

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles March 2019



New heart for Lew Willaims 38 coupe. Install by experts & friends.

TABLE OF CONTENTS:

- 1. Club Executive – contact information.***
- 2. 2019 Club agenda & events.***
- 3. Minutes. Regular meeting March 12, 2019***
- 4. Club news – updates, breaking news.***
- 5. Tech talk – V8 members input, Q&A. Suggestions News.***
- 6. Photos – Nostalgia EFV8 109, local and world wide.***
- 7. Buy & sell – parts, restorations, collections. Wanted dead or alive***
- 8. Committees – contacts, functions, updates, help.***
- 9. Fun page – be careful – members contributing.***
- 10. Miscellaneous – news and other interests.***

Contributions always appreciated

The next regular club meeting will be held on

April 9th , 2019 at Berwick House. 7:30 PM.

4062 Shelbourne St. CU there.

The Executive Crew 2019



EARLY FORD V8 CLUB R.G. #109



	<i>Name</i>	<i>Telephone</i>	<i>Email</i>
<i>President</i>	Chris Chown	250 595 0312	cdchown@outlook.com
<i>Vice President</i>	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
<i>Treasurer</i>	Jim Banks	778 433 4021	banksjim16gmail.com
<i>Secretary</i>	Don Landels	250 588 1300	Don.landels@gmail.com
<i>Directors</i>	Dennis Mounce	250 478 6440	d&bounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
	Chris Chown	250 595 0312	cdchown@outlook.com
	Jim Jennings	250 477 5594	Jennings@telus.net
	Bill Pritchard	250 656 7029	bprichard@shaw.ca
	Don Landels	250 588 1300	Don.landels@gmail.com
<i>First Past President</i>	Bill Pritchard	250 656 7029	bprichard@shaw.ca

2019 CLUB AGENDA & EVENTS

ACTIVITY AGENDA – January through December

JAN 8	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 19	CHRISTMAS PARTY SHAS Schoolhouse. 11:00 AM to 3:00 PM.
FEB 12	REGULAR CLUB MEETING – Cancelled due to inclement weather.
MAR 12	REGULAR CLUB MEETING – 7:30 AT THE VICTORIAN
APR 9	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
APR ??	DATE OPEN FOR CLUB TOUR. DETAILS 2B FINALIZED
MAY 14	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
MAY 31	ROCK & ROLL FOR LITTLE SOULS
JUNE 11	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JULY 10	BBQ & PRE SHOW MEETING FOR F&F 2019 HERITAGE ACRES.
JULY 14	FORDS & FRIENDS SHOW – HERITAGE ACRES
JULY 19-21	NW DEUCE DAYS – VICTORIA
AUG 18 ?	ANNUAL CLUB BBQ. DETAILS 2B DETERMINED.
AUG 31	HOLD DATE FOR SHOP TOUR DETAILS 2B CONFIRMED
SEPT 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
OCT 8	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
NOV 12	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
DEC	NO REGULAR CLUB MEETING.
JAN 2020	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.

Early Ford V8 Club #109
Meeting Minutes March 12th, 2019 – **FOR MEMBERS ONLY.**



Club News



January 19th, 2019. A post Christmas Adventure!

The first annual "Post Christmas Luncheon Extravaganza" is now in the history books and what a great day it was. Well attended and lots of laughs great food with even greater friends!

Several things were different this time out as we attempted to revise the program in order to build on the energy of past Christmas dinners, lower costs and increase participation for everyone. Two major changes were venue and date. In addition we changed from an evening full dinner menu to a catered hot lunch.



The new venue was a 105-year-old school house located on the grounds at Heritage Acres. This two-room school house worked very well for the 55 members attending and made it rather unique. Thanks to Jim Jennings for making sure the heat was on and we didn't get a chill. It was a reminder for some to be surrounded by old style desks and a magnificent pot-bellied stove.



This year we were very well entertained by Bob Meikle, a well know local musician. Bob played guitar and sang several ballads including old favorites in just the right way. He even managed to throw in a few jokes just for the fun of it. The mix and light performance was just right for our group. Many thanks and congratulations to Reg Ash for making the arrangements.



The catering for our extravaganza was provided by Island Culinary Service earned high praise throughout. The hot lunch featured wild pacific salmon, lasagna and roasted chicken accompanied by excellent veggies and an expansive array of desert treats. Quantity was simply abundant and in spite of our best efforts we had lots left over. The extra was donated to a local food kitchen for those less fortunate.

Thank you and well done to Jim & Marie Jennings.

The main event for the day was our first ever "Regifting" which proved to be highly entertaining. It is simply amazing what some of our members will come up with when they escape adult supervision. We saw many unique and somewhat unusual "gifts" that delighted us all. Notables such as a WW2 roll of electricians tape, a riveters tip used in local shipbuilding from the 1940^s. How about a very nice sock stretcher, a large collection of auto show posters, books, jewelry, kitchen ware, spark plugs (new I think) and last but not least a beautiful (almost stolen) 1939 Ford hubcap, now hanging above the fireplace in our living room, (probably not for long). There was tons of great "stuff" that you just might see next year!

