

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

NEWSLETTER SEPTEMBER 2017



Fords and Friends Show 2017

Photo by: Carol Liggett

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Contributions and input from EFV8 members and associates for our Rumbles Newsletter are always welcome

*The next regular club meeting will be held on **October 10th** at the Victorian. Start time is 7:30 P.M.*

See you there.

The Executive Crew 2017

EARLY FORD V8 CLUB R.G. #109

Victoria, British Columbia



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President	Chris Chown	250 595 0312	cdchown@outlook.com
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2017 CLUB AGENDA & EVENTS

ACTIVITY AGENDA – January through December

DATE	EVENT	SUBJECT TO CHANGE & UPDATES
JAN. 10	REGULAR CLUB MEETING – 7:30 AT THE WELL.	
JAN 28	CLUB TOUR - AVIATION MUSEUM 11:00 AM lunch to follow.	
FEB 14	REGULAR CLUB MEETING – 7:30 AT the Citadel.	
FEB 18	CLUB TOUR – DAVE DYER COLLECTION & SHOP.	
MAR 14	REGULAR CLUB MEETING – 7:30 AT the Victorian	
APRIL 11	REGULAR CLUB MEETING – 7:30 AT the Victorian	
APRIL 22	SHOP TOUR – SHAWN DRIVER. GARY CLARKE FOR DETAILS TBA	
MAY 9	REGULAR CLUB MEETING – 7:30 AT the Victorian	
MAY 26 – 29	ROCK & ROLL FOR LITTLE SOULS	
JUNE 13	REGULAR CLUB MEETING – 7:30 AT the Victorian	
JULY 11	HERITAGE ACRES BBQ & REGULAR MEETING DINNER AT 6:00 PM.	
JULY 23	37TH ANNUAL FORDS & FRIENDS CAR SHOW & SHINE. SHAS grounds.	
AUG 26	ANNUAL 109 CLUB BBQ. ROSEMEADE FARMS. Thanks Rose & Norrie.	
SEPT 12	REGULAR CLUB MEETING – THE VICTORIAN	
OCT 10	REGULAR CLUB MEETINGS – THE VICTORIAN	
NOV 14	REGULAR CLUB MEETING – THE VICTORIAN	
DEC 8	ANNUAL EFV8 109 CHRISTMAS PARTY. GLEN MEADOWS G.C.	

Meeting Minutes September 12th, 2017

Opening: The regular meeting of the Early Ford V8 Club RG 109 was called to order at 7:35PM by, Al Wills at The Victorian at McKenzie.

Present: There were 18 EFV8 club members in attendance. New Members: Secretary, Don Landels welcomed and introduced new members Rosalind Jordan, Don Friebe and Finn Eriksen. President, Chris Chown sent regrets.

Thank you all for attending.

Approval of Agenda: Motion to approve September 12th agenda, by Lew Williams, 2nd Reg Ash - Unanimous. Distribution at meeting commencement.

Approval of Minutes. Motion to approve July 13th minutes, by Jack Stidston, 2nd Bob Mortimer - Unanimous.

BUSINESS ARISING FROM THE MINUTES:

Secretary Don Landels acknowledged Norrie and Rose Spencer and offered a special thank you for hosting our Annual August BBQ picnic at Rosemead Farm. Thank you to the members who volunteered to help cook and set up the BBQ!

CORRESPONDENCE.

Al Wills shared information of the upcoming Okotoks Collector Auction, this weekend in Okotoks, AB.

Al passed on a Thank You from this Year's Ford and Friends winners to the club.

TREASURERES REPORT.

Treasurer Jim Jennings reported that all accounts are in a current position. Fords and Friends Car Show has one sponsorship payment to collect for \$300. Further details on Fords and Friends financials will be reported in the committee report.

Jim reported that he ordered new cheques for the club and updated the mailing address to our postal box to save further costs of replacement cheques in the future.

Full financial details for any member are available upon request through the club executive.

Treasures report approved by Reg Ash, 2nd Lew Williams. Unanimous

NEW BUSINESS. No new business items.

COMMITTEE REPORTS / UPDATES.

CHRISTMAS PARTY.

Anna Meyer reported that this year's Christmas Party is set for December 8th at Glen Meadows Golf Club. Cocktails at 5:30pm and Dinner at 6:30pm. Anna outlined last year's costs which were \$40 for guests and members free. A decision on this year's pricing was tabled for next month's meeting.

Anna requested \$300 for an entertainment budget. Svein Haugen made a motion to provide \$300 to the committee to secure entertainment for the Christmas party. 2nd by Reg Ash. Unanimous.

