

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles December 2021



*Merry Christmas and Best Wishes for a Happy,
Healthy New Year.*

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Contributions always appreciated.

**Regular club meetings are expected to resume in
February 2022, subject to BC Health protocols.**

We will keep you posted with changes as they happen.

The Executive Crew 2021

All the good guys have hats on!



EARLY FORD V8 CLUB R.G. #109

EXECUTIVE & DIRECTORS 2022.

Position	Name	Telephone	Email
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
	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

2022 Club Agenda & Events

DATE	EVENT	TIME	CONTACT
Jan. 8 th	Annual Christmas Luncheon	12:00	POSTPONED
Feb. 8 th	Regular club meeting	7:00 PM	
March 8 th	Regular club meeting	7:00 PM	
April 12 th	Regular club meeting	7:00 PM	
May 10 th	Regular club meeting	7:00 PM	
June 14 th	Regular club meeting	7:00 PM	
July 9 th	Fords & Friends	8:00 AM	Gary Clarke Lew Williams
August 20 th	Annual club BBQ	TBA	
September 13 th	Regular club meeting	7:00 PM	
October 11 th	Regular club meeting	7:00 PM	
November 8 th	Regular club meeting	7:00 PM	
December	Christmas Luncheon	7:00 PM	Rob Vanzella



A message from the President

As we approach the Christmas holiday it is a good time to reflect on events, activities, and new directions for the 109 club. It is our most critical responsibility to insure a safe, solid pattern of sustainable growth and prosperity for all our members and our involvement in the community.

The 109 has made excellent progress in dealing with all the challenges related to the pandemic. Many of our members can take pride in their actions to keep safe and respect others as well as staying connected. The best interests of the club are well served by such a positive approach along with liberal doses of common sense. I am completely confident that the 109 will continue to grow and improve for many years to come.

We have enjoyed a growth in membership during 2021 despite challenging times. Our future is bright as we will hold our 40th Fords and Friends in July. We also look forward to the annual BBQ and more shop tours/road runs in 2022.

I want to express my most sincere gratitude to each and every one of you for everything you do and your continuing support for the 109! Thank you all!

Emily and I extend our absolute best wishes to everyone for a Very Merry Christmas and a Happy Healthy New Year.

***Cheers,
Chris Chown***

Regular Club Meeting Minutes – DECEMBER 14TH 2021.

Early Ford V8 Club R.G. # 109 Recorded by Al Wills.

The meeting was called to order at 7:21PM by President Chown at the Saanich Baptist Church 4347 Wilkinson Rd., Victoria, BC. There were 19 members present.

Opening Remarks: The President welcomed all those attending expressing appreciation in attendance.

Agenda as Distributed: Moved: Jim Jennings/Seconded Murray Anderson - Carried.

November 2020 Meeting Minutes: Moved Bruce Somers/Seconded Lew Williams - Carried.

Business Arising: - None

Correspondence:

· NAACC Membership & Insurance – The President confirmed we are renewing for 2022 – we got this rate in cooperation with the Vancouver Club.

Treasurer's Report: December 14, 2021 – Treasurer Jim Banks reported all accounts are current with no outstanding payables or receivables, positive report again this month. Moved Gordon Thomas/2nd Murray Anderson that the Treasurer's report be accepted as presented.

Committee Reports:

FNF 2022 developments. Lew : Nothing new to report – are negotiating with a ‘canned music’ provider. More meetings will be called in the new year.

Christmas Dinner – The President and Rob Vanzella, reported, we only have 30 signed up, we need more like 60 to make the price point we need, so everyone was encouraged to sign up and pay soonest. The event will be at the Oak Bay Recreation Centre, 1975 Bee Street on January 8th.

Doors open 1200, Lunch at 1300.

An information brochure was distributed along with instructions for the gift exchange.

Merc Coupe update – The President reported on the ongoing work:

- Shawn Driver has rewired the distributor as the vehicle gets closer to our putting it up for sale.

Guests Speaker:

We are looking at inviting Elizabeth McKinnon to discuss ICBC and collector car insurance changes sometime in the new year – members are encouraged to suggest guest speakers to the president..

New Business: · New Membership Chairs – Jane Thomas has taken over the duties of Membership Chair.