Our very special thanks go out to **Elizabeth and Gary Nordstrom** for volunteering their expertise in refereeing and theft prevention during this very enjoyable exercise!



"You never know when you might need a set of plugs" Wisdom from Elizabeth Nordstrom.



Bev Somers wonders what to do with her new magnetic ash tray. Bruce is ready to help!



Emily Chown is happy that next years Christmas gift for hubby is ready to go.



Al Wills wonders how to open this and why should he?



Bill Pritchard says he loves to do puzzles and read cook books at the same time. "This is as good as it gets" We should all be so excited!



Who doesn't want a new sock stretcher? This is pure joy for years to come. Heritage item!!



"I think I have read this". Says Jim Jennings.



Lynn Stevens makes another good decision!



Finally a new set of spatulas for my shop!



I love new welding outfits.

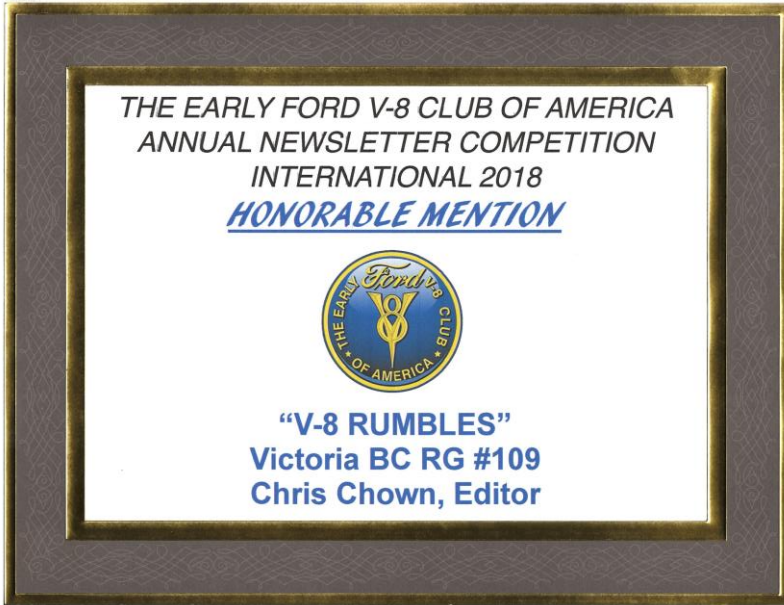
If you enjoyed this event, please take a moment to express your appreciation to Jim and Marie Jennings. Any comments or suggestions on what might be changed to make it better are always welcome.



Sue & Elizabeth wonder how they are going to get this model back into Marie Jennings house.



Alice Nordstrom is always ready for a good read with classics or cookbooks. Vic is a very lucky guy!



Thank you to everyone in the 109 for all the assistance and contributions toward the success of the Rumbles Newsletter once again, It doesn't happen without your input & encouragement.

Heart Transplant for Lew's 38 Ford Deluxe Club Coupe.

On a chilly day in March Lew Williams decided it was time for a few friends to gain new aches and cold fingers while helping to place a new flathead in his 38 coupe. We had a lot of fun and enjoyed lunch and hot coffee compliments of DJ. The transplant went very well thanks to loads of expertise and long-term experience in exactly this type of operation. Nothing broken and no serious injuries for the team or the 38!

The new engine looks great and is now receiving the final touches for electrical and running gear. Won't be much longer until you see Lew on the starting line with his revs up and the usual smile on his face.

Thanks go out to Lew and DJ for being such entertaining hosts!





John just loves to work with special tools!



This is Lew looking for his coffee.

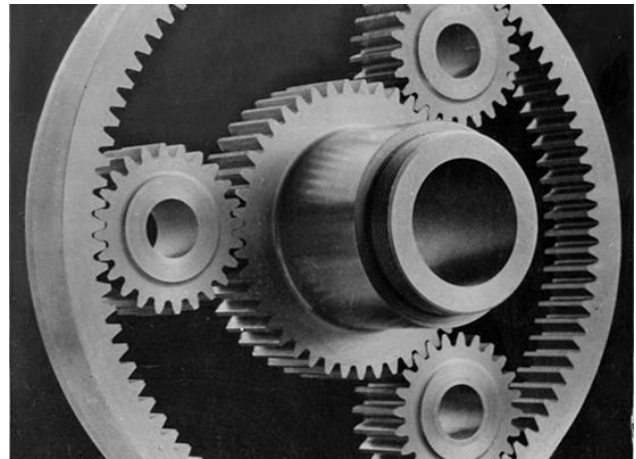


TECH TALK

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



Just in case you missed it, the photo on the left is a shot of the V8 symbol on the face of a 1939 Ford hubcap. Now treasured in a very exclusive private collection.



Exactly What is Stale Fuel?



How quickly can fuel go bad? Quality gasoline should be stable almost indefinitely if stored properly, however such storage must be in airtight containers in order to prevent oxidation or water vapors mixing into the blend.

