

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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Victoria, British Columbia V8X 5K2

RUMBLES *October 2018*



The MG parade at The Roost

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Contributions always appreciated

**The next regular club meeting will be held on
November 13th, 2018, at the Victorian. 7:30 PM.**

See you there.

The Executive Crew 2018

EARLY FORD V8 CLUB R.G. #109



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<i>Vice President</i>	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
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<i>First Past President</i>	Bill Pritchard	250 656 7029	bprichard@shaw.ca

2018 CLUB AGENDA & EVENTS

ACTIVITY AGENDA – January through December

JAN 9	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
FEB 4	TOUR AT U-BLAST IT. DETAILS TBA.
FEB 13	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
MAR 13	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
MAR 18	CLUB TOUR & LUNCH. WHIPLASH CUSTOMS
APR 10	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
APR 15	CLUB TOUR & LUNCH – GORD MARTMAN N. SAANICH
APR 28	CLUB TOUR – ELECTRO SHINE 11:00 AM START
MAY 8	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
MAY 25, 26, 27	ROCK & ROLL FOR LITTLE SOULS at GR Pearkes Arena
JUNE 12	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JUNE 24	VCC 2018 SWAP MEET at Saanich Fairgrounds
JULY 9	BBQ and F&F 18 status updates.
JULY 22	FORDS & FRIENDS 38 TH ANNUAL SHOW & SHINE
AUG 18,19	HANDS ACROSS THE WATER – FRASER VALLEY CLUB 120.
AUG 25	ANNUAL 109 CLUB BBQ. Saturday at Norries. 3:00 PM to 8:00 PM.
SEPT 11	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
SEPT 22	CLUB TOUR. DETAILS – the Roost Winery
OCT 9	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
OCT 27	DOUBLE HEADER TOUR – TED FORBES/SHAWN DRIVER.
NOV 13	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 19	CHRISTMAS PARTY. DETAILS TBA.



Club News



THE ROOST BISTRO TOUR.

In late September the 109 club was very fortunate to be able to visit with Hamish Crawford and his team at The Roost Bistro in North Saanich. The members and guests were treated to an excellent tour of the farm/winery and a very fine collection of custom and classic vintage autos. The superb collection of MG roadsters was flawless. Not to mention a fantastic V12 Jag that will get to 100 mph by the time you reach the top of the hill. Hamish explained that he has travelled extensively over several years to compile his collection of very special autos. Each one has been painstakingly restored to perfection and wonderful to see first hand.

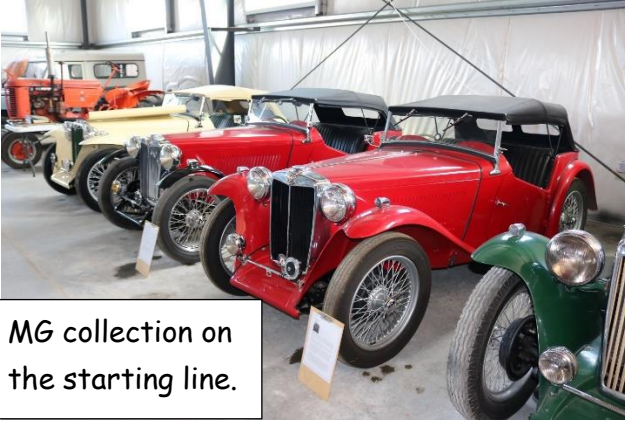
The other part of the tour was a marvelous trip around the farm operations. We saw rows upon rows of special grapes just ready for harvest, header for the wine bottles. A very funny introduction to an attack turkey and a couple of enormous pumpkins, almost ready for the Halloween season. Many of the requirements needed to run the Roost Bistro are grown right on the farm which makes lunch or a coffee break there very enjoyable. During and after lunch we were introduced to several types of wine and sample tasting of delicious pies and pastries, each one was perfect.



A V12 Jag with just enough carbs!



Grapes ready for harvest.



MG collection on the starting line.



Just in case you missed it that is a combine snuggled up to the front of the Jaguar.



A perfect Ford, great whitewalls.



Midnight awaits!



E Type Jag ready to go.



Believe it or not, this is a coffee grounds compost.



