

Early Ford V8 Club #109



www.earlyfordv8victoria.com

P.O. Box 53517 Broadmead RPO
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RUMBLES

November 2018



New additions at Heritage Acres. Donated by the founder of Delta Controls.

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Contributions always appreciated

**The next regular club meeting will be held on
January 9th, 2019 at the Victorian. 7:30 PM.**

See you there.

The Executive Crew 2018

EARLY FORD V8 CLUB R.G. #109



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First Past President

Bill Pritchard	250 656 7029	bprichard@shaw.ca
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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
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 27	DOUBLE HEADER TOUR – TED FORBES/SHAWN DRIVER.
NOV 13	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 8	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 19	CHRISTMAS PARTY SHAS Schoolhouse. 11:00 AM to 3:00 PM.

MEETING MINUTES NOVEMBER 13, 2018

Members only.



Club News



Merry Christmas « Date January 19th, 2019.



Jim & Marie Jennings have arranged for our Post Christmas Brunch to be held on January 19 starting at 11:00 AM. Venue will be in the schoolhouse at Heritage Acres. Full details will be announced shortly along with an RSVP. Thanks again to both Jim and Marie for all the effort in coordinating.

*Special Thank You to **Vic Nordstrom** for donating several 2018 V8 Times to members and guests during our November meeting.*

EFV8 109 signs on with Saanich Historical Artifacts Society.

Recently our club discovered an opportunity to express out thanks to the SHAS for all the great things they have done for the 109 over the past several years. SHAS has bee especially helpful in providing the very best venue for the Fords & Friends annual show at Heritage Acres in Central Saanich. SHAS is on a path of continuous improvement and will soon feature a new very large sign located adjacent to the Pat Bay Highway. The sign came from the old Marigold Nurseries location and includes a digital readout for time and temperature.

We discovered that the display letters used for this sign needed an upgrade to enhance visibility so the 109 purchased a new letter/number kit to go along with the existing. We included an extension pole to accommodate changing letters from ground level. The new kit was hand delivered in late October by Jim Jennings and Chris Chown, receiving grateful appreciation & many thanks.

It is expected to be fully operational very soon and will prove to be an excellent upgrade to SHAS as they display all events held at Heritage Acres, including Fords & Friends 2019.



John Yardley- SHAS

Jim Jennings EFV8 - 109

Chris Chown EFV8 - 109



Lew Williams has embarked on the next stage of upgrades to his 38 coupe. Starting with body work which includes a new tail piece and taking out some lead. New paint to be completed in December, with major engine work in the spring. Predictions are to be back on the road and ready for F&F 2019, or sooner.



Reinert Peterson is in his glory as he and family members begin the essentials in restoring his new 47 pick up. This truck is an amazing barn find (thanks Jim Banks) in storage since 1984. Won't be long before it hits the road (softly) and we are looking forward to the first big outing at F&F 2019. Congratulations to everyone in the Petersen family on a great new project.

Don't forget to ask Reinert about his new stove!! and why he needed one!!

The Ultimate Double Header Tour

The 109 club had the very distinct privilege of participating in a superb "Shop Tour" late on October. This time out we were hosted by two long-term favorites on the same day, Ted Forbes and Shawn Driver out Sooke way. As many know both Shawn and Ted are exceptional builders and collectors with extensive collections of superbly crafted cars and trucks. Extensive memorabilia and creativity everywhere.

The tour started with Ted's place as the first stop. Ted was his usual effervescent self, spending considerable time and energy telling many stories about his cars and impressive collection of memorabilia. There are so many rare and unique items there it is hard to describe properly, a real treat for all. Our group numbered about 45 including guests and everyone truly enjoyed the entire day.

TED FORBES COLLECTION – A FEW HIGHLIGHTS.





Thank you, Ted Forbes, for sharing so much !

SHAWN DRIVER & MISS DAISY

DRIVERS WELDING & MILE 19 SIGNS & GRAPHICS

The second stage of the Double Header landed at Drivers Welding, another favorite place to experience multiple interesting adventures. Shawn and Miss Daisy along with the entire staff were the usual perfect hosts as always. It is sincerely appreciated by everyone attending to note that Shawn and his team interrupted his very busy work day to take care of everyone. There are so many different things going on at Drivers that it seems like you will never have enough time learn about everything. Shawn and Donna are fairly recent sponsors of Fords & Friends and a true pleasure to partner with. The shop and many projects clearly demonstrate the dedication, expertise and creativity put into each one, not to mention abundant TLC. Drivers is the place to land if you ever need any type of special custom fabrications.

A few highlights from:



Shawn & Rita working hard!









Bonneville Speed Week, here we come!







We all enjoyed the wonderful hospitality and endless special “projects” at Drivers once again. Our sincere thanks go out to the entire crew, and we look forward to seeing everyone again in the very near future.

TECH TALK

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

CONTRIBUTED BY LAURI STEVENS & HIS COUSIN.



Ford Motor Company sold more than one million Ford Model Ts in 1919, and each of those Model Ts used 100 board feet of wood for the parts such as frame, dashboard, steering wheels and wheels.

