

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles FALL 2020



Norrie & Rose Spencer with children Ryan, Ross & Robin

VCCC Family of the Year. 1980.

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Contributions always appreciated

**Regular club meetings are postponed until
further notice.**

**We will keep you posted with changes as
soon as they happen.**

The Executive Crew 2020



EARLY FORD V8 CLUB R.G. #109

EXECUTIVE & DIRECTORS 2020.

Position	Name	Telephone	Email
President	Chris Chown	250 595 0312	cdchown@outlook.com
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Treasurer	Jim Banks	250 433 4021	banksjim16@gmail.com
Secretary	Al Wills	250 474 4909	al@archeryguy.com
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	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
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	Jim Jennings	250 477 5594	jennings@telus.net
	Bill Pritchard	250 656 7029	bpritchard@shaw.ca
	Don Landels	250 588 1300	don.landels@gmail.com
	Al Wills	250 474 4909	al@archeryguy.com
First Past President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca

2020 Club Agenda & Events

ACTIVITY AGENDA

All events are on hold until further notice.

JAN 14	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 11	CHRISTMAS LUNCHEON Cedarhill Golf Club 11:00 AM to 3:00 PM.
FEB 11	REGULAR CLUB MEETING
FEB 28	SHOP TOUR – WESTERN SPEEDWAY 11 AM details TBA.
MAR 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE <i>Guest Speaker – Elizabeth McInnes, Phoenix Insurance.</i>
<i>APR 14</i>	<i>REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE</i>
MAY 12	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JUNE 9	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JULY 19	FORDS & FRIENDS SHOW – HERITAGE ACRES
AUG 15	HOLD DATE FOR ANNUAL 109 BBQ. ROSEMEAD FARMS TBD.
SEPT 8	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
OCT 13	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
NOV 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
DEC	NO REGULAR CLUB MEETING.
JAN 2021	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.

A Message from the Club Executive.

The current and ongoing developments related to Covid 19 have proven to be extremely challenging for many of our club members. We regret that we are not able to hold club events or even attend other auto-related shows as we comply with the BC Health Authority directive on public gatherings. Probably the toughest one to handle is the cancellation of our 40th annual Fords & Friends Show. Certainly, a big disappointment for the entire club and especially the organizing committee that had already completed extensive arrangements in setting things in motion. We are already to go for July 2021 and look forward to another crack at it. Special thanks are due to Gary Clark and Lew Williams for such a stellar effort!

Our club will continue to communicate points of interest and any developments on meets or activities as they arise. We encourage all of you to be safe and carry on while we wait for better days.

Please take a moment whenever you have a second and let us know how you are doing and if there is anything we can do to help you out.. As Red Green says "We are all in this together" so please don't forget that.

Thank you all for your patience and understanding as we plow through this. Keep your eyes on the road and your foot on the gas!

Sincerely,

EFV8 RG#109 Club Executive.



Special Feature.

Norrie & Rose Spencer: 40 Years ago this month!

There are many wonderful stories to be discovered among the membership of the 109 club, and I believe one of the most unique belongs to Rose and Norrie Spencer. If you ever want to spend an enjoyable few hours with loads of delightful details just take a moment and ask Norrie about his cross Canada trip completed with his family in 1980, you won't be disappointed.

This adventure begins with a preliminary round involving Norrie's parents in 1934. That year saw the marriage of his folks, completion of a custom camper mounted on a 1927 Ford and the Honeymoon trip from Alberni to Prince George (Plan A). Somehow the trip got turned around when they made it as far as Lac La Hache, where they got deeply stuck in the mud. It took two teams of work horses to pull them out which seems to be the point where they turned around and headed south to California. The best laid plans allow for lots of flexibility, especially in 1934 with no road asphalt!

The camper was completely home built by Norrie's father, Alwyn, with more than a few unique and interesting features. This unit had a wood burning stove in it (what else coming out of Alberni) The firewood was loaded into two boxes on the outside of the rear of the unit. Flat glass windows all around, all cedar construction including framing. Apparently the unit pushed so much air that you didn't need to apply brakes too much, just take your foot off the gas! Windows all around but a little short on aerodynamic designs.

What a fantastic way to spend a honeymoon and build a wonderful lifelong memory!

