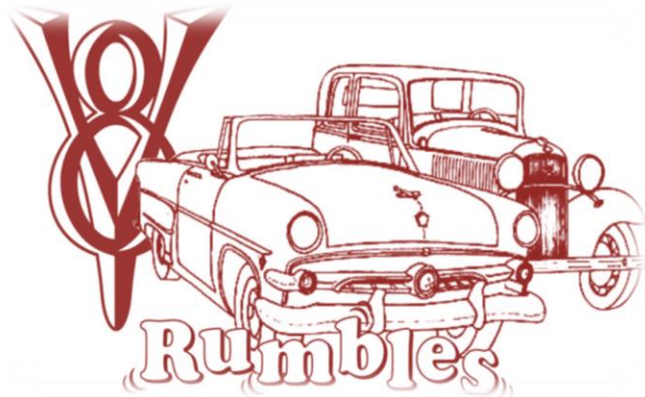


# Early Ford V8 Club #109



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

P.O. Box 53517 Broadmead RPO  
Victoria, British Columbia V8X 5K2

# NEWSLETTER

## FEBRUARY 2017



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- 9. Fun page – could be anything – members contributing.***
- 10. Miscellaneous – news and other interests.***

*We sincerely appreciate contributions from EFV8 members and associates for inclusion in the Rumbles Newsletter*

*Next club meeting is Mar. 14, at The Citadel*

# *The Executive Crew 2017*



## EARLY FORD V8 CLUB R.G. #109

Victoria, British Columbia



### *Name Telephone Email*

<b><i>President</i></b>	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
<b><i>Vice President</i></b>	Lauri Stevens	250 478 7565	<a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a>
<b><i>Treasurer</i></b>	Jim Jennings	250 477 5594	<a href="mailto:Jennings@telus.net">Jennings@telus.net</a>
<b><i>Secretary</i></b>	Don Landels	250 588 1300	<a href="mailto:Don.landels@gmail.com">Don.landels@gmail.com</a>
<b><i>Directors</i></b>	Dennis Mounce	250 478 6440	<a href="mailto:d&amp;bmounce@telus.net">d&amp;bmounce@telus.net</a>
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	Jim Jennings	250 477 5594	<a href="mailto:Jennings@telus.net">Jennings@telus.net</a>
	Bill Pritchard	250 656 7029	<a href="mailto:bprichard@shaw.ca">bprichard@shaw.ca</a>
<b><i>First Past President</i></b>	Don Landels	250 588 1300	<a href="mailto:Don.landels@gmail.com">Don.landels@gmail.com</a>
	Bill Pritchard	250 656 7029	<a href="mailto:bprichard@shaw.ca">bprichard@shaw.ca</a>

# 2016 CLUB AGENDA & EVENTS

## *ACTIVITY AGENDA – January through December*

<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 - AVAIATION MUSEUM 11:00 AM lunch to follow.</b>	
<b>FEB 14</b>	<b>REGULAR CLUB MEETING – 7:30 AT The Citadel.</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 The Citadel</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>MAY 26 – 29</b>	<b>ROCK &amp; ROLL FOR LITTLE SOULS</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>	



Fosters Shipyard. 419 Bay Street Victoria, B.C.

## Meeting Minutes February 14<sup>th</sup>, 2016 Regular Meeting.

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**Opening:** The regular meeting of the Early Ford V8 Club RG 109 was called to order at 7:30PM by President Chris Chown, at the Salvation Army Citadel Church.

**Present:** There were 20 members in attendance. *Thank you all for attending.*  
Bob Liggett, Jim Banks. Bill Pritchard sent regrets.

**Approval of Agenda:** February 14<sup>th</sup> agenda was approved by Steve Butler, 2<sup>nd</sup> Bruce Somers - Unanimous. Distribution at meeting commencement.

**Approval of Minutes.** Motion to approve January 10<sup>th</sup> minutes, by Murray Anderson, 2<sup>nd</sup> Tony Cond - Unanimous.