FORDS & FRIENDS 2017. Bruce Somers & Lauri Stevens committee chairs sent regrets.

Jim Jennings reported that the committee held a wrap up meeting August 8th at the Victorian at Mackenzie. Overall, the committee was pleased with the results of the 2017 show. Club President Chris Chown thanked Bruce, Lauri and the entire committee for it's hard work in organizing the show.

Jim reported top line revenue figures for the show to date. A complete financial report will be presented at next month's meeting.

Some highlights:

This year's 50/50 raised - \$540.15 Funds raised will be donated to the Salvation Army.

The gate produced - \$7283.00

T-Shirts - \$343.00

Sponsorship - \$3600.00

A deposit has been given to Heritage Acres to secure next year's show date.

SHOP TOURS.

Gary Clarke has planned for our first tour of the fall. The tour of Keith Smith's Garage will take place Saturday, September 23rd. Keith has 3 hot rods and 2 vintage motorbikes. The tour will start at 12pm and last 1 hour, followed by a cruise and later lunch. The location for lunch TBA.

Keith Smith's address is 1514 Burnside Road West. There is plenty of parking at the garage.

Please RSVP to Gary by Wednesday, September 20th. An email notice will be sent to members.

EARLY FORD V8 #109 WEBSITE.

Al Wills reported that all the 2017 Ford and Friends winner photos are now uploaded on the site. In addition to the trophy presentation photo, we have also included numerous shots of their rides. A reminder that we would like to include all club member's rides on the website. If you need help with photo's contact Chris Chown.

Don Landels reported that the club now has a Facebook page. The Facebook page will promote the club and will include items of interested to classic car enthusiasts. Please like and follow the page.

HIGH SCHOOL AWARDS PROGRAM. No report

CLUB HISTORY. No report

REGALIA. No report

TECH TALK. There was no tech talk this month.

BUY & SELL.

Vic Nordstrom has purchased Dave Pemberton's '41- 2 door! Vic shared an update on the vehicle's condition. Overall, Vic is enjoying his latest ride!

Vic mentioned that he has several wrenches in many unusual sizes he would like to sell. Vic also brought several old vehicle repair manuals to the meeting and offered them for FREE to good homes.

Svein Haugen reported that a friend is selling a 1925 Model T 2 door. It is a complete car. Asking \$5000. Details and pictures in this month's issue of The Rumbles Newsletter.

Gary Clarke has a running board luggage rack for a Model T or A. \$40.

ANNOUNCEMENTS.

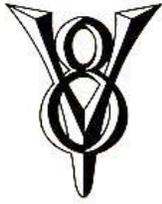
Dave Wallace reported that his annual Luxton Antique Farm Equipment Swap Meet is Saturday, September 23rd. The meet also features car and truck parts, antiques and farm collectibles. Location is the Luxton Fair Grounds 8am to 1pm.

Jim Banks shared his story of his and wife Patricia's recent trip east to Newfoundland, PEI and New Brunswick. Amongst the highlights was the trip across Confederation Bridge. Jim mentioned that while heading across the bridge he ran into a convoy of classic cars pulling trailers. These were the same folks who left Sidney, BC in late July on their trip across Canada! Jim was "Screeched" on a boat.

ADJOURNMENT. Motion to adjourn by Reg Ash at 8:35 pm ,2nd Mike Mortimer. Carried.

Minutes submitted by Don Landels. Approved by Chris Chown.50/50 draw - Congratulations to Svein Haugen. Svein won \$29. That's two in a row for Svein! Bob Mortimer won a t-shirt and book and new club member Rosalind Jordan won tickets on the Sidney Island Ferry.

If you are aware of any errors or omissions, please contact club Secretary, Don Landels.



Club News



Fords and Friends 2017 trophy winners.

The 2017 Fords and Friends Show was another outstanding event thanks to so many EFV8 members who contributed immeasurable time and energy. Special thanks are due to our Co-Chairs, Lauri Stevens and Bruce Somers and all the committee members who stepped up once again. We were blessed with perfect weather and solid crowds and close to 200 show car entries. Increased sponsorships and excellent entertainment for all. Our most sincere appreciation and thanks goes out to all the organizers and volunteers for your dedication, persistence and energy. Please visit the club website to see hundreds of photos of the entire show. www.earlyfordv8victoria.com

Congratulations to the Winners & thanks for attending Fords & Friends 2017. Truly a great show because of especially terrific people!!