BRITISH COLUMBIA MOTOR-VEHICLE LICENCE.				
The motor-vehicle described and registered as shown hereon is hereby licensed for use and operation in accordance with the provisions of the "Motor-vehicle Act" until February 29th, 1936.				
Not valid unless stamped by issuing office in this space and plate number stated opposite.	Licence and Plate No.....			
	Name, Style.	Model.	Engine No.	Registration No.
	FORD	1927	682171	24710
	TOUR. CARAVAN	2410	C	8-1-27
	(Registered name and address of licensee.)			
LICENCE FEE. (Full year.)	ALWYN R. SPENCER,			
\$ 20 ⁰⁰	BOX 5,			
AMOUNT PAID.	ALBERNI, B. C.			
\$.....	24710			
(Signature of Licensee.)				J. H. McMULLIN, Commissioner, Provincial Police.
SIGN AND CARRY IN CONSPICUOUS POSITION ON MOTOR-VEHICLE.				



Firewood storage boxes Rear mounted.



Custom framing using cedar.

Norrie's trip begins in 1980.

It is not hard to see where Norrie got his inspiration from, leading him to many adventures in his well-rounded life. One of the best family experiences comes from the VCCC cross Canada tour that Norrie and Rose took with their children in 1980. Forty years ago, this month.

The trip was completed in similar fashion to his father some 46 years earlier. The truck used was a 1931 Model AA Ford with a mighty 4-cylinder engine and a trans with beautiful square cut gears. The truck came from the Moberly Farm in Tappin, B.C., with only 34,000 miles on it. Trans and gears were in perfect shape as there had been no water ingress. A few mechanical adventures added to the excitement including changing connecting rods twice, once in the dark,. Ordering food in Quebec was a challenge for the kids as they didn't speak fluent French. The camper unit was constructed by Norrie in 1979, framing and siding entirely out of cedar. Apparently there was a little bit of a rush to complete at the end as Norrie was still putting in screws when they crossed the straight on BC Ferries. Both the truck and the camper are still in use today and in excellent condition. The truck is a working farm vehicle, often entered in various shows around the province.

The cross Canada trip was a rich and rewarding experience starting from Victoria, up the Yellowhead highway to Edmonton, down through Saskatchewan and then crossing through Ontario and Quebec. The day before departure Grace McCarthy, tourism minister in B.C., was a guest speaker for the send off. Event held at the old Crest Motel in downtown Victoria. Final destination was St. Johns Newfoundland where they were "screeched in" for five days. Hundreds of stops and stories along the entire route. Memories still favored and relished to this very day.

Plans for the return were to rail home, but things got difficult when it was discovered (last minute) that the 31 with the camper on would not clear some of the overpass' along the route. Plan B involved driving back across Canada on the Trans Canada highway. Return trip took 19 days with multiple mechanical complications along the way. Norrie relates a great memory of washing engine parts like bearings and shells in a gas station washroom sink. If there is a will there must be a way!

Upon arriving back in B.C. they were greeted coincidentally, just west of Lake Louise, by Murray Gammon in his chauffeur driven limo. Murray was the owner of the BC antique car museum formerly on Douglas Street in downtown Victoria, a small world indeed!. Photos were published in the Times Colonist and displayed in Broadmead House.

Forty years have passed as of this month and the Spencer family still has many incredibly special memories of this wonderful experience. Receiving the VCCC award as the "Family of the Year" was just the icing on the cake. Plans are to do it again as soon as the opportunity comes about.



Thank you Rose and Norrie for sharing all of this and we wish you every success in the future.



The Spencer Family.

Vintage Car Club of Canada. 1980 Family of the Year



Camper in storage, ready to go.



The mighty 4 cylinder, still going strong.



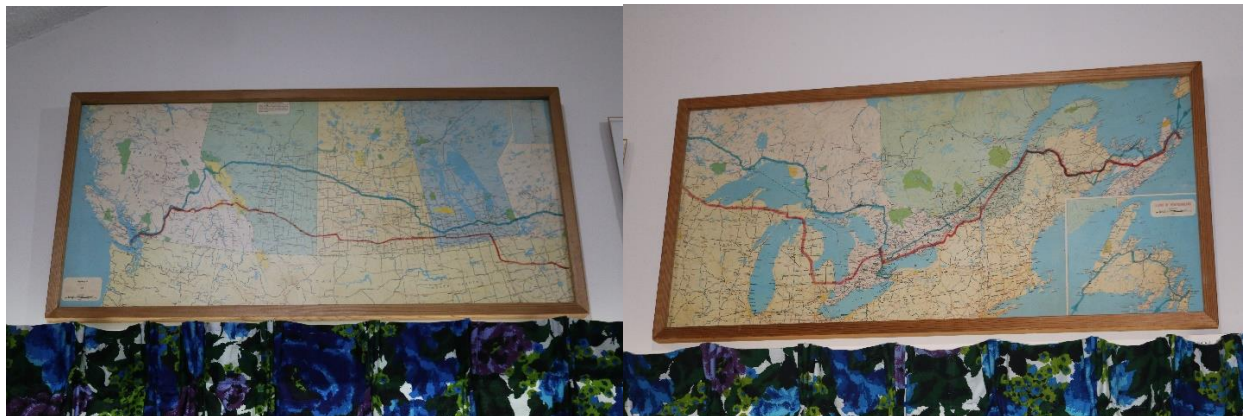
The tail end sign with a couple of spares.