Executive Positions – The president reminded that all Executive Positions are up for election this year and volunteers are needed – Fresh faces are needed. Please contact the President if you are interested.

- Open discussion/review on the pandemic and actions by the 109 – Members expressed appreciation at the way the club is responding to the pandemic.

Announcements:

· Regular meeting venue update. Chris Chown – Still awaiting word from Berwick house. It will be a while! The president asked for input on other venues – looking to possibly host daytime meetings. · Deuces – Murray Anderson is again working on the committee and needs parking volunteers.

· Insurance – Lew Williams indicated that your liability insurance can be increased to 2 million for as little as \$1.

BUY & Sell. Wanted/Needed:

- Jim Jennings 47 Monarch is still for sale.
- 47 Merc coupe – club members first call.
- Need a passenger side taillight lens. 47 Merc - Contact Chris Chown

- 6 steel rims 5x5 – 16” Ford – Contact Chris
- Tony Cond is selling the full running gear for his '51 Merc M3 pickup.
- Don Friebe looking for a 35 Ford Passenger Grill
- Lew Williams is looking for covered, preferably indoor dry storage.

Call to Adjourn / 50/50:

Moved Gordy Thomas/Seconded Murray Anderson- Carried.

50/50 Draws. Vic Nordstrom, Shawn Driver, T-shirt

\$ Gas Gift Card – Vic Nordstrom

- \$37.50 – Jane Thomas, at long last.

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.



Jim Banks is hard at work in Surrey repairing the emergency backup generator for a Surrey Hospital. Jim got the call to come over because he is well recognized as one of the few people who has deep knowledge and experience in working on this equipment. “it’s been over 10 years since I have done this stuff, hope I can remember how!”

Well done Jim and glad to see you can still work your magic.



Seen on Tomlinson Rd in Central Saanich, a late 40's Dodge/Fargo vegetable truck on blocks. What makes this non-Ford interesting is that it is completely non-functional- no dash gauges, steering, pedals... Much of the "chrome" pieces are hand crafted. Its sole use is as a stand for vegetable sales. **Your roving reporter, Gary Nordstrom**



Seen on a dry day in Dec 2021 at Sleggs on Keating, a circa 1950 Ford F1 with flathead still at work. Needs some TLC before a showing but it has been restored- great little stake side. **Your roving reporter, Gary Nordstrom**



Fraser Kaye sends Christmas greetings from beautiful downtown Hagen Road, just out of Nelson, B.C



Rob Vanzella says its cold in Whitehorse Yukon. -32C and falling. Search is on for a big hot tub filled with mulled wine!



The rewiring on the Merc coupe is going well as you can see. Once I discover where all these leftover parts go we will be off and running. Cheers, Chris Chown

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

Thanks in advance, Chris

The Ladies Page!!

Sara Christian



When NASCAR's inaugural race took place in 1949, Sara Christian was there with all those men at Charlotte Speedway — the first woman to race in NASCAR. She went on to compete in six of eight races that year, finishing in the top five at Pittsburgh. You go, girl. Way to take ownership.



Anne Hall

She was one of the most famous female race car drivers in Europe in the 1950's and 1960's. She began her racing career together with her sister, Mary Newton, in a Jaguar XK 120. They were known as the "mad Newton sisters" because of their speed and excellent driving skills. In 1953 they won the Ladies' Cup at the London Motor Rally. In 1954, Hall won the Ladies' Cup at the International Viking Rally held in Norway. Later on that year, they won the Ladies' Cup in the Dutch Tulip Rally and, in 1955, the Coupe des Dames at Monte Carlo.



NELLY BLY

Known for her hard-hitting investigative reporting, Nelly Bly broke barriers by refusing to abide by the "boy's club" mentality of the newspaper industry in the late 19th century.

*She made a name for herself with her daring expose on the horrifying conditions at **Blackwell Island insane asylum** in New York City, which required her to feign mental illness to gain access. The critically-acclaimed article that resulted was titled "**Ten Days in a Mad-House.**"*

*Facing skepticism from peers at the **New York World**, Bly later pitched a story about attempting to break the fictional record for traveling around the world, as detailed in the Jules Verne novel **Around the World in 80 Days**. Her editor agreed, and she succeeded, completing her trip in 72 days.*

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



What Is My Displacement?