PARTICIPANTS CHOICE CAR: AL HULKO - 1936 FORD CABRIOLET



PARTICIPANTS CHOICE TRUCK: *TREVOR FLATMAN - 1928 MODEL A ROADSTER*



SPECTATORS CHOICE BEST IN SHOW: *KEN SEARLE - 1958 CHEV IMPALA CONVERT*



ARTIFACTS CHOICE EARLY FORD: *AL ADAMS - 1948 MERCURY PICKUP.*





Dorothy Callaghan at 99

A very special Happy Birthday celebration.

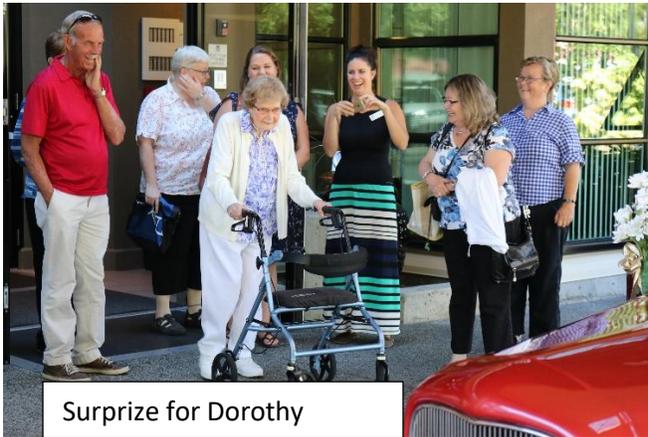
In early July I received a call from Joyce Rostron who explained that her mother, Dorothy, was getting very close to celebrating her 99th birthday. Dorothy resides in the Berwick House facility on Shelbourne and a grand celebration was in the works with family and friends on her special day. Joyce informed me that her mother has had a bucket list wish for decades and asked if the EFV8 club could somehow help in fulfilling it. The wish was quite specific as a lifelong dream of riding in a red '32 Ford roadster. We had about 4 days to pull this together and with an abundance of good luck and generosity we were fortunate enough to engage Jim Jennings to help fulfill the dream.

Jim spoke directly with Joyce to gather details and plan next steps which he did with impressive flourish. Jim thought it would be extra special to have the many family members and friends to join a parade with Dorothy in the lead in his red '32 roadster! Several members of the EFV8 109 brought out their favorite rides, along with some good souls from the Beaumont club and off they went. The tour left Berwick House on a perfectly sunny day heading out through Mt. Doug park, along to a turnaround at McMorran's and back home. Dorothy was thrilled and ready for a rest immediately upon her return. Dorothy told her daughter Joyce afterwards "Today was a lot of fun" Joyce was told by her friend John that Dorothy stated the roadster was a sweet ride and she really wanted to drive it.

Everyone who was lucky enough to be involved in this wonderful day witnessed a great deal of joy within the family circle and we were rewarded with never ending smiles all around. Joyce has sent

her thanks and best wishes to everyone who participated and told me that Dorothy was especially happy with being able to fulfill her lifelong bucket list wish.

The EFV8 club is indeed blessed to have such high caliber members like Jim & Marie Jennings who do their best to help others and share special moments of joy. **Thank you Jim & Marie for doing all that you do.**



Surprize for Dorothy



Dorothy is ready to go. Chauffeur Jim on the left.



Daughter Joyce Rostron at the wheel.



Joyce



Dorothy Callaghan and her family.

Left to Right. Tony Dewell (son in-law), Doreen Dewell (daughter), Barbra Callaghan (daughter), **Mom Dorothy sitting in the Deuce**, Joyce Rostron (daughter), Gary Rostron (son in-law), Tanya Rostron (granddaughter), Leanna Rostron (granddaughter)



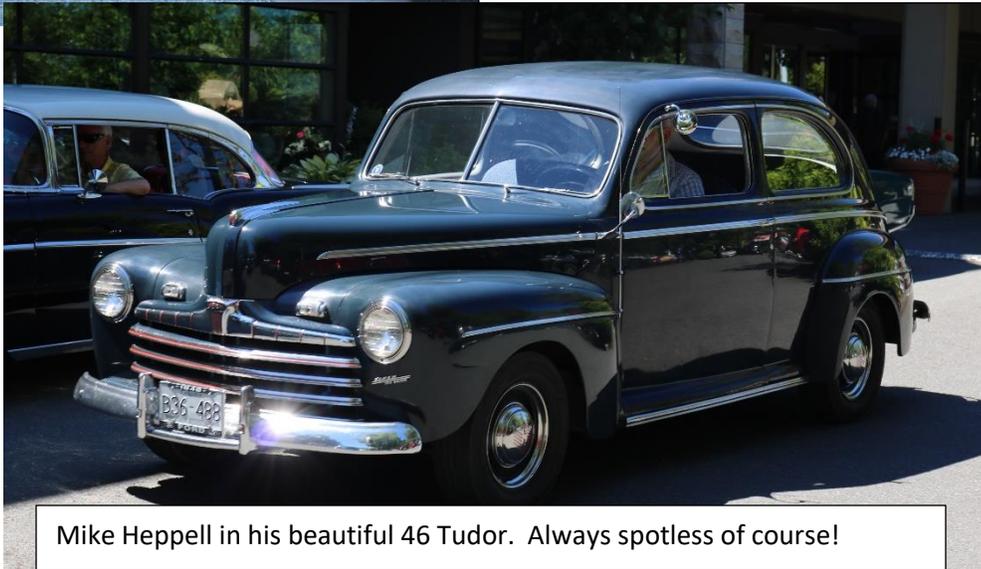
Vic Nordstrom with pedal to the metal.



