

Early Ford V8 Club #109



www.earlyfordv8victoria.com

P.O. Box 53517 Broadmead RPO
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Rumbles

MAY 2018



Gord Martman Shop Tour 2018.

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Contributions always appreciated

The next regular club meeting will be held on

June 12th, 2018, at the Victorian. 7:30 PM.

See you there.

The Executive Crew 2018

EARLY FORD V8 CLUB R.G. #109



President

Name	Telephone	Email
Chris Chown	250 595 0312	cdchown@outlook.com
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Vice President

Treasurer

Secretary

Directors

First Past President

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 22	FORDS & FRIENDS 38 TH 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.



Early Ford V8 Club #109

Meeting Minutes May 8th, 2018



Club News



The Vintage Car Club of Canada, Victoria Chapter is holding their annual Swap Meet on June 24th at the Saanich Fairgrounds. They are in need of assistance from the EFV8 club to help man the event. If you can be of assistance, please call John King and let them know ASAP.

Nice to see Jim and Marie Jennings back from their Panama cruise adventure. Reports that the travel buddies group had a great time and ate far too much food. Great weather and good company make for a fun time.

Dave Wallace is making steady progress with his new build 36. Dave is emphatic when he states this is the last one, but we don't think anybody believes that.

Not to be outdone Lauri and Lynn Stevens have finished a sea voyage to Hawaii and back. We were lucky enough to receive a few photos of special things spotted during the trip. Thanks to Lauri and Lynn for thinking of us in the rain while they baked in the sun!



Nice Woody seen in Waikiki.

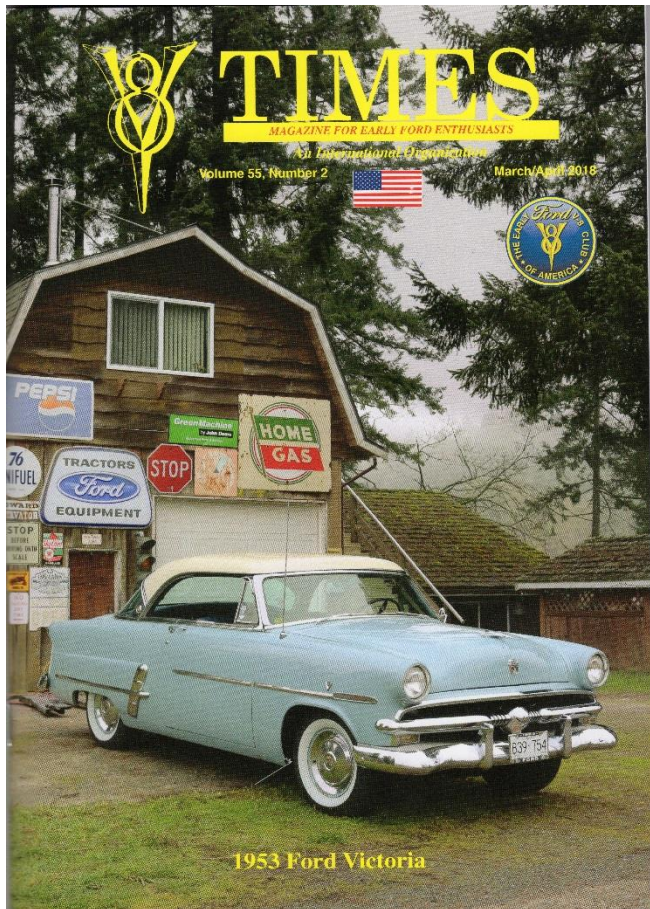
Reinert Peterson reports that he had an opportunity to use the services of **Driver's Welding** recently to modify the frame for his 31 Model A coupe. Reinert stated that he was very happy with the work done by Shawn Driver and considers it flawless. It is really great to see a new member use the services of one of our sponsors and make reference to the EFV8 while doing so. Good for all of us!



Chris chown has commenced the intimidating task of completely reupholstering in his 1947 Tudor. We should all learn from our experiences/mistakes and Chris finally got the message as he enlisted a true professional to do all the critical stuff. Recommendation for **Kenny Ash (Reg's brother)** came from Don Landels and is another great example of membership benefit within the EFV8 109. Saved the day for Chris.

