

# Early Ford V8 Club #109



VICTORIA, B.C.  
CANADA

[www.earlytorav8victoria.com](http://www.earlytorav8victoria.com)

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Victoria, British Columbia V8X 5K2

# November 2015 Newsletter



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9. Miscellaneous – news and other interests.

*We gratefully welcome contributions from E.F V8 members and associates for inclusion in the Rumbles Newsletter.*

*Thank you to everyone who has assisted so far!!*





# The Executive Crew

## 2016

<i>Position</i>	<i>Name</i>	<i>Telephone</i>	<i>email</i>
President	TBA		
V President	Bill Pritchard	250 656 7029	<a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a>
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Secretary	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
	Fraser Kaye	250 514 8529	<a href="mailto:jfraserk@shaw.ca">jfraserk@shaw.ca</a>
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## Early Ford V8 Club R.G. #109

Victoria, British Columbia

Gary Nordstrom, Secretary.

### **November 10<sup>th</sup>, 2015 MINUTES Ford V8 Club Meeting at The Well**

**Attending:** Bob M, Tony, Steve B, Anna, Sven, Murray, Reg, Dave W, Jack, Chris, Dennis, Dave P, Robert and Donna, Bob L, Gary N, Bill P, Norrie, Vic, Bob A, Jim J, Steve G.

Guest: Mike Mortimer (applied for membership)

**Welcome:** Vic remembered Bob Cox who passed away 2 weeks ago. Remembrance will be at UVic Faculty Club. Sat Nov 14th 2-4 PM

**Reports:** Minutes accepted as printed. Moved: Anna/Bob L

#### **Business Arising:**

Set up Christmas Display at Heritage Acres, Sat Nov 21. 9-12 Lunch included

Heritage Acres Duties: Sunday, Dec 6th 4:30 Sign up list went around.

Christmas Party: Dec 4th. 5:30 cocktails, 6:30 dinner. Preregister with Steve B, Anna. Costs covered by club for members and spouses this year. Extra person \$45

**Motion:** Cash donations instead of food this year. Accepted Bill/Murray

**Motion:** No door prizes this year. Accepted Tony/Bob M

Regalia: Reg A presented new t-shirts for sale. \$20. Very nice, very blue, great detail.

Show and Shine: July 17, 2016

Fall Tours: No report. Gary C in Phoenix at NASCAR race (placed first).

**Next Meeting: Jan 12, 2016**

**Treasurer's report:** Jim detailed this month's transactions. Accepted Murray/Chris

Chris will be presenting a \$500 donation to the Salvation Army



## **Finance Report: Bill P**

Reviewed last few years re sponsor donations for the Show and Shine to give a basis for yearend donations.

Tony reported on Sponsor's meeting at Camosun College. Decision to give \$1500 to Camosun again this year, which means that 3 automotive program students get \$500 each. Motion accepted Tony/Steve B

There may be a tour opportunity at the Camosun Automotive Dept. next year.

**Motion.** To give \$500 to Heritage Acres. Accepted Tony/Murray

## **Elections for 2016 chaired by Vic.**

President: \_\_\_\_\_ waiting for someone to step up for this.

Vice President: Bill P

Secretary: Chris C

Treasurer: Jim J

Tours: Gary C

Newsletter: Chris C

Show and Shine: Chair-Bruce S, Deputy-Lauri Stevens

Membership: Marc B and Louise S

Regalia: Reg A, Jack Stidson

Phoning: Bob M, Dave W, Norrie S

Coffee: Vic N

Directors: Dennis M, Lauri S, Gary N

**Motion** To accept the slate as it stands. Accepted Murray/Bob L

## **Buy and Sell:**

Bill Scherk is looking for a completed 1930's hot rod to buy 727 679 2263

Gordy Dougan has a 40 Lincoln V12 disassembled and for sale

**Tech Talk:** Andy Anderson wants to know the chassis length for a 40 Merc Convertible.

Bob M circulated an article about an Early Ford Store in California

**Draw:** Plum wine donated by Norrie, won by Svein.

50/50 \$19 won by Gary N.