Granddaughter Tanya in Gray Clark's 57 Chevy 4 dr



Granddaughters Leanna (L) and Tanya (R) Rostron



Mike Heppell in his beautiful 46 Tudor. Always spotless of course!

Yet another great BBQ for the books.



The annual V8 109 BBQ took place in August at Rosemead Farms once again. Rose and Norrie Spencer performed flawlessly as our hosts with the excellent venue and warm hospitality. The BBQ cooking was perfect and complimented by many members contributing multiple assorted salads and deserts. The usual fresh local corn was in abundant quantities, as well as local berries, thoroughly enjoyed by everyone.

We were most fortunate to have two of the F&F 2017 winners attend this year and bring their special rides. Joining us were Al Adams with his Merc pickup, Ken Searle and his 58 Chev convertible. What a treat to visit with these folks and discover a little more insight into their adventures with collectibles.

In addition to the F&F winners we were also so very pleased to have some of our brand-new members in attendance. Welcome and thanks for joining in to Don Friebe, Rosalind Jordon and Finn & Freida Eriksen.

Several guests and former 109 members were also in attendance and it was certainly a pleasure to see some old friends and catch up on their news. Al Price, Ed Polinsky brought their favorite rides (at least one) which brought back lots of memories and discussion for our membership. Great to see Dave & Francie Dyer bring the perfect Mustang out of their games room all the way from Metchosin. Thank you all for coming out!

Just to put the icing on an already great day we were particularly fortunate to have a special guest attend for the first time. It was a distinct pleasure to welcome Ted Forbes and share some special moments with him. Ted arrived in one of his many collectible convertibles, a 1959 Chev, with the top down and the pipes softly rumbling. Out thanks and best wishes go out to Ted, and we all hope to see you again soon.

On behalf of all the members and guests I would like to congratulate Rose and Norrie for hosting the annual BBQ once again. We appreciate your dedication and efforts in making the 109 a good place to belong.



Our favorite chef, REG ASH, shows us all how to sell tires while performing the cooking duties at the annual BBQ.

“You look great in red Reg but you need a chefs hat to complete your outfit”

Cheers. EFV8 109.

A few more photos of special people on a special day. Thank you everyone for contributing.



New member Finn Eriksen.



Compliments of Ann Marie Clark.



Bob & Carol Liggett in full colour.



Bob & Joan Ainscough ready for the drive in.



Ted Forbes 59 Chevy just sparkles.



Tony and Debbie Cond lift off in the Merc.



Ed Polinsky's very rare 55 Victoria.



Sharon Priest wins the longest distance travelled once again. All the way from Duncan.



Jim Jennings wants some power steering soon!



Chris Chown needs more shine & so does his 47.



EFV8 Tour hosts Dave and Francie Dyer with one of their favorites.

Lew Williams rides again





TECH TALK

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

Exhaust Insulation Tips - When to Wrap Your Headers Beat the Heat



After spending the time searching for a set of headers that finally fit your ride and meet your budget needs, it's obvious you want them to last the test of time. Then you see the guys who wrap their exhaust. If you start reading through forums or asking your fellow gearheads for their opinion about it, you might discover some mixed feelings on the topic. When it comes to wrapping the exhaust, the concern is usually regarding heat control. Keeping the heat inside the header and out of the engine bay serves an important purpose. You have valuable electrical components, brake lines, fuel lines, etc. that need guarded from extreme heat. But in this article, it's our goal to look at the facts about exhaust wrap and determine whether it's the right product for you.