**The board game Norrie developed
Copies are for sale, ask Norrie**



Interior view cedar cabinets and stove.



*The route map across Canada .Blue line for inbound path and Red for return home.
Victoria, BC to St. Johns Newfoundland. Left to right across Canada.*



Norrie Spencer today with the perfect AA Ford at his farm in Central Saanich.

Club News



The following information updates have been provided free of charge by several 109 club members. Thank you to everyone who submitted items to Rumbles. Hopefully, we will be able to continue this format in future issues as we work our way back to normal times and club events.

TONY COND

My '51 Merc M3 pickup has been getting a bit more attention these days. I decided a long time ago that the "ride" is quite uncomfortable. Debbie helped me with that decision. I've gotten tired of going dead slow over speed bumps so I booked a bit of time at Victoria Spring in Colwood to remove four (4) leaves out of each side on the back (there were 10) and two (2) leaves out of each side on the front. They inserted some blocks back into the rear so it wouldn't drop it too much. The result was a much improved and safer suspension because I also had them install two new shocks on the front. They were supposed to install shocks on the rear as well but the F250 axle needed special mounts that still need to be built: that will happen later.

I drove it up the Pat Bay Highway and it felt good, but when the truck decelerated I heard a vibration I had never experienced before. It actually scared me. With input from several friends, it has been determined that the driveline angles must have been changed with the spring modifications. I'm getting that sorted out this week I hope. In the meantime, I've been avoiding driving it for fear of doing some extensive damage.

I've had a fair amount of time to myself this summer, so I started a list of some other important things I want to have done to my truck. These are jobs that I've wanted to do for a long time and the springs were one of the main items. It's a long list of an additional fifteen items some of which I'll do myself, and some by Lee Grant whom I've contacted and reserved some time with in early October to tackle some of the list. The plan is to make the truck more reliable, less noisy, and safer. The plan is to try to get most of them finished by next Spring... we'll see.

Cheers, Tony Cond 250-532-742

ROB VANZELLA

Rob has recently switched his fuel system on his 66 Mustang coupe from a fuel injection design to a carbureted system. Rob states that it doesn't have quite the same snap but is much easier to work with and doesn't cause a lot of problems. Sounds fantastic with a deep throated rumble almost like a flathead!

DAVE WALLACE

Dave and Judy are adapting to many changes in their daily routine but are happy to report that they continue to be very bust with chores and dog training. Dave continue the build on his 36 and has recently ordered and received new Wide Whites for Cooker Tire. Took ages to get them and when they arrived Dave noticed a flaw on one and reported it to Coker. They were good enough to acknowledge the error as theirs and offered to replace the single tire. In order to do so they required pictures first which Dave somehow managed to do without the use of digital editions. Next instruction from Coker was that they wanted proof that the faulty tire was destroyed. They dictated that Dave destroy the 600 x 16 WWW radial by drilling a hole in the sidewall. This proved to be

harder than it sounds mostly because of the reluctance to wreck a beautiful tire, but with Judy's help and lots of smoke Dave managed to get it done. New tire now on the way and hopefully mounted soon.

MIKE MORTIMER.

Hi, update from Mike and Carol Mortimer, enjoyed camping this summer, to Java Joe's a few times, I think I was the only one wearing a mask, was at Vancouver General yesterday the 16th for 5 tests. Am ready for a five week stay starting Sept. 26, for my stem cell transplant, I will update you as the weeks pass. Thanks Chris, you do a great job keeping everybody updated. And best wishes to Lew Williams for a speedy recovery. Mike

DON MACPHERSON



Hi Chris.