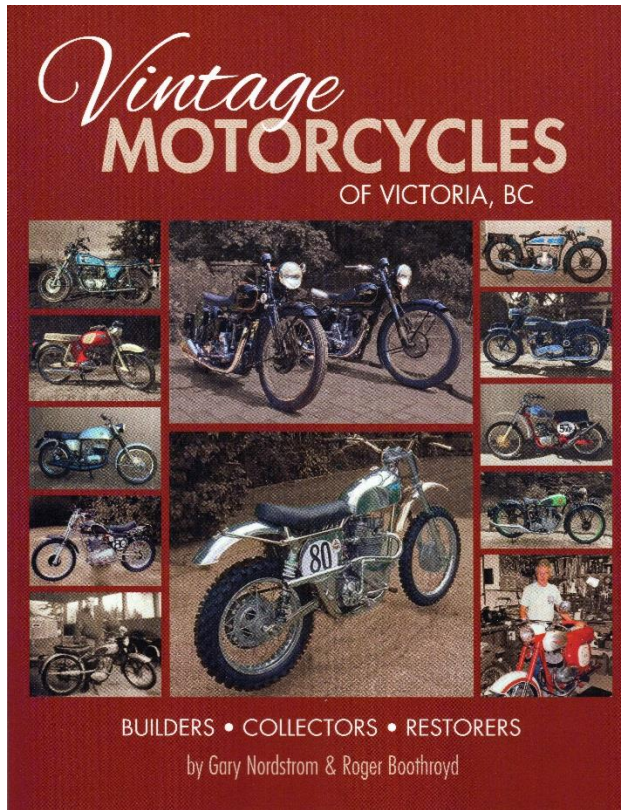
Interior design by Chris Chown all by himself!!

During the next few months it is the intention of the Rumbles Newsletter editor to introduce a new feature in our club newsletter. The feature will be targeted on 109 members only, titled "My First Car" So far two people have stepped forward, Vic Nordstrom and Jim Jennings, which will make for great stories. ***if you want to tell your story, please contact Chris Chown and let him know.***



If you haven't already been told our very active member GARY CLARKE, has the honor of having his 53 Victoria posted on the front cover of the V8 Times. We believe this is a first for a Canadian owner car and Gary deserves full marks for taking the initiative to make it happen. The article feature is comprehensive and a very good read, so take a moment and discover many interesting facts about this beautiful car and Gary's journey to realise a dream.

Just in case you missed it that's Dave and Judy Wallace's barn in the background. The fog bank is compliments of Central Saanich!



Life long motorcycle enthusiast, **GARY NORDSTROM** has reached a new high by writing a book VINTAGE MOTORCYCLES of VICTORIA. The lovely publication is full of great photos and stories about the most notable vintage motorcycles in the Victoria area. Gary has worked on this great book for a very long time and is quick to point out that it wouldn't have been possible without the help from his wife Elizabeth and his good friend Roger Boothroyd. This is an excellent choice for a gift or addition to your personal collection. Available directly from Gary at a modest cost of \$20.00 CDN.

Event 2018	Dates	Time
Old English Car Club Spring Meet	May 6	10am - 2.30pm
SHAS Summer Fair	May 19 & 20	10am - 2.30pm
Public Run Day – Masons	June 16 & 17 ***	10am - 3.30pm
Run Day Child’s Hospital	July 8	10am - 2.30pm
Public Run Day - F&F	July 15 ***	11am - 2.30pm
Truck Show & Shine	July 22 ***	10am - 2.30pm
Club Run Day	Aug 4 & 5 ***	10am - 2.30pm
Vintage Car Picnic	August 19	10am - 2.30pm
SHAS Harvest Fair	Sept 9	10am - 2.30pm
Fall Meet	Sept 15 & 16 ***	10am - 3.30pm
Halloween Events	Sep 29 & 30	10am - 2.30pm
	Oct 19, 20, 21 ***	4.30pm - 8.30pm

*** Gate Admission Fee may

Vancouver Island Model Engineers.

Event Schedule for 2018.

Ask Don or Rosalind for more information if needed.

The VCC 2018 Swap Meet takes place on June 24. They urgently need some help from the 109 to man the show. If you can help, please call John King today. 250 658 8143.

TECH TALK



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

Ever wonder about what thread size is the correct fit or the conversion to SAE? This may help.

