

# *Early Ford V8 Club #109*

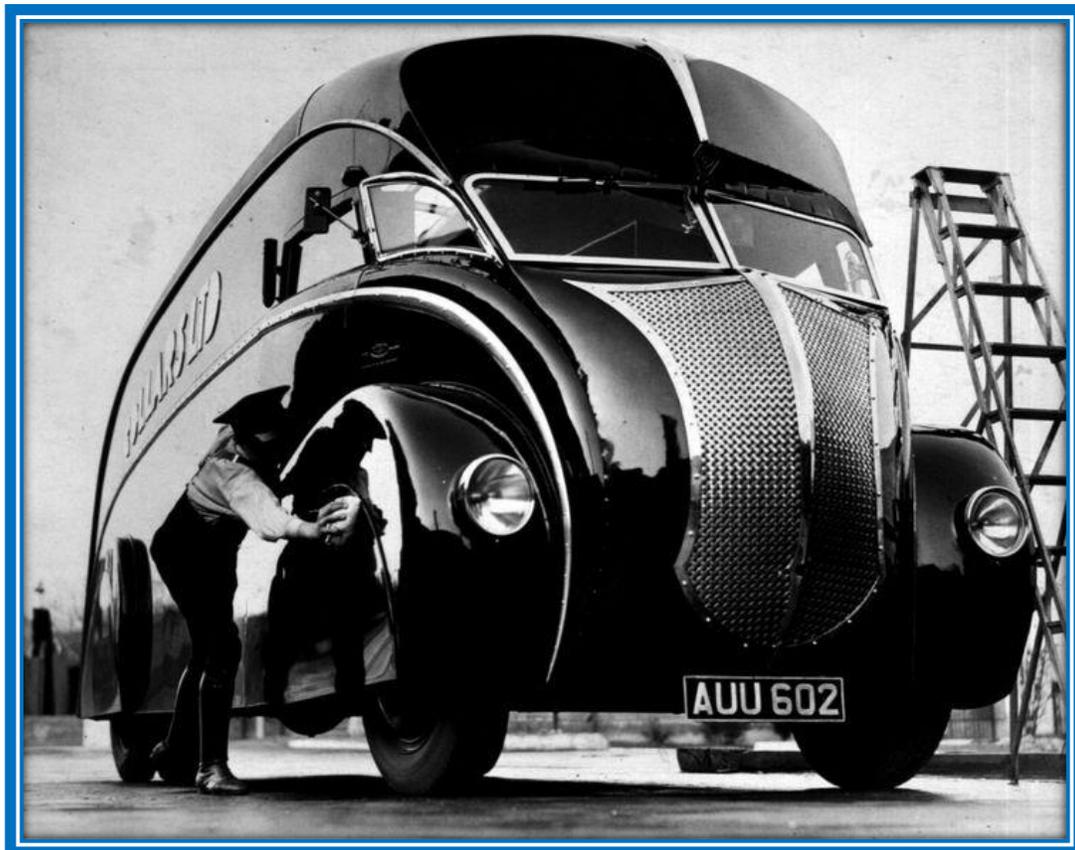


[www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com)

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Victoria, British Columbia V8X 5K2

# **NEWSLETTER**

## **JANUARY 2017**



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# The Executive Crew



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<b><i>Treasurer</i></b>	Jim Jennings	250 477 5594	<a href="mailto:Jennings@telus.net">Jennings@telus.net</a>
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# **EARLY FORD V8 CLUB R.G. #109**

Victoria, British Columbia

## **2017 CLUB AGENDA & EVENTS**

***Next club meeting is Feb 14<sup>th</sup> at TBA.***

### **ACTIVITY AGENDA – January through July 2017**

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<b>DATE</b>	<b>EVENT</b>	<b>SUBJECT TO CHANGE &amp; UPDATES</b>
<b>JAN. 10</b>	<b>REGULAR CLUB MEETING – 7:30 AT THE WELL.</b>	
<b>JAN 28</b>	<b>CLUB TOUR - AVAIIATION MUSEUM 11:00 AM lunch to follow.</b>	
<b>FEB 14</b>	<b>REGULAR CLUB MEETING – 7:30 AT TBA</b>	
<b>FEB 18</b>	<b>CLUB TOUR – DAVE DYER COLLECTION &amp; SHOP.</b>	
<b>MAR 14</b>	<b>REGULAR CLUB MEETING – 7:30 AT TBA</b>	
<b>APRIL 11</b>	<b>REGULAR CLUB MEETING – 7:30 AT TBA</b>	
<b>APRIL 15</b>	<b>CLUB TOUR – GARY CLARKE COORDINATOR DETAILS TBA</b>	
<b>MAY 9</b>	<b>REGULAR CLUB MEETING – 7:30 AT TBA</b>	
<b>JUNE 13</b>	<b>REGULAR CLUB MEETING – 7:30 AT TBA</b>	
<b>JUNE 24</b>	<b>SPECIAL MEETING F&amp;F COMMITTEE.</b>	
<b>JULY 23</b>	<b>37<sup>TH</sup> ANNUAL FORDS &amp; FRIENDS CAR SHOW &amp; SHINE</b>	

## **Meeting Minutes January 10<sup>th</sup>, 2017 : by Don Landels, Secretary**

**Opening:** The regular meeting of the Early Ford V8 Club RG 109 was called to order at 7:35 PM by President Bill Pritchard, at SBC (formerly The Well).