Not exactly the update you were expecting. My health has taken some unexpected turns and Linda has been suffering with spinal problems for some time. Our kids have convinced us to make some major changes to our lifestyle. Because of my own health issues I have been unable to work in, on or under my Merc for the past couple of years and this isn't going to improve. So, I am going to sell my '47 Mercury Sedan Coupe.

We have asked our realtor to find us a strata-type residence with no gardening maintenance obligations etc. and we have given her a fairly wide range of geography to consider. Linda has had a large model train layout for many years and, as of today it has been sold. So, now it's my turn to divest myself of my hobby. I will certainly maintain my membership in RG 109.

If you know of anyone who would be interested in my Merc, perhaps you could pass on my email address and I can supply photos and details etc.

Stay well, my friend Don

JIM JENNINGS:

Jim reports that he will undergo surgery in October to have his right knee replaced. He says that this will help him to accelerate faster in his roadster, so look out everybody!

KEITH SMITH.



Good Morning Chris,

I have been sticking close to home due to the Covid 19 virus getting a bit done around the farm and looking forward to when we can travel and I can have the annual Car B Q at my place. I hope all are well in the group. I got bored the other day so I had my own little car show here is a picture if you double click on it to enlarge. Keith

LAURI STEVENS



Recently Lauri received an inquiry from a lady, Brenda Demkiw, in Vegreville Alberta, wanting to buy his Ford pickup. The lady explained that her father, now in his 90^s was one of the original owners of the truck. The name DENKIW is still on the doors as is Vegreville. Brenda saw this on the club website in the photos of a Fords and Friends event. Really is a small world. Negotiations are on going. Fishing is very good and a road trip is in the works.

SHAWN DRIVER.



It is no surprise to see all sorts of interesting projects on the go at Drivers Welding in Sooke. One of the most impressive is the rebuild of a Hudson Terraplane, now very close to final touches. This very rare vehicle was hauled out of the bush by Shawn and restoration work has been underway ever since. The engine is original issue and after a little clean up and careful coaxing it fired and ran like a swiss watch! The body is very solid and has received some minor repairs, soon to be followed by an incredible orange metal flake custom paint. Looks absolutely fantastic so far

and if you get a chance pay Shawn a visit so you can see this special restoration. While you are there take a look around the yard and pick up a new project for yourself, he has loads of great stuff!

CHRIS CHOWN



Life is crashing along and both Emily and I are finding ways to enjoy the ride. Lots of yard work and even some long overdue home projects are being completed. I for one can't wait to see the end of the pandemic so all this heavy work can stop! Biggest project so far has been to paint new cast iron house numbers to match my 47. Emily isn't impressed so far but I think she will come around given a little more time.

Some work on the 47 continues and results are quite satisfying. Next move will be to install a visor purchased from Shawn Driver. Painting to match is under way at Drivers and I am searching for the right kind of mirror to mount on the dash so I can see traffic lights and air patrols. Lots more work will be done through the winter and I am very excited about the possibility of a few road trips next spring. Still have three extra transmissions if you are interested.

FRASER KAYE.

Life simply goes on for Fraser and Kate up in Nelson as they both work on the homestead and multiple projects. Things are still a little more difficult for them as Fraser is still recovering from a serious injury to his leg, suffered while working on his new shop. Progress is much improved at present and he hopes to have a concrete floor in before the snow flies.

Last winter Fraser completed a working model of the tug Carol Moran while under winter quarantine. At 51 inches long and exactly to scale it is a marvel to behold. Kate hardly mentions the fact that he took over the kitchen throughout the winter months. Now it is finished and recent sea trials in the bathtub were a complete success. Even discovered the right amount of ballast so it would float well. Not sure what will be next and Kate says she hopes it's not a tow man submarine.

We all wish our member at large loads of luck in all future endeavours and hope we will have a chance to meet up soon.



The Carol Moran in dry dock in Fraser's house



Sea trials in Fraser's bathtub.

A remarkably busy place in Nelson BC. – Kate & Fraser are hard at it!



Kate shows off exterior painting skills



New shop getting close to completion. Just in time for winter work!

LEW WILLIAMS

Throughout the spring and summer Lew has been working on both his shoebox and his 38 coupe. Just about done with all the major stuff with mostly fine-tuning left to do and there has been some cruise stuff in the summer months. In addition Lew has been playing tons of golf and was ready to take home some iron at this years club championships. Unfortunately, the bragging rights will have to wait for another year as Lew suffered a minor stroke a couple of weeks ago. The good news is that he has made great progress in recovery and will be back to his old self very soon. We are all very pleased that Lew is on the right path for full recovery and wish him and DJ all the best for the next round!

