

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles OCTOBER 2019



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Contributions always appreciated

**The next regular club meeting will be held on
November 12th , 2019 at Berwick House. 7:30 PM.**

4062 Shelbourne St. CU there.

The Executive Crew 2019



EARLY FORD V8 CLUB R.G. #109 2019

Position	Name	Telephone	Email
President	Chris Chown	250 595 0312	cdchown@outlook.com
Vice President	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
Treasurer	Jim Banks	250 433 4021	banksjim16@gmail.com
Secretary	Don Landels	250 588 1300	don.landels@gmail.com
Directors	Dennis Mounce	250 478 6440	d&bounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
	Chris Chown	250 595 0312	cdchown@outlook.com
	Jim Jennings	250 477 5594	jennings@telus.net
	Bill Pritchard	250 656 7029	bpritchard@shaw.ca
	Don Landels	250 588 1300	don.landels@gmail.com
First Past President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca

2019 Club Agenda & Events

ACTIVITY AGENDA – January through December

JAN 8	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 19	CHRISTMAS PARTY SHAS Schoolhouse. 11:00 AM to 3:00 PM.
FEB 12	REGULAR CLUB MEETING – Cancelled due to inclement weather.
MAR 12	REGULAR CLUB MEETING – 7:30 AT THE VICTORIAN
APR 9	<i>REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE</i>
APR 28	CLUB TOUR HERITAGE ACRES. 11:00 AM START.
MAY 14	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
MAY 31	ROCK & ROLL FOR LITTLE SOULS
JUNE 11	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JULY 10	BBQ & PRE SHOW MEETING FOR F&F 2019 HERITAGE ACRES.
JULY 14	FORDS & FRIENDS SHOW – HERITAGE ACRES
JULY 19-21	NW DEUCE DAYS – VICTORIA
AUG 31	HOLD DATE FOR SHOP TOUR DETAILS 2B CONFIRMED
SEPT 7	ANNUAL CLUB BBQ WITH NORRIE AND ROSE. Pot luck
SEPT 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
OCT 6	SHOP TOUR @ Tom & Mark Fisher's in Metchosin. Details TBA.
OCT 8	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
NOV 12	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
DEC	NO REGULAR CLUB MEETING.
JAN 2020	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.

Regular meeting minutes are reserved for 109 members only.



Club News



www.Vecto.rs · 15731



Tom Fisher welcomes the 109 club. Oct 6, 2019.

The 109 club experienced a very special tour on October 6th at the Tom Fisher residence in Metchosin. We started at 10:00 AM with a fairly large group and were treated to a personally guided tour by Tom and his son Mark throughout their extensive wide-ranging property. Stories and great insight related to life and autos were a treat to be sure and enjoyed by all. Not bad for an energetic senior in his early 90's.

This superb collection varied from early Model A Fords to mid 60s Chevy's. All were incredible originals and superb restorations. A few very rare items, such as a 40 Ford panel and a perfect 56 Chevy convertible, showed very clear evidence of a dedication to exceptional quality restoration work and expertise. One of the shop areas had a "round the room" display of many awards, trophies won

by Mark and Tom over the years, indicating many successful outings and high involvement in the collectible hobby.

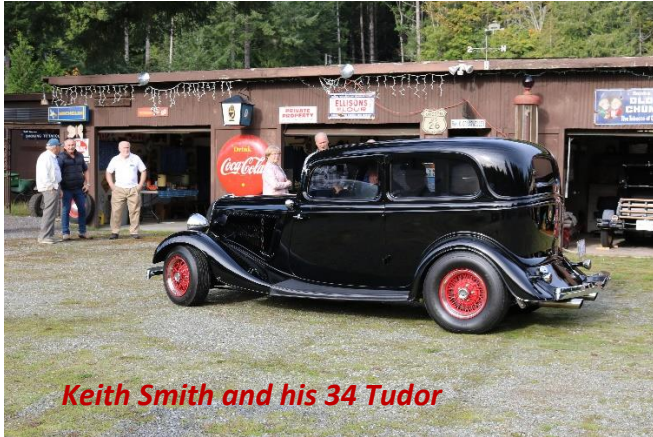
Unfortunately we didn't get to see most of the other memorabilia that Tom has collected over the years as we ran out of time. Hopefully we will get to visit Tom and Mark in the near future so we can finish up,

Our tour was followed by a terrific lunch at Denny's on Sooke Road with many club cars showing well as we took over the entire parking lot! It was great to have Tom and Mark join us for the lunch and we all thank them for the opportunity to share a rich experience.