**Present:** There were **16 members** in attendance.

Reg Ash sent regrets.

***Thank you all for attending.***

**Approval of Agenda:** January 10<sup>th</sup> agenda was approved unanimously. Distribution at meeting commencement.

**Approval of Minutes.** Motion to approve November 8<sup>th</sup> minutes, by Murray Anderson, 2<sup>nd</sup> Tony Cond - Unanimous.

### **OPEN ISSUES:**

Bill Pritchard informed the club of the passing of Kay Stidston, wife of long term member Jack Stidston. Bill sent a card and expressed condolence on behalf of the EFV8 Club members.

Bill Pritchard reported further on the changes to the BC Government's new Society Act. The club will pay the \$40 to. Al Wills, who is familiar with the changes, has volunteered to file our new constitution and bylaws on-line. Updates to include removing Anna Meyer and Vic Nordstrom as directors. Al Wills and Bruce Somers review our constitution and bylaws and report back to the club.

Bill Pritchard opened the on-going Camosun College discussion by inviting Tony Cond to report to the club about recent discussions with Camosun College. Tony clarified our current balance in the bursary, including how much funds have been distributed to date. The club has a balance of \$4000 remaining in our bursary for distribution at the rate of \$500 per year. There was a discussion with members as to how we move forward with the donation to the Camosun College bursary. Ideas discussed included changing the bursary to an award, halting future donations, and scholarships. Chris Chown tabled a letter received from Karen Whyte / Camosun College Foundation. The letter provided details of our current bursary and where our funds have been distributed to date. It was clear from the letter that our bursary has not made it into the hands of a student involved in the automotive program.

**Motion:** To stop contributions to the Camosun College Foundation Bursary Program, and redirect the current funds to a \$500 Award per year to a deserving Automotive Tech Student. Strike a committee to redirect funds to Greater Victoria High School Automotive programs. Moved by Tony Cond seconded by Lew Williams. Unanimous.

A committee consisting of Tony Cond, Bruce Somers, Lew Williams, Jim Jennings and Norrie Spencer was created to explore how the club can support the high school automotive programs. The committee will meet and report back to the club at a future meeting.

## **NOMINATIONS FOR THE ELECTION OF 2017 EXECUTIVE.**

Bill Pritchard report that Chris Chown has put his name forward for the position of EFV8 Club RG#109 President.

**Motion:** To elect Chris Chown as President of EFV8 #109. Moved by Bill Pritchard seconded by Bruce Sommers. Unanimous.

Tony Cond congratulated Bill Pritchard on behalf of the club for his record as President of the club and thanked him for his many years of service as a member of the club's executive.

At current the Vice President position remains open. If you have any questions regarding the VP position, please contact President Chris Chown.

President – Chris Chown

Vice President – OPEN

Treasurer – Jim Jennings

Secretary – Don Landels

Rumbles Newsletter – Chris Chown & Al Wills

Ford and Friends – Bruce Somers and Lauri Stevens will continue

Shop Tours – Gary Clarke

Phone Committee – Bob Mortimer, Norrie Spencer & Dave Wallace

Membership – Jim Banks

Christmas Party – Anna Meyer and Steve Butler

**CORRESPONDENCE.** The club received Christmas Card's from Searle's Automotive and Camosun College

**TREASURERES REPORT.** Treasurer Jim Jennings reported that all accounts are in a current position. Jim reported that the Carson Automotive Group has paid their outstanding Ford and Friends sponsorship fee. Full financial details for any member are available upon request through the club executive.

Bill Pritchard reminded members that memberships are due for 2017. Annual fees are \$25 for EFV8 national members and \$30 for non-national members.

Treasures report approved by Bob Mortimer, 2<sup>nd</sup> Bruce Somers. Unanimous

## **NEW BUSINESS.**

We have been informed by the Saanich Baptist Church that our Tuesday meeting dates will not work in the future as the space is needed by the Church's Youth Program. Bill has researched alternatives closer to Victoria and suggested that we consider moving our meetings to The Citadel Church located at the corner of the Pat Bay Highway and McKenzie Avenue. Gary Clarke suggested we look at the McKenzie Retirement home for meeting space. He will report back to Bill on costs and options available.

Bill Pritchard tabled a letter received from the Westshore Refuge Group. The letter was delivered by Bruce Somers on behalf of his wife Bev. The group which is supported by several Westshore Churches is sponsoring a Syrian refugee family of 5. (Mom, Dad and 3 daughters between 1-6 years old) They have raised \$40k of \$50k required to bring the family to Canada. The Westshore Refuge Group is asking the club for a donation.

**Motion:** To donate \$100.00 to the Westshore Refugee Group. Moved by Murray Anderson seconded by Tony Cond. Unanimous.

