



Gold Country Flyer

Monthly Newsletter Published By the El Dorado Early Ford V8 Car Club. Send Newsworthy Items to Sandy Barisic at hapee2b@att.net

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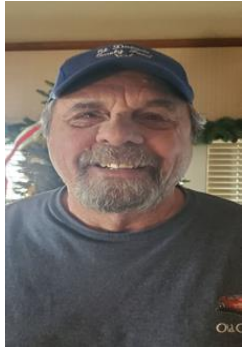
Mission Statement

The El Dorado Early Ford V8 Car Club is based in El Dorado County, California and is dedicated to the restoration and preservation of Ford, Mercury, and Lincoln vehicles designed and built by the Ford Motor Company from 1932 to 1953. Meetings are held the first Thursday of each month. Locations change so check newsletter for location.

President's Message

Hello V8er's,

Happy Thanksgiving...Well November is the start of the Holiday Season and I for one am very excited about this time of year. It's a great time to spend time with



family and friends and give thanks for all we have even with this past year we've had and these uncertain times.

I'm happy to announce that going forward our club is healthy financially and I don't foresee any issues that may cause problems for us in 2021. Sue and I wish you all the very best Thanksgiving and try

not to eat too much turkey! Hope to see you at our meeting Thursday, November 5th at Colina de Oro!

Rex



Meeting Minutes

On October 1st, the Early Ford V8 Club held our monthly meeting at Colina de Oro in Diamond Springs. We had a great turnout, with 23 in attendance. President Rex Roden called the meeting to order at 6:15pm. We had one guest, George from Grants Pass, Oregon attending with Sandy.

On September 25th we lost one of our long standing members, Vince Barisic. Vince was a founding member and longtime president of the club. Rex requested a moment of silence for Vince. He will be sorely missed with his ever positive attitude and constant smile.

The minutes from the September meeting were accepted and approved. Treasurer, Sandy gave the

current status, and all is good. On a personal note, Sandy also mentioned she has two 5 month old kittens she is trying to find a home for, so check around. Due to some pressing personal issues, Sunshine Barbara is taking a temporary leave of absence and Sue Roden will stand in for her, keeping us updated on our member's wellbeing. Art had no new information on accessories, did mention that all available items have found homes. So, we have nothing in stock at this time. Art also is resigning from the Vice-President position. Rex asked for all members to give some thought as to nominees for the position. December is the month next year's officers will be voted on.

The month of October's birthdays are: Art Hardie 3rd, Len Brewer 6th, Patty Plant 29th. Howard & Judy Madison celebrated their 35th anniversary on the 5th. Under new business Rex proposed that the club invest in insurance to include D&O at \$140. a year. It was voted on and passed. Also, the club voted to make Sandy Barisic an Honorary member. A count of 12 was taken for those planning on attending Saturday's breakfast. November's meeting will be on Thursday the 5th at (TBD).

The Christmas Party for this year was discussed and planned for Saturday December 5th, at the Forrester Pub & Grill at p.m. Originally was planned for the 12th but Patty was contacted by the Forrester as to a scheduling conflict. Need input at the November meeting if this is going to be an issue. Discussion of fair weather cruise to possibly Murphy's for lunch was had. Ladies lunch for October is pending. Men's luncheon is scheduled at Mel's Diner in Placerville at noon on October 15th. Dave donated two M&M model cars to the club that were auctioned off and funds added to the club coffers, thanks Dave. A reminder that the annual Hot Rod BBQ is being held this October 17th noon-p.m. at the Plant's house. Meeting was wrapped up and adjourned at 6:55pm.

Submitted by Secretary, Patty Plant

Meeting Thursday November 5, 2020

The meeting is scheduled for Thursday November 5, 2020 at Colina de Oro in Diamond Springs. Dinner at 5:30 with meeting to follow.

Breakfast Saturday November 7, 2020

Breakfast is scheduled for Saturday November 7 at 9:00 AM at the Beef & Brew in Diamond Springs. Bring your Hot Rod weather permitting!

Breakfast Schedule 2020

November – Rex & Sue
December - No Breakfast



Birthdays & Anniversaries



Birthdays:

Bud Lewallen 25th;
Barbara Erb 27th
Judi Lewallen 28th

Anniversaries:

Bud & Judi Lewallen 5th

Sunshine

Peggy Brewer fell and broke her hip mid-October. The next week, Len's only sister fell and caused severe damage to the spinal cord. But the good news is that Peggy had surgery and had a plate inserted in her hip and she's up and walking. Nadine had pneumonia but it is on the mend. Everyone else is in good health considering the uncertain times we all are experiencing. Please contact Sue at 916-342-0919 with sunshine items of interest.

Ladies Luncheon

The November ladies luncheon will be Tuesday November 10th at the Beef & Brew in Diamond Springs. Lunch will be outside in the breezeway. Please RSVP to Patty Plant at 530-621-1180.