Finally I would like to extend our sincere appreciation to Gary Clarke and Bruce Somers for pulling this together. A fantastic job once again and very well received by everyone who attended.

More photos at www.earlyfordv8victoria.com





Keith Smith and his 34 Tudor



Alan Barr with his perfect 30 Model A.





You might notice a motion detector in the rad where the crank hole is supposed to be. This unique installation will turn on the headlights that shine down the driveway entrance. What a great security design for rural properties. Who says recycling can't be fun!!



Note the trophy rail at the top of the wall. This photo only shows some of an impressive collection of hardware.





The Early Ford Club of America

Summary of August 17, 2019 National Board Meeting Early Ford V-8 Club of America

Meeting was called to order by President Michael Driskell at 10:01 a.m. CDST

Minutes of the May 18, 2019 board meeting via conference call were reviewed and approved.

Report on the club's financial report by Treasurer Dave Rehor was received and approved.

Board approved to continue to use Coughlan Napa CPA Company, Inc to audit the club's financial records.

Club book sales were reviewed and an additional 250 Flash Drives containing 50 years of the V-8 Times is back in stock.

Bruce Nelson reported on the National Meets and Driving Tours as follows:

National Meets

The Central National Meet held in Auburn, IN, August 24-27, sponsored by Ohio Regional Group #141 with assistance from the Indiana RG's will be ongoing or passed by the time this summary is received.

2020

We have 2 meets scheduled at this time; Eastern National Meet at Morgantown, PA June 15-18, sponsored by the National Capital RG #36 and the Western National Meet at Alamosa, CO, September 21-24 sponsored by the Hi Country RG #28.

2021

Western National Meet at South Lake Tahoe, sponsored by Mission Trails RG #32 June 13-17 2021.

National Driving Tours

Driving the Driftless, July 15-19 sponsored by the Twin Cities RG#46 was held and well

received by the participants and event surveys were very favorable. The second tour is the National Park Driving Tour, September 14-20 sponsored by the Hi Country RG#28. There are currently 32 registrations mailed in. There are no currently scheduled driving tours yet for 2020.

Information and Registration forms for the above meets and tours are available on the club's website at: www.earlyfordv8.org, under upcoming events.

The National Club is looking for Regional Groups to sponsor both National Meets and National Driving Tours. Contact any of the following Board members for information on how we can help; Bruce Nelson, Reuben Doggett, Gene Napoliello, Mark Strohecker, Rick Claybaugh and Connie Hall.

Membership: Membership continues to slowly decline and stands at 7,669 at the end of July 31st.

Web Administration: Bruce submitted his report and reviewed sales of on line items. Top seller is the flash drive 50 years of the V-8 Times. Check our website if you are in need of any books or club items. **Note: On line store is closed until September 4th, Staff on Vacation.**

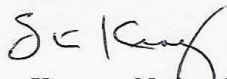
Director Election for 2020-2022 board members ballots should be mailed back and postmarked by **October 15, 2019.**

Insurance Update: J.C. Taylor has sent out Regional Group invoices for Directors and Offices E&O insurance. **Be sure to send your renewals before November 1, 2019 or your insurance will be canceled.** Also, if your group is sponsoring an event please request a **certificate of insurance** which is available on the club website for your event. Allow 60 days notice for processing.

Advertising/Marketing /Youth Committee: Committee Chairman John Caldwell gave an extensive report on developing a long term strategy for growing club membership through attracting young non-member participants. An Internal and External Club focus is on going and further information is evolving and will be reported at the November meeting. Read John's article in the July/August V-8 Times on page 81.