Who landed this plane?

Merry Christmas - party pending!



It is a pleasure to announce that Jim & Marie Jennings have stepped forward (again) and will coordinate the Christmas Party for the 2018 season. Many changes in the format and activities which show great promise for an exciting fun filled event. Full details will follow shortly. *Many thanks to Jim and Marie for going the extra mile once again.*

Reinert Peterson is pleased to announce a new addition to his fleet. The next project is the 1946 Ford pickup purchased from Robert Harrison. The 46 is very unique in that it has been in storage since the very early 1980's and has brand new tires on it! Congratulations to Reinert and his family for pulling the trigger on such a great barn find.

Lew Williams has started the rebuild on the flathead in his 38, just because he has so much spare time on his hands! Please join me in wishing Lew & DJ all the best of luck in completing the project with speed and efficiency.

Don Landels is set to return from Italy very soon, and we look forward to his version of how exciting it is to drive on Italian roads just like Tony Cond. Fingers crossed with a full set of white knuckles!

Thanks go out to Norrie Spencer for encouraging Pat Houle to rejoin the 109. Hopefully we will see Pat at a future meeting and find an opportunity to view his very special collection.

The BC Utilities Commission approved the ICBC changes Government proposed. This announce was made Sept 28, 2018. Please send it to your friends.

Listing all POSSIBLE OR REGULAR drivers is very important, apparently there will be penalties for non-compliance. Of course if you sign up for the \$50.00 unlisted drivers protection that will help. Previously we were advised that you wouldn't be required to list a spouse, however this clearly indicates all drivers must be listed. This is a must read bulletin.

www.icbc.com/about-icbc/changing-auto-insurance-BC/making-rates-more-fair/Pages/Default.aspx

Double Header Tour

Saturday, October 27, 2018. Starting at 10:30 AM.

The EFV8 Club 109 is pleased to invite you to our **Double Header Shop Tour** on Saturday October 27. This exceptional tour will include a lunch and many opportunities to meet with the hosts. View some truly fantastic collectible autos and memorabilia. Our last tour before spring 2019 so don't miss it.



TOUR ONE is at TED FORBES. 1985 Gillespie Road, V9Z 0Z2, in East Sooke. Start time is 10:30 and expected to last until we break for lunch at about 12:30.

Without doubt a tour at Ted's place is an event that should never be missed, and a highlight on any enthusiast's calendar.



An excellent pub lunch at the 17 Mile. 12:30 to approximately 1:30. Lunch is optional but if you don't attend you are requested not to proceed to Drivers on you own.



TOUR TWO.



Last but most certainly not least is a visit to Drivers Welding and Mile 19 Signs and Graphics. Hosted by Shawn and Miss Daisy at 5536 Sooke Road, V9Z 0C7. If you haven't been here before you should treat yourself and explore all there is to see. A great deal of very unique items and "projects underway" along with several custom-built cars, motorcycles and trucks by Shawn and his team. Don't miss the Bonneville

Studebaker.

WE RESPECTFULLY REQUEST THAT YOU [RSVP DIRECTLY TO GARY CLARKE AT 250 652 9823](tel:2506529823) or email to monty57@telus.net. THANK YOU FOR YOUR CONSIDERATION. Registration deadline is Oct 22.

TECH TALK



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



Yes that really is Bruce Somers navigating!

Adjusting Ignition Timing 49 to 53 Flathead.

When checking engine timing with a strobe type timing light, disconnect the vacuum line from the carb to the distributor. Engine should be at idle speed. Connect timing light high voltage lead to wire going to **Number 1** spark plug and the appropriate low voltage leads to the battery connections per timing light instructions. Be sure to check polarity of connections....stock electrical systems are 6 volt positive ground. Loosen distributor hold-down bolt and adjust timing by twisting distributor until timing marks line up between groove on pulley and indicator. Tighten distributor hold-down bolt and re-check timing. Re-connect vacuum line to distributor.