The following table shows the common flathead V8 bore and stroke combinations and the overall engine displacement (in cubic inches). The blue numbers in **bold print** reflect the standard displacements used by Ford on their flathead V8's over the years of the 85 to 125hp engines. If you have had the engine bored out beyond one of the standard bores shown, use the following formula to calculate the displacement.

Bore (in inches)		Stroke (in inches)		
(in fractions)	(in decimals)	3.750 (3-3/4)"	4.000 (4)"	4.125 (4-1/8)"
3-1/16"	3.0625"	221	235	243
3-3/16"	3.1875"	239	255	263
3-5/16"	3.3125"	258	274	284
3-3/8"	3.3750"	268	286	296

Formula: Pi (3.1416) times r^2 (radius is 1/2 the actual bore size) times **stroke** (see chart above) times **8 cylinders**.

Example: Your stock 1947 V8 came with a 3-3/16" bore and 3-3/4" stroke, but you had it bored out thirty thousandths (.030"). Adjust the bore size (3.1875" + 0.030" = 3.2175") for the oversize. The new cylinder diameter is now 3.2175". Radius of the cylinder is one half the bore (3.2175 divided by 2) or 1.60875". Now, square that number (1.60875 x 1.60875) to get 2.58808".

We'll use the formula to calculate the displacement: Pi (3.1416) times r^2 (2.58808") times **stroke** (3.75") times **8 cylinders**. Using your handy dandy calculator, you should come up with **243.9** cubic inches.

Fords Little Known Soybean Car

January 20, 2017 Posted by [Nate Cooper](#) All



From the collections of The Henry Ford (THF103652)



Many people ask us about Henry Ford's experiments with making plastic parts for automobiles in the early 1940s. These experiments resulted in what was described as a "plastic car made from soybeans". Although this automobile never made it into the museum's collections, we thought we would address the myriad questions we receive about this unique and fascinating vehicle. The "Soybean Car" was actually a plastic-bodied car unveiled by Henry Ford on August 13, 1941 at Dearborn Days, an annual community festival.



What was it made of?

The frame, made of tubular steel, had 14 plastic panels attached to it. The car weighed 2000 lbs., 1000 lbs. lighter than a steel car. The exact ingredients of the plastic panels are unknown because no record of the formula exists today. One article claims that they were made from a chemical formula that, among many other ingredients, included soybeans, wheat, hemp, flax and ramie; while the man who was instrumental in creating the car, Lowell E. Overly, claims it was "...soybean fiber in a phenolic resin with formaldehyde used in the impregnation" (Davis, 51).

3. I left my campsite and hiked south for 3 miles. Then I turned east and hiked for 3 miles. I then turned north and hiked for 3 miles; at which time I came upon a bear inside my tent eating my food! What color was the bear?

4. What has a mouth, but cannot eat; moves, but has no legs; and has a bank, but cannot put money in it?

Ben Franklin said:

“Dost, thou love life? Then do not squander time, for that is the stuff life is made of.”

Gord Thomas said:

WHERESOEVER YOU GO, GO WITH ALL YOUR HEART.



Sylvia Shepherd wants one of these for Christmas or New Years!

The car not the guy!

Buy & Sell.



WANTED: Looking for old outboards about 10 hp. Would prefer Johnson or Even rude but happy to look at others. Will consider anything running or not. Please call FRASER KAYE at 778 529 0014 or text 250 514 8529.

Distributor conversion kit: Gord Stewart (Sooke) has a brand new distributor conversion kit that he doesn't need. If you are interested please call him at 250 642 5702.

Chromw reverse rims Ford 15" 5 x 5.5 bolt pattern. Excellent shape in covered storage. First \$250.00 Canadian takes them. Call Chris Chown 250 595 0312.

Tony Cond's Christmas wish is to sell the complete running gear out of his Mercury pick up. All in great shape looking for a good home, call Tony at 250 389 1369.

