



V-8 News

Southern Ontario Regional Group #149
Early Ford V-8 Club



Volume 23–Issue 9– 1932-54 FORD, METEOR, MERCURY, MONARCH, LINCOLN – September, 2020



1954 Meteor Rideau Convertible, Owned by Vern Kipp

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Photography: Doug Torrell

Marketing: Stan Walker

Past Pres. Barry Moore

More of Vern's 1954 Meteor Rideau Convertible



A lovely looking car, it simply sparkles.

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Editors note; just a note of thanks to all members who have taken the time to send me articles for the newsletter, especially on their projects. Keep them coming, thank you.

COMING EVENTS

September 20; A TOUR IS ON; MEET AT MANCHESTER AT COUNTRY STYLE DONUTS LOCATED AT THE NORTHWEST CORNER OF HIGHWAY 7a AND 12

DEPARTURE TIME: 9:30 SHARP

THE TOUR WILL MEANDER THROUGH THE BACK ROADS AND LAST APPROXIMATELY 2 ½ HOURS. FILLUP WITH GAS AT THE START AS NO GAS STOPS PLANNED. BRING YOUR FOOD, DRINK AND CHAIR FOR LUNCH TO BE HELD AT CARVER'S PARK LOCATED JUST WEST OF THE HOME OF RUSS TREVURZA. WE HOPE TO SEE YOU AND HAVE SOME GOOD CHIT CHAT WITH OUR LUNCH. THE PARK STATED THEIR PUBLIC WASHROOMS WILL BE OPEN.

October 20 no meeting

November 17 no meeting

December 15 no meeting

THIS NEWSLETTER IS MADE AVAILABLE ONLY FOR MEMBERS OF OUR CLUB AND OTHER REGIONAL MEMBERS OF THE EARLY FORD V8 CLUB

NEXT MEETING DATE – TO BE HELD AT THIS LOCATION.

Date: ???? **Day: Tuesday** **Time: 7:30 p.m.**

Where; Claremont Legion, 4937 Old Brock Rd North, Claremont, ON, L1Y 1A6.

Website earlyfordv8.ca this will get you to our club internet web-site.

Club Mailing Address – Southern Ontario RG #149, 6 Westwood Lane, Richmond Hill, On, L4C 6X9

Canadian International Representative - Dave Hamer is your contact for any issues you may have with the V8 Times or the club. Contact info; 329 Hamers Road, Brooklin, Ontario, L1M 2A4, at flatheaddh@gmail.com or 905-925-4881

PREZ SEZ

With Stage 3 of the re-opening now in place the V-8 Executive are planning more in September. A recent meeting on August 6 at the home of director Russ Trevurza saw some good progress. We had planned a club meeting for September 15 at the Claremont Legion. A positive note is that the Legion now have new central air conditioning on both levels. However The National V8 Club has just sent out a notice stating that no regional group hold any meetings for the balance of the year. So our planned meeting is not to be. Better to be safe than sorry at this time... A Tour is planned for September 20 with the details under COMING EVENTS.

A recent tour with Durham ACCCC was most enjoyed on August 8 and an inspiration too. As our last stop was Elgin Park at Uxbridge for lunch lots of old car banter became the order of the day. My vehicle of choice was a 1949 Mercury 4dr and the ride was very stiff, too stiff. The last owner was very misguided and the car over sprung. On August 12 I was very fortunate to get an opening at East Spring in Scarborough and two unneeded rear leaf springs removed and main leaves re-arched. With a NOS shackle kit supplied by myself, the car rides like a dream. An old ad of the day stated "The car with the lullaby ride". Those old school auto shops are a god-send and well worth the money. Vern

MEMBERSHIP MEETING No meeting

1954 Meteor Rideau Convertible

by Vern Kipp

A lot of automobiles probably have a "Ripley's Believe it or Not" type history as this car does for sure!

The story of the purchase began a t noon on October 31/19 when a call from Al Webster came in with a very unusual request. He wanted a 1952-53 Mercury oil bath air cleaner and di I have one. I indicated in 50 years I had owned only two, but still had one. I had it removed from a '53 Mercury parts car 50 years earlier! Like an old friend by now I would never use it for sure and volunteered to deliver it the next morning and view the car too. What was this car? P.3

Why a Canadian built '54 Meteor convertible with a 255 Mercury engine, '54 Mercury dashboard, automatic transmission and very scarce power steering too. Bought non running at the recent International Trade Show Toronto auction, Al and mechanic Ray had got the car running and a strong engine with no ring blow by came to light. With real personae i.e. curb-side appeal it began to grow on me. Weaned on '53/54 Ford and Meteors from

1965, I grew out of them in the late 1990's but did I? Mechanic Ray suggested a deposit would secure it but I wanted to do research first.

