

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

RUMBLES

September 2018



Dale Chihuly

Glass Blowing Extrordinaire

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Contributions always appreciated

**The next regular club meeting will be held on
October 9th, 2018, at the Victorian. 7:30 PM.
See you there.**

The Executive Crew 2018

EARLY FORD V8 CLUB R.G. #109



President

<i>Name</i>	<i>Telephone</i>	<i>Email</i>
Chris Chown	250 595 0312	cdchown@outlook.com
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Bill Pritchard	250 656 7029	bprichard@shaw.ca

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 9	BBQ and F&F 18 status updates.
JULY 22	FORDS & FRIENDS 38 TH ANNUAL SHOW & SHINE
AUG 18,19	HANDS ACROSS THE WATER – FRASER VALLEY CLUB 120.
AUG 25	ANNUAL 109 CLUB BBQ. Saturday at Norries. 3:00 PM to 8:00 PM.
SEPT 11	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
SEPT 22	CLUB TOUR. DETAILS – the Roost Winery
OCT 9	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
OCT 29	SHOP TOUR – TED FORBES. Details to be confirmed.
NOV 13	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 19	CHRISTMAS PARTY. DETAILS TO BE CONFIRMED.



Club News



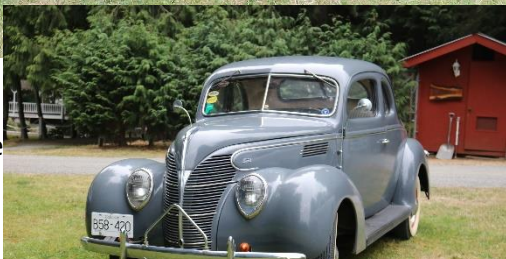
Who are these crazy people and where did they get those bad hats?

Our August 25th annual club BBQ was loads of fun and lots of laughs for about 55 attendees. We had a great time and were very fortunate to have Rose and Norrie Spence host the event at Rosemead Farms once again. ***Thank you both from all of us at the 109.***

The food was excellent offering fresh picked sweet corn, BBQ'd burgers and dogs, local fresh fruit and drinks. The best part was a vast array of deserts and salads prepared by several 109 members. All so good and a big hit with the group.

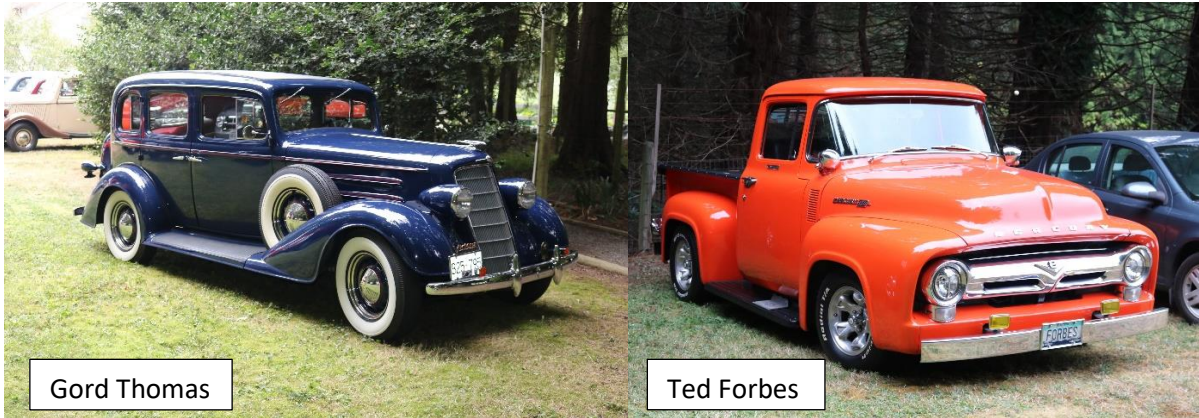
We were blessed with good weather and enjoyed the company of several guests and members of other local car clubs. It was especially great to see several grandchildren enjoy the day and eat all the food they are not normally allowed! Even Norrie's dog, Jazz, managed to mooch treats without reserve.

Thank you all for coming out and making the day so very special. CU next year.





