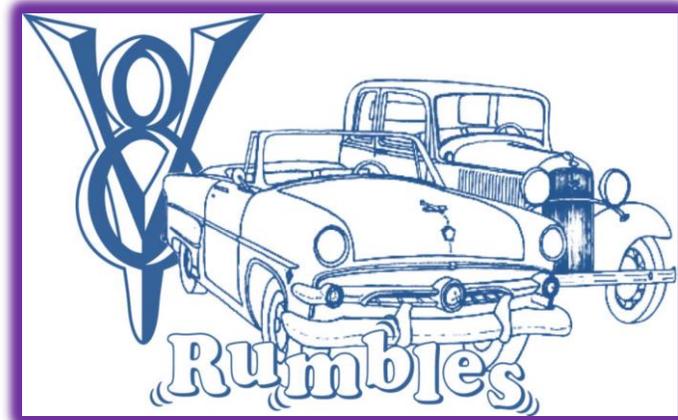


Early Ford V8 Club #109



www.earlyfordv8victoria.com

P.O. Box 53517 Broadmead RPO

Victoria, British Columbia V8X 5K2

December 2015 Newsletter

**MERRY
CHRISTMAS**



TABLE OF CONTENTS:



1. Minutes No regular meeting held in December,
2. Member Profile / Around the island.
3. Club news – updates, breaking news & old news.
4. Tech talk – V8 members input, Q&A.
5. Photos – special interest.
6. Buy & sell – parts, restorations, collections etc.
7. Committees – contacts, functions, updates, help.
8. Fun page – could be anything – members contributing.
9. Miscellaneous – news and other interests.

*We gratefully welcome contributions from
EFV8 members and associates for
inclusion in the Rumbles Newsletter.*





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	bpritchard@shaw.ca
Treasurer	Jim Jennings	250 477 5594	Jennings@telus.net
Secretary	Chris Chown	250 595 0312	cdchown@outlook.com
	Fraser Kaye	250 514 8529	jfraserk@shaw.ca
Directors	Dennis Mounce	250 478 6440	d&bounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca





Early Ford V8 Club R.G. #109

Victoria, British Columbia

No regular meeting convened in December.



2015/2016 Club Agenda / Schedule

NEXT CLUB MEETING IS JANUARY 12TH, 2016

ACTIVITY AGENDA – September through December

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





Club News



Once again the EFV8 club 109 jumped to the front of the pack by fully engaging in the setup for the 2015 **“Christmas in the Village”** at Heritage Acres. The turnout by club members was fantastic and everyone pitched in. Dave Wallace insured that we all followed the blueprints without exception and Murray Anderson fit right in as this years safety inspector. Murray is presently writing up multiple reports to detail all our infractions. Just to make the day exactly perfect we were well served with cookies & muffins at ten followed by lunch at 11:45. It just doesn't get any better than that, except when you ask Bruce Somers what he was doing with the Christmas Angel and why she had such a beautiful smile.

Many thanks to everyone who participated and best wishes to SHAS for another great Christmas show.



Some of the assembly crew stars and left over parts.



Don L. & Steve G. create an artistic masterpiece.



Dave W. is still looking for the blueprints



Some guys, like Vic Nordstrom, just know how to get things done. Claims he would be even faster if he had a real screw driver.



Mike Mortimer displays vast amounts of daring and physical dexterity. Note the one leg stance with leaning!



Safety Inspector Murray Anderson gets ready for the first safety Meeting, Reg Ash is helping out.



Clearly we need more ladders, and members to climb them.





NEW MEMBER – MIKE MORTIMER.

It is a great pleasure to welcome our newest member, MIKE MORTIMER, to the EFV8 Club 109. Mike, and his wife Carol, are new owners of a beautiful 1933 Ford Tudor as well as a 1969 Firebird. During our recent Christmas in the Village set up Mike was the first one up the ladder and introduced the one legged leaning top step manoeuver that we have been missing during past events.

Take a moment to say hello to Mike & Carol and thanks for joining in.

<http://www.salvationarmy.ca/locator/>



On Wednesday November 12th Jim Jennings and Chris Chown were warmly received by the Salvation Army Victoria Addictions & Rehabilitation Centre as we presented the EFV8 cash donation for 2015. Major Brian Sious and staff expressed their sincere appreciation for the efforts of our club and wished everyone a Very Merry Christmas.