Again, understanding that vehicle and small engine fuel tanks are 'vented', this is simply not possible to store fuel for any length of time, especially during off season times. Also stable, cool temperatures need to be maintained indefinitely so that gums and solids will not form in the tank. How many of us live in an environment where we always have stable, cool temperatures free from medium to higher humidity levels? Fuel is stable for up to 30 days after being pumped from a good, high volume source. After that fuel starts to degrade and oxidize. In this process, fuel begins to varnish at some point and left untreated, can turn to gum and clog openings in your fuel system which make your vehicle unable to start or run very well at all. On

top of that, this can lead to an expensive repair bill at your local small engine shop. These types of repairs can range from simple carburetor bowl and jet cleaning to complete fuel system removal, inspection, cleaning and sometimes necessitate the replacement of fuel system pumps, carburetors, injectors, lines, etc. to get you back up and running.

Fuel Stabilizers... Are They Necessary?

Fuel Stabilizers are the no.1 product recommended to be used in order to eliminate all the risks presented above. This miraculous formula helps fuel preserve all of its elements and not go “stale” even if you don’t start the engine for a long period. However, there is a caveat. Not all fuel stabilizers are created equal.

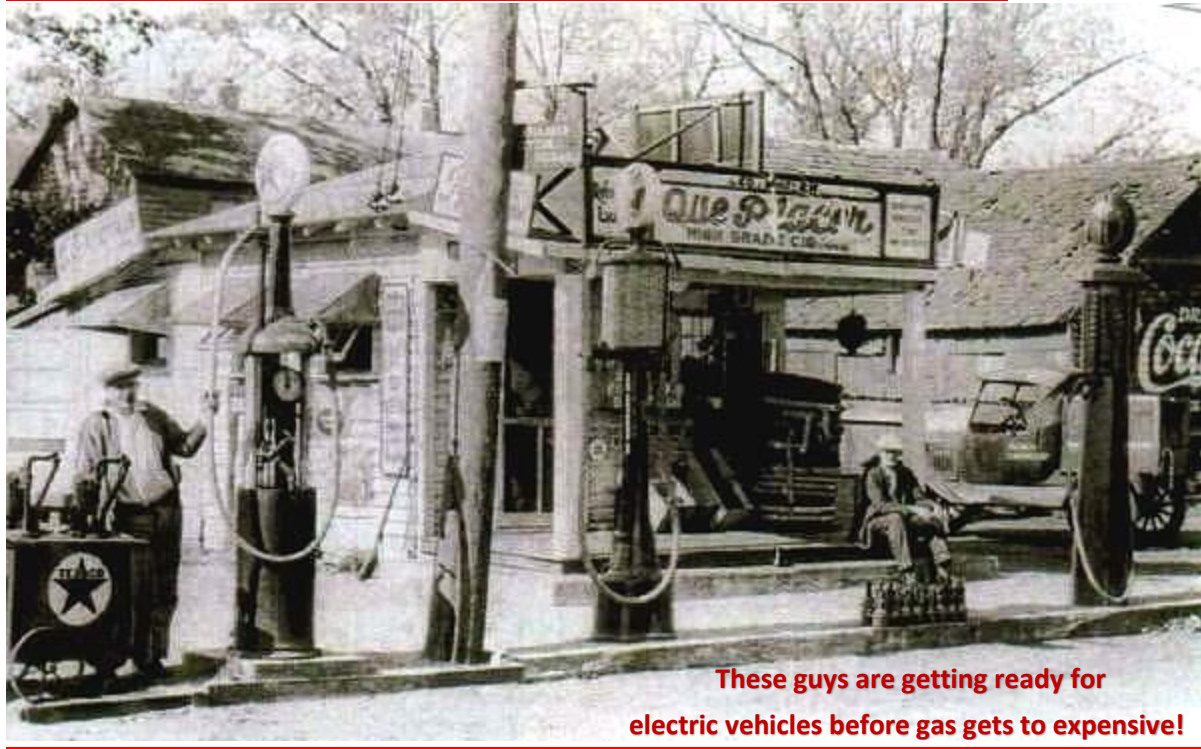
Did you know that the #1 selling brand of fuel stabilizer in the United States is composed 90-100% of deodorized kerosene? Deodorized kerosene is also known as #1 diesel fuel. The very nature of kerosene does not bode well when it is introduced into water. In other words, it does not mix with water and does nothing to help with phase separation, encapsulation or suspension of water and moisture.

A major engine manufacturer that has been around for many long years, called Briggs & Stratton, gives us the following advice: *“Toying with the idea of tuning up your Briggs & Stratton engine? One of the easiest ways to maintain your snow blower or lawn mower engine for seasons to come is by using fuel stabilizer. Whether putting your lawn mower or snow blower away at the end of the season or letting some time pass between uses, curbing your fuel’s degradation is crucial.”*

Fuel stabilizers are used to extend the life of the fuel that is not or cannot be stored properly. As far as common advice goes, it is best to keep gasoline containers and tanks properly capped and more than half full in order to reduce the air exposure.