The National Association of Automobile Clubs of Canada annual membership dues for EFV8 #109 are now due. Information at: [www.ncaacc.ca](http://www.ncaacc.ca)

**Motion:** To pay the annual dues for 2017 to the NAACC. Moved by Bill Pritchard seconded by Tony Cond. Unanimous.

Chris Chown tabled a letter from William Simmons a representative for the insurance provider for the EFV8 Club of America. Details confirm that Canadian Clubs are protected under the current insurance coverage. A copy of the email will be kept on file. Original memos came from Lloyd Harris, EFV8 club 149 S. Ontario

## **CHRISTMAS PARTY.**

Bill Pritchard thanked Steve Butler and Anna Meyer (absent) for their work on organizing this year's successful Christmas Party at Glenn Meadows Golf Course. 47 people attend the party.

Bill thanked members for donating to the Salvation Army's Stan Hagen Centre for Families. \$220 was collected at the Christmas Party and these funds were added to the club's annual \$500 donation. These funds were delivered by Bill to the Salvation Army where they were graciously received.

## **FORDS & FRIENDS 2016/17.**

Bruce Somers reported that the date of the 2017 Ford and Friends is July 23<sup>rd</sup>, 2017.

The 2017 show and shine will follow the same format as last year, but Bruce raised concerns he has with the sustainability of the show down the road.

## SHOP TOURS.

Gary Clarke reported that we have two fast approaching tours. Gary has arraigned the following:

**#1 – BC Aviation Museum tour Saturday, January 28<sup>th</sup> at 11am. The tour will be followed by a lunch at The Roost Café.**

#2 - Dave Dyer Shop Tour, Saturday, February 18 at 12pm. Location is at 525 Boblaw Pl. Followed with lunch at 2pm. in the My-Chosen Café.

Members are encouraged to email or call Gary as soon as possible to RSVP to these tours which promise to be outstanding.

Gary also reported that the Rock N' Roll for Little Souls Show is set for May 26<sup>th</sup> – 29<sup>th</sup> at Pearkes Arena. We have made a commitment to enter a minimum of 4 vehicles. It would be nice to bump that number up to 8. Gary needs your commitment by February 15<sup>th</sup>. We are also looking to set up a display table and we could use a raffle item. Mike Mortimer has volunteered to help with the organization of the car set up at the show. Thank you, Mike.

In addition, Gary is organizing a Poker Run this spring which travels between retirement residences. Participants are also treated to lunch as part of the fun. He is looking for an indication of what members would like to participate. Please let Gary know if you are interested.

**TECH TALK.** No items for discussion.

## BUY & SELL.

Jim Jennings reported that a mutual friend has a model A Roadster and a '53 Meteor/Ford 4-door sedan for sale. Looking for \$6000 for the '53. Full details will follow in a future issue of the Rumbles Newsletter

## ANNOUNCEMENTS.

Vic Nordstrom relayed a story of a couple of finds while rummaging in his garage. The first item was a 1910 Canadian Nickle which Tony Cond says "*worth a bit of money!*" Keeping with the theme of money, Vic also came across a Money Bag from the Royal Bank stuffed in a cardboard box. Unfortunately, the bag was empty! The canvas bag had printed on its side - If found Please Return to the Royal Bank of Canada. Of course, Vic returned the bag to the bank! Vic is not sure how the bag ended up in his garage or how long it had been there. Vic suspects his Uncle Pete may have something to do with it. According to Vic, Uncle Pete was known to be constantly looking over his shoulder.

**ADJOURNMENT.** Motion to adjourn by Murray Anderson at 9:17pm / 2<sup>nd</sup> by Bruce Somers.

There were 4 x 50/50 draws held! Congratulations to all the winners of calendars donated by Lew Williams. Bruce Somers took home \$17.50 for Bev.

**If you are aware of any errors or omissions, please contact club Secretary, Don Landels.**

*SPECIAL FEATURE. COMPLIMENTS OF NORRIE SPENCER.*

***Hot Rods You Should Know: Doane Spencer's 1932 Ford Hi-Boy Roadster***

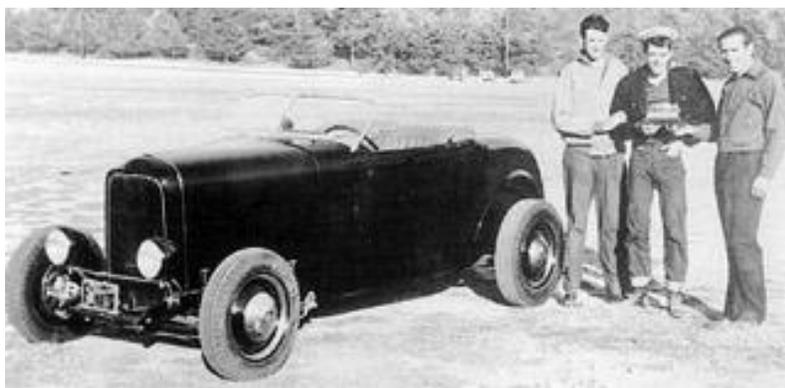


*This article has been contributed to the Rumbles Newsletter by our own Norrie Spencer. Please take a moment and say thanks to Norrie for his support of EFV8 #109.*

For some, the most influential hot rod in their lives came in the form of a [movie icon](#). For others, it was a [record-chasing coupe](#). But if you're looking for the most influential hot rod in the custom fabrication department, then Doane Spencer's 1932 Ford Hi-Boy is certainly a top contender, as well as this month's Hot Rod You Should Know feature vehicle!