Wanted: Grille for a 35 Ford passenger car. No after market parts please. Call Don Friebe at 250 592 6330 or 250 881 2785



Dear Friend and Early V-8 Ford Enthusiast,

The countdown to our annual Scottsdale Auction is now on, and the Worldwide Auctioneers team is gearing up for another great event in the desert during Arizona Car Week. We are excited to be offering one of the most detailed and correct early Ford V-8 collections to come to market as a highlight of this year's sale, with 35 great cars from the Ron Thorne Collection slated to go under the hammer, completely without reserve.

As fellow enthusiasts, we want to personally invite you to the Scottsdale Auction this January 26th. **We're pleased to waive our standard \$150 fee and offer Early Ford V-8 Foundation Museum members free bidder registration** (use code "FORD22" at check-out) to take full advantage of this rare opportunity to acquire some great curated examples of the marque.

Highlights in the no-reserve Ron Thorne Collection include a very desirable 1932 Ford Deluxe Roadster that completed the Great American Race in 1985, being 1 of 6,893 produced, a two-time Dearborn Award-winning 1948 Mercury Convertible with less than 1000 miles since its ground-up restoration, and a 1933 Ford Three-Window Coupe, another recipient of a frame-off restoration. Full details on the collection are available on www.WorldwideAuctioneers.com.

Bidding options are available to suit all comfort levels, including live, online, by phone, or absentee. Club members can take advantage of free bidder registration with code "FORD22" at checkout; register to bid by visiting www.WorldwideAuctioneers.com or calling us at (260) 925-6780.

The Scottsdale Auction takes place on Wednesday, January 26th at 5 PM at Singh Meadows (1490 E Weber Dr Tempe, AZ 85281). We look forward to seeing you soon!

John Kruse
Principal and Auctioneer

Rod Egan
Principal and Chief Auctioneer



2020 Committees:

“Always glad to have your help!!”

DON'T BE SHY, STEP UP ANYTIME.

THERE'S ALWAYS ROOM FOR YOU.

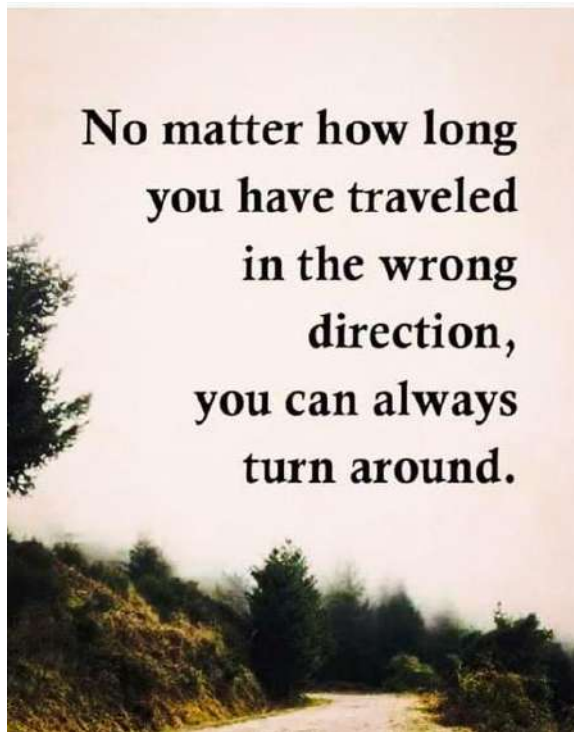


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Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2020	Gary Clarke, Lew Williams	Primary Committee, 2B set.	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	Al Wills, all members	2014
Tours	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	Jane Thomas	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 ODD SPOT.



Compliments of Ted Forbes.

Have you ever wondered why aluminum foil has two sides?

It's a common question and one that we've been too afraid to ask our mothers: Should we use the shiny or the dull side of aluminum foil when we cook? And have we been doing it wrong this entire time?!

Concerned cooks can breathe a sigh of relief: As it turns out, there's no "correct" side of aluminum foil to use when cooking so using it on either side is not one of the **cooking mistakes that could ruin your food**. According to the *Huffington Post*, they're both equally effective at heating your food—so just choose whatever side you prefer.

If there's no trick to it, then why, exactly, does aluminum foil have a shiny and a dull side in the first place? Experts at **Reynold's Kitchen** say that the difference between the two sides is due to a manufacturing process called milling, during which heat and tension is applied to stretch and shape the foil. Two layers of foil are pressed together and milled at the same time, because otherwise, it would break.