It would be best to avoid stored fuel becoming exposed to high temperatures and/or high humidity levels. Also of equal importance is to run the engine at regular intervals to purge the stale fuel from the carburetor and float bowl. Finally, before storing for off season times, the fuel stabilizer has to be added to the fuel tank and the engine must be started and ran for a few minutes to circulate the fuel stabilizer through all system components.

An electric F-150 is in the works



These guys are getting ready for electric vehicles before gas gets too expensive!

America's most popular vehicle is going electric.

While a timeline wasn't given, Ford announced an all-electric plugin version of its F-150 pickup truck at the Detroit Auto Show - a decision the automaker says will "future-proof" the model and F-Series franchise.

It's big news, given that the F-150 is pretty much the quintessential symbol of a fossil fuel-powered workhorse.

What constitutes a survivor?



Recently, Howard Shaw bought himself a 1948 Buick Roadmaster convertible that he discovered through *Hemmings*. Congrats, Howard! He plans to pick it up in the near future, so, just like many of us do when we've bought an old car, his thoughts are occupied with what he can do with it once he takes possession of it. Howard writes:

The car has never had any bodywork done, and is 100-percent original, including paint, carpets, and running gear. The top was replaced many years ago, and the engine and transmission were overhauled at some time as well. Tires are now radials and are wide whitewalls of vintage wide whites.

My question, after having the top and tires replaced with new, and the engine and transmission rebuilt to factory specs, would you consider the car to be a survivor? I expect to show this car as an original survivor, am I right or wrong?"

To begin with, we're going to differentiate between "original" and "survivor." When it comes to categorization of old cars, the latter term generally is a good deal more lenient, while the former really sticks in a lot of people's craws.

As far as calling it a survivor, that all depends where the car will be shown. It's not a Corvette, but Bloomington Gold does have a [Survivor standard](#) that requires the car must be more than 20 years old; able to pass a 10-mile road test; remain "over 50 percent unrestored, un-refinished, or unaltered;" and "retain finishes good enough to use as a color guide for restoration of a car just like it."

Perhaps the closest equivalent in AACA judging is the Historic Preservation of Original Features certification class, which is not point judged and applies to vehicles 25 years or older. From the [AACA judging guidelines](#) regarding HPOF: “A vehicle may be entirely ‘original’ or it may have certain original features such as paint, chassis, upholstery, engine compartment, etc. that are essentially as delivered.”

Other clubs undoubtedly have their own classes and guidelines for original or semi-original cars shown at their meets. The [Buick Club of America](#), for instance, has an Unrestored class “judged solely on originality, and not on workmanship or condition,” subject to a 400-point form in which *All original (as delivered from the factory) components, including finish, shall receive no deduction, regardless of condition, so long as the original can be observed. Original components which have received spot repair, but with original areas visible, will be considered as original.*

All authentic replacements which are not original shall receive a deduction of 50 percent of the points assigned to that category. This deduction would also apply to surfaces or components which are obscured by rust, dirt, grease, new paint, or under-coating, to the extent that the original features are not visible. All ? point scores resulting from this deduction shall be rounded up to the next whole-point score. Otherwise, all non-original replacements receive the maximum deduction.

For non-club and non-competitive shows like cruise-ins or cars and coffee events, it matters more that you can have a conversation about the car with bystanders than what category it falls under. When unsure about the big spectrum between “completely original” and “restored,” catchall terms like “unrestored,” “preserved,” or “refurbished” work well. This is one big reason why Lentinello coined the term “Driveable Dream” — to avoid all the nitpicking and focus on what a car oughta do, which is drive.

But that’s our take on it. Howard said he’d like to hear from the Hemmings readership as well. How would you describe his Roadmaster?

Henry Ford said:

“VISION WITHOUT EXECUTION IS JUST HALLUCINATION.”

John Shepherd said:

Man who drive like hell, bound to get there!

Buy & Sell.

NORRIE SPENCER – ITEMS FOR SALE.

New 68 6049B and 6050B 1936 heads. Remanufactured by Ford in 1948

New 40 6049B and 6050B 33/34 heads. Remanufactured by Ford in 1948

3 1/16" Pistons 21 Stud engines NOS, 1 set .040 Flat top & Rings

1 set .0825 Domed top – 4 ring Rings Rods & Shells for above

1936 V-8 Crankshaft and Bearings

1937-8 Blocks, Pans, Manifolds, etcetera

Cam Shafts 2 bearings

32 – 34 4-cylinder blocks, pans, pistons & rods, cranks, transmissions, gears, etcetera.

32 – 34 Brakes, drums, backing plates, etc.

Please call Norrie Spencer 250 652 1862 or rosenorrie@shaw.ca

WANTED: Richard Green is searching for a good C4 tranny that he can hook up to his flathead. If you can help or have possible options, please call Richard at 250 590 3029.

FOR SALE: Lew Williams has a few complete flatheads that he is looking to sell or trade. Existing engine out of his 38 tops the list. Runs well but needs a little TLC to make it perfect. If you are interested, please call Lew at 250 479 5385 or 250 661 2092.