Spark advance in the **LoadaMatic** distributor is controlled entirely by the vacuum differential at the carburetor, which regulates the vacuum control diaphragm on the distributor. The diaphragm is connected to the breaker plate and works against two

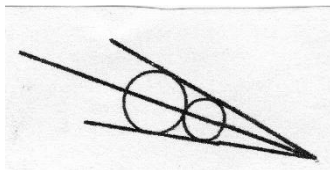
springs. On 1949 Ford distributors the two springs are of separate tension. 1950 to 53 distributors have identical springs. The springs are mounted on posts with eccentric mounts. Turning the post adjusts the spring tension. Vacuum for the LoadaMatic distributor does not come from a simple vacuum fitting off the intake manifold (ie for windshield wipers) but **must** come from the vacuum connection on the carburetor. The stock Ford/Holley carb has the necessary two vacuum circuits internally, that are **absolutely necessary** for control of this distributor. In general, earlier Stromberg carbs will not have these vacuum circuits that would allow them to be used on the 49-53 distributor. Likewise, when using multiple carburetor manifolds, there will not be sufficient air velocity in either carb to operate the vacuum advance of this distributor correctly. Most builders who use aftermarket manifolds and carbs will convert the ignition distributor to the earlier "crab" type with its vacuum brake advance mechanism. We have no recommendations at this time relating to use of other after-market distributors or ignition systems.

When setting breaker point gap be sure to check ignition timing after making the adjustment. There is an oiler on the stock distributor body to provide lubrication for the distributor drive shaft. Also, a light film of breaker point grease should be applied to the eight-sided cam (or rubbing block) when the points are serviced.

The condenser is rated at 0.21 to 0.25 microfarads. This can be checked properly with a meter designed to read condensers and capacitors. A simple ohmmeter can test for complete failure but will not give an accurate reading for specified ratings. If moving a condenser to a more remote location than its original mount in the distributor, be sure to check its rating with the longer lead wire.

Henry Ford said:

"Thinking is the hardest work there is, which is the probable reason why so few engage in it"



Buy & Sell.

Wanted: Full set of 16" WWW radials. Call Chris at 250 595 0312. Will trade for excellent 15" rimes and tires.

For Sale: Norrie Spencer has a large collection of 32 parts and accessories for sale. Please call Norrie and pay him a visit to negotiate.

For Sale: Four chrome reverse wheels to fit Ford 5 x 5 ½ bolt pattern. Chris Chown.

For Sale: 1936 Ford Cabriolet, restored in late 70s - early 80s and 2006-2010. Rebuilt motor, hydraulic brakes, leather interior.

\$67,000

James Smith

email - houstonko@hotmail.com



Information passed on from Neva at the 120 via Jim Banks. Thanks to everyone for the tip.



2018 Committees:

Always glad to have your help!!

Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2018	Bruce Somers, Lauri Stevens	To be determined	Jan 2017
High School Shop Awards	Lew Williams	Norrie Spencer, Bruce Somers, Jim Jennings, Tony Cond	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
Website development	<i>Al Wills</i>	Chris Chown	2017
Membership	Jim Jennings	Lew Williams	2016
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
2018 Christmas Party	Jim & Marie Jennings	All members of the 109.	September 2018

JUST FOR FUN

MY GRADE 10 English students had spent several weeks on their research papers, and the moment of truth had arrived — the papers were due. I knew that Gene had not been working very hard on the assignment and that it probably would not be up to standard. When I went to collect it from him, he said, "My dog ate it." Having heard that excuse dozens of times, I gave him my best intimidating teacher glare. "It's true," he insisted. "I had to force him, but he ate it."

Problem Checked

An auto mechanic received a repair order that read: "Check for clunking sound when going around corners."

Taking the car out for a test drive, he made a right turn, and a moment later he heard a 'clunk'.

He then made a left turn and again heard a 'clunk'.

Back at the shop he opened the car's trunk, and soon discovered the problem.

Promptly he returned the repair order to the service manager with the notation, "Removed bowling ball from trunk".

A Truckers Delight!