AN SIZE	METAL TUBE O.D.	THREAD SIZE
3	$\frac{3}{16}$ "	$\frac{3}{8}$ " - 24 SAE
4	$\frac{1}{4}$ "	$\frac{7}{16}$ " - 20 SAE
5	$\frac{5}{16}$ "	$\frac{1}{2}$ " - 20 SAE
6	$\frac{3}{8}$ "	$\frac{9}{16}$ " - 18 SAE
8	$\frac{1}{2}$ "	$\frac{3}{4}$ " - 16 SAE
10	$\frac{5}{8}$ "	$\frac{7}{8}$ " - 14 SAE
12	$\frac{3}{4}$ "	$\frac{11}{16}$ " - 12 SAE
16	1"	$\frac{15}{16}$ " - 12 SAE

The Encore Tour

The EFV8 109 was once again blessed with the exceptional opportunity to enjoy a very special shop tour courtesy of **Gord Martman**. The tour was very well attended with members & guests from throughout the CRD. Gord had the shop in spotless condition and we were treated to many close up views of his extraordinary collection of cars, trucks, model sets and memorabilia. There are so many different things to see here it is difficult to do it justice in a few hours, but we all gave it a good shot. Gord is and has been a most gracious host spending considerable time talking with several members answering questions, providing stories and insight. It was a great day with Gord, followed by lunch at Sassy's and The Roost.

Our thanks go out to Gord once again along with congratulations to Gary Clarke for putting everything together so perfectly.





Some EFV8 109 members and guests at Gord's place



We were fortunate to have a couple of young aficionados join us for the tour. Danny Sturmey (left) and Evan Peterson (Reinert's son) enjoyed a few moments trying to fire up the Dragster and take it for a spin. Loads of fun for a couple of budding enthusiasts. WE GOT THEM IN THERE MUCH EASIER THAT WE GOT THEM OUT!!





Long live NASCAR and red bar stools.



This is not a BBQ, Fully loaded controls on the inside, ready for space travel.



Many unique items found on Gord's property.



Look to Imperial for the best.



So very nice to see the "Pink Lady" join us with Ted Forbes. Thanks for coming out Ted.

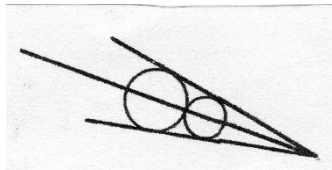




Our visit with Gord Martman was an Encore and totally enjoyable. The EFV8 109 extends our most sincere appreciation to Gord for hosting the tour and going the extra mile to stay connected to our club.

Henry Ford said:

Many people are busy trying to find better ways of doing things that should not have to be done at all. There is no progress in merely finding a better way to do a useless thing." Date: 11/15/1922



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.

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

FOR SALE: 1928 Ford Model A for sale



My next-door neighbour has one for sale. JUST watched it start it (easily). Takes it for the odd run on a nice day.

Asking \$18,000 for it. Also has a never run rebuilt (same engine) motor in crate for \$2000. I believe these are negotiable. If you know anyone who might be interested.

Please contact AL CRAWFORD by email at alcrawford8@gmail.com.

Thanks to ROSALIND JORDON for the contribution!



*Need a large cast iron claw foot tub? It's yours **FREE** for the asking. A 3-speed transmission is included for the right buyer.*

Just call Chris at 250 595 0312

2018 Committees:

Always glad to have your help!!



Name	Lead Hands	Supporting members	Date Formed.
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
2018 Christmas Party	Open.		



JUST FOR FUN



Do you think this is a real photo? How many special cars or trucks can you identify? Which one do you think is the best of the lot? Can you find the baby bird? How many Caddy's?

ALBERT (TAPPER) TORNEY.

He used to go to all the public functions, especially the picture theatre's. And he always carried a sugar bag to collect empty bottles and cans. His name was... Albert (Tapper) Torney.

Everyone thought he was a bit eccentric and kids would tease and hassle him. Then it was discovered that he sold the empty bottles but only some of the cans.

After he died in 1998 (aged 86) his large collection of model cars made from aluminium cans was discovered. This goes to prove..."you shouldn't judge a book by its cover" - or a sculptor by his sugar bag.

Some of his AMAZING! collection ----

Thanks to TONY COND for passing this along. If you want to see more amazing creations visit



More views of this creative collection are available at The Ontario Rodders Community website. Thanks again to Tony Cond.

Not too good with instructions or maps! Hill climb gone wrong?



<https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2FbUoDy5n-JrE&data=02%7C01%7C%7Ce38bada57e18488cafdc08d5bcdcb2a7%7C84df9e7fe9f640afb435aaaaaaaaa%7C1%7C0%7C636622578432193944&sdata=4YBIADGNOOhweUbPvnNyiqnE3trMExdlmMdb2IED9%2BE%3D&reserved=0>

Follow this link if you want to see some incredible 1960's drag racing video. Thanks to Lauri Stevens for passing this along.



History 101

1926 Ford factory workers get 40-hour week

On this day in 1926, Ford Motor Company becomes one of the first companies in America to adopt a five-day, 40-hour week for workers in its automotive factories. The policy would be extended to Ford's office workers the following August.