***Meeting adjourned 9:35 PM. Thank you all for attending.***



# 2015/2016 Club Agenda / Schedule

**NEXT CLUB MEETING IS JANUARY 12<sup>TH</sup>, 2016**

## **ACTIVITY AGENDA – September through December**

- September 8<sup>th</sup> Regular club meeting at The Well.
- Sept. 12 & 13<sup>th</sup> Clickity Clack Road Run. Details to be confirmed. Jim J.
- September 12<sup>th</sup> Esquimalt Car Show
- September 12<sup>th</sup> Ocean Park Car Show. White Rock.
- September 20<sup>th</sup> Blackstaff collection tour. Noon to 4:00 Ladysmith
- Oct 3<sup>rd</sup> Shop tour Camaro collection
- Oct 13<sup>th</sup> Club meeting – Nominations and bursary update.
- Nov 10<sup>th</sup> Club meeting – Elections.
- Nov 21<sup>st</sup> Christmas in the Village – Setup. 9:00 to 12:00 LUNCH  
INCLUDED.
- Dec. 6<sup>th</sup> Parking cars & kitchen help for Christmas in the Village. See  
Dave W.
- December 4<sup>th</sup> Annual EFV8 club Christmas party. 5:30 PM

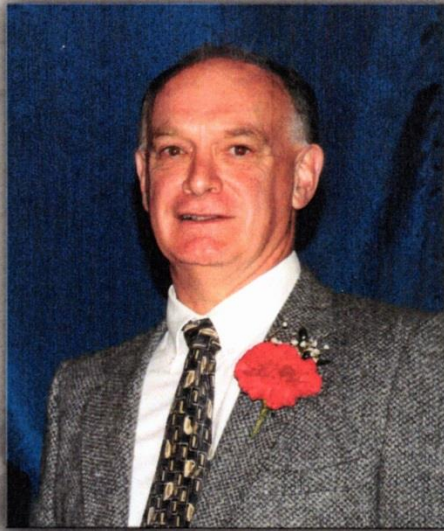




# Club News



## A Tribute to the Life of Bob (Robert) Cox



1946 - 2015

### Bob (Robert) Cox

**Born**  
May 4, 1946  
Halifax, Nova Scotia

**Passed Away**  
November 3, 2015  
Victoria, British Columbia

**Celebration of Life**  
University of Victoria  
University Club  
Saturday, November 14, 2015

**Master of Ceremonies**  
Thad Newman

### After Glow

I'd like the memory of me  
To be a happy one.  
I'd like to leave an after-glow  
of smiles when life is done.

I'd like to leave an echo,  
Whispering softly down the ways.  
Of happy times and laughing times  
And bright and sunny days.

I'd like the tears of those who grieve,  
To dry before the sun.  
Of happy memories that I leave  
When life is done.



## The Early Ford V-8 Club of Vancouver Island

by Annette Hansen

The name of this issue's club profile doesn't automatically inspire visions of excitement and good times the way the images of the Mustang or Thunderbird Clubs might. After all, we know the marques that these clubs represent and we have a clear picture in our minds of just what a Mustang looks like. But, if you think the V-8 'ers are a stodgy collection of engine mechanics - well, hold on a minute! Nothing is further from the truth!

Picture this: A Christmas party. And the family men are dressed in their finest. Finest lace and high heels that is! The few who braved the strange looks of sales people at Value Village participated in a beauty contest that was the entertainment for the evening! Thus quiet, respectable men donned the trappings ladies of the evening. Half a dozen managed to resist bowing out before the skit began much to the delight of the audience. This wasn't the first performance for some of these men but more about that later.

A bit of education might be called for if you are like me and didn't automatically know what the Early Ford V-8 Club was all about. Between the years 1932 and 1953, Ford produced an eight cylinder, flat-head engine that remained basically unchanged in the models that rolled off the assembly lines during those years. Anyone having a car or truck produced with such an engine is eligible to be a member of the Early Ford V-8 Club. It must be noted, however, that these people do not discriminate. Club president, Dick Hansen, says, "The goal of the club is to get people associated with cars together and exchange ideas. What we're after is comradeship among our members. There is a definite social atmosphere and we're not about to say to someone with an enthusiasm for our activities that they are unwelcome because they drive a Ford of a later or earlier model year. We even have members who drive Chevy's." Dick adds magnanimously, with a mischievous smile, "And just because they don't have a Ford yet, we don't mind!" Despite the jovial discussion we had about light switches that say "Fords turn me on" and "Chevs turn me off," the V-8 Club welcomes anyone, with or without a vehicle. Members come from all walks of life and range from their novices in their early 20s to the experts at 70+.

