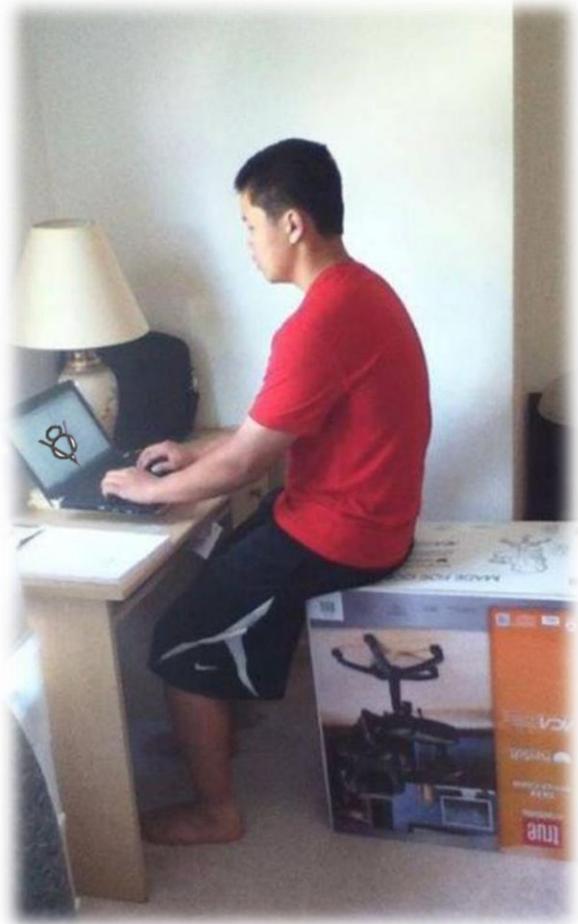
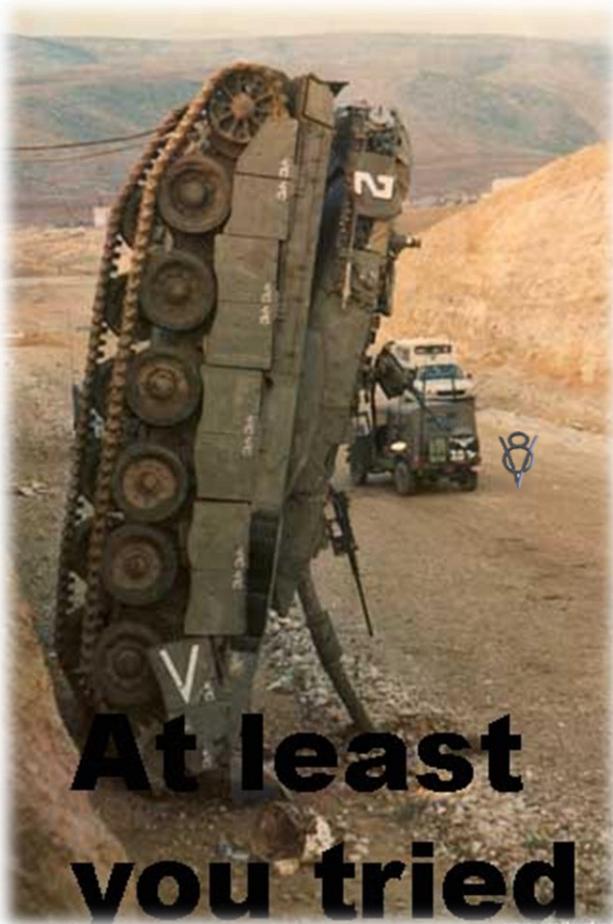








“YOU ARE DOING IT WRONG”



COMMITTEES / UPDATES. 2015



Membership & Newsletter.

Thank you **Vic Nordstrom, Bob Cox, Chris Chown**



Ford & Friends Car Show & Shine 2015

Bruce Somers coordinator. July 19th, 2015



Annual BBQ. *Location and date TBD.*



Tours. *Gary Clarke coordinator* with Vic Nordstrom

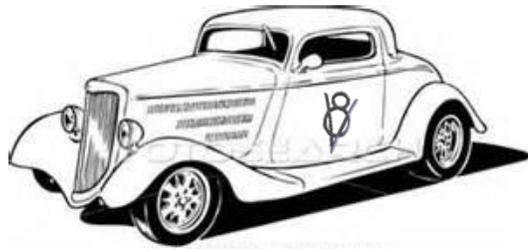


Annual Christmas Party.



