

# Early Ford V8 Club #109



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

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

## Rumbles

## April 2018



Rebuild by Whiplash Customs.

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*Contributions always appreciated*

**The next regular club meeting will be held on  
May 8th, 2018, at the Victorian. 7:30 PM.**

**See you there.**

# *The Executive Crew 2018*

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



	<i><b>Name</b></i>	<i><b>Telephone</b></i>	<i><b>Email</b></i>
<i><b>President</b></i>	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
<i><b>Vice President</b></i>	Lauri Stevens	250 478 7565	<a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a>
<i><b>Treasurer</b></i>	Jim Banks	778 433 4021	<a href="mailto:banksjim16gmail.com">banksjim16gmail.com</a>
<i><b>Secretary</b></i>	Don Landels	250 588 1300	<a href="mailto:Don.landels@gmail.com">Don.landels@gmail.com</a>
<i><b>Directors</b></i>	Dennis Mounce	250 478 6440	<a href="mailto:d&amp;bounce@telus.net">d&amp;bounce@telus.net</a>
	Lauri Stevens	250 478 7565	<a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a>
	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
	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>
	Don Landels	250 588 1300	<a href="mailto:Don.landels@gmail.com">Don.landels@gmail.com</a>
<i><b>First Past President</b></i>	Bill Pritchard	250 656 7029	<a href="mailto:bprichard@shaw.ca">bprichard@shaw.ca</a>

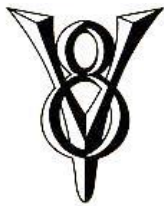
# 2018 CLUB AGENDA & EVENTS

## ***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
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 April 10th, 2018.**

Due to circumstances beyond our control the April 10<sup>th</sup> meeting has been cancelled. No minutes are available. Next regular meeting will be May 8<sup>th</sup>, Details TBA.



## *Club News*



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### ***WHIPLASH CUSTOMS SHOP TOUR – MARCH 18, 2018.***



The EFV8 109 membership and guests was very fortunate to receive an invitation for a shop tour hosted by Whiplash Customs, in Central Saanich. A great turnout of about 20 members and guests were treated to a wide-ranging display of vintage & custom build motorcycles, great memorabilia and wonderful nostalgic pieces.

There were lots of memories passing through our grey cells as many recalled the “back when” moments, but the all-time favorite is connected to Bob Mortimer. One of the rebuilds in the Whiplash collection is a 1941 Chrysler Custom pedal car. What makes this so special for Bob is that it was probably his car back when he was three years old. Bob brought along a photo (see below) of him at the controls, all decked out in his very best Victoria winter wear, sporting an evil grin and a gleam in his eye. These days Bob doesn't quite fit the cockpit quite as neatly as he did “back in the day”, but he is working on it.

The volume and variety of custom built motorcycles and restorations on display was very impressive with countless examples of superior craftsmanship and creative design. One of the very best is the 1952 Whizzer as shown on the front cover of this Rumbles. Lots of unique bikes with original engines and brilliant paint.

One of the best parts of the Whiplash shop is Al's Diner. This special display is a recreation of a Fifties style diner, complete with a juke box, milkshake blender, mushroom chrome



seats in red leather of course and a period correct fridge! Great signage and lots of special glassware that brought back memories for many of our members.

Our hosts Al and Wanda Lambeth were over the top in making everyone feel welcome and providing a wealth of information and insight related to the world of Whiplash Customs. If you ever find yourself in need of a new custom-built motorcycle, a vintage restoration or a unique view into a little nostalgia, take a moment and pay a visit to Whiplash. You won't regret it. ***Thank you Al and Wanda Lambeth.***

Once again, our own Gary Clarke has done another excellent job of composing a superb shop tour for the 109. Many thanks to Gary for stepping up and exceeding expectations.

***WHIPLASH CUSTOMS SHOP TOUR – MARCH 18, 2018.***





Yes, this is our own Bob Mortimer in his very first 1941 Chrysler pedal car. According to brother Mike he still drives the same way and is someone we should watch out for when we are on the road. Bob was elated to know his original Chrysler has found a good home at Whiplash Customs.



Does anybody know what WAR TIRES are?



