

# *Early Ford V8 Club #109*

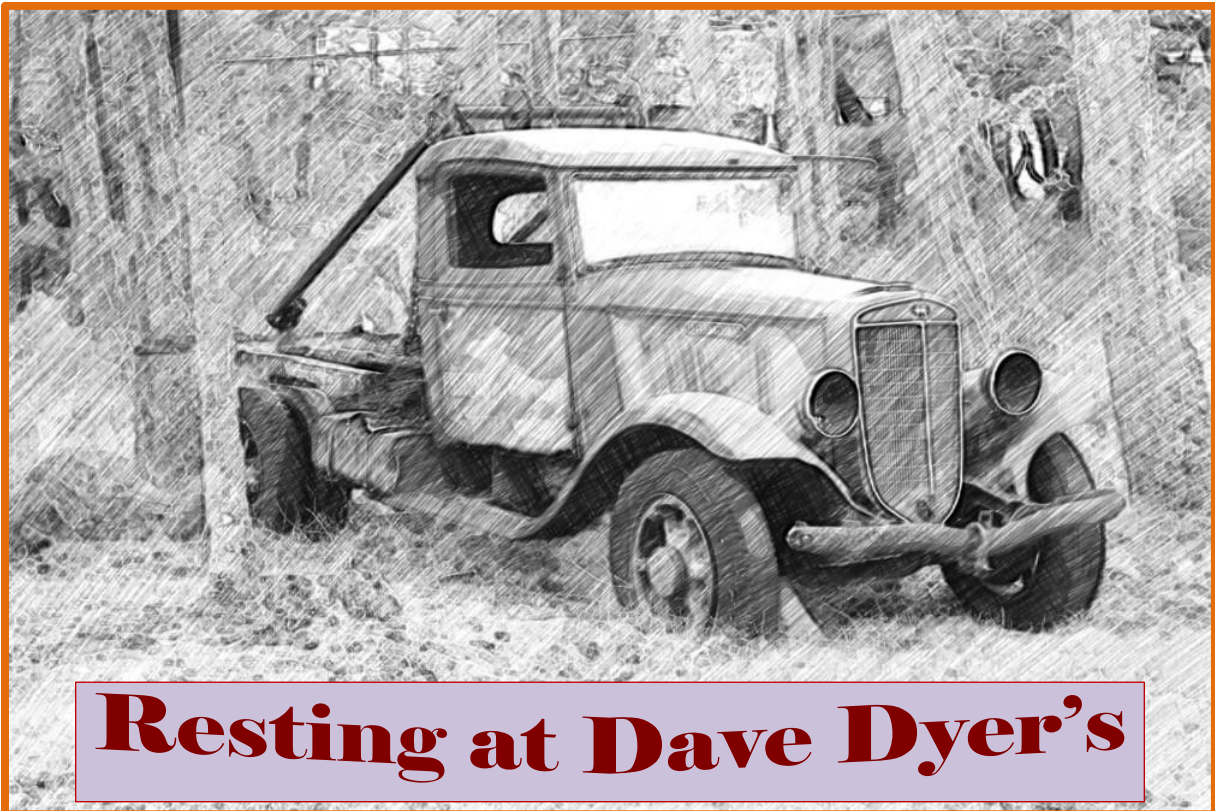


[www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com)

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

# *Rumbles*

## *March 2018*



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*“Failure is simply the opportunity to begin again, this time more intelligently” Henry Ford.*

*Contributions always appreciated*

**The next regular club meeting will be held on April 10<sup>th</sup>, 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><b>President</b></i>	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
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# 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
<b>APR 10</b>	<b>REGULAR CLUB MEETING 7:30 AT THE VICTORIAN</b>
<b>APR 15</b>	<b>CLUB TOUR &amp; LUNCH – GORD MARTMAN N. SAANICH</b>
<b>APR 28</b>	<b>CLUB TOUR – ELECTRO SHINE 11:00 AM START</b>
MAY 8	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JUNE 12	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JULY 22	FORDS & FRIENDS 38 <sup>TH</sup> ANNUAL SHOW & SHINE
AUG 18,19	HANDS ACROSS THE WATER – FRASER VALLEY CLUB 120.
AUG 26	ANNUAL 109 CLUB BBQ. DETAILS TO BE CONFIRMED
SEPT 11	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
	POSSIBLE CLUB TOUR. DETAILS TBD
OCT 9	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
NOV 13	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
DEC 15	CHRISTMAS PARTY DETAILS TBD.

