

EARLY FORD V8 CLUB #109

[www. Earlyfordv8victoria.com](http://www.Earlyfordv8victoria.com)

P.O. Box 53517 Broadmead RPO

Victoria, B.C. V8X 5K2

February 2015 Newsletter



Recollections by Reg Ash.





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The Executive Crew

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Directors	Dennis Mounce	250 478 6440	d&bmounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
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EARLY FORD V8 CLUB R.G. #109

Victoria, British Columbia

Meeting Minutes February 10th, 2015 Recording Secretary – Fraser Kaye.

Members in attendance; Louise Smith, Lauri Stevens, Dave Wallace, Murray Anderson, Bruce Somers, Tony Cond, Svein Haugen, Vic Nordstrom, Jim Jennings, Norrie Spencer, Anna Meyer, Bob Mortimer, Chris Chown, Robert and Donna Bada, & Fraser Kaye.

The meeting was called to order sharply at 7:30 by Vic. There were no new members or visitors.

There was some discussion about the roster and Vic was going to check with Bob Cox about it.

I had nothing to report about Regalia but would like to remind you that I would like some ideas about a tee-shirt design for the 35th Show and Shine. Murray Anderson is willing to make up V8 window decals, he will let us know when they are ready.

Vic motioned to accept the January minutes and seconded by Bruce Somers and carried.

Bruce Somers talked about the Feb 3rd meeting at his place and how well it went and that there are few spots still needed to be filled, so if you have some time and interest please call Lauri or Bruce. It was also mentioned that we/ the Club could do with some smaller sponsors willing to donate “in-kind” donations. The topic of moving the club cars to a different location was briefly discussed and tabled to the next meeting. The cost of the water truck and the band came up in discussion as well, it was felt that not much could be done this year because of time but next year should be changed.

Jim Jennings gave an explanation of the Club finances and wanted to let some of the member that annual dues are due. Please pay Jim at the next meeting. Tony Cond moved to accept and Chris Chown seconded Vic thanked Bruce and Lauri for all of their work to date.

Gary Clark unfortunately wasn't in attendance this evening but Vic lets us know that Gary is working on a tour that will go through a small foundry and see some interesting casting.

Jim Jennings let us in on a little bit more information about the Port Alberni Tour, it will be on the week end of Sept 12 & 13, and the Mclean saw mill and steam train will close at the end of that week end. If time allows there might be a side trip out to Ucuelet and Tofino.



Vic is still working on a “regular meeting schedule”. If the space is available, this years BBQ will be held at the Well on the 30th of May. This is a fun event and every one should try and be there. The June meeting will be held at Artifacts Society and we will talk about the Show & Shine and parking cars.

Jim and Vic have worked on a budget and created a hand out to explain it to us. They talked about a “rainy day fund” to protect the club from a poor showing at a Show & Shine.

To the discussion from last month about the Club donating money to the Model Railway Club, MRC, to support their building a new washroom, Tony Cond explained his displeasure in donating \$1000.00 to them and felt that \$300.00 would be more inline. Dave Wallace offered to get some more info from MRC regarding their intentions and will report next month. Vic motioned to table the “Donation Discussion” until next month.

From the Budget Sheet, Svein and Anna came up with questions and comments regarding; the cost of the band, the rainy day fund, dash plaques and “extra costs” that were identified on the hand out.

Vic motioned to table the Budget Sheet to next month. Jim thanked Vic for his help with the making of the Budget Sheet.

Business that Vic forgot was forgotten this month.

Vic reminded us to pay our late dues and to pick up our new NAACC membership at the end table. Anyone wanting to borrow any V8 Times from Vic may do so, Tony added that Steve Butler has a large collection of them also.

A correction to the minutes regarding the next meeting will be held on the 10th March not the 14th.

There was nothing to talk about for “Buy & Sell”

In “Tech Tips” nothing came up at the time but, it is getting close to the fun season, it’s time to change that old brake fluid. Brake fluid will absorb water from the air and lower the boiling point of the fluid. It should be replaced every 18 to 24 months. And in your regular driver as well. Brakes with boiled fluid are not fun.

Bruce Somers has a way of cooking salmon in the dish washer.

Tony brought up the topic of the Club having business cards made for the executive and Chris has an idea how to do it and will let us know in March.