### **BUSINESS ARISING FROM THE MINUTES:**

President Chris Chown reported that The National Association of Automobile Clubs of Canada annual membership dues for EFV8 #109 have been paid. Information at: [www.ncaacc.ca](http://www.ncaacc.ca) Chris further explained the reasoning behind why the club pays for additional insurance above the coverage provided by the EFV8 National Club. The national club only covers national members and to cover non-members we purchase the NAACC Insurance in conjunction with EFV8 #120 of the Fraser Valley. Our portion is approximately \$200 annually. Details available on request.

Chris Chown discussed details of our arraignment with our new venue at The Citadel Church. We are paying \$84 (two hours) for the venue monthly. The Citadel Church commitment is completely flexible and can be terminated at any time, without penalty. Some members expressed concerns over the cost, but the majority agreed the central location is preferred. Gary Clarke is investigating the McKenzie Retirement facility located adjacent to the Citadel Church. Gary mentioned the Torque Masters use the meeting space at McKenzie. He will report back to Chris on costs (believed to be \$25/hour). Jim Jennings suggested meeting at Galey Farms which has a clean space and plenty of parking. Free of charge with a donation to ALS.

The on-going Camosun College discussion was raised by several members. Chris Chown 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 in the form of an award. There was a discussion regarding the motion brought forward at our **January 10<sup>th</sup> meeting**. (*"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 Spenser will 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.**

Bruce Somers put Lauri Stevens name forward for the position of EFV8 Club RG#109 Vice President.

**Motion:** To elect Lauri Stevens as Vice President of EFV8 #109. Moved by Bruce Somers seconded by Reg Ash. Unanimous.

**Club Executive:**

President – Chris Chown                      Vice President – Lauri Stevens  
Treasurer – Jim Jennings                Secretary – Don Landels

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**Committee Executives:**

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 an email from the President of the Fraser Valley EFV8 Club #120 regarding the Western National meet in Salem, Oregon this September. The 120-club suggested that we should try together to send a strong contingent of cars and members from BC. A few members of our club are considering going. Anna Meyer encouraged all members to strongly consider the trip with or without your vehicle.

President Chris Chown received a copy of Ernie's Calendar which lists Vancouver Island car shows, swap meets, etc. for 2107. A copy was emailed to all members and Chris brought copies for distribution at the meeting. A copy will be posted on the club website.

**TREASURERS REPORT.** Treasurer Jim Jennings reported that all accounts are in a current position. Full financial details for any member are available upon request through the club executive.

Chris Chown and Jim reminded members that memberships are now past due for 2017. Annual fees are \$25 for EFV8 national members and \$30 for non-national members. Our current membership stands at 27. Members that do not pay their dues will not be included in the new roster to be distributed shortly.

Treasures report approved by Anna Meyer, 2<sup>nd</sup> Lew Williams. Unanimous

## **NEW BUSINESS.**

Tony Cond inquired about the status of the group photo of member's vehicles, which has been on and off the agenda for the past year. Chris Chown suggested that it is best that we move forward with posting individual pictures of their vehicles to our club website.

## **COMMITTEE REPORTS / UPDATES.**

### **BC SOCIETES REGISTRATION / CONSTITUTION BYLAWS.**

Chris Chown reported on behalf of AL Willis that good progress is being made with changes to our club's submission to the BC Societies registration. The good news is that we have found a copy of our constitution from 1998 and we do have a BC Registry identification number. Lew Williams suggested that we ask for a copy of EFV8 #120's bylaws for reference as we move forward in updating ours. Al Willis will continue work on the project and report back to the club.

**CHRISTMAS PARTY.** No report

### **FORDS & FRIENDS 2017.**

Bruce Somers reported that the date of the 2017 Ford and Friends is July 23<sup>rd</sup>. The 2017 show and shine will follow the same format as last year. Bruce mentioned that he and co-chair Lauri Stevens have been discussing ways to reduce manpower needed to run the event. He also reported that they feel most sponsorships will remain intact. The committee will meet in early March to start the planning and report back to the club. If you are interested in being on the committee, please contact Bruce or Lauri.