Our donation results from revenue derived at the Fords & Friends event held in July 2015. Every penny will be put to good use to help the neediest throughout greater Victoria.

Thank you everyone for pitching in, a tough job well done by all.



EFV8 R.G. #109 Christmas Dinner

On Friday December 4th the EFV8 Club enjoyed an excellent Christmas Dinner at the Royal Oak Golf Club. The fare was expansive with a main choice of turkey or roast beef. Many members and guests took full advantage of the excellent meal and more than a few deserts. We were also well entertained by a very good magic show that featured the newly acquired deception skills by our own Bob Mortimer and Bev Somers. Who knew?

Once again this event was expertly arranged by Anna Meyer and Steve Butler and we owe them a big vote of thanks for doing such a great job

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 stuff in December

See Lauri Stevens if you need an explanation or more details about the following.

<https://www.youtube.com/embed/0QmKHfYfovK?rel=0>

A Christmas special from Chris Chown.

<http://www.youtube.com/embed/DRmD5I37Q7k> *If you like wine don't miss this!!.*

Thank you Bob Leggett for the heads up.

This is so true, that it is scary!! **Windows vs. Ford.....**

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on. At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."



In response to Bill's comments, Ford issued a press release stating: If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics (and I just love this part):

1. For no reason whatsoever, your car would crash.....twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a reliable car that was powered by the sun, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light. I love the next one!
7. The airbag system would ask, "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off.

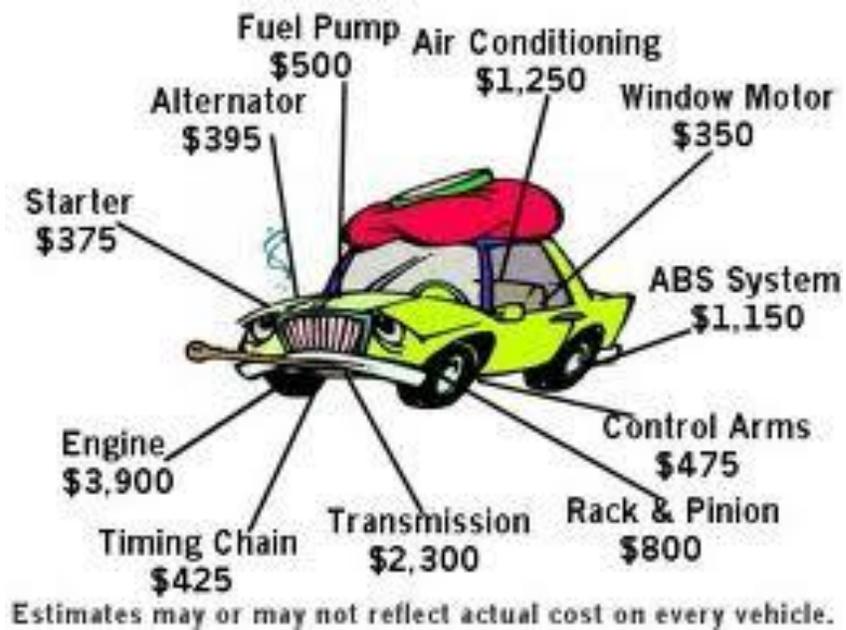
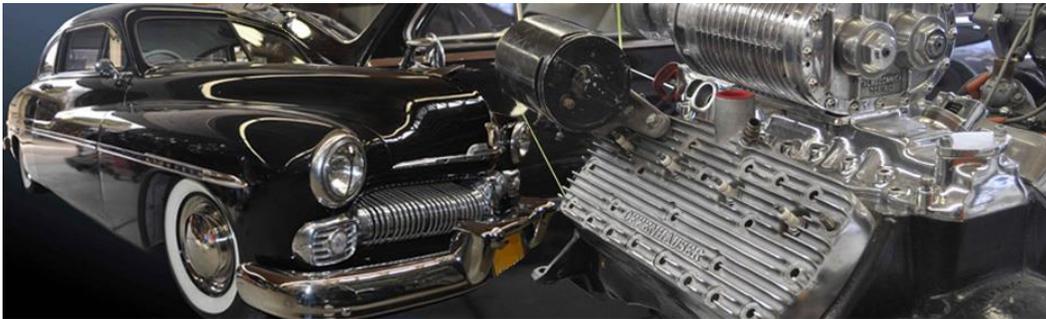
PS - I'd like to add that when all else fails, you could call "customer service" in some foreign country and be instructed in some foreign language how to fix your car yourself! Please share this with your friends who love - but sometimes hate - their computers!