Please send me any updates you would like to share with the 109 membership. Phone if you prefer.

Thanks in advance, Chris

TECH TALK.

If you have any technical issues you would like to share, please submit to the Rumbles editor. Questions, suggestions always welcome!

Model A Fords set to swarm the Model A Ford Museum this September!



By [Matt Litwin](#) on May 12th, 2020

1929 Ford Model A Coupe; image by the author.

In our recent piece on the [Model A Ford Museum](#), we interviewed past president and current Model A Ford Foundation, Inc. (MAFFI) special advisor, Stan Johnson, and current MAFFI president John Begg, about the history behind the founding and construction of the facility, an 11,000 square-foot institution that is part of the sprawling campus of the Gilmore Car Museum in Hickory Corners, Michigan.

Beyond the design and construction of the edifice, the façade of which replicates a medium-sized Ford agency circa 1929, Stan and John shared with us the contents of the building for the feature story, which includes a small showroom, a service area populated by a plethora of NOS parts, tools, and materials a Model A mechanic would have had at his disposal, and a series of static and mobile interactive displays already in place and under construction prior to the chilling effects of the COVID-19 pandemic.

Together with the rest of the MAFFI board of directors, trustees, and support from members of both the Model A Ford Club of America (MAFCA) and the Model A Restorers Club (MARC), the museum's constant rotating displays of both loaned and donated items celebrate the compelling four-year history of "Henry's Lady," while looking to the future of the old car culture as a whole. Helping accomplish both goals is the museum's annual Model A Day event, which

commemorates the facility's opening on the third Saturday of each September. This year marks the ninth such gathering ([tentatively scheduled for September 19](#)) and, like past events, Model A Day will be centered on the theme-based gathering of the famed Ford.

John told us, "Last year the theme was 'Unique and Original' cars, which were presented in whatever condition they were in. The year before that we honored the Model A Town Cars, and I think we had six attend. There were not that many made in the first place (*editor's note: 1,065 were produced*), so to get six of them back to the museum was quite a feat. It was the rarest Model A made.

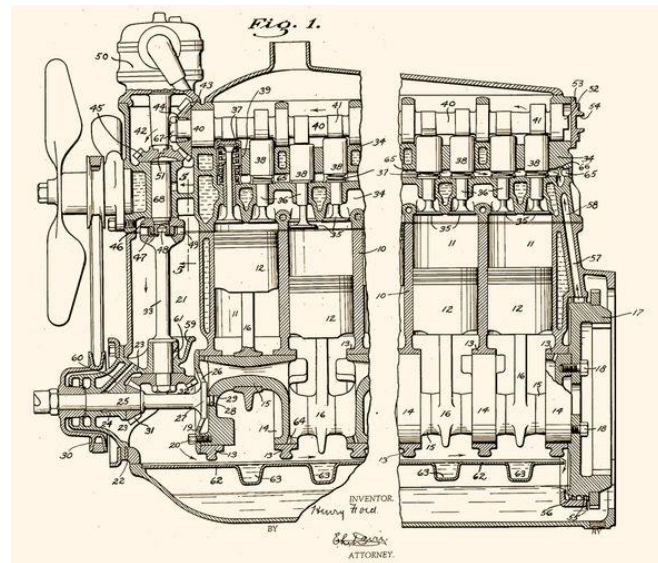
"If you think about the era, Henry Ford was looking for any niche to sell or market the Model A. If you look at all the body styles of the Model A of that time, it's phenomenal. Of course one of the niches was a chauffeur-driven Town Car. As it turned out if you had enough money to have a chauffeur you probably could afford a Packard; you wouldn't be buying a Model A. It didn't quite catch on as he intended.

"The Model A, though, was more than a regular passenger car, so this year's theme, provided the pandemic does not cause further delays and cancellations of events, is based on First Responders. The goal is to have as many ambulances, fire apparatus, police vehicles, and other like vehicles of that nature that were based on the 1928-'31 Model A."

Although Model A Day is listed as a single-day event, John and Stan were quick to add that the event opens on Friday (September 18) when parts and memorabilia vendors begin setting up their flea market, while a Model A Hall of Fame induction ceremony will accompany Saturday's festivities. Additionally, many attendees stay through the weekend touring the Gilmore campus of museums and other area attractions; a cornucopia of Model A history in motion. For more information and event updates, visit www.maffi.org and www.gilmorecarmuseum.org

Why didn't Henry Ford follow through on his 1935 patent for an overhead-camshaft engine?