Henry Ford's Detroit-based automobile company had broken ground in its labor policies before. In early 1914, against a backdrop of widespread unemployment and increasing labor unrest, Ford announced that it would pay its male factory workers a minimum wage of \$5 per eight-hour day, upped from a previous rate of \$2.34 for nine hours (the policy was adopted for female workers in 1916). The news shocked many in the industry—at the time, \$5 per day was nearly double what the average auto worker made—but turned out to be a stroke of brilliance, immediately boosting productivity along the assembly line and building a sense of company loyalty and pride among Ford's workers.

The decision to reduce the workweek from six to five days had originally been made in 1922. According to an article published in The [New York Times](#) that March, Edsel Ford, Henry's son and the company's president, explained that "Every man needs more than one day a week for rest and recreation....The Ford Company always has sought to promote [an] ideal home life for its employees. We believe that in order to live properly every man should have more time to spend with his family."

[Henry Ford](#) said of the decision: "It is high time to rid ourselves of the notion that leisure for workmen is either 'lost time' or a class privilege." At Ford's own admission, however, the five-day workweek was also instituted in order to increase productivity: Though workers' time on the job had decreased, they were expected to expend more effort while they were there. Manufacturers all over the country, and the world, soon followed Ford's lead, and the Monday-to-Friday workweek became standard practice.

1980 MADD founder's daughter killed by drunk driver

On this day in 1980, 13-year-old Cari Lightner of Fair Oaks, California, is walking along a quiet road on her way to a church carnival when a car swerves out of control, striking and killing her. Cari's tragic death compelled her mother, Candy Lightner, to found the organization Mothers Against Drunk Driving (MADD), which would grow into one of the country's most influential non-profit organizations.

When police arrested Clarence Busch, the driver who hit Cari, they found that he had a record of arrests for intoxication and had in fact been arrested on another hit-and-run drunk-driving charge less than a week earlier. Candy Lightner learned from a policeman that drunk driving was rarely prosecuted harshly, and that Busch was unlikely to spend significant time behind bars. Furious, Lightner decided to take action against what she later called "the only socially accepted form of homicide." MADD was the result. (Charged with vehicular homicide, Busch did eventually serve 21 months in jail.)

In 1980—the year Cari Lightner died—some 27,000 alcohol-related traffic fatalities occurred in the United States, including 2,500 in California alone. After founding MADD, Lightner began lobbying California's governor, Jerry Brown, to set up a state task force to investigate drunk driving. Brown eventually agreed, making her the task force's first member. In 1981, California passed a law imposing minimum fines of \$375 for drunk drivers and mandatory imprisonment of up to four years for repeat offenders. President Ronald Reagan soon asked Lightner to serve on the National Commission on Drunk Driving, which recommended raising the minimum drinking age to 21 and revoking the licenses of those arrested for drunk driving. In July 1984, she stood next to Reagan as he signed a law reducing federal highway grants to any state that failed to raise its drinking age to 21 (a change that was estimated to save around 800 traffic deaths annually); by the following year, all 50 states had tightened their drunk-driving laws.

MADD had expanded to some 320 chapters and 600,000 volunteers and donors nationwide by 1985, when Lightner parted ways with the organization. MADD went on to wage a campaign to lower the nation's legal blood alcohol content from 0.1 percent to 0.08. The group won a major victory in 2000, when the Clinton administration passed a law tying federal highway funds to states' adoption of the 0.08 standard. By that year—the 20th anniversary of MADD's founding—alcohol-related fatalities had dropped some 40 percent over two decades, and states with the toughest drunk-driving laws were beginning to treat alcohol-related fatalities as murder.

Historic marker to celebrate life of motorcycle, Indy racer Floyd “Pop” Dreyer



Like many motorsports pioneers, Floyd “Pop” Dreyer pursued speed however and wherever he could. Motorcycle racing, Indy racing, midget car racing, even a little bit of land-speed racing, he gave it a whirl and typically made a dent in the field. To celebrate his accomplishments, a historical marker will go up later this month in Indianapolis.

While many biographies peg Dreyer’s older brother’s purchase of a Pope belt-drive motorcycle as the spark that lit his mechanical aspirations, he had actually found adeptness with a wrench on his family’s farm in Chillicothe, Ohio, before then. The Pope, however, hooked him on speed, and not long after he bought his own motorcycle, a 1912 Indian.