The National Board Face to Face meeting will be held in Ft. Meyer, FL February 10-12, 2020.

Respectfully Submitted,



Steve Kroeger, National Secretary



Let's face it. When your time is up, you can't take it with you. You wind up leaving your family to figure out what to do with it all. "It" may be vehicles, parts, books, tools, memorabilia, etc. For some of you, "it" might be a lot of stuff! If you're lucky, you have children or grandchildren who would love to inherit your stuff. But more often than not, no one in the family or among friends wants all of "it".



They're known as "Gifts in Kind" and may be tax-deductible.

You can specify in your Last Will & Testament that they be donated to the Museum or you can donate them now. A great way to help you "downsize" for a move into a smaller home.



Maybe it's a vehicle you'd like to donate.

Please know that if you give us parts, tools, literature, etc., we may sell anything that the Museum doesn't need for its collections. That money will be used to help support the operation of the Museum. If it's a vehicle, and it's one we can use in our collection and is of good enough condition to display, we will do so for a minimum of three years, unless permission is granted to sell it sooner.

It's important that you contact the Museum before you send or promise us any items. Unfortunately, the Museum cannot accept every single item donation, so it's best to discuss ahead of time.

TECH TALK;

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

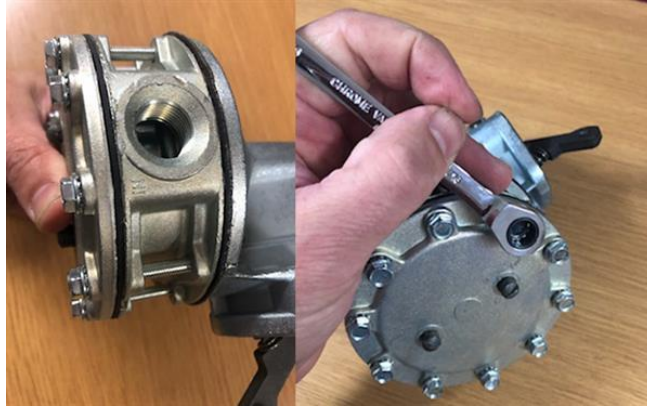
Installing a Mechanical Fuel Pump By Heath Petzoldt 9/12/2019

Let's face it. Some things require no explanation and, well, some things need a lot of explanation. What I find often is that I look at a product we sell here at Speedway Motors and think "I wonder how that all works", while other products I pretty much dismiss the need to have any conversation about it. That's not always the right way of thinking. For instance, our Speedway Motors Small Block Fuel Pump looks like one of those products that would require zero explanation. However, we get a lot of calls about it.

At first glance, this is one of the products I would see and think "does this really need a set of instructions?" The more I studied the product and the more questions I received about it made me think there has to be a reason for this to be talked about here. As I opened the box, I noticed something odd about it, and that made me even more certain that this is a product that could use some explanation. So here we go...



Right out of the box, I realized something kind of strange. To me, the IN and OUT were 180 degrees off from what I would normally see of a common day fuel pump. I am not sure if this is so that people actually clock this thing exactly where they need it or maybe this is how a lot of people do it, and it's fine for some out of the box. I see the 10 bolts, 10-32 thread pitch, on the outside that require a 5/16" wrench to remove. I removed all the bolts.



Once I removed the 10 bolts, I was waiting for a bunch of springs and parts to come shooting out. This was mostly because that seems to be my luck most times! However, this is not one of those products. If you simply remove those bolts, the whole pump body comes off. No springs, no extra parts, and no real stress about uninstalling the body.



With the body removed you will see there is a diaphragm and a spring attached under the diaphragm. The only thing bad about taking the body off is that the spring wants to twist a bit and the diaphragm goes with it. When you clock the body where you want put a couple of the bolts back in it, of course making sure not to tear the diaphragm. Then set it up to the engine and see how you like the orientation of the IN and OUT. The IN side is clearly marked for you.



