

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles

Q4 2020

Wouldn't this be loads of fun!

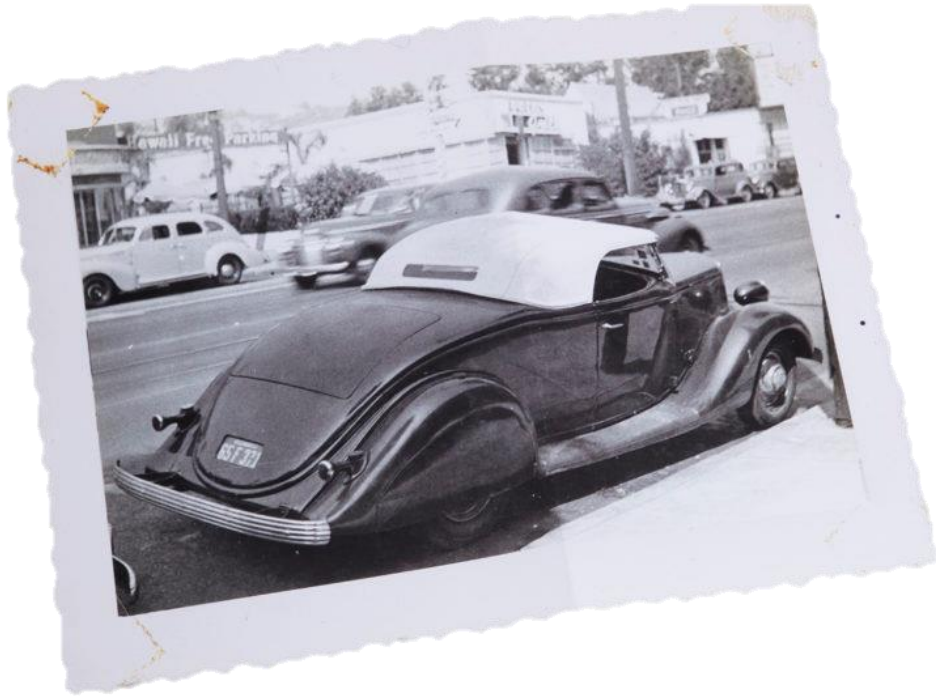


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8. *Committees – contacts, functions, updates, help.*
9. *Fun page – caution, members contributing.*
10. *Miscellaneous – news and other interests.*

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.

<i>Position</i>	<i>Name</i>	<i>Telephone</i>	<i>Email</i>
President	Chris Chown	250 595 0312	cdchown@outlook.com
Vice President	Mike Mortimer	250 477 0547	mikemortimer@hotmail.com
Treasurer	Jim Banks	250 433 4021	banksjim16@gmail.com
Secretary	Al Wills	250 474 4909	al@archeryguy.com
Directors	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	bpritchard@shaw.ca
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	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 Guest Speaker – Elizabeth McInnes, Phoenix Insurance.
APR 14	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
MAY 12	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE

JUNE 9	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JULY 19	FORDS & FRIENDS – 7:30 AT BERWICK HOUSE
AUG 15	HOLD FORTH – 7:30 AT BERWICK HOUSE
SEPT 8	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
OCT 1	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
NOV 1	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
DEC 1	REGULAR CLUB MEETING.
JAN 2	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.

ON HOLD

A Message from the Club Executive.

In these days of so much uncertainty we are all effected in some way by the pandemic and turbulence in the worldwide political situations. It is so easy to get down in the dumps when so much is missing in our daily lives along with higher degrees of difficulty in just getting through the day. Recent good news on the vaccine developments fighting Covid 19 are very encouraging and it appears that we may be closer to a good vaccine in place by spring of 2021. Keep your prayers in place and your thoughts on the high road so we can get through this together. It is a solid choice to take the guidance offered by Dr. Bonnie Henry and do your very best to be kind, be calm and be safe! Every minute of every day.

We are most fortunate to live on Vancouver island as we continue to experience favorable infection counts and are able to enjoy some semblance of normal routines. As you are no doubt aware there are a great many people who are suffering financial and physical strains due to the Covid 19 virus. The requests for help are loud and urgent of course. It gives me great pleasure to inform you that your club has been able to help several community service groups and charities as they work so hard to help those less fortunate than us. On November 16 Jim Banks and Chris Chown presented cheques to The Salvation Army, The Mustard Seed Church and The Victoria Women’s

Transition House. Each cheque was for \$1,000.00, directed toward helping families with the greatest need. You can all take pride in the fact that your past efforts have allowed the 109 club to help out once again in spite of not being able to generate revenue from the Fords & Friends Show in 2020. Very well done!

Thank you all from:



Sincerely,

EFV8 RG#109 Club Executive



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.

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

Thanks in advance, Chris

Jim Banks: An installation of a new headliner is underway with Jim's classic 1950 Meteor 4DR sedan. Requires considerable work to replace rubber and glass before the headliner. Jim explains he has gone through multiple exacto knives while working at cutting the "rock hard" rubber flange and removing some kind of space age goo used in days past to set the gasket home. Lots of work to be sure but the good news is that he won't have to chase black bears out his back yard while he is hard at it. Good luck the rest of the way



Al Wills: Al continues to work on his special 85 GMC pick up with upgrades to the body and mechanical bits. A recent paint and body upgrade has produced extremely satisfying results and the striking PU roams Metchosin in style once again. The completion of the fine tuning was completed with the help of Steve Somers (Bruce's son), Congratulations on a very good job!



Mike Mortimore: It is a very great pleasure to report that Mike has returned home following an extensive stem cell treatment in Vancouver. Mike is doing well and states that his doctors were

pleased with the results of the treatment. The next phase is up and running as Mike is working on a full recovery and looking forward to returning to an active life very soon. This is really wonderful news and we all wish to express our very best wishes to both Mike and Carol as they blaze a few more new trails. We look forward to your continued recovery and expect to see you both very soon.