Thank you *Steve Butler & Anna Meyer.*





Fun Page

Just so you know. Compliments of Lauri Stevens

PASSING THE BUCK/THE BUCK STOPS HERE.

Most men in the early west carried a jack knife made by the Buck knife company. When playing poker it was common to place one of these Buck knives in front of the dealer so that everyone knew who he was. When it was time for a new dealer the deck of cards and the knife were given to the new dealer. If this person didn't want to deal he would "pass the buck" to the next player. If that player accepted then "the buck stopped there".

A "SHOT" OF WHISKEY..

In the old west a .45 cartridge for a six-gun cost 12 cents, so did a glass of whiskey. If a cowhand was low on cash he would often give the bartender a cartridge in exchange for a drink. This became known as a "shot" of whiskey.

THE WHOLE NINE YARDS.

American fighter planes in WW2 had machine guns that were fed by a belt of cartridges. The average plane held belts that were 27 feet (9 yards) long. If the pilot used up all his ammo he was said to have given it the whole nine yards.

BUYING THE FARM.

This is synonymous with dying. During WW1 soldiers were given life insurance policies worth \$5,000. This was about the price of an average farm so if you died you "bought the farm" for your survivors.

Speeding in the Village – probably Oak Bay.

The local council could not afford a speed camera, so they put up a sign saying: Slow down Old People's Home. - It had no effect.

At the next meeting they decided to play on the paternal instincts and put up a sign: Danger - Children at Play. The result was no discernable reduction in traffic speed.

Then the chairman had a brain-wave and suggested they try a sign with: Nudist Colony. - As a result of the Nudist Colony notice, white vans and lorries crawl through the village.



What's in the bag?

Freya was driving her Chevrolet Vega home in New Mexico when she saw an elderly Apache woman walking along the side of the road. She stopped the car and asked the woman if she would like a lift?

With a silent nod, the woman climbed into the car. Freya tried in vain to make conversation with the Apache woman.

The old Apache looked closely at everything she saw, studying every little detail, until she noticed a red gift bag on the seat next to Freya.

'What's in the bag?' asked the old woman.

'It's a bottle of whisky that I got for my husband.'

The Apache woman was silent for another minute or two. Then speaking with the quiet wisdom of an elder, she said, 'Good trade.'

Young vs Old Drivers. No contest.

Elsie, an elderly lady, stopped to drive into a parking space when a young man in his brand new red BMW drove around her and parked in the space that she had been waiting for. Elsie was so angered that she approached the young fellow and enquired, through gritted teeth, 'I was about to park there.'

The man looked at her with disdain and replied, 'That's what you can do when you're young and bright.'

This annoyed Elsie even more, so she got back in her car, backed it up and then she stamped on the accelerator and rammed straight into his BMW.