### **SHOP TOURS.**

Gary Clarke reported that our next tour is set to go Saturday, February 18th. The tour of Dave Dyer Shop is at 12pm. Location is at 525 Boblaw Pl. Followed with lunch at 2pm. in the My-Chosen Café. Members are encouraged to meet at Tim Horton's at 11:15 to car pool to Dave's. 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 7 vehicles. We are also looking to set up a display table to promote the club. Mike Mortimer has volunteered to help with the organization of the car set up at the show. We will need members to volunteer to man the table throughout the weekend. We will have a sign-up sheet at upcoming club meetings.

In addition, Gary is organizing a Poker Run Saturday, May 13<sup>th</sup> which travels between retirement residences. Participants are also treated to lunch as part of the fun. You are encouraged to bring your classic vehicle, but you can participate using your daily driver. Please let Gary know if you are interested.

### **EARLY FORD V8 #109 WEBSITE.**

Chris Chown reported that Al Willis has made improvements to our website. 2015 and 2016 photos from Ford's and Friends have been posted. In addition, past issues of The Rumbles Newsletter have been uploaded. Chris reminded everyone to take the time to access the members only section of the site. <https://earlyfordv8victoria.com/members/entry/signin>

It was also suggested that the club take the time to thank Past President Bill Pritchard's son Ben for his work in upgrading our site last year. Chris will talk to Bill about this and report.

### **TECH TALK.**

Bruce Somers relayed information regarding his conversation with Cords Automotive including a price tag of \$5000 to rebuild a flathead.

Jim Jennings discussed the merits of using Blue Streak impulse resistors for anyone looking to move from 6 to 12 volts.

### **BUY & SELL.**

Jim Jennings reported that a mutual friend Bill Nicholson (spelling?) has a 1929 Model A Roadster and a '53 Meteor/Ford 4-door sedan for sale. Looking for \$6000 for the '53 and \$25,000 for the roadster. Full details will follow in a future issue of the Rumbles Newsletter.

Gary Clarke – 35 Ford Fordor Touring Sedan – offers

Ted Jennings – 1965 Liquid Carbonic stick welder. Good as new!

Chris Chown – 5 x 3 speed transmissions to unload! Some in excellent shape and ready to bolt on. Others would provide great parts.

### **ANNOUNCEMENTS.**

Chris Chown congratulated Bruce & Bev Somers on the arrival of their new granddaughter.

Gary Clarke has fulfilled a lifelong goal of acquiring a 1953 Ford Crestline Victoria hardtop. He owned a '53 when he was 17 years old! His newly acquired '53 is being shipped from South Carolina to Port Angeles. The car has 74,000 original miles and not a speck of rust. Gary is selling a '57 Chevy 4 door once completed and his 35 Ford Fordor Touring Sedan to justify the purchase. We look forward to seeing the new wheels Gary.