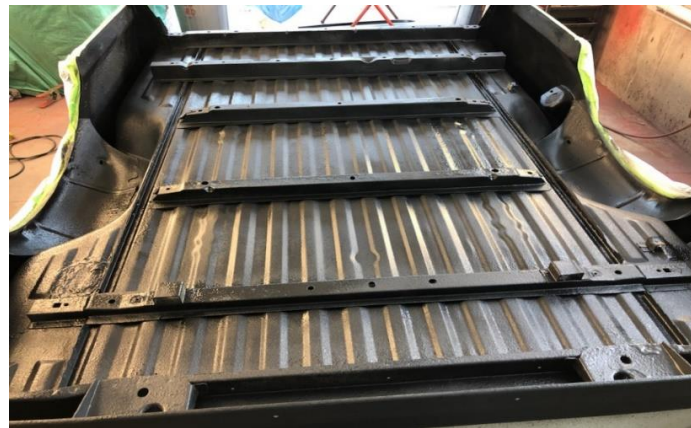
Ted Forbes: The grass just doesn't have a chance to grow under Ted and probably never will. His current rebuild involves a 1957 Chevy convertible (what else?) that has been in the works for some time. The rebuild is extensive with considerable complexity as it involves a rebuild with parts from several donor cars and after market items as well. In Ted's standard meticulous style there is exacting attention to getting it right along with many unusual challenges. So far so good and we are looking forward to seeing this new ride on the streets of Victoria very soon.

Jim Jennings: Jim now holds the current honor of being the club's newest bionic man. Recent surgery to replace a part of his knee has gone well and Jim is now back to pestering Marie full time. We want you all to know that he didn't really have this done at Canadian Tire like he will tell you and a Munro strut was not used for replacement parts. Only complaint voiced to the surgeon is that now he has one side much stronger than the other so he tends to walk in circles more than he did before! We are not sure how this extra strength will apply to the gas pedal but will keep you informed with new results. Good luck to both Jim and Marie down the road!

Rob Vanzella: Rob is getting tired of teaching me all the Italian swear words he knows so he has switched to an easier task, a full rebuild of a 1990 Ford F-250 pickup. This truck is basically sound but has been sitting outside for several years and needs considerable TLC to get it back on the road again. Lot's of surprises so far such as severe rust inside both fuel tanks (replaced with new) and a requirement for a new floor panel on the drivers side. Brake lines held in place by mud and evidence of a previously attempt at body work. A few minor repairs to dents in the box corners and new tailgate required. Might have been easier to stick with the drinking wine and Italian lessons with me!

Rob is assisted in this adventure by his son, Landon, who will take over the truck once it's fully complete. Plans are for long term service for light work and lots of camping! Stay tuned.





New coating on underside of box. Rubber Rock!

Lew Williams: Lew could well be the perfect poster boy for doing the right things when you have suffered a minor stroke. About a month ago Lew experienced such an event and his recovery progress is simply amazing, with expectations of a complete recovery in the short term. Excellent gains in mobility and cognitive skills are very promising and Lew is chomping at the bit to get back to regular things as soon as possible. Work on his 38 is progressing with the help of friends and a couple of outside experts. Work on the shoebox are mostly complete and DJ is very happy with the upgrades. More to come in the near future. Well done Lew and DJ! CU soon.

Fraser Kaye: *Incredibly pleased to inform you all that Fraser has finished his seventh procedure to repair the damage done to his lower right leg. A very tough time for both Fraser and Kate over the past 18 months or so and both are looking forward to much easier rowing ahead. New shop is progressing and concrete pour for the floor is expected early spring. A long road to recovery and we all look for better days ahead!*

Gary Clarke: *Gary will commence a new round of chemotherapy on November 18th in Victoria. Gary and Ann Marie are in good spirits and expect positive results in the near future. We all wish Gary the best of luck and look forward to his quick return to providing so many good things to the 109 club and its members.*

TECH TALK.

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

Check this out for a different perspective on big engines. Thank you to Lauri Stevens for passing it along

<https://www.youtube.com/watch?v=AsKjPwRaA5Q&feature=youtu.be>

If you think you are all alone with silly little problems in your everyday life check this video out. I bet most of us have experienced many of the same things.

<https://earlyfordv8victoria.com/wp-content/uploads/CheerYouUp1.mp4>

A quick word about transmissions (you should have known) from Don MacPherson, member at large in Parksville.

<https://earlyfordv8victoria.com/wp-content/uploads/For-The-Car-Guy-Video1-1-2.mp4>


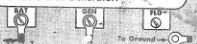

Thank you to **Dave Wallace** for passing along these two helpful guides on Vaccume gauge readings and generator/voltage regulator testing. Excellent stuff for those who don't remember!

GENERATOR and VOLTAGE REGULATOR TEST GUIDE

Rebuilt **FOLLOW THIS GUIDE - ELIMINATE COMPLAINTS** *Rebuilt*

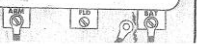

BEFORE REMOVING THE REGULATOR - MAKE THE FOLLOWING TESTS:

- 1 Check fan belt. If worn or loose the Generator cannot function properly.
- 2 Check to determine if trouble is in Generator or Regulator.

<p>FORD-MERCURY-LINCOLN TYPE Connect jumper wire from "FLD" to "ARM" terminals. Increase engine speed. If ammeter or signal light shows charge - trouble is in Regulator. If no charge - trouble is in Generator.</p> 	<p>DELCO-REMY - AUTOLITE TYPE Remove wire from "F" or "FLD" terminal of Regulator and connect to ground. Increase engine speed. If indicator shows charge - trouble is in Regulator. If no charge - trouble is in Generator.</p> 
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- 3 If charge is too high and Regulator adjustment does not correct
Remove wire from "F" or "FLD" terminal of Regulator. Increase engine speed. Generator should not charge. If it still charges the field coils or field wire to the Regulator are grounded or shorted. Repair or replace.
 