Tech Talk

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

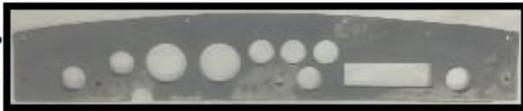


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Contributed by Vic Nordstrom.



For Sale, Dave Pemberton's 1968 F-250 Camper Special

BEAUTIFUL FIND!

This is a single owner, exceptionally well-maintained classic Ford pickup. It is a 2wd 3/4 ton Camper Special with an 8 ft. box.

The engine is a 360 cid with a 4 speed standard transmission. 421217 shown on the Odometer and the truck starts beautifully. The interior is in near mint condition and the exterior is in excellent condition overall. CB radio installed.

.Additional chrome grills and trim available for separate purchase.



Only serious offers considered.

Please email Sylvia at sjenner@live.ca for full details.



From: [Ron Cain](#)

To: 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.



To: <dandtcond@shaw.ca>

Reply-To: "John McKerlie" <stemsdown@telus.net>

Here are two pictures of my 1941 super deluxe ford convertible which I am in the process of selling...it is a former winner of the Dearborn award and has been well maintained and garage kept since I've owned it over the last years...it is all original although it does have a Columbia rear end added by the previous owner...I have always used dale at edp services on 400 Burnside drive east and their mechanics are very familiar with old cars and have always been fair...

My personal information is as follows: stemsdown@telus.net

John McKerlie 651 Beach Drive Victoria V8S 2M8 250-370-2000



JUST FOR FUN



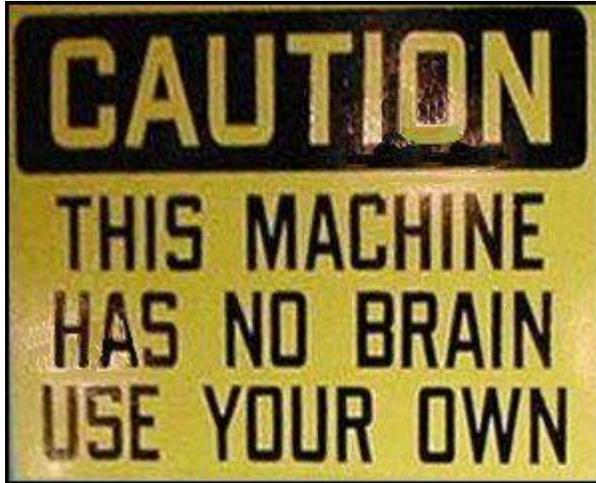
MERRY CHRISTMAS





EFV8 parking on Kenmore Avenue.





Committees / Updates 2015/2016



Membership & Newsletter.

Marc Brown, Louise Smith, Chris Chown



Ford & Friends Car Show & Shine 2016

Bruce Somers & Lauri Stevens co-coordinators.

July 17th, 2016



Annual BBQ. Location & date TBA.



Tours.

Gary Clarke coordinator



Annual Christmas Party

Steve Butler & Anna Meyer.



This Day in History

November 26th 1900 First Mercedes goes for a test drive

On this day in 1900, the first car to be produced under the Mercedes name is taken for its inaugural drive in Cannstatt, Germany. The car was specially built for its buyer, Emil Jellinek, an entrepreneur with a passion for fast, flashy cars. Jellinek had commissioned the Mercedes car from the German company Daimler-Motoren-Gesellschaft: it was lighter and sleeker than any car the company had made before, and Jellinek was confident that it would win races so handily that besotted buyers would snap it up. (He was so confident that he bought 36 of them.) In exchange for this extraordinary patronage, the company agreed to name its new machine after Jellinek's 11-year-old daughter, Mercedes.

In 1886, the German engineers Gottlieb Daimler and Wilhelm Maybach had built one of the world's first "horseless carriages," a four-wheeled carriage with an engine bolted to it. In 1889, the two men built the world's first four-wheeled automobile to be powered by a four-stroke engine. They formed Daimler-Motoren-Gesellschaft the next year.