Once you have it clocked where you like it you can finish installing the rest of the bolts and torque them to 34.9 IN LBS. When you have everything torqued down you can think about the fittings you want to install in the 3/8 NPT IN/OUT ports. We offer a few fittings for AN6 and AN8 lines. If you would like to do 3/8 rubber line with line clamps then we offer these 3/8 NPT Male to 3/8 Inch Hose Barb Adapters.

Make sure you have removed the old fuel pump gasket from the block and checked the fuel pump pushrod for wear. Believe it or not, if you have a used engine or one that has seen wear, then you want to replace it at this time. I like to see some grease added to the rocker arm on the fuel pump and some into the rocker arm cavity to lubricate the internal parts.

When that is complete, place the new mounting gasket onto the surface of the pump, holding it in place while starting the bolts through the pump flange and gasket. After the bolts have started into the engine block, tilt the pump either toward or away from the block to correctly place the lever against the cam.

One thing to note is that on pushrod driven pumps, you must make sure the pump lever is mounted under the pushrod at low cam. When the pump is positioned properly, the pump should squawk with each movement. This is how you will know everything is installed correctly. Some people use different things to hold the pushrod up, like a hacksaw blade or something equivalent. Tighten down each bolt equally alternating from side to side.

Make sure all fittings, hoses, and clamps are tight and you have no leaks. I know some people don't believe in fuel pressure regulators, but I sure do. I like to see a nice regulator installed like Speedway's Chrome Adjustable Fuel Pressure Regulator and set for the carburetor you are using. Following these instructions, I think you can have a good, clean install without any leaks or hassles. Happy Hot Rodding!

DIY: Replacing Your Mechanical Fuel Pump

What you will need:

1. Ratchet wrench set with universal joint
2. Tubing or open-end wrenches
3. Hose clamp pliers or screwdriver
4. Bolt or wooden dowel to plug fuel line from fuel tank
5. Gasket sealer

Before you start:

Get all the tools you'll need and have everything you might need handy. Allow yourself enough time so you do not have to rush. Since there will be fuel and fuel vapors present, do not smoke or allow open flames or sparks in the work area.

It would be an excellent idea to have a fire extinguisher rated for gasoline fires handy as well.

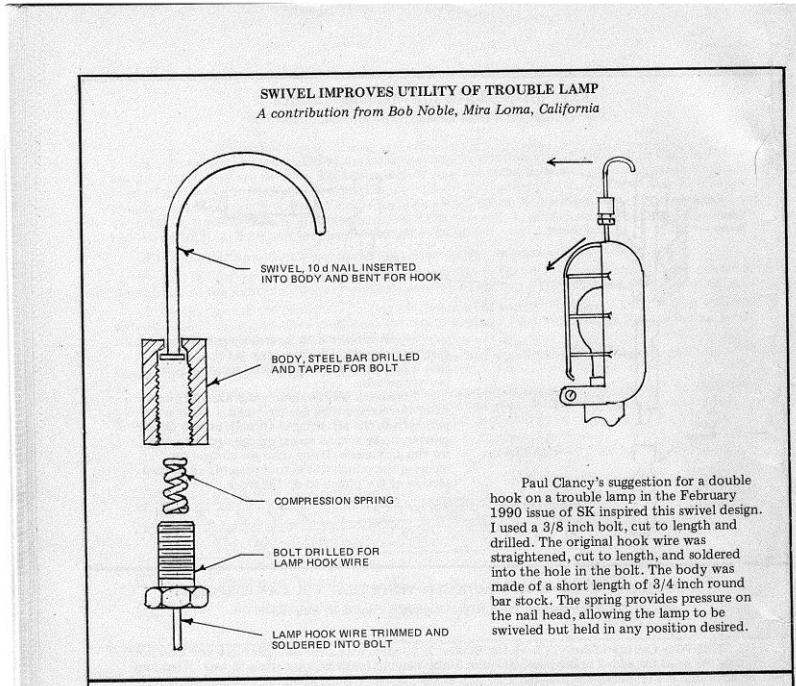
Okay, let's get to work.