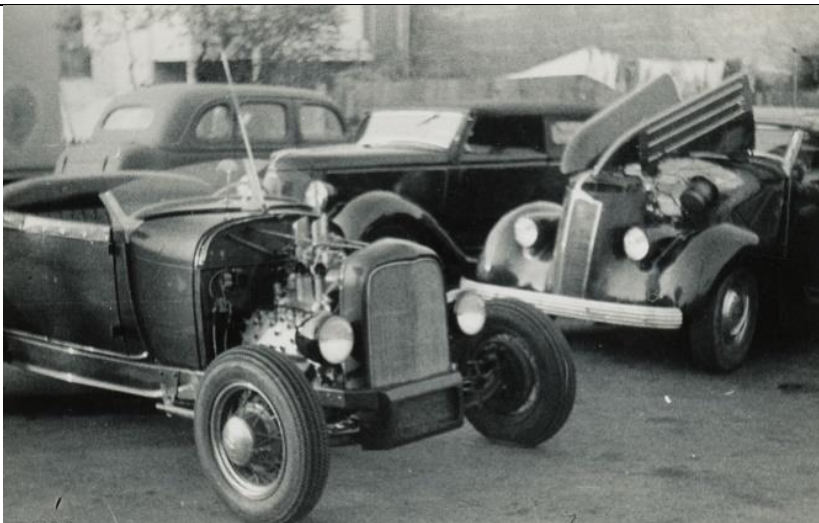


Bob Mortimer sports his Sunday best along with the rebuilt 1941 Chrysler pedal car.









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## TECH TALK



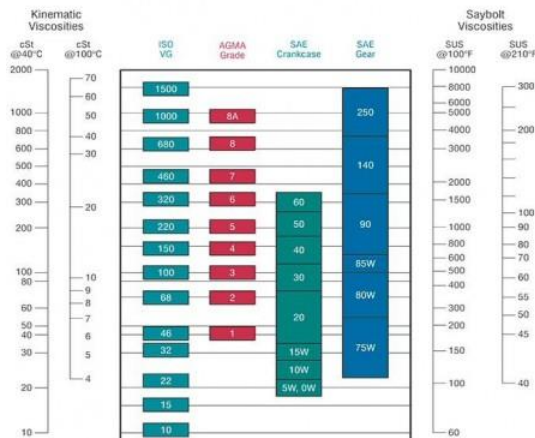
If you have any technical issues you would like to share, please submit to the Rumbles editor. Thank you.

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# What oil viscosity ratings mean.

Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

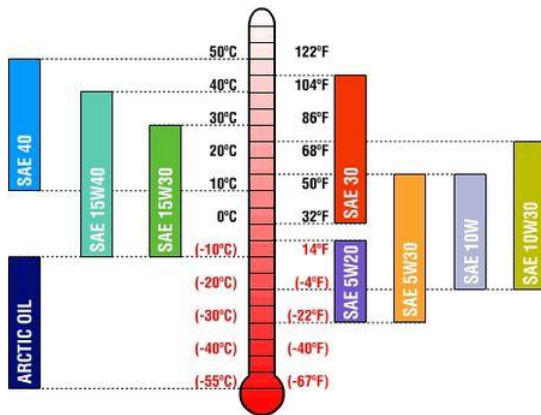
Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil by-product during manufacture. Polymers are added to the mineral oil base to reduce changes in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.



Viscosities are measured in several different ways and are numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit). Consequently, you will find that oils from all four ratings



systems will have the same viscosity (friction resistance) but are numbered on a totally different number scale. For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil in your crankcase, only that the viscosities are similar. The base oil product and additives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.



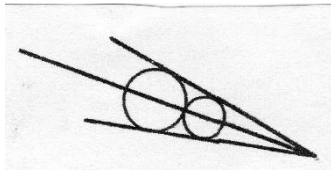
When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there, and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the viscosity of your oil at least once a year based on local temperature changes. If you do not have a manual, follow the temperature range recommendations listed on an SAE engine oil chart or locate a Chek-Chart Classic Classification Guide from Motor Information Systems (Motor Manuals). Several are available, including one for 1950-1989 vehicles. Valvoline and other manufacturers also produce Lubrication Recommendation and Capacities catalogs every five years or so with updated information for engine, drivetrain and differential requirements as well as oil recommendations for small engines, tractors, outboards, motorcycles and heavy-duty trucks.

# Henry Ford said:

*Wealth, like happiness, is never attained when sought after directly.  
It comes as a by-product of providing a useful service.*

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## **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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### **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**.