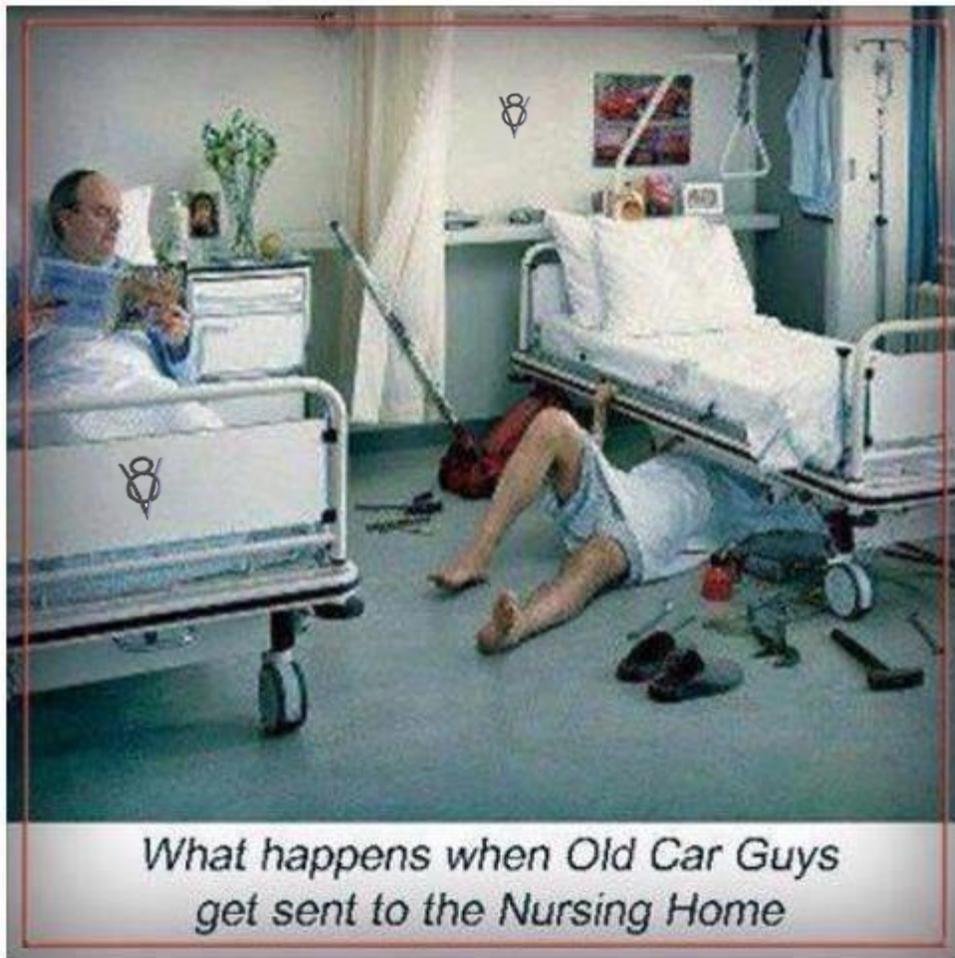
The young man ran back to his car and shouted in a stunned voice, 'What did you do that for?'

Elsie smiled at him and said, 'That's what you can do when you're old and rich.'

If you look carefully throughout this newsletter you will find several of these symbols. See how many you can find and tell the editor at the next club meeting. Must be exactly the same. First correct guess wins a somewhat valuable prize. This is designed to be a little challenging, and there is no truth to the rumour that the editor can be bribed.



Thank you Reg Ash for this insightful submission!



First new Port Moody fire truck gets festive twist



Port Moody Fire Department Deputy Chief Gord Parker drove the 1949 Mercury pumper truck in the early 1980s when it was still in service.

For complete article please see Jalopyjournal.com

AUTO HISTORY. HOLLEY CARBS. PART FOUR 1946 TO 1965.



SECOND GENERATION TAKES THE WHEEL

Following the war, Holley concentrated on keeping up with the requirements of car manufacturers who, in turn, were trying to meet the demands of a car-hungry public. At the same time, Holley's research and engineering departments were busy at work, developing new and advanced carburetors and ignition equipment for the cars of the future. One result of this research was a new line of side air inlet carburetors, developed for heavy-duty truck and bus applications.



In 1946, the automotive industry celebrated its Golden Jubilee, and George M. Holley was named to the Automotive Hall of Fame. That same year, Holley opened its Clare, Michigan plant, and George Holley, Jr. became vice president and general manager of Holley Carburetor Company. Under his direction, Holley developed and manufactured fuel control devices for planes equipped with gas turbine and jet engines.

In 1948, the Holley plant in Paris, Tennessee, opened. The following year, Holley introduced the first pressure distributor, an important contribution to ignition efficiency, and the advance-design four-barrel carburetor to keep pace with the growing power requirements of American-made automobiles. During this time, Holley also entered the automotive after-market by supplying carburetor repair kits and genuine Holley parts to garages and service stations.

In 1951, Holley closed its main plant in Detroit and moved its operations to Warren, Michigan. The following year, the plant in Bowling Green, Kentucky, opened.

In 1953, co-founder Earl Holley retired, and the second generation of Holleys began running the company. George Holley, Jr. became president of the company, Danforth Holley became the Director of Cost Savings, and Jack Holley became the Vice President of Sales. Under their leadership, Holley expanded from solely servicing Ford to becoming a major supplier of original equipment to the entire automotive industry. Earl Holley served as Vice Chairman of Holley's Board of Directors until his passing in 1958 at the age of 76.