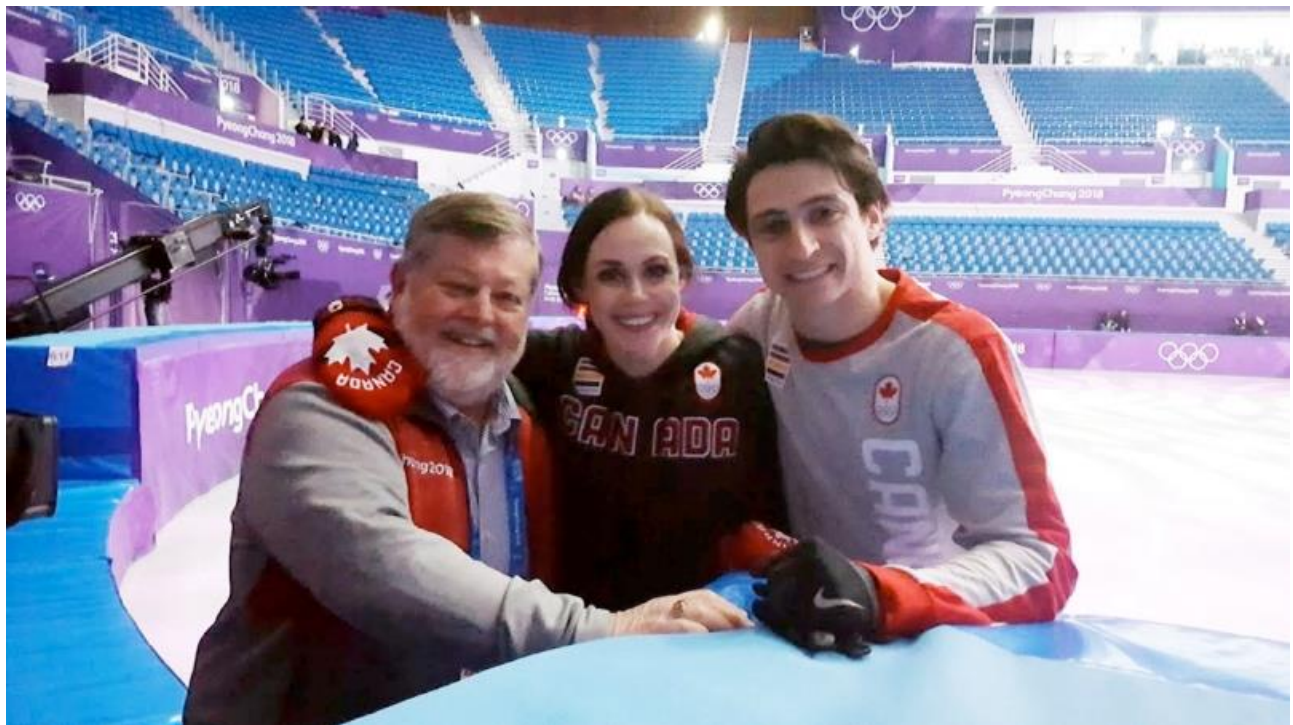
*Meeting Minutes March 13<sup>th</sup>, 2018. – by request.*



# *Club News*



*Murray Anderson returns from adventures in Pyeongchang. Congratulations clearly are in order to the Andersons for doing so much for so long.*



Metchosin's Murray Anderson knew Tessa Virtue and Scott Moir had won Olympic gold 30 seconds before they did.