Originally modified under the ownership of Spencer's high school friend, Jack Dorn, who purchased the car in 1941, Spencer purchased the car from Dorn in 1944 for a mere \$500. By that time, the roadster had been modified with a filled grille shell, shaved deck lid and a '37 Ford Flathead V8 engine.

The car also already had its signature George DuVall split windshield, a carry-over from Spencer's Model A, which he wrecked and then gave Dorn the windshield from prior to his purchase of the roadster. The windshield on the Spencer roadster is said to be the first DuVall windshield ever put on a roadster.



**Purchased by Spencer in 1944, the famed roadster had previously been modified by then owner Jack Dorn. But it wasn't until Spencer got his hands on it that the car became famous! Image: [Kustomrama](#)**

When Spencer took ownership of the [Ford](#) in 1944, he did away with the car's original full-fendered look, giving the car an open suspension, another defining feature of the early hot rod. Spencer also equipped the car with a bit more oomph, pulling the Ford Flathead from under the hood and putting a 1946 Mercury 258ci Flathead V8 with Ord heads and a dual-carb setup in its place.

Other defining features of the car under Spencer's ownership included a custom center armrest, which contained controls for the radio, and modified Lincoln brakes with extra cooling scoops fabricated by Spencer.

A gorgeous, unique, jet-black hot rod, the roadster went on to win the Best Appearing Hot Rod award at the Pasadena Roadster Club's 1947 Reliability Run, as well as receiving an exclusive invitation to be displayed at the first annual Hot Rod Exposition in 1948. But the show circuit wasn't enough for Spencer and he opted to transition the car into a racer, making the necessary tweaks to the Ford to do so.



Spencer raced the car at El Mirage for a number of years, turning an impressive 126.76mph in 1950 with the car, but Spencer still had bigger plans for the Ford. The next big move would be to enter the roadster in the Carrera Panamericana road race in Mexico.

To prepare the car for the Panamericana, Spencer fitted and formulated new components on the Ford. One of the car's most notable custom component was

the custom exhaust system Spencer came up with for the car that threaded through the side frame rails rather than underneath them, giving the car more ground clearance for racing on rough roads.

The roadster was also fitted with an extra cross-member for added rigidity. Unfortunately, though the modifications were made for racing the Mexican road race, the roadster never made it to the Panamericana, the race had been canceled at the end of 1954 due to numerous accidents.



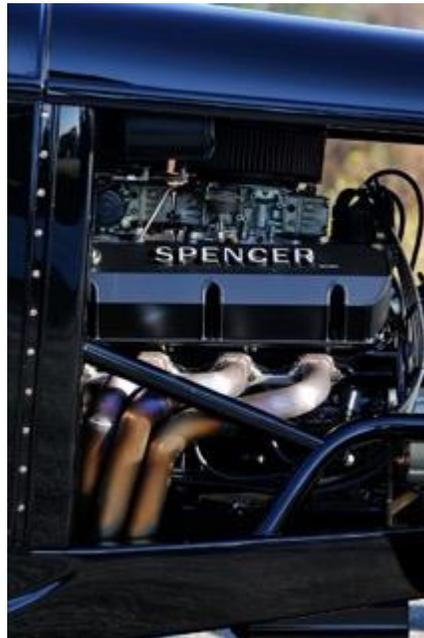
**Well-known for its show-car status, the Spencer roadster was also raced for several years. Image: [Jalopy Journal](#)**

Spencer kept the roadster until 1958, when he sold it to friend Lynn Wineland, of *Rod & Custom* fame. Reportedly, Wineland bought the car for just \$300 without an engine or running gear, as Spencer is said to have been selling pieces from the car to raise money after purchasing a new house.

Though Spencer no longer owned the car (he did, however, own a modified 1955 Ford T-Bird that he was racing), he still remained part of its legacy and even helped Wineland work on the car for some time.

Under Wineland's ownership, the roadster was fitted with a Y-block equipped with custom 4-into-1 headers built by Spencer, as well as a 1937 Ford tube axle. Unfortunately, Wineland was pushed to sell the car in the late 60s before he could complete his own build on the Ford, after a divorce left his home on the line.

Wineland's friend Neal East purchased the car (minus the Y-block it had been fitted with), making a deal with Wineland that the car would always remain black and Ford powered, and Wineland would have first dibs on the car if East ever went to sell it.