Because of the amount of wood that had to be used in the cars, Henry Ford decided he wanted to produce his own supply. He enlisted the help of Edward G. Kingsford, a real estate agent in Michigan, to find him a supply of wood. Coincidentally, Kingsford's wife was a cousin of Ford making the partnership a reality.

In the early 1920s, Ford acquired large timberland in Iron Mountain, Michigan, and built a sawmill and parts plant in a neighboring area (which became Kingsford, Michigan).

The mill and plants produced sufficient parts for the car but generated waste such as stumps, branches and sawdust. Ford suggested that all wood scraps were to be processed into charcoal.

A University of Oregon chemist, Orin Stafford, had invented a method for making pillow-shaped lumps of fuel from sawdust and mill waste combined with tar and bound together with cornstarch. He called the lumps "charcoal briquettes." Thomas Edison designed the briquette factory next to the sawmill, and Kingsford ran it. It was a model of efficiency, producing 610 lb (280 kg) of briquettes for every ton of scrap wood. The product was sold only through Ford dealerships. Ford then named the new business Ford Charcoal and changed the name of the charcoal blocks to "briquets". At the beginning, the charcoal was sold to meat and fish smokehouses, but supply exceeded demand.

By the mid-1930s, Ford was marketing "Picnic Kits" containing charcoal and portable grills directly from Ford dealerships, capitalizing on the link between motoring and outdoor adventure that his own Vagabond travels popularized. "Enjoy a modern picnic," the package suggested. "Sizzling broiled meats, steaming coffee, toasted sandwiches." It wasn't until after World War II that backyard barbecuing took off, thanks to suburban migration, the invention of the Weber grill and the marketing efforts. An investment group bought Ford Charcoal in 1951 and renamed it to Kingsford Charcoal in honor of Edward G. Kingsford (and the factory's home-base name) and took over the operations. The

plant was later acquired by Clorox in 1973.

How cool is that, huh? The story of Kingsford charcoal isn't merely "an American story," as their website proclaims. It's the bone and sinew of Americana itself, from start to finish.

Funny, too, how sour old Henry always seemed to find a way to make his famous parsimony pay off somehow—and if he couldn't find a way, he'd manufacture one himself. For a grouchy, greedy Capitalist Pig Industrialist, he was a damned creative fellow, full of unconventional ideas he wasn't the least bit timid about pursuing.



WHAT CAUSES AN ENGINE TO BACKFIRE?

Engine backfires are one of the most obvious signs of car trouble, and they are annoying and potentially damaging to the vehicle's exhaust and catalytic mechanisms.

Backfires happens for various reasons and may be accompanied by a Check Engine light.

Common reasons why this happen:

- When moisture or resistance in the vehicle's electronic ignition system allows a crossover generation of current to the wrong cylinder.
- A lean mixture produced by either an engine vacuum leak or low fuel-pump pressure.
- A faulty air injection check valve (part of the vehicle's emission control system) lets too much air into the vehicle's exhaust system.
- A failed air intake boot can produce a backfire by altering the feedback voltage to the PCM.
- Faulty ignition part or spark plugs may also cause backfires if the ignition timing drifts off or the plugs fire intermittently.
- An exhaust leak such as broken welds or other small holes can take in cool air during deceleration and produce a popping or backfiring in the exhaust system.

How important is vehicle backfiring repairs?

Backfires produces sudden high-pressure events in the exhaust system and can-do serious damage if left unrepaired. Have the car checked by a professional mechanic as soon as possible.

Henry Ford said:

When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.

Buy & Sell.

Finn Eriksen is looking for a good home for a large collection of perfectly good wine bottles. Perfect for use in making your own special reserve brand. All bottles (75) are clean and ready to be filled. For more information please call Finn directly at 250 382 3467 or email norway70@shaw.ca. Cheers!

FOR SALE: 4:11 Rear end. info: Ford 9-inch, 28 spline ,10 bolt pattern rear-ends out of a half ton 1957 Ford pick up- totally disassembled- \$ 50. Please call Gary at 250 415 6485 or email gnordstrom@shaw.ca

PENDING OPPORTUNITY: The 109 has received an inquiry about obtaining a rather large collection of Early Ford V8 parts from Gary Porter. This collection includes many flathead parts as well as some body items such as lights and trims. Gary explains that he needs to clean up his shop and wants the flathead items to go to someone who will actually use them in a rebuild or to change up an existing ride. Further information will be distributed to all 109 members within the next week or two, so please stay tuned if you are interested!

JIM BANKS has a full set of exterior side trims for a 50 4 door Meteor. All in very good to excellent condition. Please call Jim directly at 778 433 4021 or email him at banksjim16@gmail.com

Wanted. Period correct jack for a 47 Tudor Deluxe 8. Please contact Chris Chown at 250 595 0312 or cdchown@outlook.com.



2018 Committees:

ALWAYS GLAD TO HAVE YOUR HELP!!

Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2019	OPEN.	To be determined	ANNUAL
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	DARK AGES
Website development	Al Wills	Chris Chown	2017
Membership	Jim Jennings	Lew Williams	2016
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
2018 Christmas Party	Jim & Marie Jennings	All members of the 109.	September 2018

JUST FOR FUN

Here's a little fact for automotive buffs, or just to dazzle your friends.