“Where the foil is in contact with another layer, that's the ‘dull’ side,” Reynold's explains. “The ‘shiny’ side is the side milled without being in contact with another sheet of metal. The performance of the foil is the same, whichever side you use.”

But pay attention if you are using non-stick foil; in that case, there is a difference between the two sides. Since the non-stick coating is only applied to one side, you'll want to use the dull side. Side note: There will be a label that designates the “non-stick side” in case you forget.

Isambard Kingdom Brunel's Box Tunnel

At the time when it opened, in 1841, **Isambard Kingdom Brunel's** tunnel through Box Hill in Wiltshire, between Chippenham and Bath, was claimed to be the longest railway tunnel ever built.

- Difficult and controversial to build, it delayed the completion of the Great Western Railway, London to Bristol route and created a major headache for engineers, designer and navvies alike.
- The problems were many and varied, dealing with the gradient and the various weak rock strata made its critics announce it to be 'an impossible and dangerous task'



Working conditions for the navvies were harsh.

- They had to enter the tunnel via ventilation shafts up to 300 feet deep.
- The oolitic limestone was like a sponge and water would pour into the workings making rapid evacuation both a necessity and a common occurrence.
- A thousand tons of explosives were detonated each week and the men, working by candlelight, used a ton of candles per week as well.
- In the final push to complete the project 4000 men were employed and working conditions were harsh.

The tunnel was an incredible achievement, that cost the lives of 100 workers, but which was opened with no official ceremony.

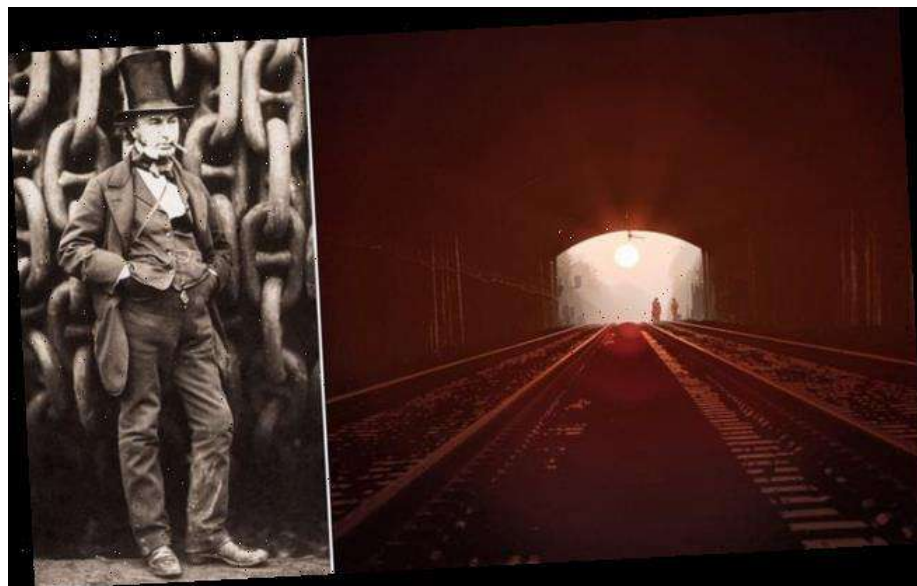
[Isambard Brunel's drawings for the tunnel](#) can be seen at the Network Rail Archive

Box Tunnel - Brunel's Birthday

There is a story which states that Brunel deliberately aligned the tunnel such that the rising sun is visible through it on 9 April each year, his birthday. Opinions vary widely as to whether this is true. Angus Buchanan (2002, p. 269) writes:

The alignment of the Box Tunnel has been the subject of serious discussion in the *New Civil Engineer* and elsewhere. I am grateful to my friend James Richard for making calculations which convinced me that the alignment on 9 April would permit the sun to be visible through the tunnel soon after dawn on a fine day.

On the other hand, it has been asserted that it is impossible to guarantee the effect on a particular calendar day, because the angle at which the sun rises on a given date varies slightly with the cycle of leap years. However, the sun subtends an angle of about half a degree, which is more than the year to year variation, and more than the field of view through the tunnel, so it quite possibly seems to fill the tunnel every year. It is also asserted that Brunel failed to account for atmospheric refraction and the effect is visible a few days too early.