Which brings us to the organization of the club and why there is such an informal and pucky air

about the events. Club executives are nominated at a meeting held each year in November. Anyone not attending that meeting finds himself volunteered. This is the way Dick came to be president and you can hear him referring to his association as a Railroad Club often as not. All good naturedly, of course. Individuals with these vintage vehicles have to be friendly because the cars provoke admiration and attention and are a natural conversation piece wherever their owners go.

In 1986, early Ford were subject to all Victoria's attention and admiration when the Western National Meet was held on the Island June 29th to July 4th. The Ford & Flowers, as the event was called, was the first Ford meet in Canada. The local V-8'ers were 38 in number back then. They could scarce believe that the 422 cars that entered made this the largest meet anywhere across North America. Only the meet in Bend, Oregon in 1987 was larger with 450 participants. Belleville and Government Streets were blocked off for the Concourse. The day gave every visitor a glimpse of the real Victoria complete with lodging in our Empress and a dousing from our typical rain. People who would normally shudder at the thought of bringing their cars out in the rain were so swept up by the event that the unpleasant weather went unnoticed. *Mucho dolleros* were brought into Victoria and Thanks were attendant from the Chamber of Commerce and Mayor Brewin. The events of '86 brought many local people into the club whose current membership is about 60.

The rainy weather of Ford & Flowers '86 brings back memories to thirteen of the boldest club members who commemorated Victoria's rainy Concourse when they participated in the Bend, Oregon show the following summer. Sue Polinsky oversaw the choreographed rendition of Singing in the Rain - lyrics were changed to suit the occasion. The select group, known here-ever- after as "Dickey Doo and the DooWops, got up in front of 1500 people and danced *impromptu* - umbrellas and galoshes donned - to the delight of the audience and a few astonished wives who hadn't figured that their husbands could be quite so extroverted. No one who attended either Meet is going to forget the guys from Victoria!

This club is going to go right on having a good time! They have

See Ford V-8s, page 3.

### The Ford V-8 Club

continued from pg 2

staying power. The 9th Annual Ford & Friends Picnic held last Sunday, July 16th, was marred by bad weather. But, did that discourage the majority of Ford's friends? No! 65% of the expected vehicles still came out for the day (from as far as Oregon and California, as a matter of fact). The People's Choice winner was John Allen with his 1940 Ford 2-door sedan. The Picnic marked the first time out for his beauty.

A collection of the finest - cars and people. the Early Ford V-8 Club.



This article comes from an EFV8 past president, Dick Hansen, and was published in the Times Colonist on July/August 1989. It is interesting to note the quotation from Dick about the "goal of the club" and his thoughts on what it's all about.



## The Blackstaff Wheels of Past Heritage Tour.

On September 20<sup>th</sup> several members of the EFV8 Club 109 had the pleasure of attending the “Blackstaff Wheels of Past Heritage” event in Ladysmith. This show was beyond exquisite and both Harry and Shirley Blackstaff deserve high praise for putting it all together. There were multiple exceptional car, trucks, steam tractors, firefighting equipment just for starters. One of the most exciting items was the “ZUST” which is a one of a kind race car that participated in the New York to Paris race in 1915. Harry rebuilt this entire car without plans or much in the way of technical specs, qualifying it for one of the most unique autos in existence. It was a distinct pleasure to attend and share a few memories with Harry and if you ever get a chance to attend this in 2016 make sure you don’t miss any of it.











This is a turn table used to park vehicles in Harry's Roundhouse.