In the early 90s, Spencer began work on a car for his friend Darrell Brunn. The car was supposed to be an updated version of Spencer's original 1932 Roadster. Unfortunately, Spencer passed before the build was complete but after being passed to two more owners, the car was eventually completed as Spencer had intended by Pete Chapouris at So-Cal Speed Shop. The car, now known as the Spencer 2, was put up for auction in 2013 at the Indianapolis Mecum Auction, where it received a high-bid of \$450,000, not meeting the set reserve price. Images: [Mecum Auctions](#)

East held on to the car until 1995 (having once again fitted the roadster with a 1946 Mercury Flathead V8 and gotten the car on the road), when he sold it to avid car collector Bruce Meyer. As the story goes, Spencer had talked to Meyer, the man responsible for commissioning the

restoration of the [Pierson Brother's Coupe](#) and the So-Cal belly tank, at the 1995 Hot Rod Reunion, suggesting Meyer purchase the car from East and restore it to its glory days. Though East had not truly considered selling the roadster up to then, despite many offers over the years, he reconsidered following Spencer's death later that year. Ownership was then handed over to Meyer who promised to have the car restored and then put on display at the [Petersen Automotive Museum](#).



Owned by Bruce Meyer to this day, the original Spencer roadster remains on display at the Petersen Automotive Museum as promised.

Image: [Petersen Automotive Museum](#)

For the restoration, Meyer turned to Pete Chapouris and the So-Cal Speed Shop, who restored the car back to its Spencer-owned show car condition. In 1997, the first year that hot rods were allowed to participate in the Pebble Beach Concours d'Elegance, the restored Spencer roadster took home first-place honors

in the Class R Historic Hot Rods category. Since its restoration, the car has remained on display at the Petersen Museum as promised by Meyer.

*A true standout in the hot-rodding world, Doane Spencer's 1932 Roadster will forever go down in history for its traditional look, innovative modifications and continued presence in hot rodders' lists of dream cars. Some even call the car "The Holy Grail" of hot rods. Whatever you call the roadster, it's certainly an influential hot rod you should know!*

*Thanks again Norrie*



## Club News



### ANNOUNCEMENT

Dave Hamer has been elected to be the Canadian International Representative for Canada effective January 1, 2017. Please direct any questions you have for the parent club to Dave as well as any issues you may be having with your V8 Times.

Dave's contact information is; 329 Hamers Road, Brooklin, Ontario, L1M 2A4; [flatheadh@gmail.com](mailto:flatheadh@gmail.com) or 905-925-488

*Annual EFV8 Christmas Dinner.*

*Thank you, Anna and Steve!!*



*Our club hosted the annual Christmas dinner on Dec 2 at the Glen Meadows Golf and Country Club. We experienced an excellent turnout by members who devoured a first-rate Christmas Buffet featuring fine roast beef and a plump Christmas turkey. We all enjoyed the entire event and were well entertained by a local magician, Shayne King, who amazed us with several baffling magic tricks. A special treat included a first showing of Gary Nordstrom's hand made flathead V8 replica.*

*Once again, we all owe a huge vote of thanks to both Anna Meyer and Steve Butler for doing such a fantastic job of putting this all together. Please take a moment and say a personal thanks to both Steve and Anna.*



**EFV8 club #109 members enjoy the show.**



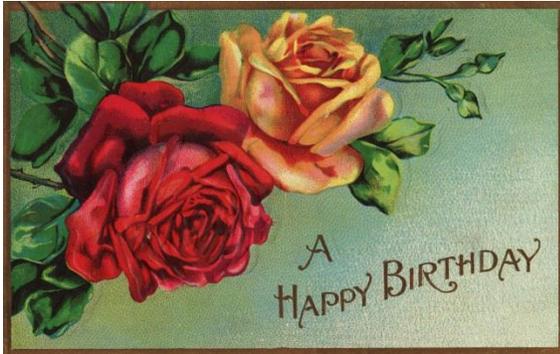
**Anna Meyer & Steve Butler. Well done!**



**Gary Nordstrom with his home-made flatty**



**Shayne King performs his magic.**



*Anna Meyer. A true champion, still going strong.*

*It is with great pleasure that we take this opportunity to congratulate our own Anna Meyer on celebrating her 90<sup>th</sup> Birthday. Anna continues her active participation in the EFV8 club 109 and we greatly appreciate her many contributions over so many years.*

*We wish you the very best for a Happy Birthday Anna and many more to come.*



**For those that don't know this is Anna driving her special 36 Coupe in the Canada Day Parade in 2015. Photo is courtesy of Svein Haugen.**

## **It's not every day that you get to move a castle!**

Way back in November several V8 club members were lucky enough to lend a hand to Vic Nordstrom as he relocated his children's playhouse (The Castle) to a neighbour's property. This event came about as Vic recently sold the family farm and the new owner requested removal of some of the buildings. The castle was built by Vic for his kids' decades ago using two 8-foot diameter steel drums stacked and welded on top of each other. Inside the drums features a spiral staircase (what else?) providing kids with the perfect opportunity to bang on the walls and make loads of noise of course. The addition of a playhouse was attached on the side complete with an observation deck on the top floor. Lots of great features that the children loved to play with and share with neighbourhood kids.