Rose & Norrie Spencer - Rosemead Farm



Gord Thomas

Ted Forbes



Andy Anderson

Bill Pritchard



Lew Williams

Vic Nordstrom

Chris Chown

Dave Wallace



Jim Jennings

John King

My most sincere apologies to the members who brought out their favorite rides and didn't get photos included here. Will do better next time!



Merry Christmas – party pending!

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

Many thanks to Jim and Marie for going the extra mile once again.

Lew Williams has enthusiastically accepted a new area of responsibility for the 109 club. Effective immediately Lew will take on the assignment for community services liaison. A major part of his new duties will include the identification and coordination of local community service organizations that may qualify for financial support from the 109. Lew is an ideal person to manage this venture as he has vast experience and inside knowledge of the community service organizations in greater Victoria. Our thanks go out to Lew & DJ for being there for all of us. Please take a moment to say thanks to Lew for getting this in gear.

We are most fortunate to have an offer from Ted Forbes to tour his excellent collection of classic cars, trucks and memorabilia in late October. This is a very special privilege for the 109 membership and you are all encouraged to **RSVP directly to Gary Clarke** as soon as the details are announced. Don't miss this as you might not get another chance to view on of the very best collections in North America.

The 109 has enjoyed another very successful Fords & Friends event in 2018 which has allowed us to share the financial success with selected community service groups in Greater Victoria. This year we will make cash contributions to The Salvation Army, The Mustard Seed Church and the Victoria Women's Transition House Society. We are on track to complete this before the end of September as the need is particularly critical at this time. All members who worked so hard at the show and throughout the year truly deserve a big round of applause and many thanks for such a great effort.



Giving
Hope
Today



Joseph P. Reger
National Director Northwest
2092 E. Taconic Drive
Meridian ID 83642
(208)869-8882



August 24 2018

To All my Northwest Regional Groups:

Here is hoping that you all are weathering the heat and tremendous smoke and resultant haze from the wildfires burning all around us; California, Canada, Idaho, Oregon. Don't think anyone has escaped all that. In the Boise Idaho area, we are setting new heat records, as well as "smoke days". And, I hope you all got those V-8's out this summer. Although motoring season is coming to an end, there are still lots of car shows to take your cars to and enjoy the comrade of others.

Summary of the August 14th National Board of Directors Meeting

The By-Laws committee presented proposals for new by laws. Those voted upon in a approval vote were the following:

Retiring Board of Director members shall not hold another position on the Board of Directors or Executive staff for a period of three years.

Only National Board members, National Officers, Legal Advisor, and V-8 Times lead editor will participate in National Board meetings. The president can invite guests to participate with 7 days' notice given to the Directors.

A clarification was put in place for the terms "National Officers", "National Board of Directors", "Appointed National Officers", "National Support Staff", and "Contractors"

These proposed By-Laws will require a confirmation vote in the next meeting

Joe Reger reported on Club book sales. We have two new items available through the V-8 Accessories store Please note, the NEW Flathead Engine Album is available for sale! Don't miss out on this limited printing. The V-8 Times on flash drive will be available for sale in the next few upcoming weeks. In addition, Gene Napoliello is closing in on finishing the 1949-1951 Mercury book, to be announced in the future V-8 TIMES.

Michael Driskell proposed a search for a National Club member with a advertising, and/or marketing background to work with a special committee in promoting the Club. If you have someone in your RG group that meets this criteria and would be willing to help; please have them reach out to me or Michael Driskell

Bruce Nelson reported on the Club's membership, membership is up by 19 from the beginning of the year and as of 6/30/18 the membership total was 8,026.

Thus far, there is only one National Meet for 2019, and one for 2020, and no National Tours for 2019 as of yet. Please consider the possibility of hosting a National Meet or National Tour. Both are a very rewarding experience! If you have questions, please reach out to me or Bruce Nelson.

Officer Insurance dues for RG groups are due NO LATER THAN November 1st!. Good coverage at a peanut price

Carolyn Bounds has returned as National Chief Judge Secretary.

David Rehor has been selected as the 1933 Ford Technical advisor. There were two members whom submitted resumes for the position.

The CA Southwest #3 Director region is still open country wide for candidates for 2019-21. Thus far there are three candidates for the region.