There are two basic reasons people wrap their exhaust: most often it's for radiant heat control, but in addition to this, there are slight performance benefits. If you look at products like DEI's Titanium exhaust wrap, they are rated to drop under the hood temperatures up to 50%, which is significant considering the amount of space we typically have to work with. On the performance end, header wraps are designed to keep the heat inside the header and by containing heat, it increases exhaust gas temperatures. This increase in temperature helps with exhaust scavenging effects which raises exhaust speeds and lowers intake temperatures.

This all sounds great! But, there is more to consider. You should always check with the individual manufacturer's warranty policy before wrapping your headers or exhaust. Most warranties become

void once the headers have been wrapped. The reason being: these products are designed to hold the extreme engine temperatures inside the header. By doing this, the cool air cannot circulate around the header and when the pipes cool back down after running your engine it creates condensation inside the header. This can lead to corrosion build up, rust, and wear the headers prematurely.

Whether you're looking for performance benefits or heat control, if you decide to wrap your exhaust always check the recommended installation procedure from the manufacturer. For proper bonding, some wraps require you to coat the header before you install the wrap and some do not. As an alternative, if you're looking for longevity, you might consider simply having your headers ceramic coated. The same basic principles apply to ceramic coatings which is retaining heat on the inside and reflecting heat on the outside.

Tech 101 – Octane: the facts and the fiction behind those higher-priced fuels



Any discussion about octane invariably leads to statements from some cars' owners that their engine performs better when they use the 91 or 93 (or higher) fuel blends in their vehicles.

For most modern, computer-controlled cars on the road today, this perception is more mental than it is factual. For classic car owners, octane can make a difference from an engine-efficiency standpoint; however, the octane rating of your gasoline has very little to do with the horsepower or torque output of your classic engine as is often alluded to in these conversations.

Octane is simply a measure of the fuel makeup, and its tendency or resistance to cause engine knock or ping when used under duress (higher RPM). The octane index rating is not based on a quantity of a chemical in the fuel mixture, but is a measure of the efficiency of the fuel blend, expressed as a ratio, relative to the efficiency of a pure hydrocarbon, which would have an octane index rating of 100 (or 100 percent). Because gasoline is made up of many different hydrocarbons, the octane rating is a comparison of the anti-knock characteristics of the blend relative to the anti-knock characteristics of a pure hydrocarbon with a 100 percent rating. Aircraft or racing fuels have a rating above 100 because the additives in the fuel raise the efficiency beyond that of a pure hydrocarbon.

Engine knock is caused when the fuel mixture ignites too early, often before the spark plug has fired. Knock often presents itself when there is an increase in engine RPM and cylinder combustion

chamber pressures are also increased. The higher the cylinder pressure, the more likely the engine will knock.

Octane is measured by operating an engine under two different conditions and averaged to result in the rating you see displayed on the pump. The first method (R) is to test the fuel mixture for its anti-knock characteristics (as a percentage of efficiency to pure hydrocarbon) when the test engine is under load, the second test (M) measures the anti-knock tendencies when the engine is free-wheeling. The average of the two results is the percentage that is shown on the pump (R+M/2).



Fuel is required to meet minimum octane efficiency standards of 87 percent to be sold at the pump, with more efficient blends having an efficiency rating of 88 percent to 90 percent considered mid-range gas. Efficiency ratings above 91 percent get the “Premium” designation. Premium gas must be, by law, at or above 91 percent, although you do also see 93 percent octane ultra-premium at many stations.

Although higher octane can cost substantially more per gallon, it does not necessarily mean it is better for your car. Higher octane gas is processed through additional steps that further refine the blend and cause it to burn more slowly than lower octanes. These additional processes are what contribute to the higher pricing, but that does not mean the higher octane will offer any advantage over other blends in many engines. Octane does not offer any better fuel mileage, increase engine horsepower, or make the engine start quicker. Higher octane only reduces the likelihood of engine knock or ping.

On modern computer-controlled cars with fuel injection, the computer is constantly monitoring fuel trim and detonation and making appropriate adjustments in the timing and fuel air mixture to compensate for engine knock. Most of these late-model engines have a sonic knock sensor installed in the cylinder block for just this reason.

As you go back in time to earlier fuel and ignition systems, the octane content becomes more important because the old point distributors and early electronic ignition distributors had only a vacuum advance to correct for engine knock. Exhaust gas recirculation systems were also in their infancy and were not as efficient as modern systems, so they had less effect on reducing knock as well.

Because higher octane gas burns slower, it is more resistant to knock when subjected to higher RPM and cylinder pressures. Compression ratios also factor into cylinder pressures. Higher ratios cause higher cylinder pressures and therefore cause the engine to be more susceptible to pre-detonation or knock.