REPLACING THE VOLTAGE REGULATOR

- 1 Disconnect one Battery Cable before removing wires from Regulator.
- 2 Disconnect and tag each wire. **THIS IS IMPORTANT!**
- 3 Worn or dirty Generator Brushes can ruin the Regulator. Inspect and replace if necessary.
- 4 Install new Regulator. **MAKE SURE** wires are connected to correct terminals. Wrong wire connections can ruin Regulator.
- 5 Reconnect Battery Cable.
- 6 Check flexible cable or strap between engine block and car frame or firewall and ground connection between Regulator base and Generator frame. Broken or loose connections at these points can ruin Regulator.
- 7 Polarize Generator before starting engine -

<p>FORD - MERCURY - LINCOLN TYPE Disconnect wire from "FLD" terminal and flash to "BAT" terminal. Reconnect wire.</p> 	<p>DELCO-REMY - AUTOLITE TYPE Connect jumper to "BAT" terminal and flash to "ARM" or "GEN" terminal. DO NOT TOUCH FIELD TERMINAL.</p> 
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Guarantee

Generators are guaranteed for ninety days or 1000 miles against electrical systems and accessories. This guarantee is based on correct use and adjustment.

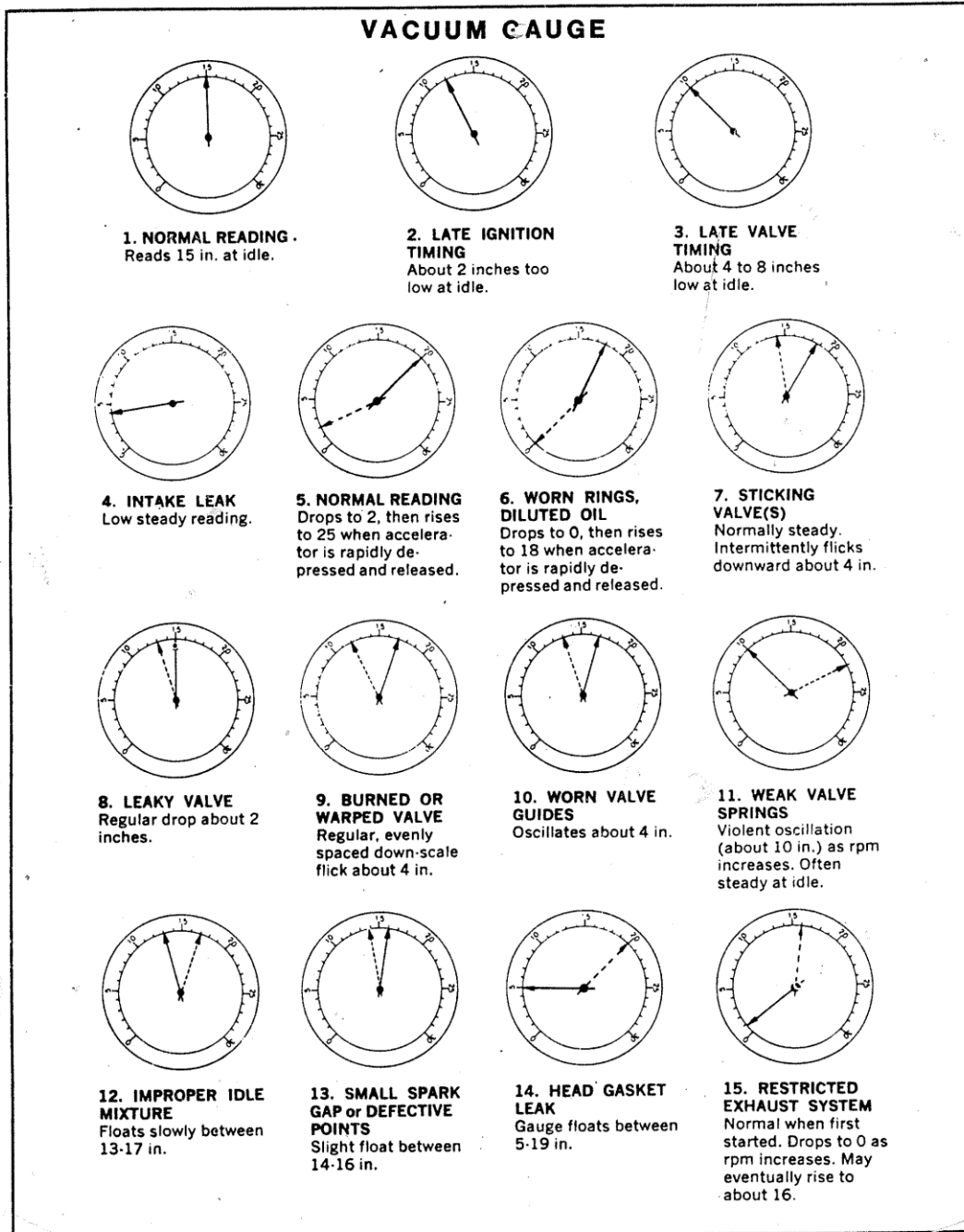
GENERATORS ARE NOW GUARANTEED AGAINST

1. **REVERSE POLARITY** - caused by incorrect installation of the generator in the vehicle.

2. **COMPLETE BURN OUT** - due to the use of excessive amperage high charging rate or the firing of other electrical accessories or other causes which are not the fault of the generator. This guarantee does not apply to the generator or electrical system if the generator is damaged by fire, flood, or other causes not covered by this guarantee.

RESTORATION TIP

Out of all the gauges you think you need for your car, a vacuum gauge should take top priority. Consider it money well worth spending. It's a must. And the following chart proves that. Look at all the information it provides.