By [Daniel Strohl](#)



Up until the last few decades, overhead-camshaft engines were generally reserved for luxury or high-performance vehicles; pushrods or sidevalves would have to do for the hoi polloi. Yet it appears that at one point in the Thirties, Henry Ford decided it would not only be possible to mass-produce an overhead-camshaft engine, but also make it simple to service and

affordable to the general public.

Granted, it's easy to read too much into Henry Ford's patent filings from yesteryear, as many of you [have pointed out](#). Ford had the resources to patent just about every idea that came his way, and a lot of ideas came his way via aspiring inventors all over the world hoping Henry would give them their big break. Nor did he see patents merely as patents; rather, he used them as smokescreens for his competition and diversions for his critics, all of whom watched his every step.

But the overhead-camshaft internal combustion engine patent that Ford filed in November 1932 ([1993992A](#)) appears a little more straightforward. By this time, of course, overhead-camshaft engines were widely known. Gas Engine Magazine [tracked down the earliest OHC patent](#) to 1892, and plenty of automakers - from Marr to Peugeot to Isotta Fraschini to Duesenberg to Stutz -

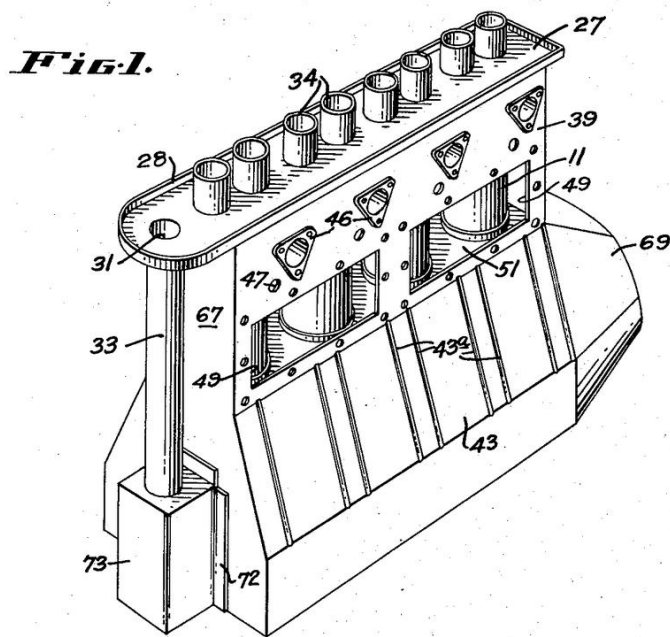
had produced or were about to produce OHC engines by the time Ford filed his patent.



Duesenberg Model J DOHC straight-eight. Photo by Darin Schnabel, via RM Sotheby's.

Ford's design, according to his claims, differed in that it "may readily be assembled in perfect precision by inexperienced labor" - of which he had plenty at his disposal - and in its novel gear train that "adds to the simplicity and reliability of the engine." According to Ford, he designed the engine so that the entire head - camshaft and all - could be removed as a unit from the engine and that, should one have to remove the camshaft from the head, it could only go back together in one way, thereby eliminating the need to re-time the engine. In addition, Ford eliminated the oil pump by integrating it into the flywheel.

Given that these are all rather incremental and not revolutionary advances that Ford proposed, and given that Ford had in mind ease of production and service, it's plausible that Ford was rather close to introducing an overhead-camshaft engine. We know from various accounts that Ford - both the company and the man - looked into OHC engines multiple times in the Teens, Twenties, and Thirties. [Mielke described one effort](#) in the Model A era. [Zoerlein described another](#), a six-cylinder that Ford himself personally worked on. [Farkas worked on one](#) with Joe Galamb in 1915. And no less than 14 OHC engines - inlines, Vees, Xs, opposed pistons - [showed up in the Greenfield Village sugar beet mill](#). This was obviously not some passing fancy of Ford's.



Taylor's OHC engine design.

Nor was he the only one working on an inexpensive OHC engine for the masses during the Thirties. A couple years after the patent office granted Henry Ford his patent, Lloyd Taylor applied for his own OHC engine patent ([2199423A](#)). Like Ford, Taylor envisioned a simple shaft-driven overhead camshaft on an inline engine. Taylor, however, sought to pare down the engine without sacrificing

strength or durability and hit upon the idea of a sheetmetal engine, one suitable for automotive, marine, aircraft, and stationary purposes. That sheetmetal engine eventually served as a [Navy stationary engine during World War II](#) then, after the war, became the Crosley [CoBra/CIBA](#), what some claim to be the first inexpensive OHC automotive engine.