John Caldwell reported on a plan to grant graduating seniors of the McPherson College a membership to the Club. This topic will be back in our next meeting. As well as a proposal to advertise in the Model A Club's magazine.

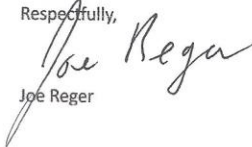
And, in the event that I can answer any question regarding the Club, please either email or call me. If I don't have an immediate answer, I will get you the answer. Oftentimes, misinformation or rumors get out and get believed which creates ill will or worse. You elected me to be your representative, and I want to do the best I can for you and the good of the Club.

My email is 1946ragtop@gmail.com,

phone 208-869-8882

address 2092 E Taconic Dr, Meridian ID 83642

Respectfully,



Joe Reger

Northwest Regional Director

Early Ford V-8 Club of America, Inc



TECH TALK

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

Perfect Fit Spark Plug Wires



You can tell a lot about a person by looking at the details on their Hot Rod. If everything under the hood is nice and tidy you know they really care about their car. Every time I have attempted to install some pre-made set of plug wires they just don't do it for me. They need to be routed just right, be the perfect length and most importantly they shouldn't distract from

your engine!

We are getting ready to transplant a 430hp 383 stroker into our Project Chevelle, so in preparation I decided to make up a set of plug wires for the car. I prefer doing this on the engine stand if at all possible, because it gives you a lot more room to work around obstacles.



look great!

For the wires we chose to use [Accel Extreme 9000 Spark Plug Wire Set](#). We have used these on several builds and really like the ceramic boots that they have. This product features 90° ends and is a universal set so that you can make the perfect length. This should be done on Hot Rods, Muscle Cars, or any other specialty application you want to



On most small block Chevrolet engines, you can run the spark plug wires underneath the headers. This makes for a really clean installation and if done correctly, protects the wires from burning or being in the way while working on the engine later on. I prefer to run the front 4 cylinders wires through the motor mount to help hold them out of the way.



On the passenger side, for cylinders 6 and 8 you can tuck the wires behind the starter to help shield them from the extreme heat from your exhaust. After you have them routed to the rear of the engine, run them along the back of the cylinder heads and straight up to the distributor cap. Keep them nice and straight that way they look tidy and most people won't even notice that they are there.

MSD makes the best [Spark Plug Terminal Crimper](#) that I have ever used. It does a fantastic job of crimping your terminal and is a snap to use. Speedway Motors offers this specialty tool under part number 547-35051. There are also additional [jaws](#) that you can purchase that work with GM weather Pak connectors, amp connectors, insulated terminals

and they even offer one for Deutsch connectors. The jaws meant for spark plug terminals also have a handy stripper blade that makes stripping insulation off of the wire super easy. To get your rough length use a pair of sharp side cutters and cut the entire wire off flush. This is how your wires should look before installing the boots. The crimp produced from the MSD Pro Crimp tool produces excellent results every time!

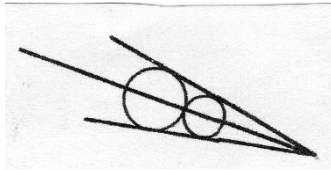


After you have the terminals on I recommend using a small amount of Di-Electric Grease to help slide the boots on. This will also help insulate the connection and keep corrosion away from your connection. Once you have all the wires routed how you like I use zip ties to keep the wires together. This might seem like a less than ideal way to hold the wires together, but I prefer it over all other wire retainers. They can't come out of the zip tie and if you hide them no one will ever see that's what you used!



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."



Buy & Sell.

I got an email from Josie O'Donnell of RG 36 in Maryland. She asked if I would include a want ad for 2 cars they are selling in our Greyhound Express. She just missed the Sept issue as I had to send it out early.

Here's the ad:

- > 1940 Ford Business Coupe, Condition: Driver.
- > former Benny Bootle car.
- > Black, with leather interior, skirts,
- > dual carburetors, high compression heads,
- > dual exhaust, radio, heater.
- > \$32,500
- > Bill O'Donnell West Friendship, MD
- > 410-489-9421

- > 1936 Ford Roadster, Condition: Driver
- > Maroon, with 1940 Ford skirts, high compression heads,
- > dual exhausts, brake energizers, side curtains.
- > \$47,500
- > Bill O'Donnell, West Friendship MD
- > 410-489-9421

I can vouch that these are very nice cars! Perhaps you can help spread the word and/or list them in your next newsletter. It would be great to see them go to Club members to keep them in the club.