That bike, in turn, led to a job with an Excelsior dealership in Warren, Ohio, according to a profile on Dreyer in the September 1986 issue of *American Motorcyclist*. And while he’d raced in sidecar contests before, that job in turn led to his sidecar racing career, one successful enough to attract sponsorship from Flxible and Indian. According to the *American Motorcyclist*, Dreyer developed “a style of riding that changed the sport. He adjusted the stops on the Flxi so that it wouldn’t quite lean over far enough to make the corner. By doing that, he was sure that the bike wouldn’t slide out at speed. Then, when approaching the turn, he would plant his foot on the sidecar body to get the extra leverage needed to muscle the bike’s front wheel through the corner. ‘It was simple really. You’d just fly down into the corner and never even shut off, then flop her down, hold her there and steer it. When you came around to the straightaway, you’d take your foot off the sidecar and ease her up.’”

Two on-track incidents in 1921 and 1922 forced him to retire from sidecar racing. The first saw the death of his racing companion, Jeff Mapes, and the second saw Dreyer break his back and suffer a temporary paralysis. While he continued racing for a few years more and even bought an Indian dealership, in about 1926 he decided to sell the dealership and move west. As Indycar.com told the story, he aimed for Oklahoma, but ran out of money in Indianapolis and found work there.

Before long, he was employed at Duesenberg and later at Stutz as a welder. Through the former, he was introduced to racing at the Indianapolis 500, and had a hand in helping George Souders win the 1927 race in a Duesenberg. Through the latter, he joined the team that built Frank Lockhart's Black Hawk land-speed racing streamliner.

However, in his spare time he began to build midgets, some of them Indian powered, and sprint cars. He contributed a number of innovations to racing, from overhead-valve conversions for Ford Model A four-cylinders to cast-magnesium wheels. As Dennis Reinbold recalled for Indycar.com, Dreyer became the "go-to guy" for many racers and speed enthusiasts throughout the Midwest.

"I didn't realize as a kid what that sign meant until I started seeing and realizing everyone in the racing industry had respect for him," Reinbold said. "They would come by and talk to him and get ideas. He was the go-to guy in racing for many years."

While he continued to ride motorcycles during his decades-long career in automobile racing, it wasn't until the early Fifties that he decided to re-enter the motorcycle business, first as owner of a BMW dealership, and later taking on a franchise for Honda motorcycles, reportedly the first east of the Mississippi.

Dreyer died in 1989, but the Honda dealership remains in the hands of his son, Floyd Dreyer Jr. Since his death, Dreyer has been inducted into both the AMA Motorcycle Hall of Fame and the Motorsports Hall of Fame of America.

The historical marker, one of a series that the Indiana Racing Memorial Association has set out to place around the state, will go up outside of Dreyer Honda in Indianapolis, with a dedication ceremony planned for April 21. For more information on the dedication ceremony, visit IRMA on Facebook. For more information on Dreyer, check out Mike Dreyer's book, "They called him Pop."



What was the world's largest private Ford museum heads to auction



As the family of Piet den Hartogh indicated when they decided to close his museum dedicated to Ford vehicles a year and a half ago, they will sell the entire collection all at once. However, rather than sell it as a whole, they'll break it up when the contents of the museum head to auction this summer.

The origins of the former den Hartogh Museum date back to 1956, when its namesake, who inherited a massive shipping and logistics company, bought his first Ford. Over the next several decades, he traveled the world to fulfill his mission of collecting at least one example of every model Ford offered, starting with a 1903 Model A and extending at least through the prewar years.

By 1997, at the urging of his wife, den Hartogh opened a [5,000-square-foot museum](#) in Hillegom in the Netherlands to showcase his collection. At one point *The Guinness Book of World Records* certified the museum as the world's largest Ford museum with 200-plus vehicles, though that number has fluctuated in the 20 years since. Piet den Hartogh appeared to continue buying old Ford's until his death in 2011, and his family has thinned the collection at auction at least once, [selling off nearly 50 of the vehicles](#) in 2014.

Then in late 2016, Greske Rust, den Hartogh's daughter and executive director of the museum, cited lack of interest and declining attendance [in closing the museum](#).

"A unique collection like this is love, attention, and enthusiasm needed to be rearranged, to be reconstituted, and to reinvent themselves again and again," the family wrote on the museum's website. "And this passion and resources are not available."

No news of the family's plans to sell off the collection came until earlier this year, when rumors circled that Bonhams would handle the sale. According to a [Bonhams announcement](#) this week, that sale will indeed take place, with every vehicle in the collection selling individually with no reserve. A lot list has not been posted, but the announcement makes mention of 200-plus Fords and Lincolns, along with 50-plus motorcycles.

"The family has now decided that the time has come to share their remarkable collection with the legions of Ford fans who will ensure that each piece gets the attention it deserves," Bonhams wrote in the press release.

The den Hartogh Museum sale will take place June 23 in Hillegom. For more information, visit [Bonhams.com](#).



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