There wasn’t a winner of the watch that Chris offered from The Count the V8 symbols contest. Who will be the winner?

The meeting was adjourned at 8:30 seconded by Tony Cond.

Minutes approved by: Vic Nordstrom, President EFV8 R.G. #109.

Recorded by: Fraser Kaye, Secretary EFV8 R.G. #109.



2015 CLUB AGENDA / SCHEDULE.

EARLY FORD V8 CLUB
VANCOUVER ISLAND REGIONAL GROUP #109

C/O Vic Nordstrom, President
Home phone 250-652-5631 Cell 250-589-5631 email. vicalice@shaw.ca

NEXT CLUB TOUR IS: MARCH 1ST 10:00 AM.



INFORMATION FROM GARY CLARKE.

Next Meeting is: March 10th, 7:30PM.

Fraser Kaye

MEMBER PROFILE



The Fraser Kaye life adventure is such a rich story one hardly knows how to begin a worthy description. To say that Fraser has experienced an extremely wide variety of unique experiences and escapades would be a massive understatement!

Fraser describes himself as a career mechanic, which is simply far too modest

considering so many unique accomplishments. The path starts at age 15 with a 1953 Ford F68 long box, followed by a 1942 P11 coupe, BB318. Next came a 1949 F68, with a 71 Ford running gear. Typical of Fraser it took him ten days and ten hours per day to convert to the 71 gear! The F68 had original paint (red w/ black fenders) and very tall skinny tires. Some would call this a sleeper as it went like h... When Fraser lived in Nelson he had the privilege of doing regular maintenance on a 1918 Cadillac Touring. This special car was owned by Bob Allen, past



president of the Car Club of Canada. Had wood spoke wheels and would go 70 mph. The Caddy was on display at Expo 86 and did a couple of Alaska runs.

Early days were spent in several locations in Ontario, Alberta, and BC. During a stint in Kaslo Fraser practiced logging and purchased a well-used logging truck. He took on the task of "fixing it up" and ran it for two years logging around Clearwater and the Kootenai's. The truck was painted red (there is a theme here as you might notice in all his vehicles) and then sold. The restoration was expertly done and the only thing missing was a full set of whitewalls, which were apparently hard to come by. Having had enough logging for a while Fraser moved over to restoring a boat instead of cars and trucks. A "Canoe Stern" (or double ender if you prefer) fishing boat was purchased in French Creek and then hauled to Nelson, BC. The boat had a 160 cu. in diesel with 78 hp that enjoyed Fraser's attention for a better life. He then proceeded to design and build a new salon superstructure. Ingenious innovations such as beautiful wood exterior windows and twin fuel tank removal all worked out well. This nautical beauty was a roaring success and popular choice for day cruising. Fraser has a hilarious story about a buddy's girlfriend performing a full moon for her boyfriend while he was on another boat just across from his. Still laughing about it today! The boat was featured in BC Magazine and sold in Nelson, to an over zealous "modifier" who proceeded to undo much of the handsome work finished by Fraser. It never saw the water again and he is still justly vexed about that.

Restoration and adventure doesn't end with trucks and boats. A couple of financially successful exploits such as a D2 Catapiller, which was rescued, repaired, driven and then sold to a new tree farmer in 1995. Another awe-inspiring undertaking was a Lister generator that he purchased in 1983 for \$20.00 from the owner of Stern Mountain Lodge. In 1984 the Lister went to Ontario and in 1988 it came back to BC. It was rebuilt in 1989. This equipment was leased out to several operations over the years but the most prominent was when it was used to supply power for the gift shop at Emerald Lake, just outside Field, BC. Rent was something like \$500.00 per month which is a pretty good return on a \$20.00 investment! Sold it in 1997 for \$1,000.00.

The story doesn't stop with cars, trucks, boats, bulldozers and generators. There has been a 1954 White school bus converted into a camper and a N48 tractor. Fraser is an avid motorcycle enthusiast. His first bike was a Harley Davidson when he lived in Banff in 1979. The "accommodations" were a bus in downtown Banaff while he attended SAIT in Calgary. There is far too much adventure here to describe properly!! The HD 74 had a foot clutch



and a hand shift just for fun and exercise. The bike weighed about 800 pounds and Fraser topped out at 145.

