



VCCC - Preserving Vintage Cars Since 1958

Victoria Vintage View

Newsletter of the VCCC – Victoria Chapter.



MYSTERY CAR for this Issue. WHAT IS YOUR GUESS ?? Answer on back page.

WELCOME 😊

Welcome to the Spring 2024 edition of the Vintage View, the periodic newsletter of the Victoria Chapter of the Vintage Car Club of Canada. Please submit a story and picture of your vintage vehicle or other subject to the editor: normtatlow@gmail.com It can be any length. We are very short of new material for this newsletter to continue. We hope to keep it fun and interesting. Your ideas and feedback are very important. We would like to eventually feature every members' vehicle(s) to have a good representation of the club. Thank You. Ed



1909 White Steamer. Ordered by US President Taft.

OBITUARIES:

We received this message from Frieda Eriksen:

Charter Member, Barry Baker, passed away on Monday, January 15th, in Comox, BC.

Barry and his wife, Elaine, were members of the Victoria Chapter for 6 years.

Since he was a Charter Member, I thought the members would like to know.

MEMBERSHIP UPDATE

As of February 15th, 2024, we currently have 61 memberships -- 58 full memberships and 3 associate memberships. We are expecting two additional members in the next weeks, which will bring our total to 63. For 2023, we ended up with 66 members, and for 2022 we had 73.

Please join me in welcoming several "new" members to our Chapter

David & Ellen Niven, Brentwood Bay -- 1928 Ford Coupe

Barry & Jennifer McCallan, North Saanich -- 1931 American Austin Coupe, 1933 Lincoln Convertible Coupe, 1938 Bantam Roadster, 1948 Willys Overland Jeep truck, 1952 Jaguar XK 120 Roadster, 1958 Land Rover Station wagon, 1961 Jensen 541S Coupe, 1969 Karman Ghia Convertible, 1975 Jensen Interceptor Convertible, 1961 Lotus Super 7 Roadster, 1988 Porsche Turbo S Coupe.

Also, returning to the Chapter after a two-year break is Richard Johnson, Victoria -- 1991 Cadillac Coupe de Ville.

If you have any questions about your memberships, please do not hesitate to contact me -- vccc.vic@gmail.com

Thanks to everyone for your prompt attention to my mail-outs regarding your renewal.

Liz Taylor, Secretary

VCCC - Victoria Chapter

Chapter Address: Box 44190, 2947 Tillicum Rd. Victoria, B.C. V9K 7K1

Chapter General Meeting - 1st Tue. of the month: 7:30 PM View Royal Community Hall. 279 Island Hwy

Secretary: Liz Taylor

Treasurer: Brent Morrison

Tours & Events : Rod Forbes

President: Rudy Ewert

Vice President: Paul Taylor

Governor: Brent Morrison

Vintage View Editor and Vintage Car Contributor: Norm Tatlow ~ normtatlow@gmail.com

Victoria Chapter Website ~ victoria.vccc.com National Website: WWW.VCCC.com

UPCOMING EVENTS: 🥰

Chapter general meetings held at 279 Island Highway. Victoria, B.C.

General Meeting Dates 2024 – Jan. 2, Feb. 6, March 5, April 2, May 7, June 4, July 2, Aug. 6, Sept 3, Oct. 2, Nov. 5, Dec. 3. All at 7:30 PM.

Sunday Run dates for 2024 – Jan. 14, Feb. 18, March 17, April 14, May 12, June 16, July 14, Aug. 18, Sept. 15, Oct. 13, Nov. 17, Jan. 1, 2025. Meet at The Pacific Forestry Centre at 1:00 PM. Depart at 1:30.

May Tour 2024. VCCC. Vernon B.C. May 17 – 20, 2024.

Fathers Day Model T Run. June 16, 2024.

Victoria VCC Swap Meet. June 23, 2024. (with Torque Master and Ford V8 Clubs).

Summer Bar B Q - TBD

Island Tour/ Red Carpet Tour – Sept. 12 – 14. Greater Victoria area.

Corn Roast – Sept. 2024. Date TBD.

Christmas Party and Awards Banquet - TBD

Annual New Years Day Run - Jan. 1, 2025

COOKING CORNER: (Thank You to Norma Jee) 🥓🍗🍊

Favourite Curry Dip and Secret Sauce.

I make this 2 or more cups at a time and keep it in the fridge in a sealer jar for weeks. You can use it as a veggie dip, or add some to sauces or even cook with it.