Our job was to move this, intact, to a new acreage about a half a mile away. "Piece of cake" Vic said. We had an immense amount of fun and I personally viewed a few new engineering feats that I didn't think were remotely possible. I was also introduced to the brand new "Fairmont Bumper" loading system, which I'm sure now has a patent pending. Several ingenious methods to solve small problems were created on the spot and were a marvel to see. Gary Clarke introduced me to the concept of "over nailing" which I promise I will never do.

It really was a great day and if you ever get a chance to watch Vic in action don't miss it as it is sure to be a memorable moment.

Thanks Vic and family for a fantastic experience.

By, Chris Chown



**The start with the roof and flag removal. Vic offers sound advise, save the flag!**



**Gary Clarke proudly displays his new camper special but has lost the flag!!**



**The soon to be world famous Fairmont Bumper loading system. Bill thought the tires needed a little more air as they were flat on the bottom.**



**Don't try this at home folks, it's for farmers only**

**What could go wrong??**



**Easy does it every time.**



**Order your Fairmont Bumper system today!!**



**The perfect and now world famous "Fairmont Bumper Loading System" at work. Still have a little air in the tires, probably would look and ride better with wide white walls and baby moons.**



**Off we go down the hill, to the hard left at the end..**



**New owners watch the arrival. Lots of smiles.**



**The playhouse before we fixed it.**



**After we fixed it and on the road for delivery**



***Gary Clarke and Bill Pritchard demonstrate how to deal with "over nailing"***

# TECH TALK:



**Thank you, Al Wills, for the following contributions.**

## **Synthetic Oil, is it right for my Ford?**

First off, I am far from an expert, however, I did some research and can pass on some findings, like anything else, do your own research before trusting anything to your machine!

One of the biggest debates we all hear these days is synthetic vs conventional oil and is it right for classics?

So, what is the difference, well, pretty much everything!

Synthetic oil is not only refined but also distilled, purified and broken down into its basic molecules. This process not only removes more impurities from the crude oil but also enables individual molecules in the oil to be tailored to the demands of modern engines. These customized molecules provide higher levels of protection and performance than conventional oils. But the synthetic base oil is only half the story. The correct blend additives must go into the mix to create the oil.

As oil circulates through your engine it can pick up deposits. Over time, conventional oils can sometimes form sludge, which can reduce your engine's efficiency and, ultimately, reduce the life of your engine. Mobil 1 motor oils contain fewer impurities compared to conventional motor oils and can better resist the formation of sludge thereby preventing deposits from forming in your engine.

Engine parts are in constant contact with each other. They're also moving at high speeds. In the extreme environment of your engine, components can wear and break down. Your motor oil is the protective barrier between these components. As conventional oils break down, their ability to prevent engine wear diminishes. Synthetic oils, on the other hand, retain their wear protection properties for a much longer time, increasing engine life.

**Better in the Cold** - When your car sits for a while (let's say overnight) the oil settles. But, when you fire up the ignition, it begins flowing through critical engine parts to protect against friction. With conventional oils, it takes more time until they can flow smoothly through the engine. During the cold winter months, or if you live in an extremely cold environment, this flow process takes even longer. Synthetic motor oils, however, are engineered to flow quickly even at low temperatures, and they start protecting your engine right after you start your car.

**And in the Heat** - When running, engines are hot. Really, really hot. Over time, the high temperatures in your engine can cause conventional motor oils to break down or evaporate exposing your engine to wear. Synthetic motor oils are engineered to resist these high temperatures, which is especially important if you're driving in hot climates.

Be careful – a lot of synthetic oils out there are blends, synthetic oil with regular oil blended. Synthetic oil also tends to leak where you didn't have leaks before because it

flows differently. The bottom line is you can increase the time between changes to upwards of 7000 miles.

So, do I want to use synthetic oil in my classic? Well, from what I've been able to find, it's up to you, do your research, if you're running a new crate motor that you spent a lot of money on, it's probably got very close tolerances and then synthetic is probably required, however, if you're going to keep your oil changed regularly, then save yourself some \$. The bottom line is the API (American Petroleum Institute) rating, if the oil has the proper rating you can use it regardless of synthetic or conventional.

I think the bottom line for most of us gear heads running older engines is that you can save significant funds by sticking with conventional, especially if you're going to be changing the oil regularly and monitor it closely.

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***Over the past decade, owners of classic cars have learned that additives in the fuel tank can stop or slow done damage to the fuel system and some engine parts caused by gas blended with ethanol.***

Ethanol is an alcohol added to fuel that cleans up emissions from the exhaust of cars. [Classic cars are especially vulnerable to ethanol gas damage.](#)

### **ZDDP No Longer in Motor Oil**

Like modern fuels, oils today have undergone significant changes from times past. While oil companies have added ethanol to standard gasoline, they have removed ZDDP (zinc dialkyldithiophosphate) from many formulations of engine oil. A compound used in motor oil for over 70 years, it has proven highly effective for protecting parts in an engine from "metal on metal" wear.

The product originally developed for use in airplane engines soon migrated to truck and car engines where it proved effective in [anti-wear protection](#). It works especially well with problems associated with flat tappets, buckets and followers, as well as the associated lifters operating under high pressure where metal meets metal and rapid wear is a known problem. It is also useful for lubricating overhead cam lifters.