FOR DISCOVERY: Jim Banks has a contact for a large collection of Die Cast motorcycles. The collection is to be sold as complete and includes a cabinet. If you wish to have more information, please call Jim Banks at 778 433 4021 or banksjim16@gmail.com .

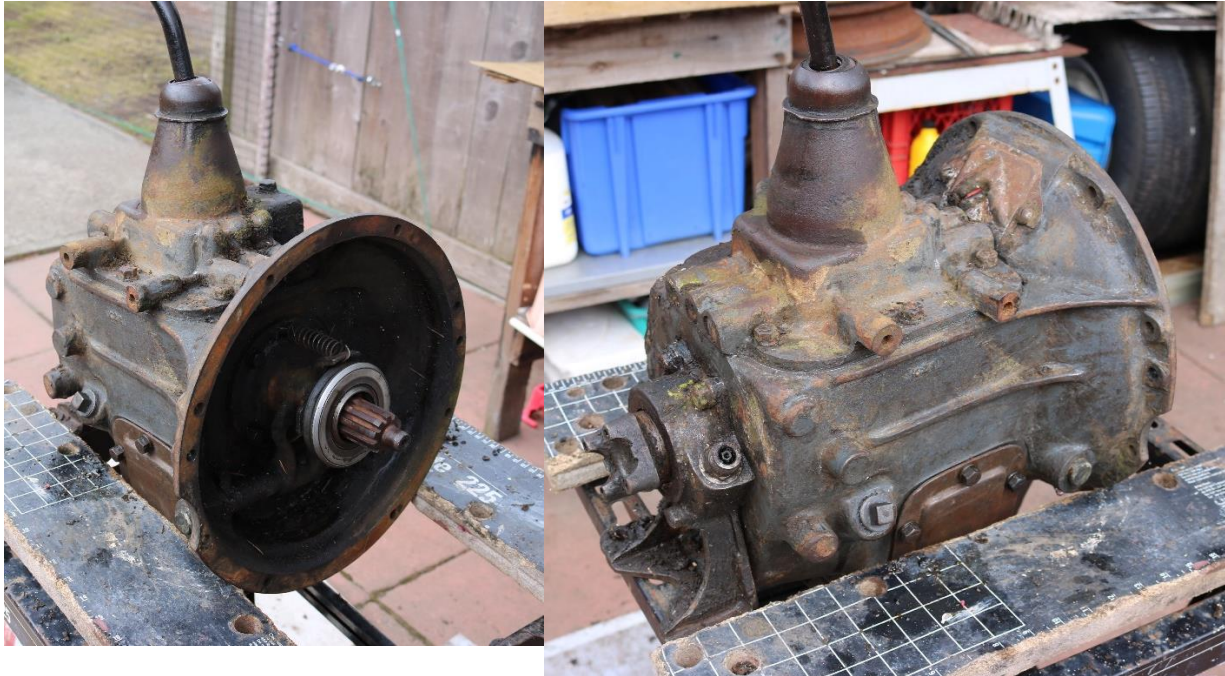
WANTED: If you have a stainless trim for a 1936 spare tire cover please call Dave Wallace at 250 479 2793 anytime. He might let you touch his new toque if you have a good one!

WANTED: Chris Chown has interest in purchasing Edelbrock or Auburn heads for his 8RT flathead. If you have a good set, please call 250 595 0312.

WANTED: Vertical milling machine. British, American or Taiwanese manufacture. 220V single phase, with a 42" table. Please call Fraser Kaye at 250 514 8529 or 778 529 0014 in Nelson B.C. or if you prefer, email at jfraserk@shaw.ca

FOR SALE: Ron Perkin from Parksville has a 47 Tudor in disassembled state that he wishes to sell. All parts are there along with several extra pieces. Excellent potential for full restoration. For more information please call Ron at 250 752 1239. Or speak with Jim Jennings.

FREE or best offer! 1948 4 speed Ford transmission out of an F3 one-ton pickup. All internal parts move well and has two brand new grease nipples, loaded! This once in a lifetime offer will go to the first caller who will give it a good home. Sorry but guarantee included. Call Tyranny's R US at 250 595 0312 and ask for Chris Chown.



2019 Committees:

ALWAYS GLAD TO HAVE YOUR HELP!!



Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2019	Bruce Somers and Reinert Peterson	2018 committee plus new.	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	Jurassic period
Website development	<i>Al Wills</i>	Chris Chown	2017
Membership	Jim Jennings	Lew Williams	2016
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

I picked up a hitch-hiker. Seemed like a nice guy. After a few miles he asked me if I wasn't afraid, he might be a serial killer.

I told him I thought it would be extremely unlikely that two serial killers would be in the same car. I think he wet his pants.

AGING CHANGES OUR ATTITUDE ABOUT SERVICES NEEDED FOR MONEY.

A **79-year-old man** is having a drink in a bar. Suddenly a gorgeous girl enters and sits down a few seats away. The girl is so attractive that he just can't take his eyes off her.

After a short while, the girl notices him staring, and approaches him. Before the man has time to apologize, the girl looks him deep in the eyes and says to him in a sultry tone: "I'll do anything you'd like. Anything you can imagine in your wildest dreams, it doesn't matter how extreme or unusual it is, I'm game. I want \$100, and there's another condition".