1 cup mayonnaise – any kind

½ cup ketchup

1 tbsp curry powder (or to taste)

1 tbsp Worcestershire sauce

1 tsp salt

1 tsp (finely ground) pepper

Mix all ingredients & chill. It will look pinkish at first but changes to the deep golden colour of the curry.

(NOTE: Gets better with age.)

Submitted by: Norma Jee

Next Edition:

Please submit a favorite recipe AND we will see:

Norm's Grilled Cheese Sandwich Recipe. 😂 YAHOO.

FOR SALE: OR Wanted - Classified Ads.

Wheel Dollies. All steel construction, like new.

\$40. For the pair. Please contact. Murray @ (250) 661-6772



CADILLAC PARTS: 🚗🚗🚗

Rear Window / Backlites available for the following. Most are from Cadillacs, but will fit other GM cars. Please do your own research for fitment.

- 1955 Fleetwood
- 1958 Coupe deVille
- 1959 / 60 4-door, 4-window - this is the big wrap-around rear glass
- 1962 Sedan deVille - I have all glass, including windshield, tinted door & rear glass
- 1968 Cadillac 4-door Sedan
- 1973 Sedan deVille with defroster intact
- 1979 Fleetwood Brougham
- 1968 Cougar rear glass
- Early to mid 70s Vee'd rear glass with deep "V" groove on inside center line

I also have a lot of 1962 Cadillac Sedan deVille parts.

- Leather rear seat complete with arm rest
- Leather power bucket seats; power motor runs properly; complete with mounting brackets. This was a "special order" option.
- Lots of interior panels, detail and trim parts, also headliner with bows, etc, etc.

Please contact Rudy for more info, pics, prices, etc.

rhewert@gmail.com

250-818-5310

Members : Submit Stories on These Subjects and More – Please
We need your input and stories.

- Example: A good Picture of your car and a few notes?
- Sunshine Report
- Obituaries
- Classified Ads
- Mystery Vehicle Photos
- Old Photo Corner
- Automotive Trivia
- Cooking Corner
- Special and Unique Topics

More!



Assembling For Sunday Run At The Pacific Forestry Centre

EMILY CARR's Packard Funeral Hearse. 🚒🚑



Fellow car guy Andy Jones brought this 1940 Packard funeral coach to Royal Oak Burial Park's 100th Anniversary celebration last October. Andy told me that McCall Bros. were the original owners of this car. It's not in bad shape, for its age. It looks better from 20 feet away than it does close up, but it has potential.

Afterwards, I got to thinking about the car. One day at the funeral home when I had been looking for something else, I came upon the entry for the funeral of Emily Carr, in March of 1945. We can be fairly certain that the 1940 Packard would have been McCall's #1 hearse at that time, if for no other reason that production of cars stopped during the war. Emily Carr was buried in Ross Bay Cemetery following her death in March of 1945, and we can be fairly certain that McCall Bros. would use their #1 hearse for a burial in Ross Bay Cemetery. Therefore, I can be pretty certain that Emily Carr took her last ride from McCall's to Ross Bay in this very car.

Emily Carr's grave is the single most-visited grave in Ross Bay. The Old Cemeteries Society visits her grave at least twice a year on its weekly cemetery tours. During the annual Emily Carr tour, a woman dressed as Emily goes from grave to grave of people that Emily had written about in her several books and reads passages from those books.

We always end up at the Carr family plot. At Christmas time, the Old Cemeteries Society places a wreath on her grave. by: Paul Taylor



Rudy's Corner 🕶️



BEING THANKFUL

I was asked to give a sort of blessing for the 2023 Christmas Awards Luncheon. Not wanting to give a traditional "grace", but still wanting to focus attention on the good we experience and enjoy in Canada, I decided on the following. Several people asked me to publish what I wrote. Thank you for coming out and attending our Christmas Awards Luncheon! It is good to see everyone. At this time of general Thanksgiving, and the Holiday Season, it is a good time to reflect, and remember all the reasons we have to be thankful. I'm sure all of you can add to my shortlist in your own way.

We are thankful for all the many who have worked hard to make this event possible

We are thankful for a comfortable place to meet and visit, and that we are able to freely do so

We are thankful for people willing to work while we relax and enjoy the results of their efforts

We are thankful for a peaceful country when so many others are embroiled in war and uncertainty

We are thankful to live in a land of plenty, despite rising prices.

We are thankful to share a common interest.