Being in charge of the music at the Pyeongchang figure skating venue, Anderson was seated right behind the judges, so saw the ice dancers' results before they were made public.

“That was pretty cool,” he said. Go Canada.

Oh, what a weird and wonderful path Anderson embarked on back in 1972 when he started doing the music for skaters at Victoria’s Racquet Club. You think you’re helping out, finding a bit of a hobby, and next thing you know the phone’s ringing from Toronto or Turin, somebody wanting to stick you on a plane.

Over the past 40 years, Anderson has become the go-to guy for figure skating events, the one they call up to make sure the right music plays at the right time for the right skaters and that it sounds good coming out of the speakers. It’s one of those niche jobs that goes with nomadic events such as national and international championships, where someone with the right skill set can end up seeing more of the world than many athletes do.

This time, it was the Pyeongchang organizers who asked him to supervise a team of six Korean volunteers (bit of a language barrier, nothing hand gestures couldn’t overcome). It was Anderson’s job to compile and play the music for all the figure skaters, just as it was in Vancouver in 2010 and Sochi in 2014. And yes, he saw many of the same faces in South Korea that he saw at previous events, other behind-the-scenes workers slotted into the same roles.

“The Games are very much the same wherever they’re done,” he said. Maybe security was a little less tight in Pyeongchang than in Sochi or Vancouver, but otherwise, they all felt the same once you were inside the arena.

Have no doubt, though, if the Olympics are the pinnacle for athletes, the same holds true for the support crew. “It’s a big rush,” he said. “It’s the big one.”

These Games kept him away from home for a month. The days were long and the pressure intense. In a role like Anderson’s, the best thing you can do is not mess up at one of the highest-rated events in front of a global television audience. “If something goes wrong, they notice me right away.”

He tries to go unseen by the skaters when they’re training or competing, too. Afterward, they can talk. Anderson got his photo taken with Virtue and Moir after their victory. “They were pretty excited.” So was he. It was also pretty awesome seeing the Canadians skate to gold in the team event and watching Kaetlyn Osmond win bronze.

Again, all this grew out of a volunteer sideline. Anderson, 62, had a day job, a 31-year career with ADT Security Systems that gave way to the paid gigs in his “retirement.” For the past few years you might have seen him piloting one of Victoria’s harbour ferries. (“The skating is in the winter, the harbour ferries in the summer. It keeps me out of trouble.”)

He has worked more than 20 national championships and does 12 or 15 events a year for Skate Canada. He barely had time to unpack after getting home from South Korea on Tuesday before he was off again to a competition in Kelowna, which is where he was this weekend. “I’m still suffering,” he said the day after getting off the plane. “I was up for 35 hours.”

Over four decades, he watched (or heard) technology shift from vinyl to cassette tapes to CDs. “Every figure-skating musical technician has a horror story or two about crackling speakers, records skipping or tapes jamming,” he told the TC’s Cleve Dheensaw in 2011, when the Canadian figure skating championships were at Save-on-Foods Memorial Centre.

The hiccups are less frequent now, thanks to digital sound. He’s also glad to have email when the skaters forget to bring their soundtracks, because some things never change. “It happens every time. It doesn’t matter if it’s the Juan de Fuca Skating Club or the Olympics, they forget their music.”

*This article was reprinted from the Times Colonist published on March 4<sup>th</sup>, 2018. Out thanks go out to Jack Knox and the TC for another island jewel.*

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## Welcome a New Member. *Ravi Mohabir*

It is with great pleasure that I extend a hearty welcome to our newest member, Ravi Mohabir. Ravi is a local with a fresh interest in exploring the collectible car world. His first part adventure started with the purchase of a 55 Ford Crown Victoria rescued from the wilds of Saskatchewan. Pretty much stock with major engine work recently completed. Ravi is hopeful that membership in the EFV8 109 will help him enjoy the ownership and introduce him to fellow enthusiasts. Our membership group has a vast quantity of expert knowledge covering a wide range of early Fords that will undoubtedly prove solid value for new converts like Ravi. Please take a moment and ask him what he needs and see what you can do to help.