In 1896, Emil Jellinek saw an ad for the D-M-G auto in a German magazine. Then, as the story goes, he traveled to D-M-G's Cannstatt factory, charged onto the factory floor wearing a pith helmet, pince-nez and mutton-chop sideburns and demanded that the company sell him the most spectacular car it had.

That car was sturdy, but it could only go 15 miles per hour—not even close to fast enough for Jellinek. In 1898, he ordered two more cars, stipulating that they be able to go at least 10 miles per hour faster than the first one could. Daimler complied; the result was the 8-horsepower Phoenix. Jellinek was impressed enough with the Phoenix that he began to sell them to his friends: 10 in 1899, 29 in 1900.

At the same time, he needed a racing car that could go even faster. Jellinek went back to D-M-G with a business proposition: if it would build him the world's best speedster (and name it the Mercedes), he would buy 36 of them.

The new Mercedes car was fast. It also introduced the aluminum crankcase, magnalium bearings, the pressed-steel frame, a new kind of coil-spring clutch and the honeycomb radiator (essentially



the same one that today's Mercedes use). It was longer, wider, and lower than the Phoenix and had better brakes. Also, a mechanic could convert the new Mercedes from a two-seat racer to a four-seat family car in just a few minutes.

In 1902, the company legally registered the Mercedes brand name.



December 6th, 1976

Deaf stuntwoman Kitty O'Neil sets women's land-speed record

On December 6, 1976, the professional stuntwoman Kitty O'Neil sets the land-speed record for female drivers at the Alvord Desert in southeastern Oregon. The record hovered around 400 mph; O'Neil's two-way average speed was 512.710 mph. (The rules that govern land-speed records require that a driver make two passes across a measured course, one out and one back; officials then average the two speeds.) Observers reported that O'Neil's car actually reached a top speed of more than 618 miles per hour on her first pass, but she ran out of fuel and had to coast to the end of the course.

O'Neil's bravery was wide-ranging: She was born deaf; became a champion three-meter and platform diver whose Olympic aspirations were dashed by a bout of spinal meningitis that doctors said would permanently paralyze her; and survived two grueling sets of cancer treatment, all before her 28th birthday. In 1976, she became a Hollywood stuntwoman and was featured in TV shows like "Quincy," "Baretta" and "The Bionic Woman" and movies like "Smokey and the Bandit," "The Blues Brothers" and "Airport '77." When she took her shot at the land-speed record, she already held the record for the highest stunt fall by a woman (105 feet).

Through her husband, a stunt performer himself, O'Neil met Bill Fredrick, a jet-car builder who had just put the finishing touches on a hydrogen-peroxide-fueled machine called the "Motivator" and was looking for a driver who could make it famous. So, in early December 1976, O'Neil found herself squeezed into the tiny three-wheeled rocket car on Oregon's alkali flats. (Alkali flats, or salt flats, are dry lakebeds whose smooth, hard surfaces are perfect for driving low-slung cars very, very fast. For this reason, people pursuing land-speed records often travel to places like Alvord, the Bonneville Salt Flats in Utah and Nevada's Black Rock Desert.) On each of her practice runs,



O'Neil pushed the car up to speed with ease, and when she officially broke the record, she was still only using 60 percent of the Motivator's power. "There is no doubt," Sports Illustrated reported, "that by dialing in more power...Kitty would have gone still faster"—past the overall land-speed record (638.388 mph, set by Californian Gary Gabelich in 1970) and maybe even past the sonic barrier.

But dialing in more power was not an option for O'Neil: under her contract, she was only permitted to drive the "Motivator" to a new women's record. The movie director Hal Needham had paid \$25,000 for the chance to steer the car to a new overall world record, and he was determined not to lose that chance to a woman. So, after O'Neil set her record, Needham rather unceremoniously demanded that she be pulled from the drivers' seat. (His spokesman even told reporters that it would be "degrading" for a woman to hold the "man's" record.) While the lawyers squabbled, it began to snow, and Alvord was closed for the season. Needham never even got behind the wheel.

O'Neil retired in 1982. In all, she has held 22 speed records on land and water.





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

Thank you.