**Fun from the web. Great links for your personal enjoyment – all contributions from EFV8 club members. All you have to do is right click and open hyperlink to connect to the site. Have fun.**

### **New jokes in November.**

#### ***Is this your brother?***

I was driving with my friend. We come to a red light and he speeds up and whips right through it. I start freaking out "Hey man, you're going to get us killed!" He replies "Relax, my brother drives like this." We come to another red light and he blazes right through. "You're going to get arrested or get us killed!" "Relax this is how my brother drives." We come to a green light he stops dead looking both ways. "Dude, it's green you can go." "Nah man, my brother might be coming the other way."

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#### **A cop pulls a car over for speeding.**

**Cop:** "Sir, do you know you were doing 110 mph in a 90 zone?"

**Driver:** "Yes! I'm Sorry, but that's because I was racing another car and lost track of the speed." Since he did not see any car besides that, the cop asks – "Sir, have you been drinking?"

**Driver:** "A little bit of Whisky, but just because I needed something to take with the LSD I took at a party!"

**Cop:** "LSD? Sir, I need you to step out of the car! Is there anything else I need to know? Drugs, Firearms?"

**Driver:** "Sure! There is at least 5 pounds of cocaine in my glove department and an AK-47 under my seat! But please, don't open the trunk, or the person I just kidnapped will escape!"

The cop, not believing in what he heard and a little afraid, called his superior!

At his arrival, the cop told the Sheriff all that. The Sheriff told him to wait by his car and goes to speak with the driver:

**Sheriff:** "Sir, my subordinate told me you have a kidnapped person in your trunk!"

**Driver opens the trunk:** "As you can see, there's no one here, but my jack and spare tire"

**Sheriff:** "What about the AK under your seat?"

**Driver pulling his seat forward:** "There's no such thing here, just an umbrella!"

**Sheriff:** "I see! And the cocaine in your glove compartment"

**Driver opens the glove compartment:** "you must be kidding me! Only my registration's there!"

**Sheriff:** "Have you been drinking or engaging in any kind of drugs?"

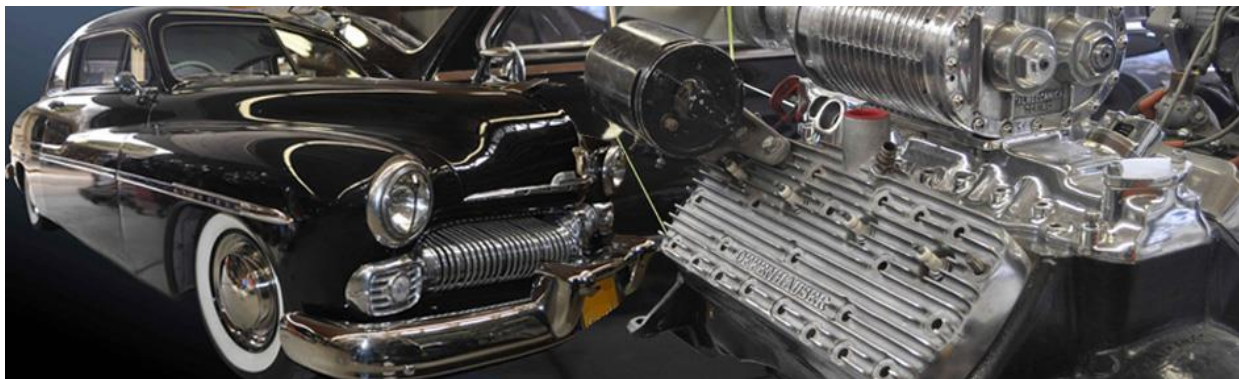
**Driver:** "Sir, I don't smoke cigarettes, don't even drink soda! I have been in my home all night with my mom and she is the most fervently religious woman you never know! That cop over there must be kidding you! HE told you I was drunk, took drugs, and was armed and a drug dealer, and had kidnapped someone? What else? That I was speeding too?"





## Tech Talk

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



## Buy & Sell.

**From:** [Ron Cain](#)

**To:** [vicalice@shaw.ca](mailto:vicalice@shaw.ca)

**Sent:** Tuesday, November 10, 2015 5:40 PM

**Subject:** Model T

I have a Model T ignition coil in a wooded box, the wood has been restored but I have no idea about the mechanicals. Can someone use this?