This month the EFV8 club 109 connected with the Mustard Seed Street Church to present a cheque for \$500.00. We were very well received and had the privilege of partaking in a guided tour of the facility. It was a real eye opener and a pleasant surprise to learn about all the very good work the church does in helping families throughout greater Victoria. Thanks to all the members who worked the Fords & Friends Show to make this possible.



The EFV8 club has also been busy in finishing up our goal to support the Victoria Women's Transition House Society. In early March we presented a cheque for \$500.00 which was greatly appreciated. If you are not completely familiar with the services that this society provides please visit their website to learn all about it. [www.transitionhouse.net](http://www.transitionhouse.net)

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## **GARY NORDSTROM SETS HIS OWN PERSONAL NASCAR RECORD.**

### **Twelve Laps at the Phoenix International Raceway (PIR) in Arizona**

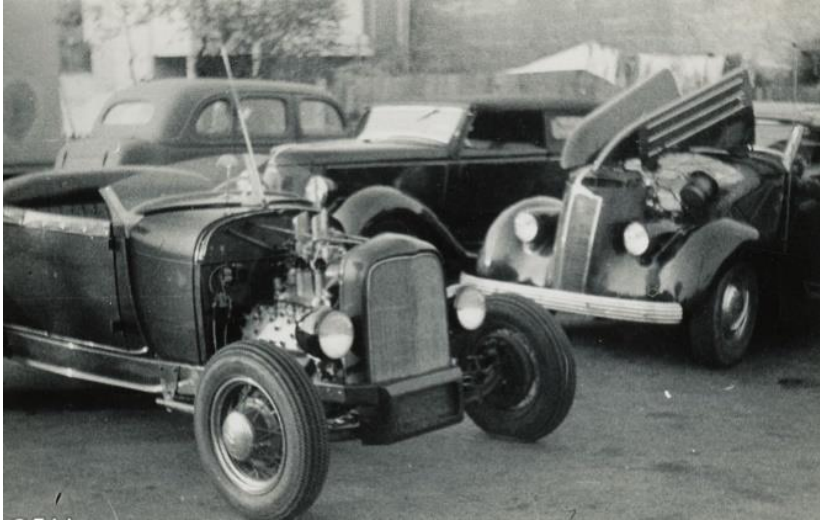
This year my kids got together to buy a "Groupon" Christmas gift for dear old dad. I'm a big fan of NASCAR so a Rusty Wallace Racing Experience was right up my alley. We spend 3 months each year in Phoenix so, this February, it was convenient for me to drive down to the PIR, take the 50-minute orientation and then gear up and get belted into a race car. I was nervous as my spotter instructed me to pull out of the pit lane onto the track. The car was an ex-Matt Kenseth Dollar General #20 badged as a Toyota Camry. I saw the familiar #88 Dale Jr and #18 Kyle Busch cars in the line up as well as others. Some participants opted for a three-lap ride along with a pro driver. There were several other cars on the track as I searched for the race line. "Lift and left" was the audible signal for me to move over as the pros sped by. After a few laps on the mile-long track with a dog leg back stretch I was able to pick up my pace. For the final 4 laps, I had the pedal flat to the floor entering the front straight, taking my car right up to the rev limiter- what a kick- 550hp, maybe 140mph and then, hard on the brakes! Too soon it was over, and I was instructed to pull onto the pit lane. The spotter said my last lap times were good and wished me a safe drive home. My wife, Elizabeth, had taken some photos and videos so we could relive this at home. When we got back to our pickup in the parking lot, I was still so hyped up that I had difficulty putting the key in the ignition! - An experience of a life time!