## Early Ford V8 parts Wanted:

Trunk lid for 1948 Ford Business coupe -similar to all Ford & Mercury coupe & convertibles 1941-48 Please email [mike.Perlette.dvn.com](mailto:mike.Perlette.dvn.com)

## ***2018 Committees:***

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



<b>Name</b>	<b>Lead Hands</b>	<b>Supporting members</b>	<b>Date Formed.</b>
Fords & Friends	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
EFV8 #109 Club History	Under review	All members contributing	Spring 2017
<b>2018 Christmas Party</b>	<b>Open.</b>		



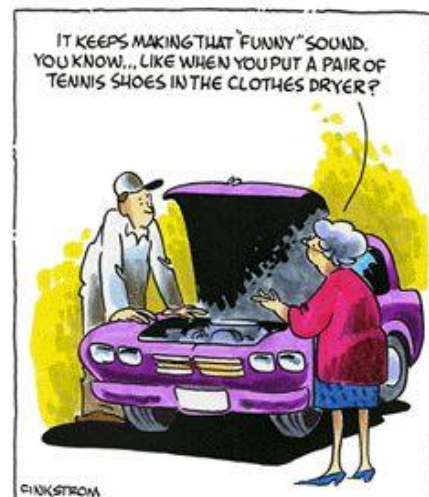


# JUST FOR FUN

A not-too-bright but beautiful blonde was driving home one night when she was caught in a terrible storm. The hailstones were as big as golf balls, and her car was dented badly.

Next day at the auto shop, a repairman decided to have a little fun at her expense. "To fix the dents in the body," he said, "drive home, park the car, and when the tailpipe is cool, get down on your knees and blow really hard into the tailpipe, and the dents will pop out.

Later, a girlfriend of the blonde is driving by and sees her friend on her knees, blowing hard into the tailpipe. She asks what's going on and is told the story. The girlfriend laughs. "Well, duhhh! You need to roll up the windows first, silly!"





"I wish I could help, dad, but the only engines I know anything about are search engines."



# History 101



## 1946 Arthur Chevrolet commits suicide

On this day in 1946, Arthur Chevrolet, an auto racer and the brother of Chevrolet auto namesake Louis Chevrolet, commits suicide in Slidell, Louisiana.

Louis Chevrolet was born in Switzerland in 1878, while Arthur's birth year has been listed as 1884 and 1886. By the early 1900s, Louis and Arthur, along with their younger brother Gaston, had left Europe and moved to America, where they became involved

in auto racing. In 1905, Louis defeated racing legend Barney Oldfield at an event in New York. Louis Chevrolet's racing prowess eventually caught the attention of William C. Durant, who in 1908, founded General Motors (GM). Chevrolet began competing and designing cars for GM's Buick racing team. In 1911, Chevrolet teamed up with William Durant to produce the first Chevrolet car. The two

men clashed about what type of car they wanted, with Durant arguing for a low-cost vehicle to compete with Henry Ford's Model T and Chevrolet pushing for something more high-end. In 1915, Chevrolet sold his interest in the company to Durant and the following year the Chevrolet Motor Company became part of General Motors.

Throughout this time, Louis Chevrolet's brothers continued racing and building cars. Arthur Chevrolet drove in the inaugural Indianapolis 500, held in 1911, although mechanical problems forced him out of the race and he failed to finish. He made another attempt at the Indy 500 in 1916, but once again dropped out due to mechanical issues. Gaston Chevrolet won the Indy 500 in 1920 in a Monroe car designed by his brothers; he died later that year in a racing accident.

Despite Louis and Arthur's talent for racing and design (in addition to building cars, they also designed aircraft engines) they had little gift for finance and often were pushed out of their endeavors before they could reap the rewards due to them. By the 1930s, both men were broke and their racing careers were over. Louis returned to Detroit to work in GM's Chevrolet division. He died on June 6, 1941. His brother Arthur committed suicide five years later.

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## What exactly caused Packard to fold?



No single factor ever sinks an automaker. The struggle between profits and losses typically has its roots in circumstances suffered from decisions made years, if not decades, prior. Packard, one of the most prestigious American automakers, was no different, and a talk this weekend at the National Packard Museum will examine the various reasons behind its decline and death.



When Packard resumed building cars after World War II, it started from a relatively strong position and had many years of profitable business ahead of it; indeed, in 1949 the company sold nearly 105,000 cars, just short of its own production record. But the bricks in the company's foundation were already starting to come loose in the late 1940s.

As Michael G.H. Scott pointed out in *Packard: The Complete Story*, due to a prewar concentration on lower-priced cars, "Packard was now geared for volume production of lower-priced cars" even though "many think Packard might have survived longer had it again concentrated only on the carriage trade after the war" and "the war's end would have been a fine time for a fresh total-luxury approach."