Today Fraser continues to work on a "few" other projects. He is rebuilding a 1972 MGB (red of course) for his wife Katie (just about done) and a 1942 Harley Davidson. His all time favorite is his outstanding 1949 Ford F47 pickup, red of course, which also serves as a daily driver. Fraser worked on this truck for 12 years, with a couple of moves included. The 49 is his favorite because he did it as his own venture for himself, with his own money and no guidance. It runs like a fine watch and sports a very bright red paint job (what else?). Ask him about his 53 flathead, with a blower, fuel injected headed for Bonnieville. Bet it will be red and loads of fun!

Fraser Kaye is a busy creative individual and the EFV8 club is most fortunate to have such a knowledgeable, enthusiastic member who is willing to contribute and share. It is anybody's guess as to what will be next and we all wish you the very best of luck Fraser.



The \$20.00 Lister going to Emerald Lake in 1983. Fraser is doing his best ZZ Top impersonation (note the beard)

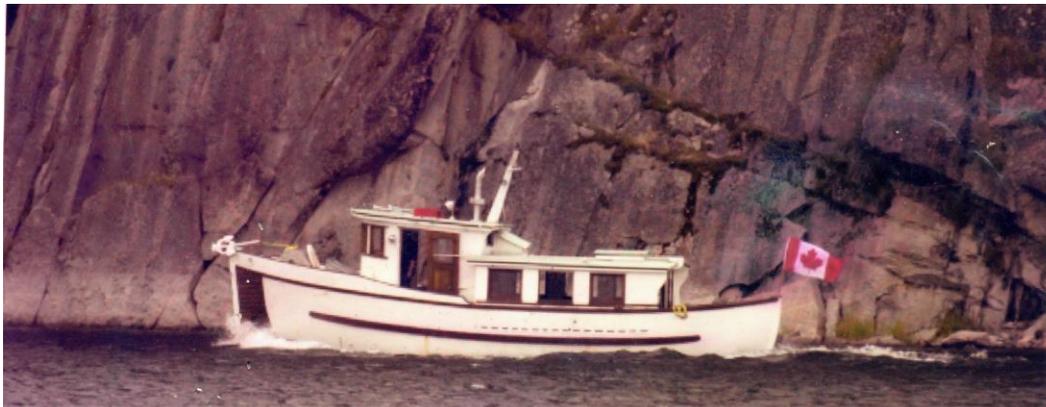








**The 1954 White school bus.
Converted to living space for a friend
in Nelson, B.C.**



**The French Creek canoe stern under way with a new superstructure.
Photo taken by the buddy while the full moon event was in progress.**

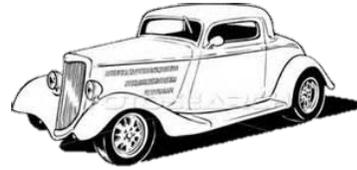


The 1918 Cadillac Touring.





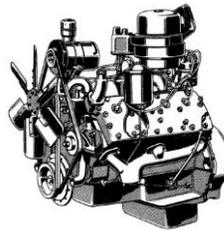
CLUB NEWS.



Gord Stevens is very happy to report that his 47 pickup is running for the first time since 1996. Lots of work (as usual) has finally paid off and the next step is off to the paint shop. Gord is also ready to clarify that that blue stuff you see coming out the back end is not smoke. It is steam!!



Thank you Gord for giving us the update and good luck the rest of the way!

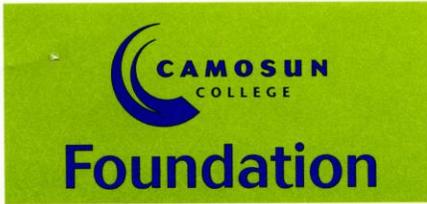


Jim Jennings is very happy to report that he has finished all the work on the latest addition to his fleet. A beautiful 1946 Monarch four door now has an upgraded flathead and is fully operational. This car is a sister to the one owned and operated by Jim's brother Ted, hopefully both will be on display at this year's F&F Show, July 19th.

Well done Jim (again) and congratulations on another top quality restoration.



Thank you to EFV8 RG#109 from Camosun College.