Gary Nordstrom looks really good here and we expect to see him in the pole position this summer. If you see Gary driving this on East Saanich Road give him lots of room!

Congratulations Gary for checking off another box and thank you for sharing this with the 109.





## TECH TALK



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



*There are some things that should never be allowed, such as creative spark plug wiring. What happens when these get wet or the kids grab one? What about those pipes? Thanks to Lauri Stevens for sending this in.*

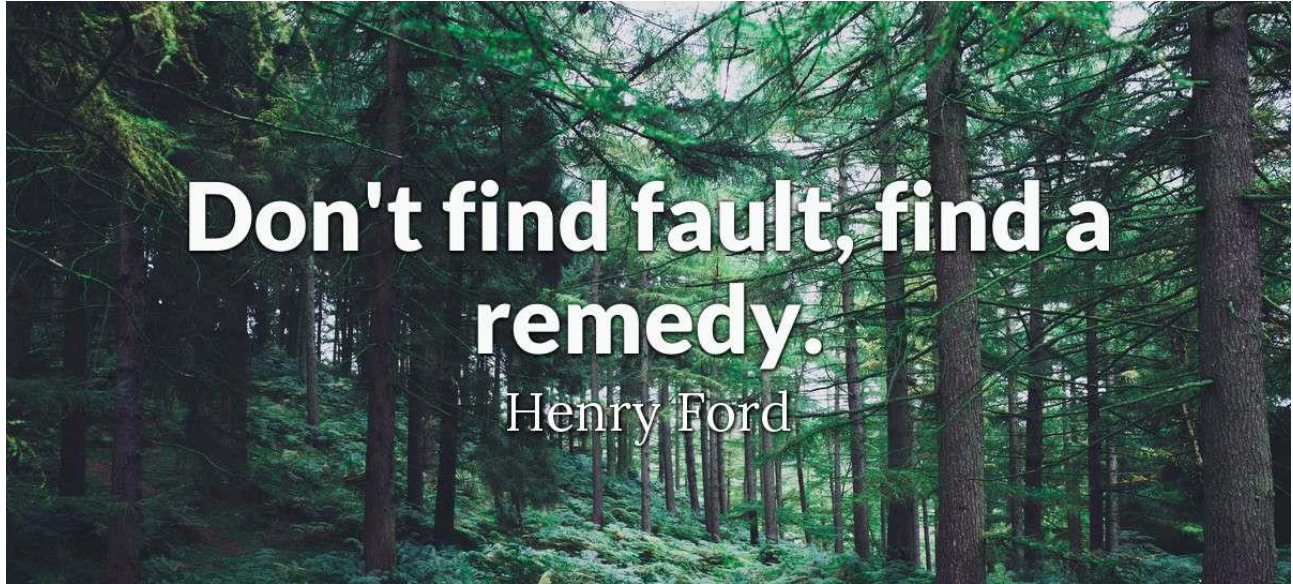
### **SUBJECT: GOOD CANADIAN MILEAGE**

*A recent study discovered that the average Canadian walks about 900 miles per year. Another study found that Canadians drink an average of 22 gallons of beer per year.*

*That means, on average, Canadians get approximately 41 miles per gallon.*

*Thanks go out to Norrie Spencer for passing this along. Originally published in the V8 Rumbles issue for May 2007.*

*Henry Ford said:*



## **Battery Chargers**

Your safety comes first when working with battery chargers.

### ***Safety precautions:***

Do not touch the clamps together to see if your battery charger is working. Tapping the clamps together will cause large voltage spikes at the rectifier. While the rectifier will handle a surprising amount of over current, they do not like high reverse voltage spikes. It will also stress the transformer. On newer “smart” chargers you run the risk of damaging the rectifier/SCR board/processor board depending on how it is equipped.