We are thankful for good food, good drink, good health, and for each other

Now all we need is the patience to wait calmly for our table to be called

In the words of Jedd Clampett, "Let's commence to eat'n!"

END. Rudy Ewert.

Rudy Ewert – Opinion Piece:

Every now and then there arises a discussion among Vintage Car Club members concerning the question of how to interest younger people to join our club. It is a recurring theme, and one that I have no answer for, alas. However, it has prompted me to wonder just how a young(er) person might go about procuring a "vintage" vehicle in the first place, and then what knowledge that person might have to acquire in order to restore, or at least enjoy said vehicle.

There are a veritable plethora of specialty clubs catering to specific makes or marques of vehicles, even right here in Victoria. Modified vehicles continue to attract a bigger, and often very enthusiastic following, especially among younger people. Often, however, these modified vehicles represent a sizable financial investment on the part of the proud owner. From personal experience, restoring a vintage car to stock condition is also a major financial commitment! Some "older" vehicles are proving to be collectible; most do not really fall into that category, where they will hold, or even grow in value. Doing some internet research on the vehicle of your choosing may well prove to be of great value, but an approach of skepticism and the filter of consensus opinions is in order to get a broader and more realistic information base. For the purposes of this dissertation, the writer assumes all repair and restoration work will be done by the owner.

Imagine this scenario. Unless our new collector friend is gifted a vintage vehicle, through the will of a relative, or some other generous person, just what is it this person might find? True, there still are some "vintage" vehicles to be found, lurking in old buildings or abandoned in woods or fields, but these are now truly hard to find, at least here in Canada. What qualifies for the term "vintage" varies with the age of the individual. For someone in their teens today, a vehicle from the 90s is probably an "old" one. Let's assume that our prospective new VCCC member has found an 80s or 90s vehicle, and is keen on making it reliably road-worthy. What are the pitfalls inherent in the restoration process of such a vehicle, and what knowledge will be required?

Imagine also that our prospective vintage vehicle owner does not fall into the classification of being "independently wealthy". If this is a person raising a young family, or hoping to break into the home ownership market, finances can be very hard to come by for diverting into a restoration project. Unless one finds a "cream puff" or excellently cared for vehicle, sourcing parts can prove expensive. Usually, the better the condition of the vehicle, the higher the asking price. There is also the issue of manufacturers obsoleting parts. Vehicles of a certain age fall into the void of being too old to be of value, and being too new to be of interest to after-market component makers / suppliers.

Supposing our young prospect has considered the choices available, and has decided that a luxury vehicle stands a better chance of being a worthwhile investment in the future. That long and impressive list of options and extras might be very attractive, but there can be sobering drawbacks. That long list of fancy options constitutes an accounting of how many systems and features can break down, or have and likely will break down, the repair of which will require extensive special knowledge, and hunting down of elusive parts. If something is broken on one car, in all likelihood that component is broken in any and all others of that make or model you might find. Choosing a vehicle with fewer features might prove a less costly and less frustrating choice. Hopefully our new prospect has taken the time to thoroughly assess the condition of the unit he is interested in acquiring. This requires a cool

head; a dispassionate and objective appraisal, and as much knowledge as one can readily find. This writer has yet to perfect or practice such an approach. Better yet might be to involve a knowledgeable club member to assess and advise on the purchase, if such a person exists.

Concerning the knowledge base required for understanding a vehicle from the 80s and newer, what might be involved? The 1970s mark the end of most manufacturers switching from carburettor engines to fuel injected ones. Aside from the early Chevrolet fuel injection as found on the Corvette, for instance, which was a mechanical device, most all others are electronic. Gradually, engines were designed to need increasingly more sensors and electronic gadgetry even to run, this motivated largely by government mandates and laws requiring lower fuel consumption and lower exhaust emissions, until we arrive at the engines of today which far surpass even "muscle car" engines for power output and reliability. But without a fully-functional computer, these engines simply will not run, nor can they be made to run by bypassing the electronics. Vehicles through the 80s and newer gradually became more and more reliant on computers with their plethora of sensors and modules, until now vehicles are basically rolling computers.