The Little Grey cell Destroyer page!

Just a few simple questions for your quiet moments of reflection, good luck. All answers are on the last page.

Question #1.

What letter in the alphabet comes after AB? Answer is on last page, don't peek.

Question #2. Lateral Thinking.

There were six apples in a basket and six girls in the room. Each girl took one apple, yet one apple remained in the basket. How is this possible?

Question #3. A little tougher.

Ben was twenty years old in 1980 but only fifteen years old in 1985. Go ahead and explain this if you can.

Desmond Tutu said:

"God's dream is that you and I and all of us will realize that we are family, that we are made for togetherness, for goodness and for compassion"

Alan Barr said:

"I hear and I forget. I see and I remember. I do and I understand."

Chris Chown's mother often said:

"Stop doing that"

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.

OPEN TO OFFERS - A 1993 Ford Mustang Convertible.

Has a 5.0 with a T5 standard trans. Several new parts and a good body. This car has been resting outside for several years and needs deep cleaning inside and out. Body is solid and has a new top. Rubber is new and the trans has a new clutch. Second owner is no longer able to drive and needs to find a good home for his favorite. If you are interested please call Chris Chown at 250 595 0312 or 778 679 7937. Or cdchown@outlook.com **Thanks.**



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 2017
50/50 Refreshments	Mike Mortimer	Bob Mortimer	
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

TRIVIA

Hot Rod Lincoln

"Hot Rod Lincoln"

Label of the original 1955 single

[Single](#) by [Charlie Ryan](#) and the
Livingston Bros.



"Hot Rod Lincoln" is a song by American singer-songwriter Charlie Ryan, first released in 1955. It was written as an answer song to Arkie Shibley's 1950 hit "Hot Rod Race" which describes a race in San Pedro, Los Angeles between two hot rod cars, a Ford and a Mercury, which stay neck-and-neck until both are overtaken by "a kid in a hopped-up Model A". "Hot Rod Lincoln" is sung from the perspective of this third driver, whose own hot rod is a Ford Model A body with a Lincoln V12, overdrive, a four-barrel carburetor, 4:11 gear ratio, and safety tubes. Ryan's original rockabilly version of the song was released in 1955 through Souvenir Records under the artist name Charley Ryan and the Livingston Bros.^[1] A second version was released in 1959 through Four Star Records, credited to Charlie Ryan and the Timberline Riders.^[2] Ryan based the description of the eponymous car on his own hot rod, built from a 1948 12-cylinder Lincoln chassis shortened two feet, with a 1930 Ford Model A body fitted to it.^[citation needed] Ryan raced his hot rod against a Cadillac sedan driven by a friend in Lewiston, Idaho, driving up the Spiral Highway (former U.S. Route 95 in Idaho) to the top of Lewiston Hill; he incorporated elements from this race in his lyrics to "Hot Rod Lincoln", but changed the setting to Grapevine Hill (a long, nearly straight grade up Grapevine Canyon to Tejon Pass, near the town of Gorman, California) to fit it within the narrative of "Hot Rod Race".

Commander Cody version

A 1971 version, by country rock band Commander Cody and His Lost Planet Airmen on their album *Lost in the Ozone*, became the most successful version of "Hot Rod Lincoln", reaching No. 9 on the *Billboard* Hot 100, No. 28 Adult Contemporary, No. 7 in Canada, and was ranked No. 69 on the U.S. *Billboard* Year-End Hot 100 singles of 1972. The song peaked at number 45 in Australia.

A Route 66 road trip in a 1929 Ford Model A turned strangers into neighbors

By [David Conwill](#) on Nov 13th, 2020 at 9:00 am – borrowed from Hemmings!



This year has been rough and sometimes it seems like everyone is constantly at each other's throats. Everything is canceled, and it's amazing how long six months can feel without any big events to look forward to and so much uncertainty in the air. That's probably why Ryan Thiebault's Route 66 trip in a 1929 Ford Model A Tudor [captured everyone's imagination this summer](#).

Ryan at home in the cockpit. The Tudor serves as his daily driver sometimes, which is one of the ways he knew he could trust it.

Ryan is quick to point out that he's hardly the first person to do it. In fact, he's spoken with several veterans of similar trips who are quite baffled as to why everyone got so excited about his doing something that's been done before—and not just when both U.S. 66 and Model A Fords were standard parts of the American transportation network.

Even today, a trip in a Model A is a lot less daunting than, say, a 1929 Studebaker. Model A's are everywhere, as are the people that love them. If you stay in touch with that network of enthusiasts, it's almost like it was back in the '30s, when you could have your car repaired in virtually any town. Still, it's something that might overwhelm a lot of us to consider.

I sat down with Ryan at his house in Milford, New Hampshire, recently, while I was there to photograph the car he drove and his cosmetically unrestored 1929 Ford mail truck. One of the things I asked him, point blank, was what he had intended to do if one of the minor inconveniences that cropped up along the road had turned into major mechanical failure.

Turns out, he decided simply not to worry about it. In fact, the whole trip was fairly spur of the moment and not bogged down with a lot of planning or second guessing. He knew the car was reliable (in fact, it's currently his daily driver while his modern truck is in the shop for repairs) and he figured he could improvise the rest along the way.

Ryan knew (and subsequently demonstrated) he was capable of handling most mechanical issues that could crop up. If not, there were plenty of folks willing to help. Not only had friends from New Hampshire offered to come with trailers and bring him home, but people he met along the way were always willing to go above and beyond to help a friendly traveler in a neat old car. Better yet, the publicity that followed him as he made his trek gained him even more offers of assistance and hospitality no matter where he went.