The four Goldberg brothers, Lowell, Norman, Hiram, and Max invented and developed the first automobile air-conditioner. On **July 17**, 1946 , the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office.

They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Jewish, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show --

Lo, Norm, Hi, and Max -- on the controls.

Control yourself !

This is what happens when you are retired and have too much time on your hands !

Many thanks to DON MACPHERSON IN PARKSVILLE FOR A GREAT CONTRIBUTION!

History 101



OCT 29TH, 1893

The World's Columbian Exposition closes in Chicago

October 30, 1893 is the last day of Chicago's World's Columbian Exposition, a great fair that celebrated the 400th anniversary of Columbus's arrival in the New World and offered fairgoers a chance to see the first gas-powered motorcar in the United States: the Daimler quadricycle. The exposition introduced Americans to all kinds of technological wonders—for instance, an alternating-current power plant, a 46-foot-long cannon, a 1,500-pound Venus de Milo made of chocolate, and Juicy Fruit gum—along with replicas of exotic places and carnival-style rides and games.

Four years earlier, the Universal Exposition in Paris had featured an elaborate display of steam- and gas-powered vehicles, including the Serpollet-Peugeot steam tricar, named for its three wheels and powered by a coke-burning boiler and a lightweight, petrol-fueled four-wheeled car built by the German engineer Gottlieb Daimler. The [Chicago](#) fair promised an even more impressive spectacle. Its Transportation Building, designed by Louis Sullivan, was crammed full: Pack mules and horse-drawn carts crowded next to bicycles and boats. Most exciting of all were the rows of massive American-built steam locomotives that towered over everything else in the hall. Trains, the Exposition's organizers seemed to say, were the transportation of the future.

Only one internal-combustion vehicle was on display at the fair, tucked away in the corner of the Transportation Building: another of the wire-wheeled, tiller-steered, one-cylinder platform quadricycles that Daimler had introduced to Parisian fairgoers in 1889. It was like nothing most Americans had ever seen and yet almost no one paid any attention to it. Reporters barely mentioned the Daimler car and it didn't even appear in the exhibition catalog.

But a few very important people did notice it and studied it closely. One was the bicycle mechanic Charles Duryea, who used the Daimler car as the inspiration for the four-wheeled, one-cylinder Motor Wagon that he built with his brother Frank. In 1896, the Duryea Motor Wagon Company became the first company to mass-produce gas-powered vehicles in the United States.

Another admirer of the Daimler car was [Henry Ford](#), who returned to Dearborn after the fair and built an internal-combustion quadricycle of his own. (He called it his "gasoline buggy.") Ford drove his little car for the first time on July 4, 1896 and sold it later that year for \$200. Just a few years later, he incorporated the Ford Motor Company and the automobile age had begun.



On this day in 1962, the famous Ford Rotunda stands in Dearborn, **Michigan** for the last time: the next day, it is destroyed in a massive fire. Some 1.5 million people visited the Rotunda each year, making it the fifth most popular tourist attraction in the U.S. (behind **Niagara Falls**, Smokey Mountain National Park, the Smithsonian, and the Lincoln Memorial).

Ford had commissioned the Rotunda for the 1933 Century of Progress exposition in **Chicago** and had moved it to Dearborn when the fair ended. It was 130 feet high and designed to look like a stack of gears surrounding a 92-foot-wide courtyard. (In 1952, an 18,000-pound dome was added over the courtyard; it was the first real-world application of inventor R. Buckminster Fuller's lightweight geodesic dome.) Outside, the building's steel frame was covered in 114,000 square feet of **Indiana** limestone; inside, the walls were covered in murals showing the River Rouge assembly line. On the

Rotunda's grounds were 19 "reproductions" of what Ford called the Roads of the World: the Appian Way, the Grand Trunk Road, the **Oregon** Trail and Detroit's Woodward Avenue.

Many people who grew up near Detroit during the 1950s remember the Rotunda for its spectacular **Christmas** displays. Every year since 1953, it had had a 37-foot-tall tree, an elaborate Santa's workshop and a life-size Nativity that the National Council of Churches called the "largest and finest" in the country. Each year's installation had a different theme: the 1958 display boasted a 15,000-piece hand-carved miniature circus, for instance, and the 1962 show was scheduled to be a woodland tableau featuring 2,500 dolls.

While workmen were preparing the Rotunda for that display, someone overturned a firepot or heater on the building's tar roof. Just after lunch, an employee spotted flames on the ceiling of the main floor. "Within a few minutes after the first alarm," The **New York** Times reported, "the octagonal top of the building resembled a huge chimney, with smoke and fumes pouring out." Workers evacuated, and the building burned to the ground in less than an hour. A group of schoolchildren visiting the Rotunda from South Bend watched in horror from a cafeteria across the street.

It would have cost at least \$15 million to rebuild the Rotunda. The company opted not to spend the money, and razed the building's remains instead. Today, a satellite campus of the Michigan Technical Education Center stands in its place.





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

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