Removal:

1. Disconnect the negative battery cable.
2. Disconnect fuel tank hose at the fuel pump, and plug the hose with a bolt or wooden dowel to keep any fuel from flowing out wires. Check the hose and if it is frayed or cracked, replace it with new fuel line hose.
3. Disconnect the outlet line to the carburetor. Use a wrench on the fuel pump fitting and another on the line nut.
4. Remove the two attaching bolts and remove the old fuel pump. Clean off any old gasket material from the mounting surface of the engine.

Installation:

1. Apply a coat of gasket sealer on both sides of the new gasket. Put the attaching bolts through the new pump and slip the gasket over the bolts.
 2. Install the new pump on the engine. Make sure that the in the pump is against the eccentric inside the engine, or that the push rod is correctly installed in both the engine and the fuel pump. If the push rod slides out, you can pack it with some heavy grease to hold it in place while you install the pump.
-
1. Attach the fuel outlet line that runs to the carburetor. If it's difficult to connect, remove the other end of the line from the carburetor. Connect the line to the fuel pump, and then reattach the other end to the carburetor. Use a wrench to hold the fuel pump fitting and tighten the line nut with another wrench.
-
1. Attach the fuel inlet hose from the gas tank, and the vapor return hose (if the vehicle is equipped with one). Tighten all clamps.



Ever had a moment where you want to throw that cheap trouble light in the trash can, because you cant get it to shine where you need it?

Here's a unique easy fix from the pages of Skinned Knuckles, March 1991.

Thanks Dave & Judy Wallace!

Henry Ford said:

Impossible means that you haven't found a solution yet

Lee Grant said:

*OUR GREATEST GLORY IS NOT IN NEVER FALLING,
 BUT IN RISING EVERY TIME WE FALL.*

Buy & Sell.

Direct from the ever-growing collection by: Don MacPherson





Don MacPherson, our member at large in Parksville, has a very special “N” scale model railroad set mounted on a tray for easy storage and use. The tray size is 661 ½ inches wide by 371 1/2 inches deep. Lots of correct size storage apace for attachments and accessories. The operating system is Digitrax Digital command Control, with many extras. Don is looking to reclaim some space in his home and hopes to have the entire set up find a new home where it can be truly enjoyed. Price is negotiable so if you are interested please call Don at 1 250 248 9246 or email donlinda4@telus.net. More information, additional pics available directly from Don.

Coming Soon: A large collection of Model A parts and early ford v8 OEM items. Body parts, engines, trims, running gear and early flatheads just for starters. Details will be published with photos before the next club meeting. First offering to EFV8 109 members. If you are on the hunt please contact Chirs Chown 250 595 0312.



FOR SALE:

1971 Monte Carlo. In storage for the past 10 years. Runs very well. Owner is downsizing and needs to make some new space.

Call Reg Ash for details and contact information.

250 382 4494.

Wanted: Lee Grant is looking for a Ford 8" rear end 56" OS drum measurement, any 1960s Falcon or Mustang will work. In addition Lee needs a Ford C4 tranny (the only one I don't have) with a bell housing 170 inline 6. Please call Lee at 1 780 886 1409 or email his website at leegrantkustoms@yahoo.ca

For Sale: Pappy Robertson has a 302 CI with an AOD transmission attached. The AOD is freshly rebuilt by Victoria Transmission (Gary) but has never been run. Guaranteed rebuild to a very high standard. This combination was originally slated for install into Pappy's T-Bird, but a change of mind has opened it up for sale. Excellent value for EFV8 109 members. Please call Pappy Robertson at 250 858 9038 or email hdclassicride@gmail.com Priced to sell!!

Wanted: David Hall from Armstrong is on the hunt for a 3 speed Ford trans with a floor shift. Needs to hook up with a flathead in a 46 Mercury half ton. David is open to discussions on gears only as he really needs the cluster. If you can help please call David at 250 302 9315 or email dhall@firstbc.com.

2020 Committees:

“Always glad to have your help!!”



Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2020	Gary Clarke, Lew Williams	Primary Committee, 2B set.	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	Al Wills, all members	2014
Tours	Gary Clarke	All welcome	2016
Phone Committee	Norrie Spencer, Dave Wallace, Bob Mortimer	As needed	Jurassic period
Website development	<i>Al Wills</i>	Chris Chown	2017
Membership	Jim Jennings	Lew Williams	2016
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

A traffic cop pulled alongside a speeding car on the motorway. Glancing into the car, he was astounded to see that the young lady, who was driving, was knitting.

Realising that she was oblivious to his flashing lights and siren, the policeman wound down his window, turned on his loudspeaker and yelled, 'PULL OVER!'

'NO', the young lady yelled back, 'IT's A SCARF!'

Elsie, an elderly lady, stopped to drive into a parking space when a young man in his brand new red BMW drove around her and parked in the space that she had been waiting for. Elsie was so angered that she approached the young fellow and enquired, through gritted teeth, 'I was about to park there.'

The man looked at her with disdain and replied, 'That's what you can do when you're young and bright.'

This annoyed Elsie even more, so she got back in her car, backed it up and then she stamped on the accelerator and rammed straight into his BMW.

The young man ran back to his car and shouted in a stunned voice, 'What did you do that for?'

Elsie smiled at him and said, 'That's what you can do when you're old and rich.'

A group of pensioners were discussing their medical problems at the Day Centre coffee morning.

'Do you realise,' said one, 'My arm is so weak I can hardly hold this coffee cup.'

'Yes, I know.' replied the second, 'My cataracts are so bad I can't see to pour the coffee.'

'I can't turn my head,' rejoined the third, 'because of the arthritis in my neck.'

'My blood pressure pills make my dizzy,' commented the fourth, adding, 'I guess that's the price we pay for getting old.'

'Well, it's not all bad.' piped up the first, 'We should be thankful that we can still drive.'

A simple puzzle just for you!

1. What can travel around the world while staying in a corner?
2. How many times can you subtract the number 2 from the number 32?

If you need to check your answer, see the back page.

HISTORY 4 U

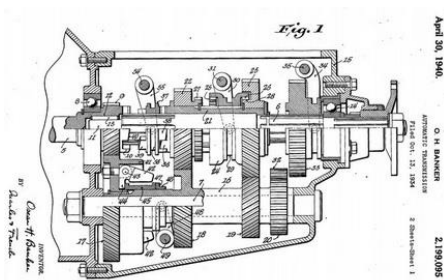
Titus Manufacturing Company, an authorized Ford engine rebuilder located in Tacoma, Washington. The business opened during World War II to rebuild Ford engines and keep cars, trucks, and other vehicles equipped with them used for military or other necessary needs in operation.





Ford 1916 [Model T](#) Field Ambulance. This canvas on wood frame model was used extensively by the British & French as well as the [American Expeditionary Force](#) in [World War I](#). Its top speed was 45 mph (72 km/h), produced by a 4-cylinder water-cooled engine.

October 18, 1934 – Oscar H. Banker patents the automatic transmission



Oscar H. Banker, an Armenian-American inventor born in 1895, filed for a patent for a new type of automatic transmission on this day in 1934. The automatic transmission wasn't a new idea at the time, but it had hardly been perfected. It was that same year, 1934, that General Motors and REO each debuted a semi-automatic transmission, both were found to be quite unreliable. Even though Banker's patent, which used hydraulic force and had no need for a manual clutch mechanism, was viewed as more durable, safe and easy to use, it took years for any automaker to give his invention a shot. General Motors finally offered automatic transmissions using queues from Banker's design in 1940 on Oldsmobiles and Cadillacs, marking the first mass produced automatic transmission vehicles.



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

All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit www.earlyfordv8victoria.com and enjoy as much as you want.

Your feedback and comments are always appreciated. Input is used to improve the quality and diversify.

Thank you all for your support and participation.

ANSWERS.

1 A stamp.

2 Once. After you subtract 2 from 32, you subtract 2 from 30, from 28, and so on.