In fact, calling this a Route 66 trip rather sells it short. Ryan drove first from Milford to Chicago, then navigated old 66 with a combination of maps, signs, and a phone app, and then drove north through California until he reached the old Oregon Trail—changing routes at times due to the fires in the region. He then generally followed the route famously taken by so many settlers in canvas-topped wagons, but in reverse, finally deviating northward into Wisconsin, where he took the [historic SS Badger car ferry](#) from Manitowoc to Ludington, Michigan.

In Michigan, he visited both the Gilmore museum and The Henry Ford, two of the nation's great cultural resources. On his return to New Hampshire, he had covered more than 8,000 miles and seen a very different America from the one seen suffering every day on computer and television screens across the country.

If that doesn't make you want to hop in your old car and see the U.S.A., perhaps nothing will.





Cars were seen as the “green” alternative of transportation in the early 20th century because horses were causing so much pollution with their poop. (don’t tell Victoria City council about this)



The Honda CR-V originally came with a picnic table.

Because Honda *really* knows how to pile on those must-have features.

This is one of the best videos about big engines I have ever seen! Check it out and note the safety precautions taken against setting the crowds apart from flame throwing exhaust.

<https://youtu.be/AsKjPwRaA5Q> Many thanks to Lauri Stevens for sending this along. Really great stuff!

Rib Ticklers:

A State Police Officer sees a car pattering along at 22 MPH. He thinks to himself “this driver is just as dangerous as a speeder!” So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are four old ladies — the three passengers are wide eyed and white as ghosts.

The driver, obviously confused, says to him, “Officer, I don’t understand, I was doing exactly the speed limit! What seems to be the problem?”

The officer replies, “Ma’am, you weren’t speeding, but you should know that driving much slower than the speed limit can also be a danger to other drivers.”

“Slower than the speed limit? No sir, I was doing the speed limit exactly... Twenty-two miles an hour!” The old woman says, pointing to a sign next to the road.

The State Police officer, trying to contain a chuckle explains to her that the sign was the route number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error.

“But before I let you go, Ma’am, I have to ask... Is everyone in this car OK? Your passengers seem awfully shaken and they haven’t muttered a single peep this whole time,” the officer asks.

“Oh, they’ll be all right in a minute officer. We just got off Route 119.”

Kid vs barber A young boy enters a barber shop and the barber whispers to his customer. ‘This is the dumbest kid in the world. Watch while I prove it you.’ The barber puts a dollar bill in one hand and two quarters in the other, then calls the boy over and asks, ‘Which do you want, son?’ The boy takes the quarters and leaves. ‘What did I tell you?’ said the barber. ‘That kid never learns!’ Later, when the customer leaves, he sees the same young boy coming out of the ice cream store. ‘Hey, son! May I ask you a question? Why did you take the quarters instead of the dollar bill?’ The boy licked his cone and replied, ‘Because the day I take the dollar, the game is over!’

God calls Satan.

"Hey, I think we misplaced an engineer and he ended up in Hell."

"Yeah, Carl. Been doing a wonderful job. We finally got an AC system up and running and the heaters are fixed. He even designed an auto-poker for the pitchfork teams."

"Send him back here, he belongs in Heaven." "Yeah, no."
 "I will sue you for breaking contractual obligations."

"And where exactly are you going to find any lawyers...?"



M. GLACHLAN

"BEFORE I GIVE YOU THE BILL, I'M SUPPOSED TO ASK IF YOU'D LIKE ME TO BUY YOU DINNER FIRST."



M. PETERSON

"We're zeroing in on that squeak you've been hearing."



© Mike Baldwin / Cornered

CARTOONSTOCK

Search ID: mba0762

"Brakes are fine. You need new glasses."

History 101

Ted Forbes passed this along and is looking for one of these to add to his collection. If you can help please give Ted a call.



A Two-Legged Right Hand Drive Model T Ford

[January 8, 2015](#)

The Ford Motor Company gave the Model "T" Ford the advertising slogan – *The Universal Car*. And this photo of a right hand drive Ford made either in Canada for export, or the United Kingdom proves it, because this one can walk.

Directly under the driver appears to be a right angle drive that attaches to the back of the Ford power plant. Following that a chain drives the large sprocket visible just in front of the legs. Behind it must be a slow-turning mechanism that actuates the legs via the round connecting rods. The rods can be seen attached to a pivot at the bottom where the feet attach.

Surly someone must know something about this car. Is it real, a World War I design exercise, or is it a spoof? The photo was posted by Danny Weil at the [Antique Motorcycle Club of America](#).