Once home I called Joe Shields in Iroquois who when living in Georgetown became a frequent visitor to the Ford Archives in Oakville. Archivist Sandy supplied Joe with a figure of 277 built not a large number at all. Half were built in Windsor and this car is one of them when the building code was translated. Telling Joe Waterman about the car saw me meet him at Al's and we did a good overview of the car outside after I reversed her upgrade to a good spot. To make a long story short I took the plunge and bought the car for better or for worse and finished the financials the next day.

Buying the car uncertified I had called a mechanic friend north of Bradford and got the car transported to his premises. First the rear end was rebuilt although the crown and pinion was still good, the rest was shot! Automatic transmission came next, followed by power steering and the brake system including master cylinder and all brake lines. Shocks, gas line, speedo head, speedo cable, carburetor and heater hoses followed.

Finally after an initial road test and unexplained "thunking" up the steering column was investigated, the column was loose so steering wheel had to come off to tighten it down. Not only that but the front kingpin bushings were bad as new grease had dislodged old compacted grease and brought it to light. Finally upper and lower a-arm pin threads on the driver's side were stripped out too. Taking so-me good used ones to the garage, I had taken two sets just in case and sure enough the right lower a-arm was losing its thread too. Metal hanging out looked like grease! For good measure all a-arms got changed out, no small job at all. More than once I gave thanks for my parts in stock. Finally the car was rebuilt from stem to stern but I did gain a very good engine, steering box, like new tires and good gas tank which still possibly had leaded gas as the gas came out clear with no evidence of rust, a bonus!

Entering Ontario in 2016 from Alberta, it was registered to a dealer/collector in Niagara Falls, while there it must have been in limbo but based on the wear on the car the mechanic and I agree the car logged at least 300,000 miles!! An excellent theory of mine, it was used to go up and down the Alaska Highway and for hunting and fishing. The damage to the front end suspension a-arms was from off road trips to bag game birds, not a bad theory at all. In spite of this the interior is still very good, the dashboard and steering wheel very good. Originally Fiesta Red it was repainted Bittersweet Orange, a 1954 Mercury or Monarch colour. The last time I saw this colour was on Bobby Curtola's '54 Monarch convertible at Ford of Oakville's 1998 Homecoming and I have pictures of this car for posterity with the singers passing who knows where it is now. Cars like this are very seldom seen although a neighbour of Ray Brown our member in Thunder Bay has shown one to him.

MEMBERSHIP REPORT

On behalf of the Club Executive, I would like to welcome our newest member. We hope that you will find the club to be informative and rewarding

Glenn Doner Gormley, ON 1932 5 Window Coupe

Please feel free to contact any of the Club Executive for vehicle related questions or concerns.

Joe Waterman - Membership Chair

The 1940 Ford Business Coupe and The Egg Salesman

by Vern Kipp

Everything has a trigger and recently supplying a set of 1946-48 front spring shackles to Barry Moore reminded me of the merits of the softer riding rubber bushings introduced by Ford in 1941.

Prior to this they were steel pins over rubber sleeves, requiring special tools to install and to remove too. A big improvement was that the Ford dealerships would replace the 1939-40 models with the 1941 sets on request. Such a request was one from an egg salesman who drove a 1940 Ford Business Coupe, and wanted a softer ride to protect his precious cargo. Noted for good eggs he supplied a lot of Toronto area restaurants. Tiring of the labour rates at the dealers he made the acquaintance of Gord Hazlett, owner of Fleet Service Garage on Danforth Avenue who specialized in trucks but would take in cars to keep busy between jobs. Gord remembered this customer because he would pop up every 6 months on the dot to request he change his now rubber-bushed shackles. He would also boast he never delivered a broken egg to his many customers. Almost always at least one or more of the bushings were split with some Toronto streets in very poor shape, then as now, as nothing changes. The above story was told to me by Gord as I drove him home down Bayview Avenue in a 1940 Ford Business Coupe with very good springs and shackles, some number of years ago now.

Symptom 14999-A

Entire Electrical System Inoperative

a. Procedure.

As is true in diagnosing any trouble, what the owner states is wrong merely reflects his impression. For this reason the first step in trouble shooting is to establish the facts, making the necessary correction where the fault is found before proceeding with the next step.

A quick analysis of the entire electrical system to isolate individual circuits causing trouble is made by determining if current is available at various points in the main circuit. These tests are all made without leaving the driver's seat and no equipment is required. Four operations and an observance of what occurs during each are involved as follows:

- (1) Press horn button (momentarily).
- (2) Press starter button (momentarily).
- (3) Turn ignition switch on (15 seconds).
- (4) Turn pillar lights on (momentarily).