**ADJOURNMENT.** Motion to adjourn by Lauri Stevens at 8:54pm / 2<sup>nd</sup> by Bruce Somers.

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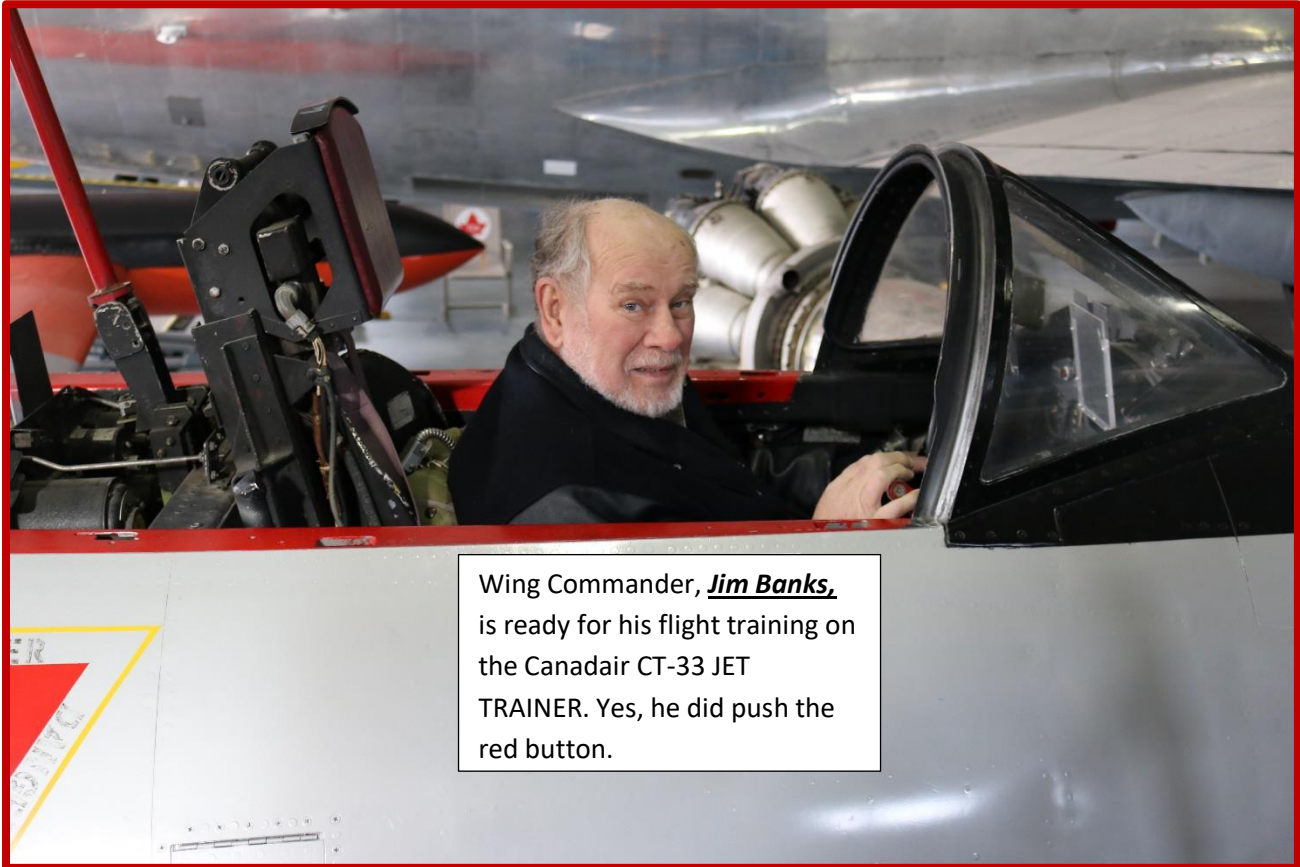
Minutes submitted by Don Landels. Approved by Chris Chown.

50/50 draw - Congratulations to Anna Meyer winner of \$19!

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



# Club News

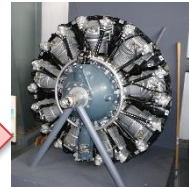


Wing Commander, *Jim Banks*, is ready for his flight training on the Canadair CT-33 JET TRAINER. Yes, he did push the red button.

On January 28<sup>th</sup>, the EFV8 had the great pleasure of attending a guided group tour of the BC Aviation Museum in Saanich. Over 20 members and guests were treated to an excellent presentation of multiple exhibits along with many personal insights related to several unique aircraft. This museum is a fine example of how important pieces of our past can be restored and preserved for the lasting benefit following generations. Items such as the Japanese parachute balloon bombs used in WWII, Mars water bombers, Harvard trainers, a CT-33 jet trainer, “creative” float planes, and unique early wood frame aircraft captivated the group. Many of the items were a first-time discovery for most the V8 club members. The grand finale was a terrific lunch at the Roost restaurant on MacTavish Road where we enjoyed great food and lots of sunshine. The experience was another example of some of the great things Vancouver Island has to offer, and EFV8 109 membership.

Once again, our most sincere Thanks are extended to Gary Clarke for putting this all together. Even more good news is that Gary has new shop tours and club events in the works that promise to be every bit as good as the BC Aviation adventure. So, come on out and bring a friend or two. ***Thanks again Gary and all the members who attended.***

**BC Aviation Museum Tour. January 28<sup>th</sup>, 2017**



Engine from a Mars Water Bomber



Uniquely Canadian, and yes it actually flew.



RCAF Harvard trainer 1938 to 1955



Cockpit in the Conair Fire Bomber.