The introduction of [ethanol in fuels](#) further complicates the octane debate. Ethanol has a higher-octane rating than hydrocarbons and ignites at much higher temperatures. Blending ethanol into pump gas will slow the combustion process and reduce the likelihood of engine knock. The delay in the ignition of the mixture, caused by the addition of ethanol, allows the fuel burn to occur while the engine piston is in the down stroke, when there is less cylinder pressure, and this reduces the likelihood of engine knock.

Ethanol can also be used as a method of increasing the octane of a fuel blend by lacing lower octane hydrocarbon-based fuels with higher octane-rated ethanol to arrive at the required octane index rating.

In summary, most modern vehicles do not require higher octane fuels, unless specifically expressed in your owner's manual (read carefully, because there is a difference between higher octane being "recommended" and "required" in the manual). There are a few high-performance engines that were built with higher compression ratings or use higher RPM camshafts where 91 octanes may be needed, but your average Subaru or V-6 Explorer will see no noticeable benefit from using the more expensive blends.

In classic V-8 muscle cars and vintage engines, a higher-octane fuel is probably a good idea, but we recommend that you not buy more than you can use quickly. The disadvantages of ethanol-laced fuels are most prevalent when stored inside your gas tank over longer periods of time. The higher-octane fuels are slightly less efficient than the lower grades because the retarded ignition will lead to a little less overall power and a scant fewer miles per gallon, but the reduction of wear and tear on your engine should outweigh the extra cost of the higher-rated blends.

Special links just for you.

<http://www.chonday.com/Videos/rusnutcankj4/> If you need a great tip on how to remove rusty lug nuts check out this vid from Don.

<http://www.olsonsgaskets.com/> A great contact to find gaskets for your early v8 and other collectibles. Thank you, Lauri Stevens, for sharing this information.

Buy & Sell.



Congratulations to Vic Nordstrom and family, new owners of Dave Pemberton's 1941 Super Deluxe Ford 2 door.

Wanted: Vic Nordstrom needs a replacement flathead motor. Prefer a 1949 or newer (8BA) with a side distributor setup. Please call Vic at 250 652 5631 or 250 589 5631. Or vicalice@shaw.ca

Wanted: Ken Mossey in Nanaimo is searching for a 1964 Ford Fairlane 500 sport 2 door coupe. 289 cu. in. bucket seats and a floor shift if possible. Car should be in good all-around shape preferably located on Vancouver Island. Please reach Ken directly at imossey@telus.net

Lew Williams has offered his assistance and expertise to any club member who would like to upgrade lighting to LED service. Lew has a vast amount of experience in the electrical industry gained from multiple years with Houle Electric. If you feel you would like to change the lighting in your shop or home do yourself a favor and give Lew a call. 250 661 2092.

Wanted: Full set of 16" Ford steel wheels. Bolt pattern 5 x 5 ½". Please contact Chris Chown at cdchown@outlook.com or 250 595 0312.

Also need one 15" Ford steel wheel with a 5 x 5 ½" bolt pattern.

Would love to have an original equipment jack to fit a 1947 Ford. Appreciate it if you would throw in a steering box that I could rebuild!

FOR SALE: 1925 Ford Model T 2 door. Asking \$5,000.00 OBO.

Please contact Charlene Burles at 250-474-5178 or email at cdburles@shaw.ca





2017 Committees:

If you will assist anywhere please let us know.

This page is always under construction!!

Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends	Bruce Somers, Lauri Stevens	To be determined	Jan 2017
High School Shop Awards	Tony Cond, Lew Williams	Norrie Spencer, Bruce Somers, Jim Jennings	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 Banks, Don Landels		2016
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
EFV8 #109 Club History	Bob Mortimer Al Wills	All members contributing	Spring 2017
2017 Christmas Dinner	Anna Meyer Steve Butler	By request as needed.	Traditional

JUST FOR FUN



Yesterday, I had a flat tire on the interstate. So, I eased my car over to the shoulder of the road, carefully got out of the car and opened the trunk.

I took out two cardboard men, unfolded them and stood them at the rear of my car facing on-coming traffic. They looked so life like you wouldn't believe it! They're dressed in open trench coats that exposed their nude bodies and private parts to the approaching drivers.

But to my surprise, cars started slowing down to look at my lifelike men. And, of course, traffic began backing up. Everybody tooted their horns and waved like crazy. It wasn't long before a state trooper pulled up behind me.

He got out of his car and walked towards me. I could tell he was not a happy camper!

"What's going on here?"

"My car has a flat tire," I said calmly.

"Well, what the hell are those obscene cardboard men doing here by the road?"

I couldn't believe that he didn't know. So, I told him, "Helloooooo, those are my emergency flashers!"