The Sealed Beam – A Major Innovation in Automotive Lighting

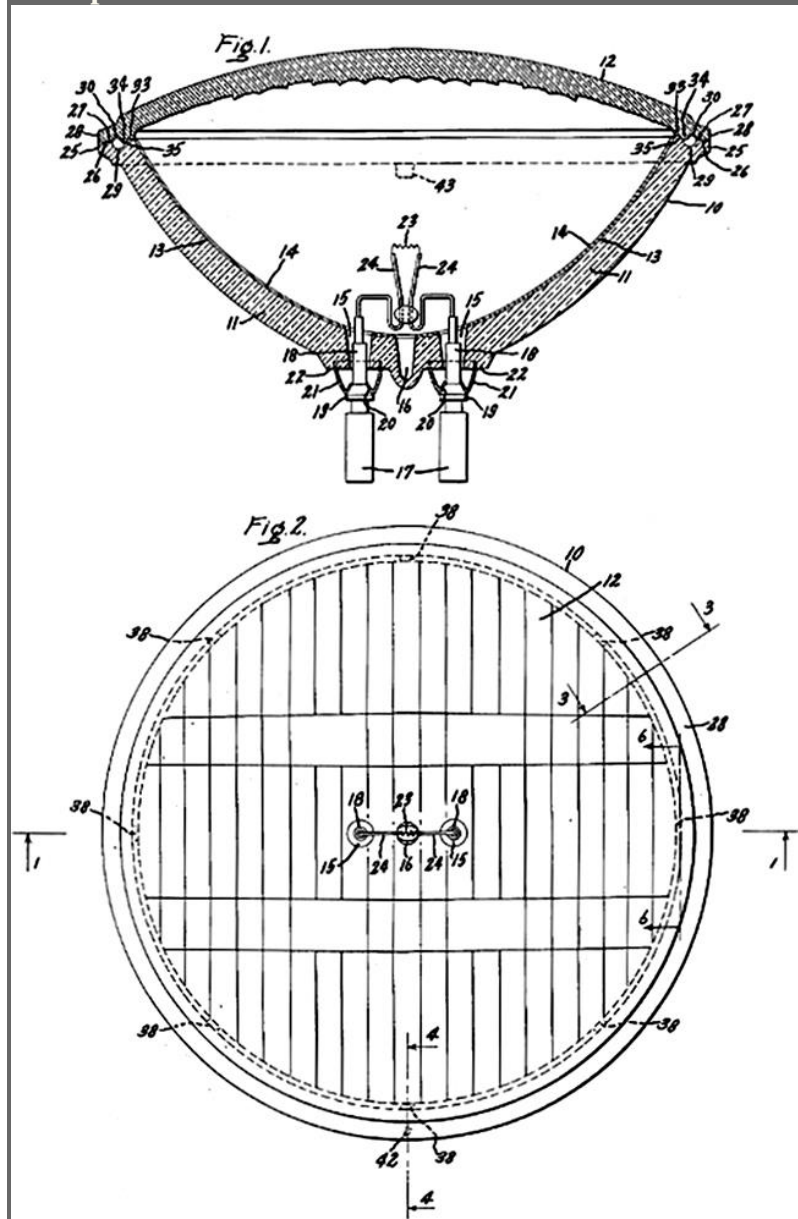


November 14, 2020

The sealed beam headlamp, a significant advance in automotive lighting, was introduced after a three-year-long development program in August of 1939. In cooperation with other lamp manufacturers and the American Association of Motor Vehicle Administrators, General Electric publicly introduced the new headlamp at Nela Park in Cleveland, Ohio, the site of the electric company's laboratories where its lighting research was done.

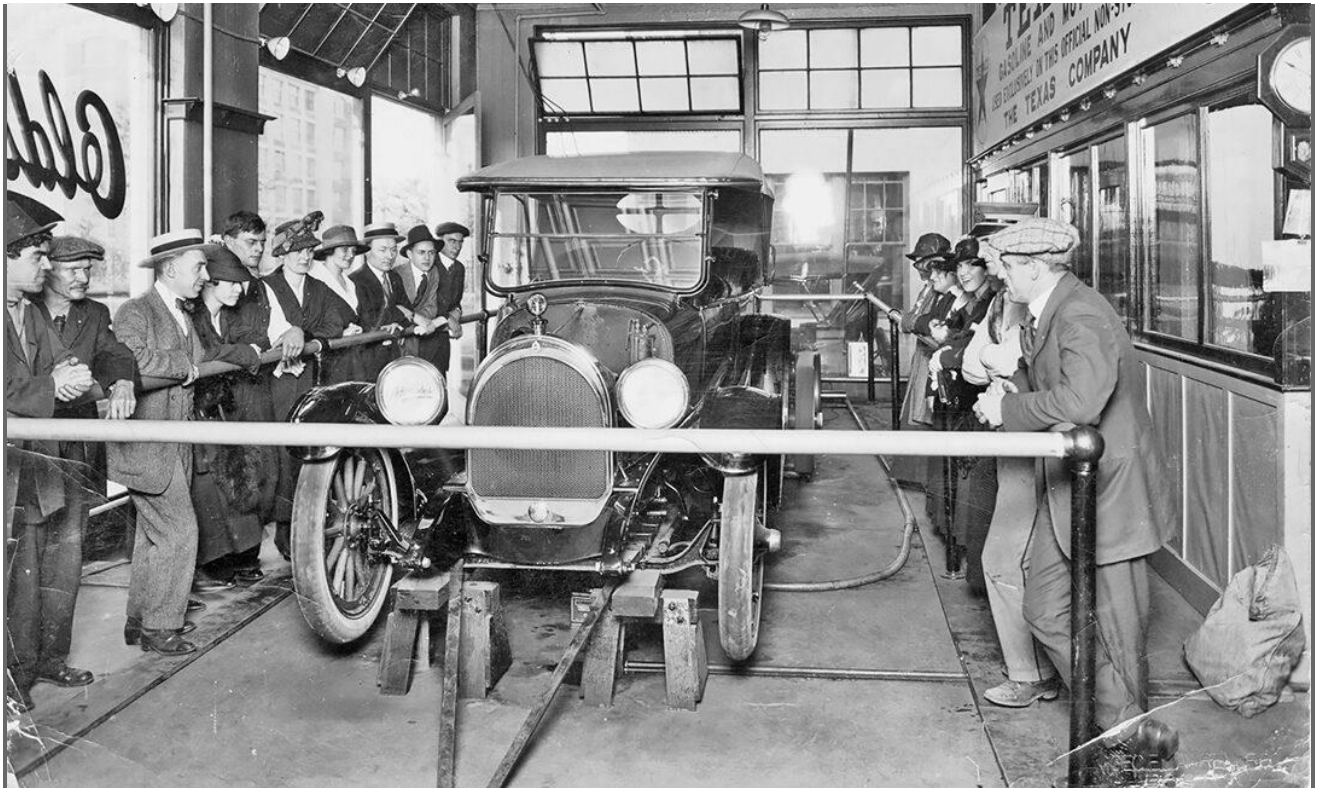
The 1951 press photo above shows GE automotive lighting engineers Val J. Roper and George E. Meese with a Lincoln test car used twelve years after the sealed beam was introduced for

testing various lamps under actual driving conditions. The image was shot at the very advanced GE facility named the “University of Light,” one of the first industrial parks in the country that opened in 1913.