Scott also noted that Alvan Macauley's decision to turn all body building over to Briggs at the time appeared an affordable alternative to in-house body construction, but would later hurt the company in two respects: First, Briggs gradually increased prices "until the bodies became more expensive than if Packard had built them;" and second, when Chrysler bought Briggs years later, Packard had to scramble to replace that supplier, eventually leading the company to move from its ~~Grand Avenue~~ East Grand Boulevard plant to the smaller Conner Avenue plant in 1954.

Securing steel in the years after the war and maintaining a jumpy dealer network also proved difficult, but the next major challenge came with Macauley's retirement in April 1948. George Christopher assumed control of the company, but Scott argued that the company "had failed to groom new executives." As a result, Christopher left a year and a half later "shortly after a grim board meeting over decreasing profits," and his replacement, Hugh Ferry, prioritized the search for his own replacement rather than product development and securing the company's future over the following two and a half years.

His replacement, James Nance, took the helm in May 1952 with no prior automobile experience; rather, he came from a background selling appliances. Nance separated out the lower-priced Packards into the Clipper sub-brand and commissioned formal sedans, executive sedans, and limousines from Derham and Henney, but he also oversaw a number of missteps.

First, the mechanically advanced car that he envisioned for the 1954 model year suffered a number of costly delays, and even then, as Robert Turnquist pointed out in *The Packard Story: The Car and The Company*, the 1955 Packard suffered from a number of quality flaws brought on by the rushed development of the car. Second, as Turnquist wrote, Nance's plan to limit the number of parts bought from suppliers and produce more parts in house "...boomeranged. American Motors, as an example, purchased engines from Packard on a reciprocal purchase program. When Packard stopped buying parts from American Motors, American Motors cancelled their engine contract with Packard. Not only did this kill additional income, but it also reduced regular income since the engine plant output had to be reduced."

But, the event that many Packard fans point to as the beginning of the end for the then-55-year-old company came in October 1954 when Nance agreed to purchase Studebaker.

The purchase seemed to make sense on first blush: Neither company's products competed in the same market segment, and both companies could benefit from cost- and platform-sharing to reduce their expenses, particularly at a time when Ford and Chevrolet, in an attempt to outsell the other, rapidly drove down the prices on their cars and in turn put the squeeze on independent automakers. Pat Foster, who examined Packard's purchase of Studebaker in *Studebaker: The Complete History*, wrote that "both companies needed to grab a partner quickly or perish."

The rush, however, proved Nance's and Packard's undoing. Nance relied on estimates of Studebaker's numbers rather than a thorough examination of the South Bend company's books that would have shown Studebaker to be in a weaker position than expected. "It was a great deal for Studebaker because once Packard owned the company it would have to cover Studebaker's losses with Packard money," Foster wrote.

(As for the supposed plan to merge American Motors and Studebaker-Packard that, ostensibly, was only scuttled by George Mason's death, Foster presents a compelling argument that no such plan existed except in Nance's head. Indeed, as Foster notes, Nance, who was involved in earlier talks to merge Packard, Nash, and Hudson sans Studebaker, rejected that plan because he was not offered a high enough position in the resulting company. "The number three spot at the number four automaker was a position he simply could not accept," Foster wrote. "Instead, he decided to merge Packard with Studebaker, where at least he would be top man.")

Nance soon came to realize his mistake, and, by early 1956, it became apparent that Studebaker-Packard would soon run out of money. Urged, in part, by U.S. government officials who wanted to maintain Studebaker's military contracts, Curtiss-Wright entered a management contract with Studebaker-Packard in May 1956. "This unholy alliance was a result of Curtiss Wright's need for a company with heavy tax losses as a write-off against their heavy profits in the aircraft industry," Turnquist wrote. "Studebaker received operating capital to concentrate on compact cars in South Bend. When the contract was signed, Curtiss Wright systematically plundered Packard to insure (sic) heavy tax losses."

According to Foster, Nance "like a petulant schoolboy... informed the board he was leaving as soon as Curtiss-Wright took over." Under Curtiss-Wright, Packard vacated its Grand Avenue Boulevard plant, sold off its proving grounds, and starting in the 1957 model year built its cars on Studebaker chassis using Studebaker bodies with mildly redesigned sheet metal. After the 1958 model year, the Packard automobile was no more, and the name lived on as part of Studebaker-Packard until April 1962, when the company became the Studebaker Corporation.

All of these factors and more will figure into Society of Automotive Historians member John Marino's discussion titled "Who Killed Packard," scheduled for this Saturday at the National Packard Museum in Warren, Ohio. For more information about the discussion, visit [PackardMuseum.org](http://PackardMuseum.org).

**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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