When boosting a vehicle, always check the owner’s manual for the battery chargers “duty cycle”. (Basically, a measure of on time versus off time). A good rule of thumb is for every

10 seconds of cranking, allow 10 minutes of cool down. If you exceed the duty cycle you run the risk of tripping the thermal breaker in the charger, tripping the AC circuit breaker that the charger is plugged into, and possibly causing damage to the charger in old or new battery chargers.

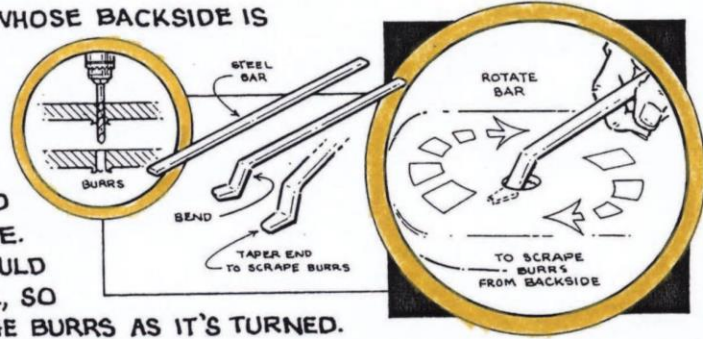
Any charger plugged into a 120 VAC outlet is NOT capable of boosting on the 24-volt setting. The maximum current available from an AC outlet is typically 15 amps. For 24 VDC output, the maximum current available from the charger will be approximately 75 amps before the AC circuit breaker trips.

Always use caution when connecting and disconnecting battery chargers. Hydrogen gas may be present after charging or boosting a battery, a spark generated by the clamps can ignite the hydrogen.

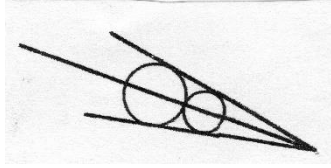
# Fix 'Em



**BURR SCRAPER**  
DRILLING THROUGH AN OBJECT WHOSE BACKSIDE IS ENCLOSED or HARD TO REACH? IF THE BURRS LEFT BY THE DRILL BIT CAUSE A PROBLEM, THIS SCRAPER MAY WORK FOR YOU. IT'S EASILY MADE FROM A STEEL BAR THAT'S SIZED and BENT TO FIT INTO THE HOLE. THE TIP (of the bent end) SHOULD BE FILED or GROUND TO A TAPER, SO THE EDGE CAN SCRAPE AWAY THE BURRS AS IT'S TURNED.



Labels in diagram: STEEL BAR, BEND, TAPER END TO SCRAPE BURRS, ROTATE BAR, TO SCRAPE BURRS FROM BACKSIDE, BURRS.



## ***Buy & Sell.***

**FOR SALE:** John King is offering his 1936 Ford Fordor Touring Sedan on an immediate sale basis. This car has been in John's collection since 1985 and has been through the complete ground up restoration. The rebuild is all to factory specs, including the beautiful Light Fast Maroon paint. Well kept with very limited mileage since completed.

*If you want to add a special vehicle to your collection or know someone who is a budding enthusiast, the 36 would be an excellent place to start. Please call John at 250 658 8143 if you have any questions or need further information.*

*Asking price is \$30,000.00 Canadian.*

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**WANTED:** Would love to find an original jack for a 47 Ford closed car. Please call or email Chris Chown at 250 595 0312 or [cdchown@outlook.com](mailto:cdchown@outlook.com). Thanks.

### **FREE TO A GOOD HOME:**

Fully operational beautiful equipment!! Dave Wallace is emphatic when he says he is finished his last rebuild and is no longer in need of the **ROTISSERIE** he has been using. Dave (and especially Judy) will sleep much better when they know this very special piece has found a new shop and will continue to be connected with collectible car enthusiasts. If you are interested, please give Dave a call at **250 479 2793**.