The FU-GO Japanese Balloon Bomb. WWII



Woodwork shop where magic happens.



Flight controls in a Viscount airliner.

*Gary Clarke is proud to announce a new addition to his fleet. This beauty is a 53 2DR hardtop all the way from S. Carolina. Watch for it at F&F 2017 and at the local A&W during milkshake testing!!*



## TECH TALK



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

This is a reprint from **SPEEDWAY MORORS** tech section on their website. All excellent stuff.

Do you know what I love about modern LED lighting? I love how much visibility and safety it brings to the little, tiny taillights we have on our cars. Do you know what I hate about LED taillights? The way they look when they're not lit up. They're more orange-red than the original glass lenses were. The plastic finish is a little too dull as well. But the biggest thing, the most obvious, is seeing the individual diodes behind the lens. That makes me crazy. A part that should only attract attention to itself when lit, suddenly becomes a focal point of its own. Not in my garage.



Plastic LED Lens



OEM Glass Lens

Do you see the difference in those two lenses? I know I do and it bugs me when I see it because it takes you out of the overall vehicle appearance and forces your focus to a small area of the car that doesn't deserve it.

But don't worry, I have a cheap and easy fix. Duplicolor makes a paint called "Metalcast". It's designed to be used as a transparent color coat on top of a metallic surface. The idea is for it to look like an anodized finish. I've begun to use it like

candy paint in a spray can. It comes in five or six colors and retails for about \$8 per can.



Fresh out of the housings

First Layer

The beautiful part of this paint is that it is very transparent and you can layer it until you get just the right color.

Remove your LED lenses from the housings and wrap the wires and socket plug with masking tape or aluminum foil. Then use fine Scotch-Brite to scuff the surface slightly so the paint has a mechanical bond as well as the chemical bond when the paint etches into the surface.



I usually use about five coats to achieve the correct density of red to make the lens look just like a glass one. After the red paint dries, I coat the surface with polyurethane clear to add shine and durability. Don't worry, they are still bright as can be and are actually a more arresting color of red when illuminated.

## Buy & Sell.

### Many parts for sale in Duncan, B.C.

1. 1939 Ford convertible Coupe with majority of body work completed. The car is 100% original and 98% complete. See it at <http://seattle.craigslist.org/sno/cto/5681597221.html>
2. 12 or more good early Ford V8 engines, blocks, etc.

3. Many exhaust & intake manifolds, generators, starters for early V8s. Some racing equipment for Ford V8s.
4. Many other EFV8 parts, fenders etc.
5. 1953 rebuilt Mercury 3 speed transmission with overdrive.

**Contact Don Roberts 778 846 5768 or 206 730 2413 (USA)**



**FOR SALE - MODEL LC-180 LIQUID CARBONIC A.C. ARC WELDER.**

**\$200.00 CDN**

An excellent stick welder for all your essential shop needs. Very attractive price, at \$200.00 for the first responder.

Please contact Ted & Gloria Jennings at 250 595 4958 if you need more information.

Ram clearance specials. <http://www.raminternational.ca/> Contact from RAM offering clearance specials on many different equipment items. Please search in attached link.

**WANTED FOR A 54 MERCURY 2DR HARDTOP.**

Could you send out a search warrant for a pair of sill plates for a 1954 Mercury 2door hardtop. I just bought the car and it has the originals, but they need work.

Thanks, Jim Contact Jim McConnell at [jamesm2@telus.net](mailto:jamesm2@telus.net) if you can help.

**WATCH FOR A STOLEN CAR PLEASE**



*This car was stolen out of owner's garage in Osooyos at the end of January. Please keep your eyes and ears open. Any info would be appreciated.*

**Please contact Robert Kelly  
<[bobsuek@shaw.ca](mailto:bobsuek@shaw.ca) . Thank You All.**

**Located in Oliver. Everyone is  
now resting easy!!**



1929 Model A. \$25,000 OBO



1953 Ford Customline. \$6,000 Firm



***If you are interested, please call Bill Nicholson 250 592 7162.***



## 1935 Ford Fordor Touring For Sale

*Floor, under fenders, under running boards prepped and painted*

*Engine, 1949 239 Flathead, total rebuild 2015, including Offenhouser Heads and Isky mild cam, new Water pumps, Flathead Alternator conversion from Generator.*