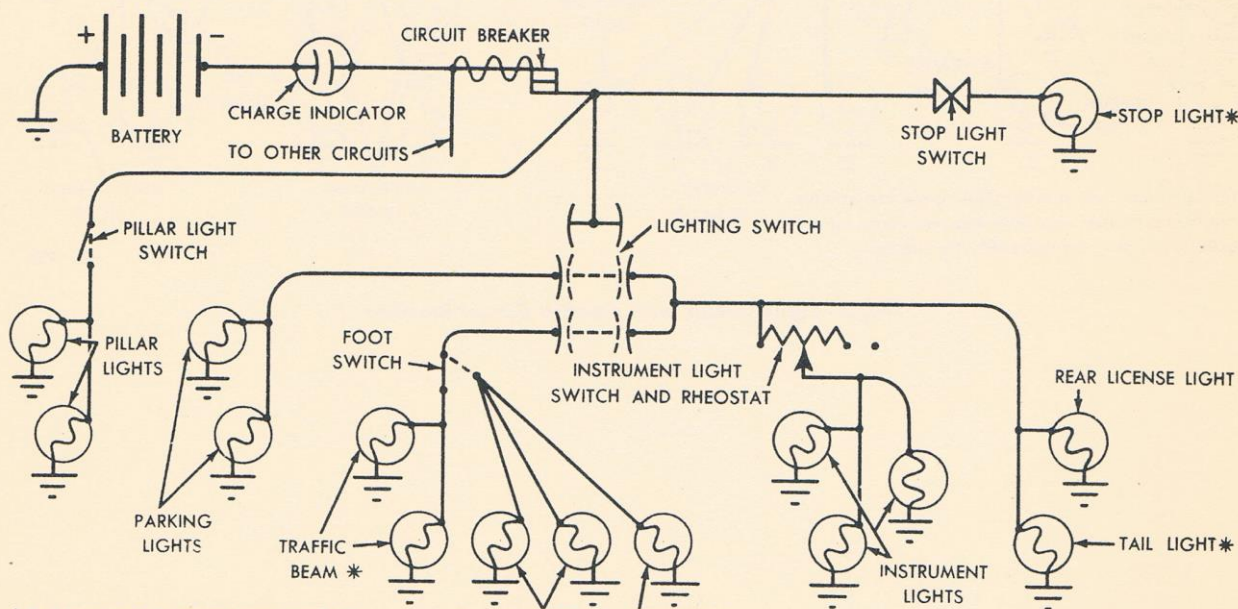
NOTE: If vehicle is not equipped with pillar lights, turn on headlights.

b. Diagnosis.

Based on your observations during the above tests, follow whichever of the following (1) through (9) that applies:

- (1) **HORN SOUNDS.** If the horn sounds, the battery and the battery cables are OK.
- (2) **HORN DOESN'T SOUND.** If the horn does not sound and if paragraphs (3), (5), (7), and (8) below are true, the trouble is in the horn circuit, follow symptom 14999-N.
- (3) **STARTER ENGAGES.** If the starter engages, battery, cables and starter relay are OK.
- (4) **STARTER DOESN'T ENGAGE.** If the starter does not engage, but the horn does sound, follow procedure for Symptom 11999-A.
- (5) **INSTRUMENTS REGISTER.** If the instruments register, battery cables, and the circuit to the overload circuit breaker are OK.

Note Subject and Page Number
Destroy Subject 15999, Page 9, Dated Sept. 15, 1939



* Tail light, stop light and headlight bulbs are actually two filament bulbs; they have been shown as separate bulbs in this diagram to simplify the circuits.

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Fig. 1—Light Circuit with Single Circuit Breaker