B.C.'s oldest wooden tugboat being scrapped at shipyard in Nanaimo



MV Sea Lion, built in 1905, had a part in 1914 SS Komagata Maru incident

Workers at Canadian Maritime Engineering's shipyard in Nanaimo are dealing with the unenviable task of scrapping B.C.'s oldest wooden tugboat.

The MV Sea Lion was built in 1905 by Charles E. Robertson in Vancouver and, with a length of 130 feet and a 22-foot beam, was at one time the largest tug operating in B.C. waters, according to the Nauticapedia, an online maritime museum. The Sea Lion was originally powered by an oil-burning, 600-brake-horsepower steam engine that gave the boat a speed of 10 knots, and was refitted with an 800hp Enterprise diesel engine in 1952.

Scrapping the 116-year-old tug is a sad experience for the workers at the shipyard on Stewart Avenue, said Jim Drummond, project manager.

“It feels horrible,” he said. “I grew up on an old wooden tugboat that was built in 1917 ... The Sea Lion showed up regularly in my life. It’s a big old majestic tug that you just couldn’t help but look at when you went by.”

The tug had numerous owners over the years. It was bought and sold as a yacht and was briefly a live-aboard in the mid 1980s. The tug was owned by a Calgary-based company until 2013 before it was sold again and was finally berthed at Maple Bay.

The MV Sea Lion was part of history in 1914 when 376 people from South Asia arrived in English Bay aboard the cargo ship the SS Komagata Maru to challenge Canada’s immigration policies. The Sea Lion carried a complement of 25 immigration officers and 125 police officers armed with rifles in an attempt to board the Komagata Maru, which resulted in violence between the passengers and officers attempting to board. The passengers repelled the boarding attempt by throwing chunks of coal and bricks onto the Sea Lion below, breaking windows aboard the tug and causing a number of injuries among the officers, according to the *Vancouver Sun*. The Komagata Maru was later escorted out of Canadian waters by the HMCS Rainbow and Sea Lion.

The Komagata Maru Heritage Foundation briefly owned the Sea Lion in the mid 2000s. The foundation says the tugboat was the first in B.C. to have ship-to-shore radio and a searchlight, made the first tow of Davis Raft type log boom and its whistle had a sliding scale its crew could play songs on.

Drummond said a former deckhand and second mate of the MV Sea Lion in the 1950s came by the shipyard this fall and shared stories with two dozen staff members about his time on the tugboat and what it was like to work on tugs on B.C.’s coast in those years.

“We presented him with [a piece of the tug] on behalf of the crew, because historically that’s where it needed to go, and then he took 15 or 20 minutes and graciously shared some stories. So the people that were here that day got to see a little bit of the heart and soul that went into that boat ... one of the coolest things that I’ve been able to do during the job was that,” Drummond said.

<https://www.nanaimobulletin.com/news/b-c-s-oldest-wooden-tugboat-being-scraped-at-shipyard-in-nanaimo/#>



Rib Ticklers:

The Usual Question

As a little girl climbed onto Santa's lap, he asked her the usual question, "And what would you like for Christmas?"

The child stared at him open mouthed and horrified for a minute, then gasped, "Didn't you get my text?"

A man asked his doctor if he t

A man asked his doctor if he thought he'd live to be a hundred. The doctor asked the man, "Do you smoke or drink?"

"No," he replied, "I've never done either."

"Do you gamble, drive fast cars, and fool around with women?" inquired the doctor.

"No, I've never done any of those things either."

"Well then," said the doctor, "what do you want to live to be a hundred for?"

Merry Christmas Everyone.



History 101

THIS DAY IN HISTORY

DECEMBER 15 1890



Sitting Bull killed by Indian police

After many years of successfully resisting white efforts to destroy him and the Sioux people, the Sioux leader and holy man Sitting Bull is killed by Indian police at the Standing Rock reservation in South Dakota.