Completely stunned by the sudden turn of events, the man asks her what her condition is. "You have to tell me what you want me to do in just three words."

The man takes a moment to consider the offer from the beautiful woman. He whips out his wallet and puts \$100 dollars in her hand --- He then looks her square in the eyes, and says slowly and clearly: "Paint my house."

(Our needs change as we get older, and we tend to look for bargains)

Preceding compliments of our member at large, Don MacPherson in Parksville.

Following tiems are the complete responsibility of Lew Williams. Many thanks Lew & Dee Jay.

USE CAR'S EXHAUST TO CLEAN CUSHIONS



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

What happens if you have a flathead that burns a little oil? Good luck with this and let us know how you made out.



Thank heavens we survived all the wonderful things that Nash Rambler did for us.

Did you notice Dumbo flying outside the rear door window? Life is good.

Sometimes even a Chevy Bel Air can look pretty good. More information on this “50” can be found on Hemmings website. Asking is \$44,900 USD. Located in Germany.



Are you a RAGGEAR?

Or would like to be!

History

Formation of the raggare culture was aided by Sweden staying neutral during [World War II](#) and untouched by the war. As a result, Sweden's infrastructure remained intact, the country was receiving aid from the [Marshall Plan](#), and export economy boomed, which made it possible for the working-class Swedish youth to buy cars, in contrast to most of Europe, which needed to be rebuilt.^[8]

When raggare first appeared in the 1950s, they caused a [moral panic](#) with concerns about the use of alcohol, violence, high-speed driving, and having sex in the back seat. Raggare gangs were seen as a serious problem.^[9] The film [Raggare!](#) covered the issue in 1959.

Later, raggare often got into fights with [hippies](#) and punks,^{[10][11][12][13][14]} something described in the punk rock song "Raggare Is a Bunch of Motherfuckers" by [Rude Kids](#)^[15] (and later re-recorded by [Turbonegro](#)). When The [Sex Pistols](#) played in Sweden on 28 July 1977, a group of raggare waited outside and cornered some young girls who came out from the show. The girls had [safety pins](#) through their cheeks, and the raggare ripped them out of their faces. The band was upstairs drinking beer when they heard about it. [Sid Vicious](#) wanted to go down and fight, and someone else suggested they should get the limousine and run them over. In the end, the gig promoter called the police. The [Hjo](#) band [Reklamation](#) was forced to cancel a gig after threats from raggare.^[16] Also, Rude Kids was forced to cancel a sold out gig as the police didn't have the manpower to offer protection against raggare. When Rude Kids played in Stockholm the police had to bring in seven police cars to stop the raggare.^[17] When [The Stranglers](#) played in Sweden, their followers were caught making [Molotov cocktails](#), and the police intervened after a fight broke out.^[18]

In 1996 the Swedish post office issued a stamp featuring raggare.^[19]

Public image

Raggare with customised [Opel Rekord P2](#), a popular choice due to its resemblance to the [Cadillacs](#) of the late 50s

Because of their mostly rural roots, retro-aesthetics, and low-brow attitude towards sex, raggare are often depicted as poorly educated and financially unsuccessful. A famous modern example is the TV characters "[Ronny and Ragge](#)", a pair of stereotypical raggare who cruise around in a beat-up [Ford Taunus](#). There are several periodic gatherings for raggare around Sweden. The [Power Big Meet](#) is the most famous, and is also one of the biggest American car meets in the world.

Question:

A man stands on one side of a river and his dog stands on the other. The man calls his dog, who immediately crosses the river without getting wet and without using a bridge or a boat. How did the dog do it?

No, the dog didn't possess magical powers.

Another Question:

Johnny's mother had three children. The first child was named April. The second child was named May. What was the third child's name?

Read this question carefully...

If you get stuck the answers are on the last page!

This is what happens if you have too many transmissions!! Still have some spare parts left over!