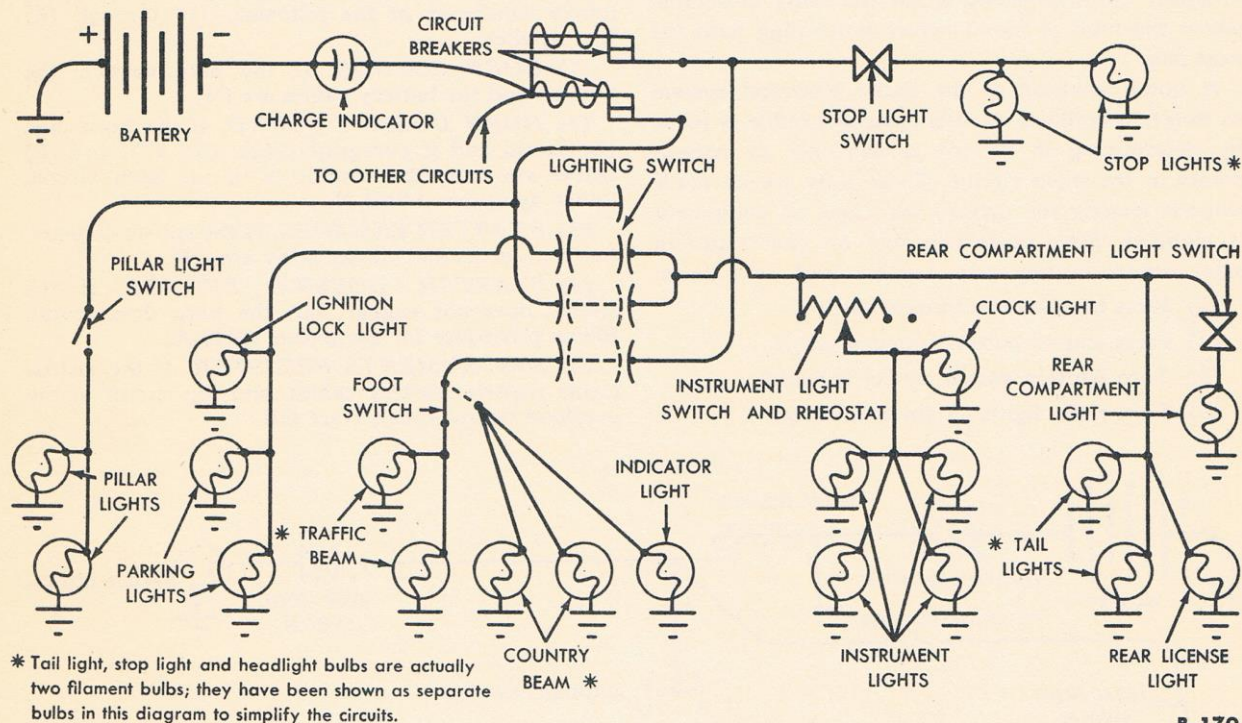
(6) **NO INSTRUMENTS REGISTER.** If none of the instruments register and the lights do not light, the trouble is in the wire running from the starter relay to the circuit breaker. If none of the instruments register but the lights light, the trouble is in the ignition switch or main feed wire to the instruments.

(7) **SOME BUT NOT ALL OF INSTRUMENTS REGISTER.** If some but not all of the instruments

register, follow the procedure for Symptoms 14999-V, W, X, Y, or Z.

(8) **LIGHTS LIGHT.** If pillar (or head) lights light, battery, cables, circuit to overload circuit breaker and the circuit breaker are OK.

(9) **LIGHTS DO NOT LIGHT.** If the lights do not light, the battery cable is loose or the main feed wire is disconnected at the switch or headlight loom or the wire is broken.



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Fig. 2—Light Circuit with Double Circuit Breaker

1951 Meteor Convertible

In the 1970's and 1980's I had a travelling job which required a lot of driving around in ten counties of southwestern Ontario. From time to time, interesting old vehicles occasionally turned up.

One of them was a 1951 Meteor convertible near Sarnia. After many years of storage in a farmer's barn, it was a long way from being pristine, but most of the car was still there. The last time it had been licensed and driven was 1962.

I managed to buy the vehicle in 1988 or 1989, and it was an excellent parts source although at some point the previous owner had attempted to install a customizer's Carson-style top. Also, many of the engine-related components were in the trunk and the block itself was gone.

Several years ago the car was taken apart for a complete body-off restoration. While parts were being accumulated for the build, some were stolen in a burglary at our shop. Those were replaced with the assistance of the late Don Gibson.

Work is progressing slowly. The body is back on the chassis, rocker panels and the interior floor are done, the doors work very well, and a 1952 239 cubic inch flathead V8 has been installed.

See page 93 of the May June 2020 V8 Times magazine for Early Ford V8 Club Of America tech advisor Joe Abbin's comments about preparing this engine for fire-up in his column "Lubricating A Flathead Before Starting" (Joe is a member of Regional Group 79, a mechanical engineer, and a flathead V8 high performance specialist who operates Roadrunner Engineering in Albuquerque, New Mexico).

Before the snow comes later this year, repair of the trunk floor should be finished. Exhaust, new wiring and a correct 1951 convertible top assembly will also be installed by that time.
Grant Fleming
Grant's shop..



The engine is out, front end removed



New engine about to be installed



Engine installed and now Grant is on to the next phase.

QUIZZ; Have a look at this great looking '32 Vicki and decide what did the owner change on this Ford that is rather unusual. Did you pick it out? Pass your answer to John Magill [contact the club for contact information].