One of the most famous Native Americans of the 19th century, Sitting Bull (Tatanka Iyotake) was a fierce enemy of Anglo-Americans from a young age. Deeply devoted to the traditional ways, Sitting Bull believed that contact with non-Indians undermined the strength and identity of the Sioux and would lead to their ultimate decline. However, Sitting Bull's tactics were generally more defensive than aggressive, especially as he grew older and became a Sioux leader. Fundamentally, Sitting Bull and those associated with his tribe wished only to be left alone to pursue their traditional ways, but the Anglo settlers' growing interest in the land and the resulting confinement of Native Americans to government-controlled reservations inevitably led to conflicts. Sitting Bull's refusal to follow an 1875 order to bring his people to

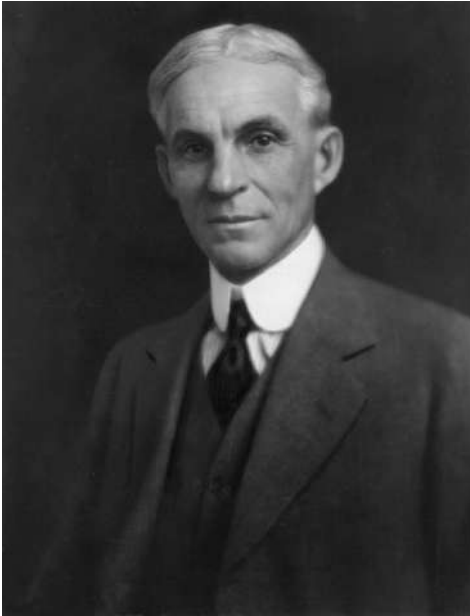
the Sioux reservation directly led to the famous Battle of the Little Bighorn, during which the Sioux and Cheyenne wiped out five troops of Custer's 7th Cavalry.

After the Battle of the Little Bighorn, Sitting Bull and his followers fled to Canada for four years. Faced with mass starvation among his people, Sitting Bull finally returned to the United States and surrendered in 1883. Sitting Bull was assigned to the Standing Rock reservation in present-day South Dakota, where he maintained considerable power despite the best efforts of the Indian bureau agents to undermine his influence. When the apocalyptic spiritual revival movement known as the Ghost Dance began to grow in popularity among the Sioux in 1890, Indian agents feared it might lead to a Native American uprising. Wrongly believing that Sitting Bull was the driving force behind the Ghost Dance, agent James McLaughlin sent Indian police to arrest the chief at his small cabin on the Grand River.

The police roused Sitting Bull from his bed at 6:00 in the morning, hoping to spirit him away before his guards and neighbors knew what had happened. When the fifty-nine-year-old chief refused to go quietly, a crowd gathered, and a few young men threatened the Indian police. Someone fired a shot that hit one of the Indian police; they retaliated by shooting Sitting Bull in the chest and head, killing him instantly. Before the ensuing gunfight ended, twelve other Native Americans were dead and three were wounded.

Sitting Bull was buried in a far corner of the post cemetery at Fort Yates. Two weeks later, the army brutally suppressed the Ghost Dance movement with the massacre of a band of Sioux at Wounded Knee.

Henry Ford, (born July 30, 1863, Wayne county, [Michigan](#), U.S.—died April 7, 1947, Dearborn, Michigan), American industrialist who revolutionized factory production with his assembly-line methods.



Ford spent most of his life making headlines, good, bad, but never indifferent. Celebrated as both a technological genius and a folk hero, Ford was the creative force behind an [industry](#) of unprecedented size and wealth that in only a few decades permanently changed the economic and social character of the United States. When young Ford left his father's farm in 1879 for [Detroit](#), only two out of eight Americans lived in cities; when he died at age 83, the proportion was five out of eight. Once Ford realized the tremendous part he and his Model T [automobile](#) had played in bringing about this change, he wanted nothing more than to reverse it, or at least to recapture the rural values of his boyhood. Henry Ford, then, is an apt symbol of the transition from an agricultural to an industrial America.



[Model T](#)

The 1909 Model T.

Early life

Henry Ford was one of eight children of William and Mary Ford. He was born on the family farm near Dearborn, Michigan, then a town eight miles west of Detroit. Abraham Lincoln was president of the 24 states of the Union, and Jefferson Davis was president of the 11 states of the Confederacy. Ford attended a one-room school for eight years when he was not helping his father with the harvest. At age 16 he walked to Detroit to find work in its machine shops. After three years, during which he came in contact with the internal-combustion engine for the first time, he returned to the farm, where he worked part-time for the Westinghouse Engine Company and in spare moments tinkered in a little machine shop he set up. Eventually he built a small “farm locomotive,” a tractor that used an old mowing machine for its chassis and a homemade steam engine for power.