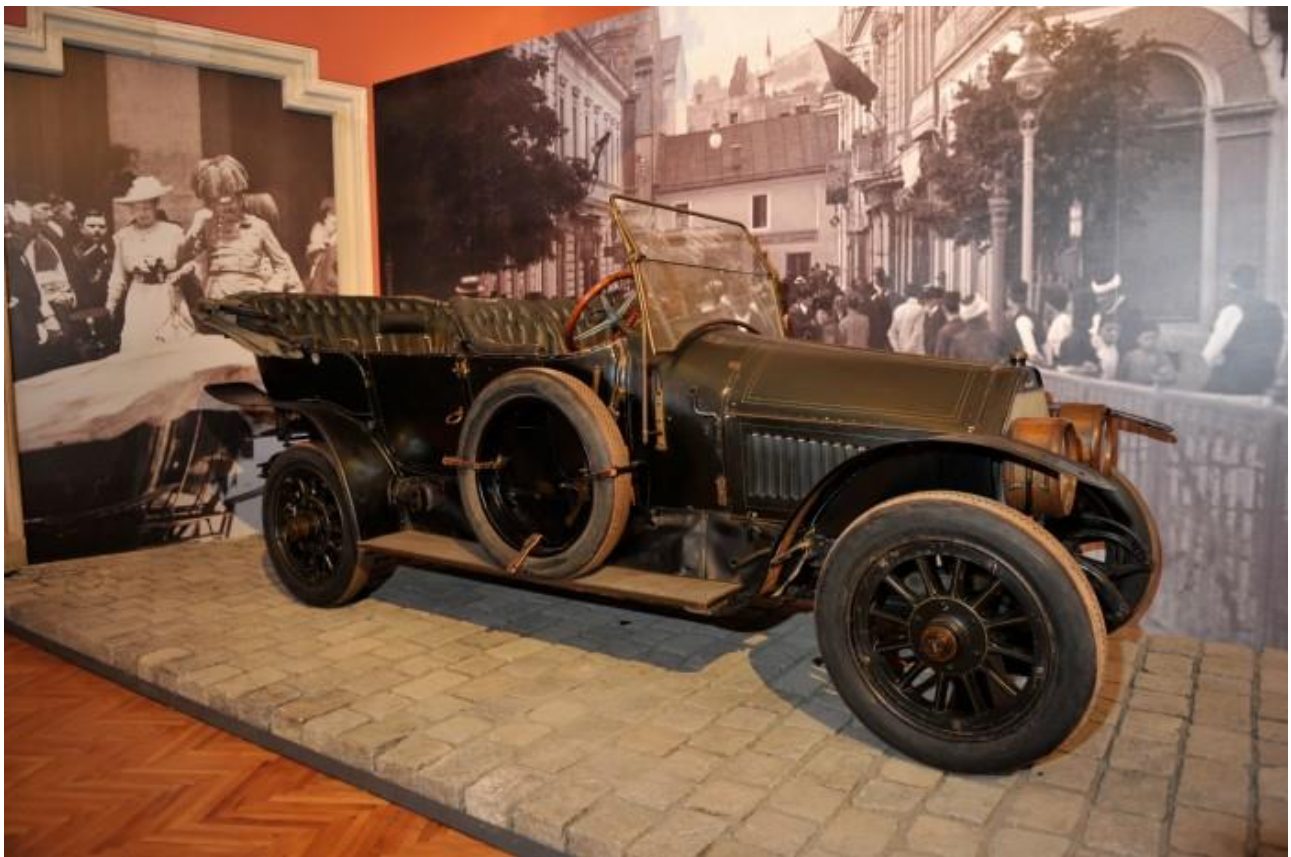


Free coffee to anybody that can actually identify what this beautiful tranny is used for. Good luck!

Fraser Kaye is not allowed a guess because he already knows the answer!

History 101

An interesting piece of history from early WW1 era. Poached from Hemmings.



1910 Graef & Stift Type 28/32 Double Phaeton loaned by Count Franz Harrach to the Archduke for his use in the June 28, 1914, motorcade through Sarajevo. Photo courtesy of the [Museum of Military History in Vienna](#).

Recently, [Hemmings Daily](#) [ran a story on the car that shaped the events that touched off The Great War](#) a century ago, the 1910 Graef & Stift that Archduke Franz Ferdinand and his wife, Sophie, were assassinated in.

As we explained in that piece, very little definitive information on the vehicle itself exists in English, so we – committing to locate and present this data – acquired a copy of the 2014 book *Das Auto von Sarajevo*, which had been recommended to us by the Heeresgeschichtliches Museum ([Museum of Military History](#)) in Vienna, where the Phaeton is exhibited.



Putting my anything-but-authoritative German translation ability to the test, we've discovered that this automobile is not only a fascinating piece of tangible history, but a stunning example of advanced early automotive engineering...

It is now August of 1914, and it's been just over a month since Archduke Franz Ferdinand and his wife, Sophie, were assassinated by 19-year-old Gavrilo Princip in Sarajevo. At this point, Germany has invaded Belgium and the Battle of Tannenberg has just started. The world is at war.

Almost four years earlier, on December 15, 1910, Count Franz Harrach took delivery of his new Graef & Stift Type 28/32 Double Phaeton. The Count had paid 15,500 crowns (approximately \$3,100) for the car, tires and instruments.

Rather than having his car's coachwork done by Armbruster like most Graef & Stifts, Count Harrach chose Czerny to body his car. Czerny charged Count Harrach between 2,800 and 3,800 crowns (\$560-\$760) for the beautiful, primarily aluminum, coachwork. Upon registry with the government, the car received the license plate number A III-118.

This advanced vehicle came equipped with a water-cooled, 5.8 Liter, four-cylinder, T-head engine, with the cylinders cast in pairs and producing 32 horsepower at 1,400 RPM. The cylinders were

mounted on an aluminum crankcase, and the Graef & Stift-designed four-barrel carburetor was placed in between the two cylinder pairs. The spark plugs were located above the hanging valves of the firing chambers.