I also have this really cool circa 1930 Bumper Jack in fantastic condition – a great accessory to go in the trunk and very useful! \$10 for the coil and \$20 for the jack – for members of your club.





## JUST FOR FUN

*Who needs fuel when you have the sun to help you out?*

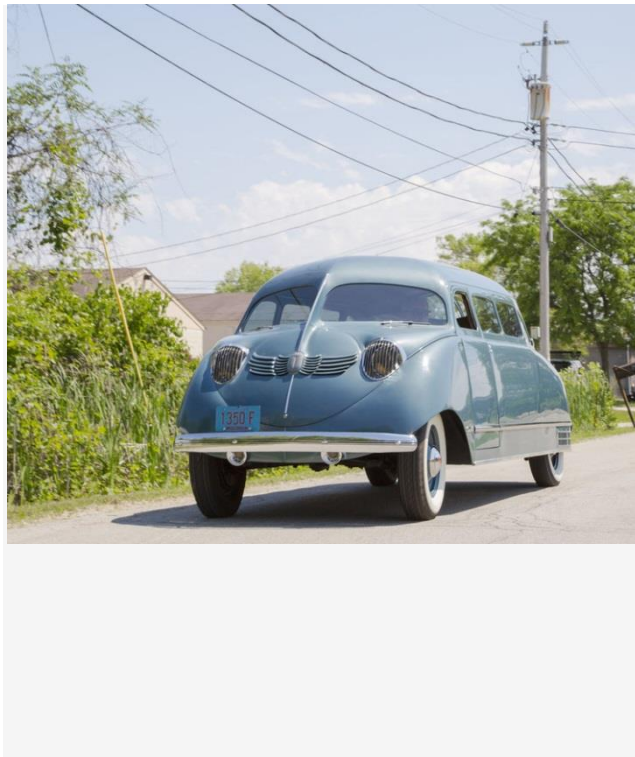
Swiss pilots Andrés Borschberg and Bertrand Piccard successfully flew across the Pacific without using a drop of fuel. Instead, their five-day flight, the longest continuous flight ever and part of their round-the-world journey, was powered by the sun.





## ***Was the Scarab an Original Minivan?***

Ron Schneider of Milwaukee bought and restored a 1936 Stout Scarab. It is believed only a handful were made. Many say that the car was ahead of its time and seems to be a minivan prototype.





*Ron Schneider of Milwaukee, 65, owner of Leon's Frozen Custard, on his 1936 Stout Scarab, as told to A.J. Baime.*

William B. Stout was a Michigan-based inventor, best remembered for building the first all-metal airplane and a portable folding house, one of which I own. In the 1930s, he turned his attention to the auto industry with his Stout Scarab, of which nine were made.

His goal: to build a car of the future. It was no bigger than a normal car on the outside, with twice the room inside. It had flush window glass and fenders incorporated into the body, so it would drive without wind noise. It had a table, moving chairs, and three cigar lighters.

***Thank you to Gary Nordstrom for this terrific submission.. Please follow the link below if you would like to see many more interesting photographs and points of interest..***

**<http://www.wsj.com/articles/was-the-scarab-an-original-minivan-1435674972>**



# Committees / Updates 2015/2016



**Membership & Newsletter.**  
**Vic Nordstrom, Chris Chown**



**Ford & Friends Car Show & Shine 2015**  
**Bruce Somers & Lauri Stevens co-coordinators.**  
**July 19<sup>th</sup>, 2015**



**Annual BBQ.** Location & date TBA.



**Tours.**  
**Gary Clarke coordinator** with Vic Nordstrom



**Annual Christmas Party**  
**Steve Butler & Anna Meyer.**



# FUN PAGE

## This Day in History

November 5<sup>th</sup> 1895

### *George Selden patents gas-powered car*

On November 5, 1895, Rochester attorney George Selden wins U.S. Patent No. 549,160 for an “improved road engine” powered by a “liquid-hydrocarbon engine of the compression type.” With that, as far as the government was concerned, George Selden had invented the car—though he had never built a single one.