A mechanic was removing a cylinder head from the motor of a Harley motorcycle when he spotted a well-known heart surgeon in his shop.

The surgeon was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage, "Hey, Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag. "So, Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon paused, smiled, leaned over, and whispered to the mechanic...

"Try doing it with the engine running"

Who says men can't decorate?



History 101

1909 **JULY 24**

General Motors buys Cadillac

On July 29, 1909, the newly formed General Motors Corporation (GM) acquires the country's leading luxury automaker, the Cadillac Automobile Company, for \$4.5 million.

Cadillac was founded out of the ruins of automotive pioneer Henry Ford's second failed company (his third effort, the Ford Motor Company, finally succeeded). When the shareholders of the defunct Henry Ford Company called in Detroit machinist Henry Leland to assess the company's assets for their planned sale, Leland convinced them to stay in business. His idea was to combine Ford's latest chassis (frame) with a single-cylinder engine developed by Oldsmobile, another early automaker. To that end, the Cadillac Car Company (named for the French explorer Antoine Laumet de La Mothe Cadillac, who founded the city of Detroit in 1701) was founded in August 1902. Leland introduced the first Cadillac—priced at \$850—at the New York Auto Show the following year.

In its first year of production, Cadillac put out nearly 2500 cars, a huge number at the time. Leland, who was reportedly motivated by an intense competition with Henry Ford, assumed full leadership of Cadillac in 1904, and with his son Wilfred by his side he firmly established the brand's reputation for quality. Among the excellent luxury cars being produced in America at the time—including Packard, Lozier, McFarland and Pierce-Arrow—Cadillac led the field, making the top 10 in overall U.S. auto sales every year from 1904 to 1915.

By 1909, William C. Durant had assembled Buick and Oldsmobile as cornerstones of his new General Motors Corporation, founded the year before. By the end of July, he had persuaded Wilfred Leland to sell Cadillac for \$4.5 million in GM stock. Durant kept the Lelands on in their management position, however, giving them full responsibility for automotive production. Three years later, Cadillac introduced the world's first successful electric self-starter, developed by Charles F. Kettering; its pioneering V-8 engine was installed in all Cadillac models in 1915.

Over the years, Cadillac maintained its reputation for luxury and innovation: In 1954, for example, it was the first automaker to provide power steering and automatic windshield washers as standard equipment on all its vehicles. Though the brand was knocked out of its top-of-the-market position in

the 1980s by the German luxury automaker Mercedes-Benz, it sought to re-establish itself during the following decades, and remains a leader in the luxury car market.

Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....

Does this weekend mark the 150th anniversary of the first auto race?