*New Ceramic Headers and dual tail pipes*

*New 4 core Radiator and Electric Fan. Maintains 85 degrees both sides.*

*Transmission total rebuild 2015*

*Hydraulic brake conversion, new drums on shoes, new master cylinder, and 4 new wheel cylinders. All new brake line*

*New gas tank, gas line and electric fuel pump and filter.*

*5 new tubes and tires and 5 powder coated wire wheels.*

*New vintage look gauges*

*Complete upholstery done in the 80's in above average condition*

*Body and glass good for it's age*

*Included are patch panels for the lower front sections of the back fenders. (to replace minor rust)*

*Signal lights and seat belts.*

*Electric windshield wiper motor included but not installed*

*Original 21 stud flathead included, and was running, but burning oil when taken out.*

*Original transmission included as an extra, an lot of bits and pieces collected over the years.*



**Price \$13,000 or best OFFER. Must Sell Please call Gary Clarke. 250 652 9823**





## JUST FOR FUN



*If you are brave enough and don't have a fear of falling open this link! Then call Lauri.*

<http://surprise.ly/v/?PK0Hl0kWELE:0:0:0:100>

<http://nicholaswhitman.com/a-k-miller-stutz-stash-antique-autos/> If you follow this link you will find something that will make your eyes water and your gills turn green. Thank you, Lauri!

### **Super Bowl Tickets!!**

A friend of mine has two tickets for the 2017 Super bowl.

Box seats plus airfares, accommodation etc., but he didn't realize when he bought them that this is going to be on the same day as his wedding -

So he can't go.

If you're interested and want to go instead of him, it's at St Peter's Church, in New York City, at 5:00 pm.

Her name's Louise, she's 5'4", about 125 lbs, good cook, makes \$130,000 a year!

She will be the one in the white dress.

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<http://www.tvraaca.org/oldmovies.htm#movie> You will find a treasure of old car movie clips when you follow this link. Thank you, Lauri S, once again!

### **Male logic... flawless**

This a conversation between a man and his wife. Please note that she asks five or six questions which he answered quite simply, but then she is speechless after answering only one question. I bet this happens more often than not to most husbands out there:

Woman: Do you drink beer?

Man: Yes

Woman: How many beers a day?



Man: Usually about three

Woman: How much do you pay per beer?

Man \$5.00 which includes a tip (this is where it gets scary!)

Woman: And how long have you been drinking?

Man: About 20 years, I suppose

Woman: So a beer costs \$5 and you have three beers a day which puts your spending each month at \$450. In one year, it would be approximately \$5400 correct?

Man: Correct

Woman: If in 1 year you spend \$5400, not accounting for inflation, the past 20 years puts your spending at \$108,000 correct?

Man: Correct

Woman: Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought an airplane?

Man: Do you drink beer?

Woman: No.

Man: Where is your airplane?

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### ***Compliments of Bill Pritchard.***

I've sure gotten old! I've had two bypass surgeries, a hip replacement,  
New knees, fought prostate cancer and diabetes  
I'm half blind,  
Can't hear anything quieter than a jet engine,  
Take 40 different medications that  
Make me dizzy, winded, and subject to blackouts.  
Have bouts with dementia ...  
Have poor circulation;  
Hardly feel my hands and feet anymore.  
Can't remember if I'm 89 or 98.  
Have lost all my friends. But, thank God,  
I still have my driver's license.

**Celibacy can be a choice in life, or a condition imposed circumstances.**

While attending a Marriage Encounter Weekend, Ron and his wife Karen, listened to the instructor declare, "It is essential that husbands and wives know the things that are important to each other. He addressed the men, "Can you name and describe your wife's favourite flower?" Ron leaned over, touched Karen's arm gently and whispered, "Robin Hood-All-purpose, isn't it?" And thus, began Ron's life of celibacy.