Men's Luncheon



The November Men's luncheon is scheduled for Thursday November 19th at 12:00 Noon at the Buttercup Pantry in Placerville. Please RSVP to Rex at 530-748-6181.

Christmas Party



Save The Date! December 5, 2020

The Christmas Party is scheduled for Saturday December 5th at the Forestor Restaurant 4110 Carson Road in Camino.

We will order from the menu and gift exchange maximum \$20.00 per person. Please RSVP at the November meeting.

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

Up until the last few decades, overhead-camshaft engines were generally reserved for luxury or high-performance vehicles; pushrods or side valves 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.

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.

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 sheet metal engine, one suitable for automotive, marine, aircraft, and stationary purposes. That sheet metal 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.

Tips to stay organized in the garage

By Kyle Smith

The thrill of making progress assembling your DIY project can quickly be overshadowed by the frustration of a missing part or piece of hardware that you're pretty sure you set down right there. Despite how confident we all are in our memory and ability to stay organized and remember exactly where each piece went, a little preparation and awareness goes a long way. Here are tips for how to stay on top of your game.

Get small trays for small parts (and bigger trays for big parts) - If your project isn't going to be apart long, use a handful of small trays to organize bolts and hardware. Muffin tins are great for this, and you can label each grouping of hardware directly on the tin with a permanent marker. I also keep these stacking plastic trays on my workbench and I can number the order in which the hardware or small parts came off the car and assemble in reverse order to ensure I am doing things in the correct order. I say to do this only if the project won't be apart long because if you just have random tray and dishes of hardware on your workbench, it is only time before they get knocked and scattered across your floor. In my shop they seem to always make it under something immovable.

Grab your camera - This is one piece of advice that has been relayed to me 100 times, and I have recommended it to others just as often, yet I still catch myself not actually doing it. So do as I say and not as I do, because

taking pictures during disassembly can—and will—save you from massive headaches. Sure, there are times where you end up not needing the references upon reassembly. When you do, though, those jpeg files feel like they've been downloaded from the heavens rather than your digital camera.

Tape is your friend - The term “tag and bag” is great, but what about items that cannot be bagged? Grab some tape, write the info you will need to remember for reassembly, and then slap it on your part. For greasy bits where tape doesn't stick, make yourself a few quick and easy “toe tags” by attaching a flag to a piece of wire or string, writing the info you need on it, and then tying the wire or string to the part.

Keep it all in one spot - Typically I try to only have two big projects going at once, and that is why I own two workbenches. The concept is simple: keep everything related to a project on its assigned bench. Be disciplined about this one. I run little risk of cross pollinating the flathead water pump with the 53 Ford parts bin, but fasteners, heat shields, and a multitude of small parts might not be immediately recognizable as belonging to one car or the other if I have been away from the project for a week or two. I know everything on one workbench should be parts for project A, and everything on the other is parts for project B. If you don't have much worktop space, a folding table is a wise investment to keep parts in one place and off the floor.

Work clean, stay clean - The last few points have been all about general organization, but a good foundation of success for any project is a clean and ready environment in which to do the job. If you are having to shuffle spare parts and other dirty pieces out of your way as you are trying to work, it's less likely to end well. Get your space cleaned up before diving into the task at hand and remember to keep tidy as you go. That means having a few rags or towels on hand, as well as floor-dry or trays to contain spills and greasy parts. These tips will get you started, but over time you'll develop your own system.





The Plant's, Roger's. and Roden's, want to thank all who attended the Hot Rod BBQ. The weather was perfect, the food was great, and getting together with friends was absolutely over the top. We had over 100 people and 32 beautiful Hot Rods, Classic & Muscle Cars in attendance. Mark your calendars for the next Hot Rod BBQ October 16, 2021 (tentative date). More info as the date gets closer.

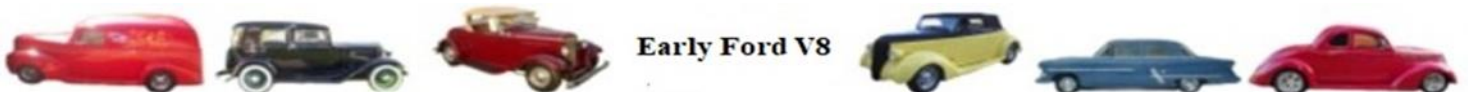
Upcoming 2020 Car Shows & Events in the Greater Sacramento Area
Be sure to confirm before you go

Sacramento Autorama – April 9-11, 2021 (New Dates)
Grand National Roadster Show May 14-16, 2021 (New Dates)

- 1. What year did Ford introduce the F series pickup?**
- 2. What year was the first production Mercury made?**
- 3. What year did seat belts become mandatory in cars?**
- 4. What year did Ford switch from 6-volt positive ground to 12-volt neg ground?**
- 5. When was the first padded dash introduced?**

Answers

- 1. 1946**
- 2. 1939**
- 3. 1962**
- 4. 1956**
- 5. 1956**



Early Ford V8