Thanks, Frank Scheidt.

1946 Ford pickup. For Sale at long last! \$4,500.00

Robert Harrison offers his rare 46 half ton for immediate sale right here in Victoria. This truck has been in storage for over 30 years and is ready for a quality rebuild. Original throughout with a very good body. Original flathead has been factory rebuilt (Ford) but is now seized. Four speed tranny with floor shift. Bias ply tires with 16" wheels in very good shape. No suitable brakes or gas tank. It's all there waiting for you!

If you are interested, please call Robert at 250 479 0077. No tire kickers please.





2018 Committees:

Always glad to have your help!!

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

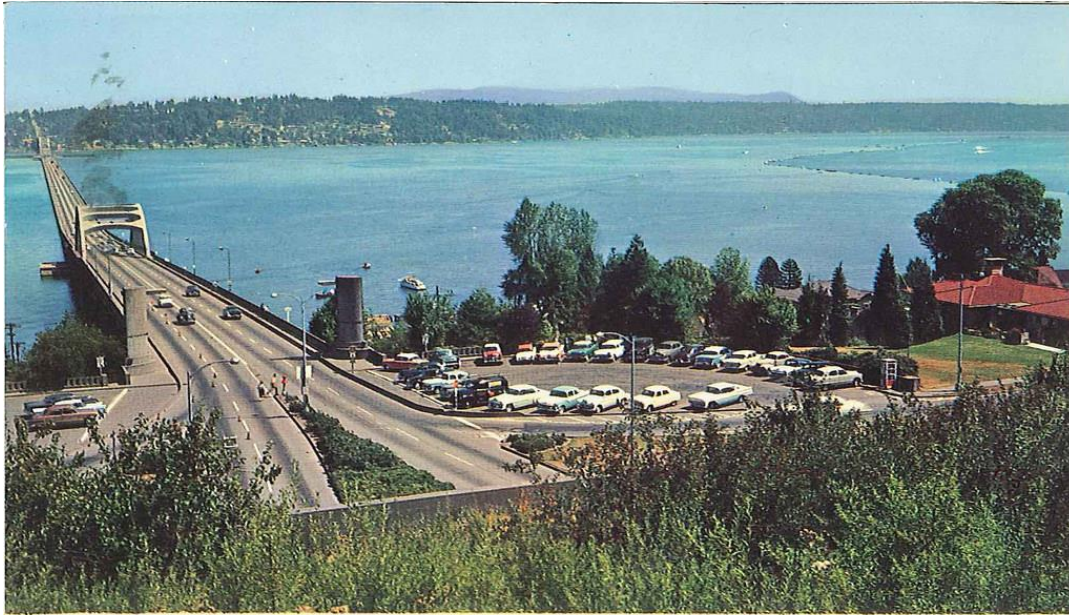


JUST FOR FUN

Betty was sitting on a lawn sunning and reading, when she was startled by a Buick Enclave crashing through a hedge and coming to rest on her lawn. She helped the elderly driver out and sat him on a lawn chair. "My goodness," she exclaimed, "you are quite old to be driving!" "Yes", he replied, "I am old enough that I don't need a license."

"What....NO LICENSE?" "Nope! The last time I went to my doctor he examined me and asked if I had a driving license. I told I did have one and handed it to him. He took scissors out of a drawer, cut the license into pieces, threw them in the wastebasket and said, 'You won't be need this anymore.' So, I thanked him and left."

History 101



Floating Bridge - Seattle, Washington

New floating bridge opens in Seattle; I-90 stretches from coast to coast. SEPT 12, 1993.

On September 12, 1993, the rebuilt Lacey V. Murrow Bridge over Lake [Washington](#) opens in Seattle. The new bridge, which carries the eastbound lanes of Interstate 90 (the westbound lanes cross the lake on a separate bridge), connects the city and its eastern suburbs. It replaced the original Murrow Bridge, the first floating concrete bridge in the world, which was destroyed by a flood in November 1990.