*Thank you, Marie, & Jim Jennings.*

**Don MacPherson. Parksville, B.C.**

Don has been an active member in the interior of the EFV8 over many years. He continues his involvement from his new location in Parksville and is a frequent valued contributor to Rumbles. The attached photo display shows many of the collectibles (but not all) he has owned and he has been kind enough to share this with the 109. Most of the photos are of his actual cars but some are shots of the exact same models, because no photos exist of his actual cars. One truck has been donated to the SHAS and the red 47 Deluxe 8 has a new home in Victoria. Don still operates the 57 retractable, and is on the hunt for a mid-30s coupe or roadster, with a flatty of course.

If you ever find yourself lost in Parksville give Don a call and he will give you some cookies and lots of great stories to with them. ***Thank you, Don, for sharing these with the 109.***

The Don MacPherson Collection.



1963 Ford Fairlane Sport Coupe



1954 Buick Century Riviera



1958 Pontiac Star Chief



1973 Ford F100



1968 Ford Galaxie 500



1936 Ford 3 Window Coupe



1947 Chrysler Windsor Convertible



1973 Ford F250



1957 Ford Fairlane Syclyner Retractable



1935 Ford Deluxe Tudor Touring Sedan



1954 Cadillac 6219 Four Door Sedan



1947 Ford Tudor Sedan



1935 Ford 2 Ton Truck



1947 Ford Deluxe Tudor Sedan



1954 Buick Roadmaster Riviera

# COMMITTEES & UPDATES 2016

Revised list will be published as soon as information and updates are finalized. If you need further information, please contact the club executive.



**2017 Committees: If you will assist anywhere please let us know.**

Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends	Bruce Somers, Lauri Stevens	To be determined	Jan 2017
High School Shop Awards	Tony Cond, Lew Williams	Norrie Spencer, Bruce Somers, Jim Jennings	Jan 2017
Newsletter	Chris Chown	Al Wills, all members	2014
Tours	Gary Clarke	All welcome	2016
Phone Committee	Norrie Spencer, Dave Wallace, Bob Mortimer	As needed	2014
Membership	Jim Banks, Don Landels		2016
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Christmas Celebration	Anna Meyer, Steve Butler		2015

# This Day in History

December 3<sup>rd</sup>, 1979



On December 3, 1979, the last Pacer rolls off the assembly line at the American Motors Corporation (AMC) factory in Kenosha, Wisconsin. When the car first came on the market in 1975, it was a sensation, hailed as the car of the future. “When you buy any other car,” ads said, “all you end up with is today’s car. When you get a Pacer, you get a piece of tomorrow.” By 1979, however, sales had faded considerably. Today, polls and experts agree: The Pacer was one of the worst cars of all time.

By the end of the 1960s, AMC was the only surviving independent automaker in the United States. The only way to assure AMC’s future, company officials decided, was to embrace what they called a “Philosophy of Difference.” That is, they built only cars that offered buyers something brand-new. (During the 1960s, the company had tried to compete directly with cars produced by the Big Three—General Motors, Ford and Chrysler—and had nearly gone bankrupt as a result.) They also

decided to build cars that would meet the stringent federal safety and pollution standards that they imagined would be in place in 1980.

Thus, the Pacer: an “economy car” that was, despite its designs on the small-car market, amazingly heavy (thanks to those crash-protection standards) and terribly fuel-inefficient. Most peculiarly, the Pacer was nearly half as wide (77 inches) as it was long (171.5 inches, on a 100-inch wheelbase). In theory, this meant that four adults and their cargo could travel in comfort; in practice, it meant that the car was goofy-looking and impossible to park. Contributing to the overall goofiness were the car’s enormous windows—more than one reviewer compared the Pacer to a fishbowl. Also, to make it easier for passengers to load packages into the back and drivers to climb in on the curb side, the left-hand door was shorter than the right one. (As a result, parallel parkers in Great Britain typically needed to crawl over the passenger seat to get out, because the driver’s-side door was so big that it would get caught on the curb.) The short, squat car was also woefully underpowered.

Despite (or perhaps because of) its bad reputation, the Pacer has also earned a spot in pop-culture history. A 1976 Pacer—robin’s-egg blue, with flames painted on the front fenders—starred in the 1992 film “Wayne’s World” and in the accompanying video for the old Queen song “Bohemian Rhapsody.” More recently, the rapper Eminem featured a late-model Pacer in the music video for his 2000 hit “The Real Slim Shady.”