So what do you need to know to make these vehicles work properly? The most often used, and therefore most valuable tool in the toolkit of the prospective restorer of these vehicles is knowledge. Gone are the days of looking under the hood and understanding what everything that meets your eye is, how it functions, and therefore how to repair it. If you want such a vehicle, choose something older with a carburettor. The first thing this writer does when a vehicle is newly acquired is to obtain a shop manual, or at least a Chiltons or Haynes manual, but these two latter manuals are repair manuals, and do not contain nearly as much or as exhaustive information as does a shop manual. There is no such thing as "too much" information. For us today, the internet is a most valuable tool and information resource, as well as the best way to find parts. But again - if you are gathering your knowledge via the internet, watch as many U-Tube videos as you can find; read as many blogs, articles, or opinions as you can find, and then try to come up with a realistic condensation of this information.

Opinions vary widely; one person will praise while another will curse the vehicle. The truth most often lies in between. Take the time to do your homework.

END.

By: Rudy Ewert.

Victoria Chapter Christmas Party and Awards Banquet

(Editors note: This is a repeat of the report coming out in The Vintage Car magazine, We think it is worth repeating 😎). Great Party!!



On December 3 we held our Annual Seasonal/ Christmas Celebration and Awards Banquet. We had 59 attendees. This year it was at the beautiful HCP – Horticultural Centre of the Pacific in Saanich. It was a bit rainy so we did not get a chance to walk the expansive gardens on the property. The party was organized by Rod Forbes and his team. Nikki Bens did a beautiful job of decorating the venue artistically for the occasion. Thank you Nikki!! An excellent turkey dinner with all the trimmings was enjoyed by all! A selection of wine was kindly donated by Norrie and Evelyn Spencer. Paul Taylor displayed slides from the

Chapter's history up to the present day.

Membership Awards were presented at the banquet to members as follows, Congratulations to all award winners:



Rod Forbes - Most Valuable Member Award for 2023. Rod was awarded the Robert Lawrence Memorial Trophy for his hard work and leadership in the Victoria Chapter in 2023.

55 Year Member Award - Bob Rivers

* Bob has 6 vintage fire trucks and several other vehicles.

**There has to be a future story here!



Victoria Chapter Year Bars: **CONGRATULATIONS.** 🎉🎊

5 years Lou Bustamante & Janet Bar
 Werner Faust

10 years Bruce & Kim Cornfield
 Murray & Carol Firth
 Jim & Chris McNeill

20 years Steve & Sharon Butler

25 years Rudy Ewert & Norma Jee
 Ron & Jennifer King

30 years Heinz & Mary Mueller
 Paul & Liz Taylor

35 years Jim Schoffstoll; Cec Pratt

40 years Marc & Louise Brown

50 years Bob & Joan Huddleston
 Reg & Helen Potts
 Ted & Janet Trotter

55 years Bob Rivers

NEW YEARS DAY Run. January 1, 2024.

Our Annual New Years Day Run was held January 1, 2024. We had a large, full capacity turnout with a very full parking lot at the meeting spot. We were joined by several other area car clubs including Torque Masters, The Pharoahs, Early Ford V8 Club, etc. We drove from the Pacific Forestry Centre to Centennial Park in Saanichton. Food bank donations and/ or cash donations for the needy in Victoria were collected. 5 boxes of food items and \$ 395 in cash were collected for the less fortunate in our community. Donuts and coffee were enjoyed by all on a very nice day. The “Riddle Run” winners were Dave and Carol Le Grand from the Pharoahs Club with 16 of 20 correct answers, identifying a number of clues that we drove by on the run. Photographer Michael Nicolson took a lot of pictures and videos now posted on the VCCC Victoria Facebook page.



Sunday Run to G.A.S. Automotive, Saanich, B.C.



On January 14, 2024 we held our first Vintage Car Sunday Run of 2024. We met at the Pacific Forestry Centre as usual at 1:00 PM. We followed in a fairly orderly fashion on a tour through Saanich and ended up at Glanford Tuto Services (G.A.S.). It is a fairly new and energetic vintage car restoration facility. And adjacent impressive upholstery shop. Ross Taylor owner/ partner toured us through the impressive facility with big plans for expansion.



THAT'S A WRAP !



Thank you for reading this second edition of the re started Victoria Vintage View Newsletter. We hope you enjoyed it. It is slowly improving. A true work in progress.

- My apologies for any errors and omissions in this edition, or any other. 😊😊

- Please help us by suggesting ideas, writing articles, sending pictures, etc.
- Let me know what you would like reported here.
- Contact me at normtatlow@gmail.com Cell: 778 977 6346.

THANK YOU,

Norm Tatlow. Editor.

Happy Motoring



MYSTERY CAR ANSWER: 1904 Thomas Flyer. Removable hardtop.