Not only does ZDDP moderate metal on metal wear, ZDDP has anti-oxidant and anti-corrosion properties that help prevent car engines from aging.

Motor oil research studies have shown repeatedly that ZDDP is effective in moderating engine wear. So, why remove it? Regulators wanted its use reduced due to long-term toxicity to humans as well as issues with aquatic wildlife. Furthermore, the EPA encouraged reduction of ZDDP in oil because the phosphorus causes damage to catalytic convertor, deactivating the emissions-cleaning catalyst over time.

**[Classic cars seem to suffer heavily when ZDDP is not present in motor oil.](#)** Several years ago, reports of rapid wear and near complete destruction of the cam shaft and lifters in overhauled classic car engines circulated.

## How to Deal with the Lack Of ZDDP

### Rebuilt Engines

Use ZDDP as an added treatment to motor oil during the break-in period.

Use caution when adding ZDDP additives. Follow the manufacturer's specifications and measure with care. Too much is just as bad as too little or none.

Add a ZDDP additive to your regular engine oil when you change oil, or, many manufacturers offer motor oils especially made for classic cars. Motor oils specifically blended for vintage cars often contain a ZDDP additive.

Some manufacturers now offer synthetic oil that includes high amounts of zinc as an additive. Generally, synthetic oil with high zinc packages exceeds the standards needed for classic car and vintage cars no matter how you use the car.

### Oil Is Rich In Additives

Most oil sold today have additives in them. These include oil stabilizers and viscosity modifiers. This group of additives increases the antioxidants in your motor oil. [They also help your motor oil to work well over a variety of temperatures.](#)

### Extreme Wear Additives

The manufacturing process of these oils includes a technique that uses chlorinated paraffin. Makers hype chlorinated paraffin as making oil more slippery. The jury is out on whether the claim is true or not.

Classic car oils need changing every 3,000 miles. Choose an oil containing a ZDDP additive for your classic car. Normal oil, with additives already in it should work just fine if they also contain ZDDP, or use your regular oil and add a ZDDP supplement or an MBL supplement like [X-tra Lube.](#)



## Storing Batteries on Concrete, Yes or No

For as long as I can remember, I've been near OCD about not storing batteries on concrete floors. I guess it goes back to the farm when I was always warned not to store them like that or they'd be ruined. 50 years later when I was doing some consulting work with the navy where we have some 25 deep cell batteries that had to be maintained and charged. It was always a challenge to keep them off the concrete, until one day one of the younger workers asked what I was doing. I explained and he just shook his head, we did some research and it turns out it is an urban legend. According to snopes.com (who I go to whenever I need to prove or disprove such legends), the following applies:

Car batteries used to be encased in hard rubber, a substance that was porous enough that battery acid could seep through it and create a conductive path through the damp concrete, draining the battery. The cases of today's batteries, however, are made of sturdier stuff that far better contains their contents than those of yesteryear. As well, time has brought technological improvements to

the seals around the posts and the vent systems. These days, the problem of car battery electrolyte seepage and migration has been all but eliminated. Nowadays, containers are made from a solid plastic that does not allow any current to flow through it, so the batteries do not discharge, even if they sit in a few inches of water." Interestingly, some experts (including Car Talk's Click and Clack) believe that storing car batteries on concrete floors might actually be a better idea than keeping them on shelves or other surfaces because the cold of the floor works to slow the self-discharge (leakage) rate.

So, I now have lots of room on my workbench freed up by where all those batteries used to sit, hopefully this information helps you all somewhat too!

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## ***BUY & SELL.***

**WANTED:** Gary Nordstrom is building a flathead mock-up and requires several bolt on items. If you have a twin car manifold, headers, exhaust manifolds or other items that will work please call Gary at 250 415 6485 or [gnordstrom@shaw.ca](mailto:gnordstrom@shaw.ca)

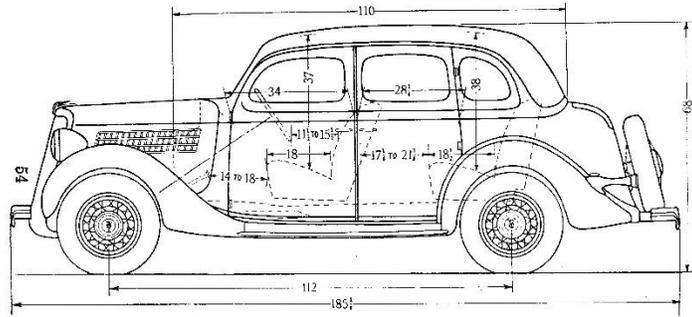
**WANTED:** Searching for anyone who may have a copy of a book: *Ford in Canada - 100 Years of working together.* If you can help please contact Chris Chown at [cdchown@outlook.com](mailto:cdchown@outlook.com). Cheers.