A trucker came into a truck stop cafe and placed his order. He said, "I want three flat tires, a pair of headlights and a pair of running boards." The brand-new waitress, not wanting to appear stupid, went to the kitchen and said to the cook, "This guy out there just ordered three flat tires, a pair of headlights and a pair of running boards. What does he think this place is, an auto parts store?" "No," the cook said. "Three flat tires mean three pancakes, a pair of headlights is two eggs sunny side up, and running boards are 2 slices of crisp bacon." "Oh, OK!" said the blonde. She thought about it for a moment and then spooned up a bowl of beans and gave it to the customer. The trucker asked, "What are the beans for, Blondie?" She replied, "I thought while you were waiting for the flat tires, headlights and running boards, you might as well gas up!"

History 101



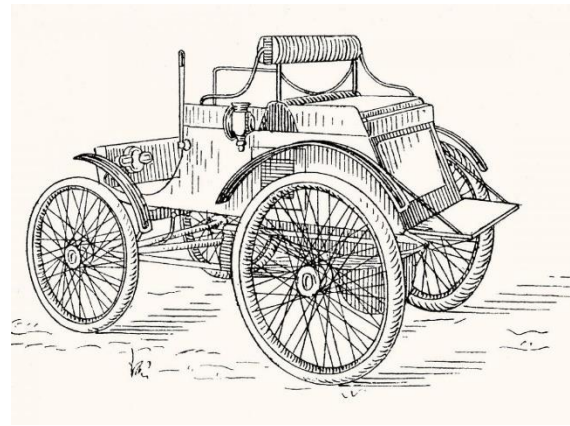
OCTOBER 11, 2008.

On this day in 2008, a man from Belgium named Luc Costermans sets a new world speed record for blind drivers: 192 mph. Costermans set the record in a borrowed Lamborghini Gallardo on a long, straight stretch of airstrip near Marseilles, France. He was accompanied by a carload of sophisticated navigational equipment as well as a human co-pilot, who gave directions from the Lamborghini's passenger seat.

The record Costermans broke had been set exactly three years before by the British driver Mike Newman. On that day, Newman had coaxed his 507-horsepower BMW M5 to a top speed of 178.5 mph. (Over a measured mile, Newman's speed averaged 167.32 mph.) For his part, Newman had smashed a 2-year-old record—144.7 mph—that he had set himself in

a borrowed Jaguar, just three days after he learned to drive. Unlike Costermans, Newman did not race with a co-pilot or a navigator. Instead, he got his father-in-law to zoom around the track behind him, shouting directions over the radio.

Both of these blind record-setters were all-around daredevils who raced all sorts of vehicles. In 2001, for example, Newman became the fastest blind motorcycle driver in the world (his record speed was 89 mph) just four days after learning to ride; five years later, Costermans flew a small airplane all around France. (He was joined by an instructor and a navigator.) Another record-setter, an Englishman named Steve Cunningham, had set the land-speed record himself in 1999 (147 mph, while driving a £70,000 Chrysler Viper) at the same time that he held the sea-speed record for a blind sailor. In 2004, guided by sophisticated talking navigational software, Cunningham became the first blind pilot to circumnavigate the United Kingdom by air.



This Day In Market History: Electric Car Wins First U.S. Auto Race

What Happened?

On this day 122 years ago, an electric car made by Riker Electric Motor Co. won the first-ever auto race in American history.

What Else Was Going On In The World?

In 1896, Utah became the 45th U.S. state. The University of Chicago defeated the University of Iowa in the first unofficial college basketball game by a score of 15-12. A 5-pound bag of flour cost 12.5 cents.

The Forgotten Electric Car

The push to make electric cars mainstream has made relatively little progress, with only 4 percent of new car sales being EVs. Yet before the internal combustion engine became the

gold standard of American automobile design, an electric car [actually won](#) what was potentially the first auto race in America.

The race was sponsored by automobile companies and held in Cranston, Rhode Island. Seven cars entered the 5-mile race, including five internal combustion cars and two battery-powered cars. The two electric cars finished in first and second place in the race, and the Riker Electric car was the victor.

Riker Electric took home a cash prize of \$900 for the win. Riker Electric was merged with the Electric Vehicle Co. in 1901. At that time, Electric Vehicle Co. was the largest motor car manufacturer in the U.S. However, the company eventually succumbed to bankruptcy in 1907. A year later, **Ford Motor Company** [F 1.87%](#) introduced the gas-powered Model T and **General Motors Company** [GM 1.7%](#) was founded.



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

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