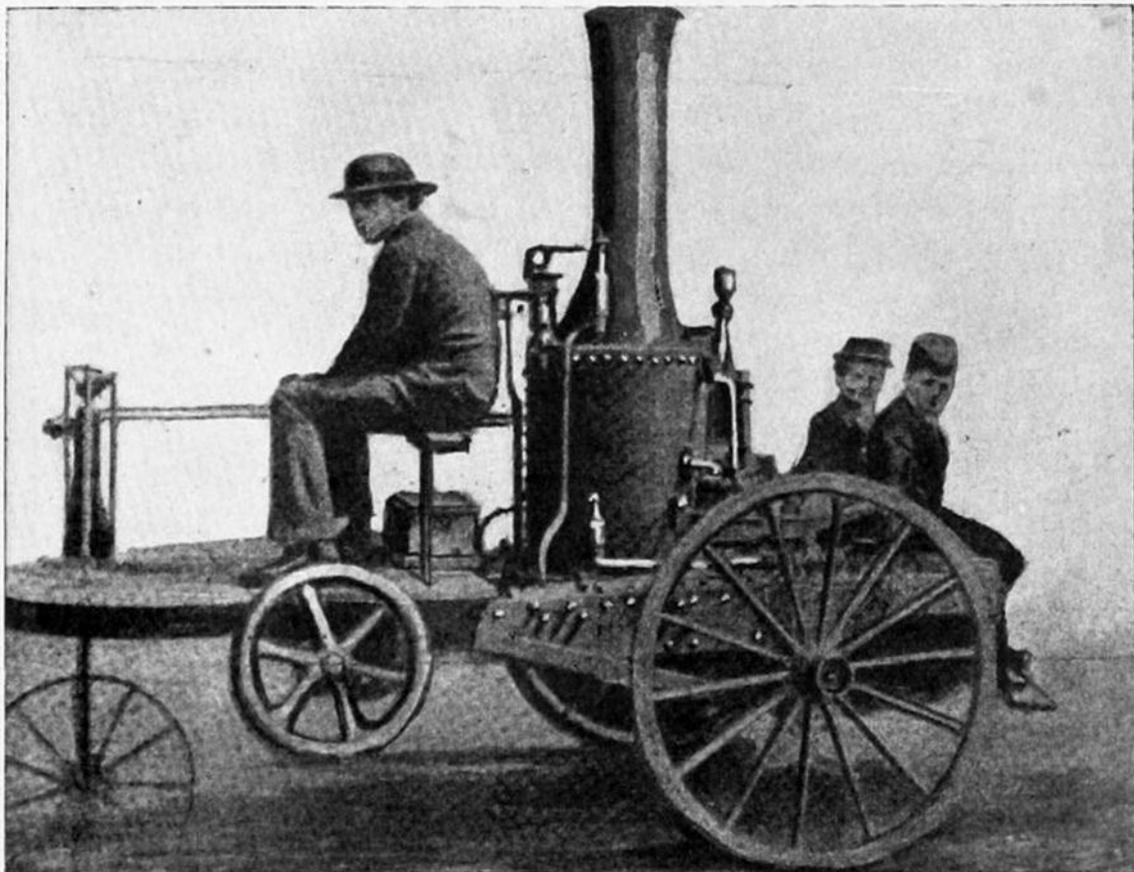


FIG. 14.—BOULTON'S MOTOR CARRIAGE.

Lore holds that the first automobile race took place after the second automobile was built. The historical record, however, shows that nearly a century lapsed from the invention of the self-propelled motor carriage to the first documented race, which took place 150 years ago this month.

Or so argues steam-car researcher Karl Petersen. Several years ago, Petersen, a steam-car builder himself, happened upon a brief mention of [Isaac Watt Boulton](#)'s involvement in a race that passed through Manchester, England. Boulton was already well known as a steam-car — or more appropriately, road-locomotive — pioneer, but the race itself was not well known, so Petersen went digging for more information.

With the help of Bob Blackman at Engine Punk, Petersen could source a first-hand account of the August 26 race published in the August 30, 1867, issue of *Engineer* as well as details about the steamer that Boulton built for the contest. While no account of the race reveals how or why Boulton and Daniel Adamson challenged each other, we know that they agreed to start at 4:30 a.m. in Boulton's hometown of Ashton-under-Lyne, then proceed through Manchester and finish at the fairgrounds in Old Trafford, about eight miles away.

Adamson, of Newton Moor, showed up with a relatively massive twin-cylinder road carriage: "a very well-constructed engine," according to the account in *Engineer*, with each cylinder displacing 283 cubic inches. Boulton, on the other hand, literally found his carriage atop a scrap heap at W.B. Adams's Fairfield Works, [according to Blackman](#). The carriage originally had four flanged wheels for railroad use, but Boulton ditched the front two for a single steerable wheel and swapped the rear two for road wheels. Much smaller than Adamson's entry, Boulton's featured a single-cylinder engine of about 128 cubic inches.

Despite the quarter-mile head start Adamson took at the onset of the race, Boulton soon caught up. According to the *Engineer* account:

The little one, with five passengers upon it, passed the other in the first mile, and kept a good lead of it all the way, arriving at Old Trafford under the hour, having to go steady through Manchester. The engine made by Mr. Boulton ran the first four miles in sixteen minutes.

It's estimated that speeds reached as high as 15 mph. Rather than [drink out of a shoe](#) or [spray champagne](#) to celebrate the win, Boulton and Adamson then undertook a little demonstration of each steamer's turning abilities at the fairgrounds before, presumably, tipping their hats to each other and bidding his fellow contestant good day.

The best part, as Blackman wrote, is that the contest is considered an outlaw race: Parliament just a couple years prior passed the infamous Red Flag Act limiting road locomotives to 4 mph on the open road and 2 mph in towns. Perhaps that's why Boulton and Adamson agreed on the 4:30 start time and why to this day nobody knows for sure who piloted the steamers during the race (Boulton may have enlisted one of his sons; Adamson may have done the driving himself).

According to Petersen, no earlier account of a race on a pre-determined course between two self-propelled vehicles exists. Indeed, the Boulton-Adamson contest pre-dates the [first American automobile race](#) by 11 years and the first documented internal combustion automobile race by 17 years. (Another instance of lore failing to hold up, given the interval of eight years between Karl Benz's Patent Motorwagen — [10 years for Bernardi's buckboard](#) — and the Paris-Rouen race.) As for where Boulton and Adamson's steamers ended up, lore only knows.

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Thank you.