The 1938 drawing above shows a design that GE received a patent for on February 21, 1939. You can clearly see the glass lens, #12 in the illustration, and the rear reflector section, #11, which was aluminized by vaporization of the metal in a vacuum. The two glass pieces were then fused together by localized heating of a small portion of the two joined sections. The tungsten light filament, #23, and its support and wiring connectors behind are also visible. The assembly was filled with an inert gas to prolong the life of the lighting element. The complete details of the patent can be [found here](#).

Boston Olds Agency Stages 47-Day Non-Stop Record Run

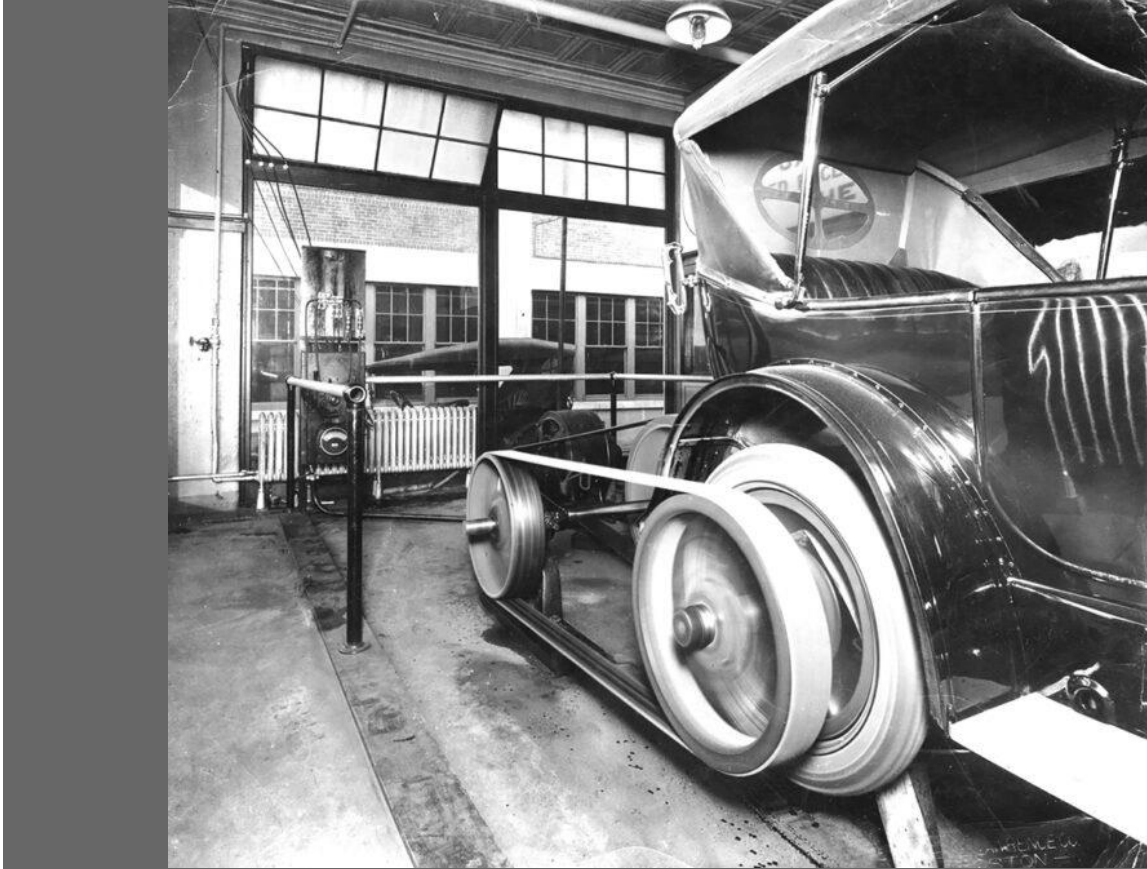


November 12, 2020

Boston Mayor Curley sat in the driver's seat of this Oldsmobile Model 37 Six on the morning of May 21, 1917, started it up, put it into gear, and set it on its way to capture a new record. Forty-seven days later, at the Oldsmobile Company of New England, located 940 Commonwealth Ave., the Olds touring car set a new record by "traveling" 26,143.3 miles. Texaco supplied all of the gasoline and oil needed for the run.

During this run the Oldsmobile was set up on jack stands, and both rear wheels powered a countershaft via leather belts; it connected to a loaded electric generator that supplied power to operate all for the lights on the inside and outside of the dealership. All of the numerous details of this record-setting run can be found in an article in "The Oldsmobile Pacemaker" magazine below.

Please share with us what you find of interest in these Geo. E. Lawrence Company photographs courtesy of the *Detroit Public Library*.



Belt-driven electric generator that supplied power to operate all for the lights on the inside and outside of the dealership.



Oldsmobile Company of New England located at 940 Commonwealth Ave in Boston, Ma.

"The Oldsmobile Pacemaker" magazine article below with all of the details of the Non-Stop Record Run.

THE OLDSMOBILE PACEMAKER

5

AUTOMOBILE WORLD RUBS ITS EYES IN AMAZEMENT

Promptly at 9:30 o'clock on the morning of May 21st, Mayor Curley of Boston stepped into the driver's seat and officially started a new Oldsmobile Model 37, six-cylinder touring car on one of the most grueling of automobile tests, and one destined to shatter all previous non-stop records.

This Oldsmobile feat was staged in the show windows of the Oldsmobile Company of New England, Boston, Mass. The car was mounted on a framework so that the wheels were clear of the floor. By means of belts and a countershaft the rear wheels of the car supplied the power that operated a 17 kilowatt dynamo at its full load.