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## ***FOR SALE: 1935 Ford Touring Fordor Sedan.***

Freshly rebuilt 239 1949 Flathead engine and 3 speed transmission. New radiator, electric fan, working gauges, wire wheels and tires. New 1940 hydraulic brakes replace the old mechanical brakes. Asking \$13,000. Please contact Gary Clarke 250-652-9823 or [monty57@telus.net](mailto:monty57@telus.net) for additional information and viewing.





The Fordor Touring Sedan





**JUST FOR FUN**



I'm pretty sure that's our own **Gary Clarke** driving with those cool shades on!!

## GM Futurliner

*While the 12 GM Futurliners aren't from the '50s—they were originally produced between 1939 and 1940 for events such as the 1939 New York World's Fair and the 1940–1941 GM Parade of Progress rolling-technology show—their use and significance ballooned in the 1950s when GM resurrected the Parade of Progress. We think that's enough to qualify them for inclusion here. Measuring 33 feet from stem to stern, eight feet wide, and more than 11 feet tall, the Futurliners were gigantic, and even with their immense inline-six diesel engines, their top speed was just 50 mph. The driver was perched way up in a high, single-seat cabin—sorry, no passengers on this bus—while technology displays were carried in the Futurliner's belly. When parked, light bars rose up from the roof to illuminate the surrounding area, while clamshell side doors opened to reveal exhibits such as "Miracles of Hot and Cold," "Out of the City Muddle," "Opportunity for Youth," and "Power for the Air Age," among others. Just nine Futurliners are known to exist today, one of which sold at auction in 2006 for \$4.1 million.*

If you own shares in any battery company such as Duracell, check out this link.

<http://sundown.me.uk/technology/mercedes-aa-class.mp4> A great submission from our member at large, **Don MacPherson**, in Parksville.

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### **WATER IN THE CARBURETOR!**

WIFE: "There is trouble with the car. It has water in the carburetor."

HUSBAND: "Water in the carburetor? That's ridiculous "

WIFE: "I tell you the car has water in the carburetor."

HUSBAND: "You don't even know what a carburetor is. I'll check it out.

Where's the car?

WIFE: "In the pool".

### **HE MUST PAY!**

Husband and wife had a tiff. Wife called up her mom and said, "He fought with me again, I am coming to live with you."

Mom said, "No darling, he must pay for his mistake. I am coming to live with you."

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## ***Committees & Updates 2017***

**Membership:** Jim Banks

**Newsletter:** *Chris Chown and Al Wills*

**Ford & Friends Car Show & Shine 2017**

*Bruce Somers & Lauri Stevens co-coordinators.*

**Annual B.B.Q.** Details TBA

**Tours:** *Gary Clarke coordinator*

**Annual Christmas Party 2017**

*Steve Butler & Anna Meyer*

**50/50 Draws.** *The Mortimer Brothers.*

# This Day in History

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1938

## ***Silent-film star and inventor of mechanical turn signal dies***

On December 28, 1938, the silent-film star Florence Lawrence commits suicide in Beverly Hills. She was 52 years old. Though she was best known for her roles in nearly 250 films, Lawrence was also an inventor: She designed the first “auto signaling arm,” a mechanical turn signal, along with the first mechanical brake signal. She did not patent these inventions, however, and as a result she received no credit for—or profit from—either one.

Born Florence Bridgewood in 1886 in Hamilton, Ontario, Lawrence entered show business when she was very young: her mother, a vaudeville actress named Lotta Lawrence (née Charlotte Bridgewood), brought baby Florence on the road with her, sending her onstage as “Baby Flo, The Child Wonder Whistler.” Lawrence got her first movie role in 1907 (“Daniel Boone”) and in 1910 she became the first actress to headline a film by name. (Before that, she was simply known as “The Biograph Girl,” for the name of her film studio.)

Because she was such a successful actress, Lawrence was able to buy her own car—a rarity in the early 20th century, when cars were still luxury items. She adored driving and loved learning all she could about the way automobiles worked. “A car to me is something that is almost human,” she said, “something that responds to kindness and understanding and care, just as people do.” In 1914, she developed a mechanical signaling arm that, with the press of a button, raised or lowered a flag on the car’s rear bumper that told other drivers which way a car was going to turn. After that, Lawrence devised a rudimentary brake signal that worked on the same principle: when a driver pressed the brakes, a “STOP” sign flipped up from the back bumper. These inventions were enormously important, obviously—today, every car on the road has electrical turn signals and brake lights—but because she never bothered to file patents for her work, Lawrence never got the

recognition she deserved. (Not that it would have made much difference: her mother, also an inventor, patented the first electrical windshield wipers in 1917 and never got much credit either.)

After Lawrence was badly burned while rescuing another actor from a studio fire in 1915, she had a hard time finding work. Her first and second husbands died tragically, and she was divorced from her third less than a year after marrying him. She also had a rare bone-marrow disease that caused her a great deal of pain. Lawrence's life came to an early end in 1938, when she poisoned herself in her Beverly Hills home.



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Early Ford V8 Club R.G. 109.

Should you wish to contribute an item or offer comments please contact  
Chris D. Chown via email at [cdchown@outlook.com](mailto:cdchown@outlook.com)

*Thank you.*