So why didn't Ford end up building its first production automotive OHC engine [for another few decades](#)? Could be that Henry Ford found his 1932 design still too complicated and costly, especially with those multiple bevel gears. Could be that it didn't stack up in terms of performance versus cost to the popular V-8. Or it could have been another Henry Ford smokescreen after all.

John Lennon said:

"Life is what happens when you're busy making other plans."

Miss Daisy said:

Anyone can find the switch after the lights are on.

Buy & Sell.



FOR SALE – 1947 Merc Sedan Coupe. 79M-77A

Don MacPherson. Parksville, B.C. please contact donlinda4@teus.net

A rare Merc with factory flathead, rebuilt at least once. Conversion to 12V mostly complete along with upgrades to new wiring. Great body all steel.

Asking \$30,000 CDN or best offer.

FOR SALE: 15" FORD Chrome reverse wheels.



Full set of chrome reverse wheels. Fit a Ford 5 x 5 1/2 bolt pattern. Excellent for an F1 pick up or???. Asking \$350.00 for the set of 4.

Please call Chris at 778 679 7937 or 250 595 0312.

2020 Committees:

"Always glad to have your help!!"

DON'T BE SHY, STEP UP ANYTIME.

THERE'S ALWAYS ROOM FOR YOU.



Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2020	Gary Clarke, Lew Williams	Primary Committee, 2B set.	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019

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
Christmas Luncheon	Rob Vanzella Deanna Pfeifer	Chris Chown Mike Mortimer	2020
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

TRIVIA

The very last car to be able to play cassettes was the Ford Crown Vic, which still had an optional player in 2011.

TWO MONTHS AFTER WINNING LE MANS 24 HOURS WITH MAZDA IN 1991, BELGIAN BERTRAND GACHOT RECEIVED A TWO-MONTH PRISON SENTENCE FOR SPRAYING A LONDON TAXI DRIVER WITH CS GAS.

A Greek taxi driver has the highest recorded mileage to date (2.9 million miles) on a Mercedes. He donated his car to the museum, and he was gifted a new car.

Rib Ticklers:

A gynecologist has a midlife crisis.

He decides to leave the medical profession and become an auto mechanic. He goes to auto mechanic school, and pretty soon it's time for the final exam. He finishes the exam and is amazed that the instructor has given him a grade of 200. He says to the instructor, "I thought the highest you could score on the test was 100."

"It is," the instructor replies. "I gave you 50 for taking the engine apart correctly, 50 for putting it back together correctly, and the extra 100 for doing it through the muffler. "

A snail walks into a car dealership...

A snail walks into a car dealership. The snail wants something fast, elegant, and luxurious, after browsing multiple brands he decides on one.

The rich snail pays in cash and walks up to the dealership's salesman and says "I want you to paint big S's all along this car, big S's on the front, the sides, the back, the top, big S's everywhere. The auto body guy tells him he can do it, but can't help but ask the snail why he wants big S's all over the car.

So the snail answers him "It's simple: When I launch past people on the highway they will say "Look at that S car go!"

Seems a guy in Texas makes a rolling stop at a stop sign, and gets pulled over by a local policeman.

Guy hands the cop his driver's license, insurance verification, plus his concealed carry permit.

"Okay, Mr. Smith," the cop says, "I see your CCW permit. Are you carrying today?"

"Yes, I am."

"Well then, better tell me what you got."

Smith says, "Well, I got a .357 revolver in my inside coat pocket. There's a 9mm semi-auto in the glove box. And, I've got a .22 magnum derringer in my right boot."

"Okay," the cop says. "Anything else?"

"Yeah, back in the trunk, there's an AR15 and a shotgun. That's about it."

"Mr. Smith, are you on your way to or from a gun range...?"

"Nope."

"Well then, what are you afraid of...?"

"Not a damned thing..."

I remember reading this one around the time the Berlin Wall came down...