On December 3, 1979, the last Pacer rolls off the assembly line at the American Motors Corporation (AMC) factory in Kenosha, Wisconsin. When the car first came on the market in 1975, it was a sensation, hailed as the car of the future. “When you buy any other car,” ads said, “all you end up with is today’s car. When you get a Pacer, you get a piece of tomorrow.” By 1979, however, sales had faded considerably. Today, polls and experts agree: The Pacer was one of the worst cars of all time.

By the end of the 1960s, AMC was the only surviving independent automaker in the United States. The only way to assure AMC’s future, company officials decided, was to embrace what they called a “Philosophy of Difference.” That is, they built only cars that offered buyers something brand-new. (During the 1960s, the company had tried to compete directly with cars produced by the Big Three—General Motors, Ford and Chrysler—and had nearly gone bankrupt as a result.) They also decided to build cars that would meet the stringent federal safety and pollution standards that they imagined would be in place in 1980.

Thus, the Pacer: an “economy car” that was, despite its designs on the small-car market, amazingly heavy (thanks to those crash-protection standards) and terribly fuel-inefficient. Most peculiarly, the Pacer was nearly half as wide (77 inches) as it was long (171.5 inches, on a 100-inch wheelbase). In theory, this meant that four adults and their cargo could travel in comfort; in

practice, it meant that the car was goofy-looking and impossible to park. Contributing to the overall goofiness were the car's enormous windows—more than one reviewer compared the Pacer to a fishbowl. Also, to make it easier for passengers to load packages into the back and drivers to climb in on the curb side, the left-hand door was shorter than the right one. (As a result, parallel parkers in Great Britain typically needed to crawl over the passenger seat to get out, because the driver's-side door was so big that it would get caught on the curb.) The short, squat car was also woefully underpowered.

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## 1965 Shelby GT 350 debuts



On this day in 1965, the Shelby GT 350, a version of a Ford Mustang sports car developed by the American auto racer and car designer Carroll Shelby, is launched. The Shelby GT 350, which featured a 306 horsepower V-8 engine, remained in production through the end of the 1960s and today is a valuable collector's item.

Carroll Shelby was born in Texas in 1923 and gained fame in the racing world in the 1950s. Among his accomplishments was a victory at the 24 Hours of Le Mans in 1959, making him just the second American ever to win the iconic endurance race. By the early 1960s, Shelby had retired from racing for health reasons and was designing high-performance cars. He became known for his race cars, including the Cobra and the Ford GT40, as well as such muscle cars as the Shelby GT 350. According to The New York Times: "In the 60's, at the apex of the Southern California car efflorescence, his name was synonymous with muscle cars, relatively small vehicles with big, beefy engines. It was an era that many car buffs consider Detroit's golden age, and Mr. Shelby was arguably its prime mover."

The Shelby GT 350 was an iteration of the first Ford Mustang, which was officially unveiled by Henry Ford II at the World's Fair in Flushing Meadows, New York, on April 17, 1964. That same

day, the new car also debuted in Ford showrooms across America and almost 22,000 Mustangs were immediately snapped up by buyers. Named for a World War II fighter plane, the Ford Mustang had a long hood and short rear deck. More than 400,000 Mustangs sold within its first year of production, far exceeding sales expectations. Over the ensuing decades, the Mustang has undergone numerous evolutions and remains in production today, with more than 9 million sold.

In addition to collaborating with Ford, Shelby partnered with other automakers, including Chrysler, for whom he designed the Dodge Viper sports car, which launched in 1992.

The Times in 2003 quoted comedian Jay Leno, an avid car collector who has owned several



Shelby cars, as saying: “Carroll is sort of like the car world’s Mickey Mantle or Willie Mays... Unlike so many racers, he didn’t come from a rich family, so he signifies that everyman, common-sense ideal. When I was kid, American cars were big, clunky things, until Carroll used his ingenuity to make them compete with European cars. He was a populist, the kind of guy that other car buffs could emulate.”

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