Ford moved back to Detroit nine years later as a married man. His wife, Clara Bryant, had grown up on a farm not far from Ford’s. They were married in 1888, and on November 6, 1893, she gave birth to their only child, Edsel Bryant. A month later Ford was made chief engineer at the main Detroit Edison Company plant with responsibility for maintaining electric service in the city 24 hours a day. Because he was on call at all times, he had no regular hours and could experiment to his heart’s content. He had determined several years before to build a gasoline-powered vehicle, and his first working gasoline engine was completed at the end of 1893. By 1896 he had completed his first horseless carriage, the “Quadricycle,” so called because the chassis of the four-horsepower vehicle was a buggy frame mounted on four bicycle wheels. Unlike many other automotive inventors, including Charles Edgar and J. Frank Duryea, Elwood Haynes, Hiram Percy Maxim, and his Detroit acquaintance Charles Brady King, all of whom had built self-powered vehicles before Ford but who held onto their creations, Ford sold his to finance work on a second vehicle, and a third, and so on.

During the next seven years he had various backers, some of whom, in 1899, formed the Detroit Automobile Company (later the Henry Ford Company), but all eventually abandoned him in exasperation because they wanted a passenger car to put on the market while Ford insisted always on improving whatever model he was working on, saying that it was not ready yet for customers. He built several racing cars during these years, including the “999” racer driven by Barney Oldfield, and set several new speed records. In 1902 he left the Henry Ford Company, which subsequently reorganized as the Cadillac Motor Car Company. Finally, in 1903, Ford was ready to market an automobile. The Ford Motor Company was incorporated, this time with a mere \$28,000 in cash put up by ordinary citizens, for Ford had, in his previous dealings with backers, antagonized the wealthiest men in Detroit.

The company was a success from the beginning, but just five weeks after its incorporation the Association of Licensed Automobile Manufacturers threatened to put it out of business because Ford was not a licensed manufacturer. He had been denied a license by this group, which aimed at reserving for its members the profits of what was fast becoming a major industry. The basis of their power was control of a patent granted in 1895 to George Baldwin Selden, a patent lawyer of Rochester, New York. The association claimed that the patent applied to all gasoline-powered automobiles. Along with many rural Midwesterners of his generation, Ford hated industrial combinations and Eastern financial power. Moreover, Ford thought the Selden patent preposterous. All invention was a matter of evolution, he said, yet Selden claimed genesis. He was glad to fight, even though the fight pitted the puny Ford Motor Company against an industry worth millions of dollars. The gathering of evidence and actual court hearings took six years. Ford lost the original case in 1909; he appealed and won in 1911. His victory had wide implications for the industry, and the fight made Ford a popular hero.

"I will build a motor car for the great multitude," Ford proclaimed in announcing the birth of the Model T in October 1908. In the 19 years of the Model T's existence, he sold 15,500,000 of the cars in the United States, almost 1,000,000 more in Canada, and 250,000 in Great Britain, a production total amounting to half the auto output of the world. The motor age arrived owing mostly to Ford's vision of the car as the ordinary man's utility rather than as the rich man's luxury. Once only the rich had travelled freely around the country; now millions could go wherever they pleased. The Model T was the chief instrument of one of the greatest and most rapid changes in the lives of the common people in history, and it effected this change in less than two decades. Farmers were no longer isolated on remote farms. The horse disappeared so rapidly that the transfer of acreage from hay to other crops caused an agricultural revolution. The automobile became the main prop of the American economy and a stimulant to urbanization—cities spread outward, creating suburbs and housing developments—and to the building of the finest highway system in the world.

The Answers:

1. Answer: Put on the iron.
2. Answer: 1967
3. Answer: White. The only place you can hike 3 miles south, then east for 3 miles, then north for 3 miles and end up back at your starting point is the North Pole. There are only polar bears in the North Pole, and they are white
4. Answer: A river.



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Thank you all for your support and participation!

So long until next time!