## ***2018 Committees:***

***Always glad to have your help!!***

<b>Name</b>	<b>Lead Hands</b>	<b>Supporting members</b>	<b>Date Formed.</b>
<b>Fords &amp; Friends</b>	<b>Bruce Somers, Lauri Stevens</b>	<b>To be determined</b>	<b>Jan 2017</b>
<b>High School Shop Awards</b>	<b>Lew Williams</b>	<b>Norrie Spencer, Bruce Somers, Jim Jennings, Tony Cond</b>	<b>Jan 2017</b>
<b>Newsletter</b>	<b>Chris Chown</b>	<b>Al Wills, all members</b>	<b>2014</b>
<b>Tours</b>	<b>Gary Clarke</b>	<b>All welcome</b>	<b>2016</b>
<b>Phone Committee</b>	<b>Norrie Spencer, Dave Wallace, Bob Mortimer</b>	<b>As needed</b>	<b>2014</b>
<b>Website development</b>	<b><i>Al Wills</i></b>	<b>Chris Chown</b>	<b>2017</b>
<b>Membership</b>	<b>Jim Jennings</b>	<b>Lew Williams</b>	<b>2016</b>
<b>50/50 Refreshments</b>	<b>Mike Mortimer</b>	<b>Bob Mortimer</b>	<b>2017</b>
<b>EFV8 #109 Club History</b>	<b>Under review</b>	<b>All members contributing</b>	<b>Spring 2017</b>
<b>2018 Christmas Party</b>	<b>Open.</b>		

# JUST FOR FUN

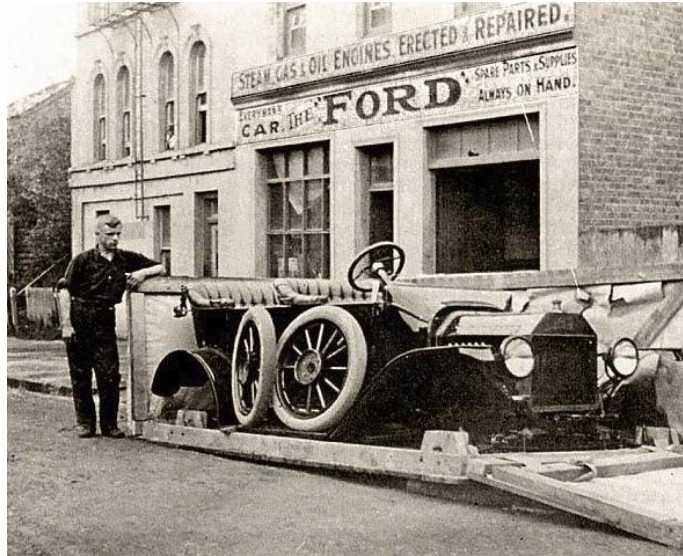
Many thanks to **Rosalind Jordan** for sending this along.

A Ford in a box...

Most of the early Model T Fords came into New Zealand in packing cases from Canada, shipped, one per box.

Often, the boxes would be delivered from the ship on a dray pulled by horses. To assemble them was quite simple, and often done on the street. Remove the top and sides of the case; jack up the axles, fit the wheels, windscreen, and hood, put in some petrol, crank the car into life, and drive away.

The used boxes became a side line industry, many converted to out buildings and some to holiday houses.

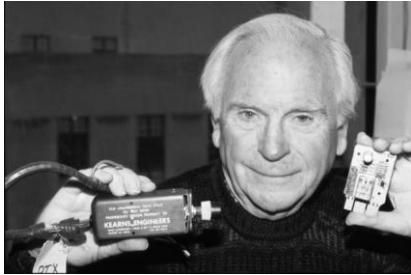


**LAW OF MECHANICAL REPAIR**

After your hands become coated with grease  
your nose will begin to itch,  
and you'll have to pee

# History 101

1927 March 10



## Inventor who won suits against auto giants is born

Robert Kearns, who patented a design for a type of windshield wiper and later won multi-million dollar judgments against Chrysler and Ford for using his concept without permission, is born on March 10, 1927, in Gary, Indiana. Kearns' invention, the intermittent windshield wiper, enabled wipers to move at timed intervals, rather than constantly swiping back and forth. Intermittent wipers aided drivers in light rain or mist and today are a standard feature of most cars. Kearns' real-life David versus Goliath story about taking on the auto giants was made into a movie titled "Flash of Genius" that opened in 2008 and starred Greg Kinnear.