The 1950s proved an intense time for automotive manufacturers as they competed to pack more and more horsepower into high-compression engines. Holley kept pace with their dedication to research and development. Their biggest contribution during this time was the complete redesign of carburetion to address the problems imposed by the low hood lines of road-hugging cars that began appearing around 1955. In 1957, Holley introduced the 4150 four-barrel carburetor on the 1957 T-Bird. This represented the birth of the modular carburetor we know today.

In the late 1950s, the upsurge of the new fleet of compact cars placed additional demands upon Holley's ingenuity. True to form, Holley met the challenge with an economy-designed single bore carburetor, produced in various configurations to meet the individual specifications of different compact models.

By 1960, Holley facilities included administrative and engineering offices in Warren, Michigan, carburetor manufacturing in Bowling Green, Kentucky, and Paris, Tennessee, and aircraft fuel system production in Clare, Michigan.

Holley's influence was being felt elsewhere around the world. In Australia, their ignition distributors were being built under license by Lucas. In Germany, Holley was selling carburetor spark valves. In France, Holley purchased horn parts for their marine division. Then, in 1963, Holley opened manufacturing facilities in Turin, Italy, under the name Holley Europea SpA and began turning out carburetors, governors, and fuel pumps.

That same year marked the passing of Holley's other founder, George Malvin Holley, Sr. at the age of 86. From the manufacture of one single item, his company had now expanded into the production of many parts everything from door switches to solenoid repair kits. But it was their carburetors that had made Holley famous. And, in 1965, their 100,000,000th one rolled off the assembly line.





This Day in Auto History – January 11, 1904.

Henry Ford sets a land speed record. 91.37 mph.

On this day in 1904, Henry Ford sets a land-speed record of 91.37 mph on the frozen surface of Michigan's Lake St. Clair. He was driving a four-wheel vehicle, dubbed the "999," with a wooden chassis but no body or hood. Ford's record was broken within a month at Ormond Beach, Florida, by a driver named William K. Vanderbilt; even so, the publicity surrounding Ford's achievement was valuable to the auto pioneer, who in June of the previous year had incorporated the Ford Motor Company, which would eventually go on to become one of America's Big Three automakers.



Henry Ford was born on a farm in present-day Dearborn, Michigan, on July 30, 1863. In 1896, Ford, then an engineer in Detroit, built a four-wheel, self-propelled vehicle with a gasoline engine that he called the Quadricycle. Three years later, he founded the Detroit Automobile Company; however, by early 1901 the business failed. That same year, Henry Ford became involved in auto racing as a means to promote himself and gather investors for future auto making ventures. Late that year, the Henry Ford Company was established. The following year, Ford left the business after

clashing with Henry Leland, who had been hired as a consultant. (Leland subsequently gave Ford's company a new name: the Cadillac Automobile Company.)

On June 16, 1903, Ford incorporated a new company: the Ford Motor Company. In January of the following year, Ford set his record at Lake St. Clair, racing 1 mile in 39.4 seconds for a record speed of 91.37 mph. For the next several years, Ford continued to build race cars that met with varying degrees of success. In 1908, Ford launched a car for the masses, the Model T, which revolutionized the automotive industry--and American society in general--by providing affordable, reliable transportation for the average person. To promote the Model T, Ford entered it in races. In 1909, the Model T won a New York-to-Seattle race and although it was later disqualified due to a technicality, the event provided great advertising for Ford. Over the next few years, the Model T won a variety of races around the U.S. In 1913, Ford, who was reportedly unhappy with certain rules of auto racing, quit the sport. (Now that his company was a success, he didn't require the publicity from racing anyway.)

In 1913, Ford Motor Company began employing the moving assembly line at its plant in Highland Park, Michigan, which reduced the assembly speed of a chassis from 12 hours and eight minutes to one hour and 33 minutes. The following year, Ford produced over 308,000 vehicles, more than the output of all other carmakers combined. The Model T, which was in production until 1927, became the world's top-selling vehicle until the Volkswagen Beetle surpassed it in 1972. Henry Ford died at the age of 83 on April 7, 1947.





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Should you wish to contribute an item or offer comments please contact

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Thank you. 