An extremely rich and famous German sports star was carving up the roads one afternoon in a brand new Porsche. Passing on the right, speeding everywhere, he takes a blind corner at speed and plows into the back of a Trabant, sending them both spiraling into a ditch. Both

cars are demolished. The sports star hops out of the twisted wreckage of his Porsche, to see an elderly man climbing out of the Trabant with a jubilant smile on his face. The sports star asks the gentleman if he's okay, if he's in shock. The gentleman raises his arms and says "No! This is fantastic! Let's celebrate! We're both alive!" He opens what's left of his Trabant's door to see a box of Cuban cigars. "What a miracle! Such an impact, and my treasured cigars are okay! Let's light them and celebrate our good luck!" So the sports star and the gentleman light up, and smoke their cigars. The gentleman looks back inside, and sees his vintage bottle of Scotch and two glasses, and pulls them out. "A toast to us! Such a horrific accident and we made it through without a scratch!" He pours two very tall glasses of Scotch, and hands one to the sports star. They clink their glasses, and the sports star downs his. He looks at the gentleman, standing there with a still-full glass. "Aren't you having any?" he asks the gentleman. "Oh no, not until the police give you a breathalyzer."

History 101



On This Day

Thursday 21st September

1922 98 years ago

Wealthy London playboy and race-car driver Noel van Raalte took delivery of the first production Bentley. The 3 litre (2,996-cc or 183-cu-in), straight-4 engine car was capable of 90 mph – a remarkable achievement for a standard production car at that time. It was one of the first production-car engines with four valves per cylinder, an overhead camshaft, two spark plugs per cylinder and twin carburettors. The iron engine block and cylinder head were cast as a single unit to increase durability.

Noel van Raalte

Saturday 21st September 1935 85 years ago



The Cord 810 was previewed to dealers. The styling of the Cord 810 was the work of designer Gordon M. Buehrig and his team of stylists, which included young Vince Gardner and Alex Tremulis. While the first American front-wheel-drive car with independent front suspension, it had an archaic tube rear axle with semi-elliptic rear springs. Power came from a 4,739 cc (289 cu in) Lycoming V8 of the same 125 hp (93 kW) as the L-29. The semi-automatic four-speed transmission (three plus overdrive) extended in front of the engine, like on a Traction Avant. This allowed Buehrig

to dispense with the driveshaft and transmission tunnel; as a result, the new car was so low it required no running boards. It had a 125 in (3,175 mm) wheelbase. Reportedly conceived as a Duesenberg and nearly devoid of chrome, the 810 had hidden door hinges and rear-hinged hood, rather than the side-opening type more usual at the time, both new items. It featured pontoon fenders with hidden headlamps (modified Stinson landing lights) (E. L. Cord owned a majority of Stinson stock) that disappeared into the fenders via dashboard hand cranks. This car was first and one of the few ever to include this feature. It also featured a concealed fuel filler door and variable-speed windshield wipers (at a time when wipers were often operated by intake vacuum, and so tended to stop when the driver stepped on the gas pedal). Its engine-turned dashboard included complete instrumentation, a tachometer, and standard radio[1] (which would not become an industry standard offering until well into the 1950s). The most famous feature was the "coffin nose", a louvered wraparound grille, from which its nickname derived, a product of Buehrig's desire not to have a conventional grille. The car caused a sensation at its debut at the New York Auto Show in November 1935. The crowds were so dense, attendees stood on the bumpers of nearby cars to get a look. Cord had rushed to build the 100 cars needed to qualify for the show, and the transmission was not ready. Even so, Cord took many orders at the show, promising Christmas delivery, expecting production of 1,000 per month, but the semi-automatic transmission was more troublesome than expected, and 25 December came and went with no cars built. The first production cars were not ready to deliver until February, and did not reach New York City until April 1936. In all, Cord managed to sell only 1,174 of the new 810 in its first model year, as the result of mechanical troubles. Supercharging was made available on the 1937 812 model. Supercharged 812 models were distinguished from the normally aspirated 812s by the brilliant chrome-plated external exhaust pipes mounted on each side of the hood and grill. With supercharging, horsepower was raised to 170. Early reliability problems, including slipping out of gear and vapor lock, cooled initial enthusiasm. Although most new owners loved their sleek fast cars, the dealer base shrank rapidly. Unsold left-over and in-process 1936 810 models were re-numbered and sold as 1937 812 models. In 1937, after producing about 3000 of these cars, Auburn ceased production of the Cord. A single 1938 Cord prototype, with detail changes to the grille and transmission cover, was built, and it survived as of 2009.

Cord 810

This newsletter is provided to EFV8 109 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 Chown via email at cdchown@outlook.com

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Thank you all for your support and participation!