Kearns was raised near Detroit, Michigan, and later worked as a professor of engineering at Wayne State University. He first patented his wiper design in 1967 and tried to license his invention to various automakers but failed to make a deal with any of them. Then, in 1960, Ford debuted the first intermittent wiper; other car companies eventually followed suit. In the late 1970s, Kearns sued Ford for patent infringement and went on to take legal action against more than two dozen other automakers.

The ensuing legal battles lasted more than a decade and consumed Kearns, who often acted as his own attorney. Kearns' quest cost him his marriage and may have contributed to a nervous breakdown he suffered. In 1990, a jury ruled that Ford was guilty of non-deliberate patent infringement and Kearns was later awarded some \$10 million. He also went on to win a \$20 million judgment against Chrysler. Kearns' lawsuits against other automakers were dismissed for technical reasons.

Kearns died at the age of 77 from cancer on February 9, 2005, in [Maryland](#).

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Luella Bates with her "FOUR WHEEL DRIVE" dump truck. Please note the very stylish work boots!

Which do you prefer, the lady or the truck??



**1928** March 20

## **Auto pioneer James Packard dies**

James Packard, co-founder of the Packard Motor Company, a pioneering American automaker, dies at the age of 64 on this day in 1928. During Packard's heyday in the 1930s, its vehicles were driven by movie stars and business titans.

Packard was born in Warren, [Ohio](#), on November 5, 1863, and graduated from Lehigh University in 1884 with a mechanical engineering degree. In 1890, Packard and his older brother William (1861-1923) founded the Packard Electric Company in their hometown and manufactured electric light bulbs and other electrical equipment. In 1899, the Packard's built their first vehicle, a single-cylinder, single-seat roadster. In 1903, the Packard Motor Car Company moved its operations from Ohio to a 3.5 million-square-foot plant in Detroit, [Michigan](#). James Packard served as the company's president until 1909 and was chairman of the board until 1915. By the mid-1920s, his initial investment of several thousand dollars in the company was reportedly worth millions and the Packard brand had come to represent quality and style. In March 1921, [Warren G. Harding](#), reportedly the first U.S. president who knew how to drive before taking office, became the first commander-in-chief ever to ride to his inauguration in an automobile—a Packard Twin Six.

In 1937, next to the Ford Motor Company, Packard was considered by Fortune magazine “the most valuable name in the auto industry,” according to “Packard: The Pride” by J.M. Fenster. Fortune wrote of Packard: “For a generation its luxurious cars had never carried lesser folk than rich invalids to their airings, diplomats to embassies, gangsters to funerals, stars to the studios, war lords through Chinese dust, heroes through ticker tape, heiresses across Long Island and Grosse Pointe.” Among the luminaries who owned Packard's was W.F.R. Murie, head of the Hershey Chocolate Company, who purchased 45 new Packards in 35 years and even had one painted to match the color of a chocolate bar.

During [World War II](#), Packard made airplane and boat engines for the U.S. military. In 1954, the company merged with fellow automaker Studebaker to form the Studebaker-Packard Corporation. However, the company struggled financially and in 1956, the Packard plants were shuttered. (Studebaker would remain in business for another decade, before closing its operations in 1966.) In the mid-1990s, two American entrepreneurs purchased the rights to the Packard name and attempted, unsuccessfully, to revive the brand with a new luxury sedan.

**This newsletter is provided free of charge to members and associates of the Early Ford V8 Club R.G. 109.**

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

**Chris D. Chown via email at [cdchown@outlook.com](mailto:cdchown@outlook.com)**

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