Selden’s design was fairly vague, and was actually based on a two-cylinder internal-combustion engine that someone else had invented: Selden had simply copied the one he had seen on display at the 1872 Philadelphia Centennial Exposition. In 1899, Selden sold his patent to a group of investors who called themselves the Electric Vehicle Company. In turn, they immediately sued the Winton Motor Carriage Company, the largest car manufacturer in the United States, for infringing on the Selden patent just by building gas-powered cars. Winton settled, and the court upheld Selden’s patent in 1903.

Soon, some automakers realized that the Selden patent did not have to be a threat to their business. On the contrary, it could be quite profitable and limit competition in a highly competitive industry. About 30 car companies, including Winton, got together with Selden and the EVC to form the Association of Licensed Automobile Manufacturers (ALAM). The ALAM sued anyone who built a gas-powered car without Selden’s permission—in other words, anyone who had not paid to join the Selden cartel. It also drummed up business for its own members by threatening to sue anyone who bought a car from an unlicensed company. (Its ads warned: “Don’t buy a lawsuit with your new automobile!”)

But Selden’s group, composed mostly of Eastern carmakers that built ritzy cars for rich buyers, made a mistake: It excluded the Midwestern manufacturers who built lower-priced cars for ordinary people. **In particular, it excluded Henry Ford. On October 22, 1903, the ALAM sued Ford for patent infringement, but the case took until 1909, seven months after the Model T was introduced, to go to trial. Most Americans, delighted to have the opportunity to buy an affordable car, were on Ford’s side, but the judge was not: The court ruled that any gas-powered vehicle unlicensed by the ALAM violated the Selden patent and was illegal.**

**But on January 11, 1911, the appeals court ruled in Ford’s favor: the Selden patent, it said, only applied to replicas of the exact engine that Selden had seen in 1872.**



# 1998 November 17 “Day One” for DaimlerChrysler on NYSE

On this day in 1998, the brand-new DaimlerChrysler began trading its shares on the New York Stock Exchange. The company had formed five days earlier, when the American Chrysler Corporation merged with the German conglomerate Daimler-Benz AG. As a result of the merger, DaimlerChrysler became the world’s fifth-largest automaker (behind General Motors, Ford, Toyota and Volkswagen).

In January 1886, a German inventor named Karl Benz patented the first true motor car: the Benz Patent Motorwagen, a three-wheeled machine with a four-stroke gasoline engine. In 1888, Benz’s company, a manufacturer of industrial machines called Benz & Company Rheinische Gasmotoren-Fabrik (Benz & Cie. for short), began to sell the Motorwagen to the public. The next year, German engineers Gottlieb Daimler and Wilhelm Maybach began to sell the world’s first four-wheeled automobile powered by a gasoline engine. They formed the company Daimler-Motoren-Gesellschaft in 1890. (In 1900, D-M-G sold the first Mercedes car to Austrian racer Emil Jellinek.) In 1926, Benz & Cie. and D-M-G officially merged, forming a new company called Daimler-Benz AG.

In 1925, American machinist Walter P. Chrysler bought Detroit’s 20-year-old Maxwell Motor Corporation and renamed it the Chrysler Corporation. In 1928, Chrysler expanded its holdings by buying the Dodge brand and creating the new DeSoto and Plymouth marques. By 1936, Chrysler was the second-largest car company in the United States. In 1979, after a half-century of ups and downs, Chrysler had to petition Congress for a \$1.5 billion bailout to avoid bankruptcy, but by 1983—thanks mostly to its invention of the minivan and the fuel-efficient K-car—it had repaid that loan in full.

The Daimler-Chrysler merger, for which Daimler-Benz AG paid \$36 billion, was supposed to create a single powerhouse car company that could compete in all markets, all over the world. (Daimler-Benz was known for its high-quality luxury cars and sturdy trucks, while Chrysler’s minivans and Jeeps had a big chunk of the growing sport- utility vehicle market; meanwhile, the American company seemed to have mastered the art of high-volume, low-cost manufacturing.) However, things did not quite work out that way. Chrysler actually lost so much money—\$1.5 billion in 2006 alone—that in 2007 Daimler paid a private equity firm to take the company off its hands.

In 2009, Chrysler filed for bankruptcy again. In order to stay afloat, it merged with the Italian company Fiat.





This newsletter is provided free of charge to members and associates of the  
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.*