This dynamo generated the electric current for all of the lights which illuminated the interior and the exterior of the show room, continuously both day and night. The number of lights carried by the dynamo constituted a load equivalent to the car climbing a 10½ per cent grade at about 22 miles per hour on high gear.

For 47 continuous days and nights the motor kept up its rhythmical purr, and was stopped after the car had beaten the best previous non-stop record of 4,127 miles. There was nothing to be gained by continuing the run, and Manager MacGregor and Assistant Loud felt that the stamina and the exceptional and dependable qualities of the Oldsmobile Six had been proven conclusively.

The car was under official observation constantly and a large number of men prominent in technical circles and from the big Boston technical schools interested themselves in the test, spending considerable time in watching the performance. And one had difficulty to get near the show windows at any time because of the crowds always congregated before them.

During the forty-seven days the car



Oldsmobile Six-Cylinder Touring Car Hangs Up Non-Stop Record of 26,149 Miles in 47 Days

equalled a distance of 26,149.3 miles, an average of 544.4 miles per day and at the rate of 23.17 miles an hour; 1,163 gallons of gasoline were used, giving an average of 22.49 miles to the gallon. Better than 950 miles to the gallon of lubricating oil was obtained, the entire run taking but 220 pints of heavy motor oil.

Four minor adjustments were made during the test, but without stopping the motor for

HERE IS THE RECORD CONTINUOUS RUN—NO STOPS

Motor started 9:30 A. M., May 21, by Mayor Curley.
Motor stopped 9:30 A. M., July 7, by "newspaper observers."
Number of days without stopping car—47.
Dynamo load equivalent to climbing 10½ per cent grade.
Miles ahead of previous record—4,127.
Average speed—23.17 miles per hour.
Old non-stop record—22,022.3 miles.
Oldsmobile record—26,149.3 miles.

an instant. On May 22, ten seconds were taken in adjusting the carburetor; on June 6, five minutes and thirty seconds were needed to change the spark plugs, one at a time; three minutes and thirty seconds were needed to adjust the exhaust pipe on June 13, and the push rods were adjusted June 14 in seven minutes; these four adjustments taking but a total of sixteen minutes and ten seconds to accomplish the work.

This strenuous motor and car performance, which equals about three years of driving by the average owner, establishes a record which we believe will stand for years, and demonstrates beyond the shadow of a doubt the ability of the Oldsmobile Six to operate at a sustained speed indefinitely, as well as indisputably proving its endurance, its certainty of performance and above all its extreme economy.

Speaking of the run Mr. Loud says: "When one considers that this test was made with a stiff motor, one just received from the factory without any preliminary run other than the standard factory test, it makes the performance doubly interesting. The gasoline consumption shows that there is good harmony between the motor and the gasoline it consumes, while the oil consumed is way below the average for most six-cylinder cars. How well the Olds Six performed this test is shown by the fact that on its thirty-eighth day it surpassed the old non-stop record of 22,022.3 miles made by another make of car during a period of forty-five days.

"When we finally decided to stop the motor we had exceeded this first record by 4,127 miles, and, as the Boston American put it: 'This Oldsmobile performance is without a peer in motor annals and stamps the car as a rare and able performer.'"

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Did you ever own one of these?

SEDAN CONVENIENCE WITH

Hardtop flair

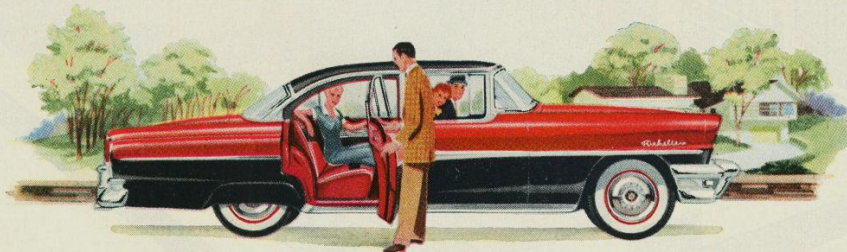


Monarch *Richelieu*

FOUR-DOOR SEDAN

HERE IS
SEDAN STRENGTH AND
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LOW-TO-THE-GROUND
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The completely new, entirely different and distinctive Monarch Richelieu Four-Door Sedan is the lowest, sleekest sedan in Monarch history—measuring only 58½ inches from road to roof! This brilliantly beautiful car was planned to appeal to those who demand the strength and rigidity of sedan construction and the convenience of four-door design but appreciate the low, slim, elegance of hardtop styling! You'll find its performance, too, matches its style distinctiveness in every way! You'll get a new feeling of security and confidence from the eager power that's at your command—with a great new 198-Hp. overhead-valve V-8 engine by the world's most experienced V-8 builder. You'll experience new smoothness, steadiness and steering ease with improved ball-joint front suspension—when you take the wheel of this lithe and lively Monarch Richelieu Four-Door Sedan.



where a fine car matters Monarch belongs



(Certain features illustrated or mentioned are "Standard" on some models, optional at extra cost on others.)

SEE YOUR FORD - MONARCH DEALER

Ride like a King in a Monarch

V-8

The answers just in case you couldn't figure it out!

Question #1.

What letter in the alphabet comes after AB? Answer is on last page, don't peek.

The letter E.

Question #2. Lateral Thinking.

There were six apples in a basket and six girls in the room. Each girl took one apple, yet one apple remained in the basket. How is this possible?

The first five girls each took an apple. The sixth girl took the basket as well as the apple in it.

Question #3. A little tougher.

Ben was twenty years old in 1980 but only fifteen years old in 1985. Go ahead and explain this if you can.

Ben was born in the year 2000 B.C., so in 1985 B.C. he was 15 and in 1980 B.C. he was 20.

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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Your feedback and comments are always appreciated. Input is used to improve the quality and diversify.

Thank you all for your support and participation!

So long until next time!