In December 1938, Washington governor Clarence Martin and Lacey V. Murrow, the director of the Washington Toll Bridge Authority, broke ground on what would be the largest floating structure in the world: the Lake Washington Floating Bridge, also known as the Mercer Island Bridge, between Seattle to the west and Bellevue, Washington, to the east. (It was renamed for Murrow in 1967.) At the time the bridge was built, it carried US Route 10 across the lake; a few decades later, that highway became Interstate 90. The bridge was a Public Works Administration-financed project designed to give work to unemployed Washingtonians and to make the towns across the lake from Seattle more accessible to suburban development.

When the bridge opened in 1940, the *Seattle Times* called it “the biggest thing afloat.” It was almost two miles long, contained 100,000 tons of steel, floated on more than 20 hollow concrete pontoons, and carried 5,000 cars each day. (By 1989, its daily load was closer to 100,000 cars.)

In 1990, while the bridge was closed for repairs, construction workers punched giant holes in the pontoons that kept it afloat and went home for the weekend. A few days of rain and high winds filled the pontoons with water, and the bridge broke apart and sank.

Repairing it was no easy task: The sinking pontoons had pulled more than a half-mile of highway into the lake with them, and the structure needed to be rebuilt from scratch. This project took three years and cost \$93 million. When the bridge finally reopened, it closed one of the last remaining gaps in the interstate highway system: a person could drive from Boston to Seattle without ever leaving I-90.

HISTORY Automotive 1900

Charles Wisner's "Buzz-Wagon" debuts in Flint

On September 3, 1900, the first car ever made in Flint, Michigan makes its debut in the town's Labor Day parade. Designed and built by a county judge and weekend tinkerer named Charles H. Wisner, the car was one of the only cars built in Flint that did not end up being produced by General Motors. In the end, only three of the Wisner machines were ever built.

Wisner's car nicknamed the "Buzz-Wagon," was a somewhat ridiculous contraption: it was "very noisy," according to *The Flint Journal*; its only door was in the rear; and it had no brakes. In order to stop, Wisner had to collide with something sturdy, usually the side wall of his machine shop. At the Labor Day parade, however, he didn't have a problem with the brakes; instead, in front of 10,000 spectators, the car stalled and had to be pushed off the parade route.

Wisner's lemon notwithstanding, Flint soon became the cradle of the American auto industry. GM was formed there in 1908, and the city quickly became known for all the Chevrolets and Buicks—not to mention the engine parts and electronics—produced and assembled there. The sit-down strikes at Flint's GM plants in 1936 and 1937 won union recognition for autoworkers along with a 30-hour workweek and a 6-hour day, overtime pay, seniority rights, and "a minimum rate of pay commensurate with an American standard of living." These victories guaranteed a middle-class existence for generations of autoworkers. In fact, for a long time, Flint had the highest average per-household income of any city in the United States.

THIS DAY IN HISTORY

August 20 **2004**

Record-setting tow-truck parade held in Washington State

On August 20, 2004, 83 tow trucks roll through the streets of Wenatchee, [Washington](#), in an event arranged by the Washington Tow Truck Association (WTTA). “The Guinness Book of World Records” dubbed it the world’s largest parade of tow trucks.

According to the International Towing and Recovery Hall of Fame and Museum in Chattanooga, [Tennessee](#), the first tow truck was the invention of a Chattanooga native named Ernest Holmes, who helped his friend retrieve his [Model T](#) Ford after the car slid into a creek. Holmes had previously assembled a system consisting of three poles, a pulley and a chain, all connected to the frame of a 1913 Cadillac. Holmes soon patented his invention and began manufacturing the equipment to sell to garages and other interested customers out of a small shop on Chattanooga’s Market Street. The Holmes brand went on to earn an international reputation for quality in the towing industry.

On September 20, 2008, the Metropolitan [New York](#) Towing Association threw its own hat into the ring. Two hundred and ninety-two tow trucks, including flatbeds, wreckers and 50-ton rotators, left Shea Stadium in Queens (previously the home of the New York Mets, the baseball park has since been demolished to make way for the Mets’ new Citi Field) and traveled along the Van Wick Expressway and the Belt Parkway before ending up at an abandoned airport tarmac at Floyd Bennett Field in Brooklyn. There, the trucks parked in a formation that spelled out the words “New York.”



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