Also perched atop the Phaeton's engine cylinders were priming cups, whose terminology in German evocatively translates as "sizzling faucets." These priming cups made starting the car easier by providing a means through which gasoline could be poured directly into the combustion chambers. Once primed, the Graef & Stift was started using a Bosch ignition system.



Advanced design was not limited to the engine bay, though, as the rest of the car was also exceptionally well engineered. The radiator to cool down the engine bay was licensed by Mercedes, while the headlamps placed in front of it were sophisticated carbide lamps manufactured by Carl Zeiss.

When it came time to stop, the car had been equipped with a braking system that incorporated a band-style transmission brake and water-cooling—an arrangement well suited to the torturous mountain terrain the car was engineered to operate in.

Getting started in the Alps is as challenging a prospect as stopping, so the Graef & Stift came with an early form of hill-start assist. The bottom of the car was manufactured with a metal prop that could be lowered using a cable, thereby preventing the car from rolling during shifting into gear.

Another quirk of the car is its secondary odometer, which is located in the right front wheel hub. It reads 8,596 kilometers, which is how far the car had traveled until its Imperial occupants met their fate.

As you recall, two assassination attempts were made that day, and the car shows signs of both. While the Archduke and his wife had escaped the first unscathed, shrapnel from the bomb nevertheless left a large dent on the left rear side of the car and damaged the rear-located gas tank.

Later in the day, as chauffeur Leopold Lojka struggled with the Graef & Stiff to right the wrong turn he had taken, Gavrilo Princip stepped forward and fired two 9-millimeter rounds from his self-loading M1910/12 pistol at the Archduke. His first shot slipped through Ferdinand's throat, while his second shot slammed into Sophie's stomach, but only after it punched a hole through the aluminum of the right side of the car, just below the rear seat's armrest.

The Graef & Stiff has not been driven since kilometer 8,596. It remains in a preserved, but unrestored state in the Museum of Military History in Vienna—an automobile that stands as a physical testament to an event that changed the world forever.

The earliest known British automobile was built for breaking the law

[Daniel Strohl](#) on Oct 30th, 2017



Photos courtesy Bonhams.

Not intentionally, of course, but the brothers Santler couldn't help but break existing British road laws when they first ventured out in the little car they called "Malvernian." Still, they had to give it a shot and, in the process, may have become the first automobile manufacturers in Great Britain in a car that will next month head to auction.

To be clear, self-propelled road locomotives plied the country's roads well before Charles and Walter Santler decided they wanted to build their own personal horseless carriage. Typically gargantuan

and slow, the steam-powered locomotives either worked local farms or served as stages, hauling a dozen or more passengers at a time. Their proliferation in the 1820s and 1830s not only caused traffic problems, but also led to the passage of the infamous Locomotive Acts starting in 1861.

Like many entrepreneurs, Charles and Walter Santler decided to bend the rules a little bit in 1887. Nothing prevented the brothers — both engineers in their father’s steam-engine business in Malvern, Worcestershire — from installing a triple-expansion steam engine in an atypically small hand built steel frame. Where they ran afoul of the existing Highways and Locomotives (Amended) Act of 1878 (in addition to the lack of a man walking ahead of their carriage with a red flag) was in deciding to put a two-place bench seat atop the frame: The law required a three-man crew.

According to the [Bonhams description of the Santler carriage](#), after a few spins around town in 1889, the Santlers shelved the idea, probably repurposed the steam engine, and didn’t touch the horseless carriage chassis again until 1891 or 1892, when they installed a coal gas engine, then, later, a small single-cylinder gasoline engine.

After the Locomotives and Highways Act of 1896 essentially repealed the earlier, more restrictive Locomotive Acts and spurred on the automobile industry in Great Britain, the Santlers continued with their horseless carriage experiments and even went into limited automobile production in the mid-1910s. Throughout that time, Charles Santler kept the old Malvernian around, trotting it out once a decade or so for some event or another.



Certainly due to its unique status successive owners struggled with the car’s narrative. Early documentation of the car was lost in a bombing raid in World War II; its owner in the 1950s installed a Benz 3.5-hp water-cooled single-cylinder engine, which remains with the car; and nobody appeared willing to deep-dive into the car’s history until Dr. Alan Sutton bought it in 1985 and documented the car’s entire history.

Since then, Sutton registered the Malvernian — since rechristened the Santler — for the road, finally making it street legal 100 years after its construction, and entered it in the [London-to-Brighton](#)

Veteran Car Run multiple times. It has yet another trip to the coast scheduled for this year's run, the same weekend Bonhams intends to sell it at the auction house's annual car run sale in London.

The Bonhams pre-auction estimate for the car ranges from £200,000 to £250,000 (\$260,000 to \$330,000). The sale, which includes at least five other ~~18th~~ 19th-century self-propelled vehicles, takes place November 3. For more information, visit Bonhams.com.

UPDATE (6.November 2017): The Santler carriage failed to meet its reserve and was not sold.

Answer: The river was frozen. Since the water was frozen over, Fido was able to walk over the river with no problems

Answer: Johnny.

Your first instinct might be to follow the pattern and guess June, but if you look at the beginning of the question, the third child's name is right there!



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