4461 Interurban Road, Victoria, BC V9E 2C1 • Phone (250)370-4233 • Fax (250)370-4240
www.camosun.bc.ca/foundation Charitable Registration Number: 11882 6502 RR0001

October 31, 2014

Mr. Anthony Cond
Early Ford V8 Club, Regional Group # 109
PO Box 53517, Broadmead RPO
Victoria BC V8X 5K2

Dear Mr. Cond:

Thank you so much for your donation in support of the Early Ford V8 Club Bursary. Please find enclosed your receipt. With continued crucial support from donors like you, our 18,000 students are able to receive the education necessary to succeed in today's competitive job market and challenged economy, as well as contribute to the social and economic vitality of this region.

Camosun is an educator, employer, innovator, contributor and key economic driver. After 40 years, Camosun's economic contribution to the local community and the province has grown to over \$1.2 billion annually, according to a new economic impact study commissioned by the college earlier this year.

Today, more than ever, because of the high cost of going to school your support brings encouragement and necessary financial support to our students. An excerpt from a grateful student thank you letter illustrates this:

"I would like to express my heartfelt thanks for your generosity; the gratitude does not end with me, my children also send this. The cost of running a household on only one income has meant that I have had to work on the weekends throughout my time in school. My children have been amazing throughout my journey at Camosun; however they have also given up a lot. This bursary will help give me the opportunity to be there for my family and my school without the stress of financial ruin". J. Lucas, 3rd year BSN Student

As a way of thanking you, we acknowledge your contribution on our Camosun College Foundation Website located at camosun.ca/foundation. If, by chance, you prefer not to receive public acknowledgement, please call or write to Dana Henly at your convenience at 250-370-4233 or henlyd@camosun.bc.ca. I would also be pleased to answer any questions you may have and can be reached at 250-370-4231.

Your support is truly making a difference and is greatly appreciated.
Sincerely,

A handwritten signature in black ink that reads "Joan Yates". The signature is written in a cursive style.

Joan Yates
Executive Director, Camosun College Foundation

Enclosure





EFV8 tour – February 3^d, 2015.

Turnout for the club tour was excellent and all those who attended were justly rewarded with a close up view of the superb facilities at *Mike's Old Style Rod & Custom*. Mike Rowbottom offers an extensive array of services including hot rod, truck and muscle car parts and restorations. He has over 25 years' experience, including 8 years in a top restoration shop in Southern California. His highly accomplished work has been featured in multiple auto magazine publications. Many of the EFV8 members attending this tour were appropriately impressed with the many different and sometimes unusual, types of specialized equipment and tools. MOS is set up as a complete sheet metal, fabrication and machine shop and Mike is personally committed to helping anyone build the custom ride *they* want.

Many thanks to Mike for hosting such a great tour and to club member, Gary Clarke for making all the arrangements. Very well done!







TECH TALK

If you have any technical issues you would like to share please submit to the Rumbles editor. Thank you.

Tech Tips

New Drum Brake Linings

By Bob Kennedy

This article is written upon the experiences of my son's the Kennedy Boys (They do classic car restorations) and myself have had regarding brake linings for hydraulic brakes used on our classic Ford & Mercury automobiles, specifically the 1939 through the 1948 brakes.

Dwelling upon with this problem with the brake lining suppliers we were told that the major U.S. suppliers no longer make the proper linings for our classic cars and have been forced to go overseas to find a compatible product.

Our classic cars need a soft lining which contains some asbestos and what is being offered by U.S. brake lining suppliers is a much harder lining designed for disc brake true cars which need heat build-up to work well. This gives a good brake pedal, but poor stopping ability.

Some linings are now coming from South American countries, but are not working out either.

Indecently these same problems are also a problem for newer type cars with drum brakes. Part of the problem is "big brother" looking out for us and saving us from "asbestos deaths"

Tires

From Cream to White

By Bob Kennedy

For those of you with white wall tires on your classic car there is nothing more frustrating that trying to keep your white wall tires white, rather than cream in color. Over time white walls that are not cared for turn cream in color as they age.

There is no easy salutation other than taking the tires off of the vehicle. Usually this type of clean-up will last a couple of years providing you give them normal maintained.

I have used several combinations over the years, but have found the best way is with a combination of the following items that will be needed are:

- ☑ Rubber gloves
- ☑ White wall brass tire brush
- ☑ SOS steel wool soap pads



- ☐ Bleach or white tire cleaner
- ☐ ZEP 505 industrial cleaner
- ☐ 240 to 280 grit wet sandpaper

First of all remove the tires from your vehicle, dip the SOS pads in the bleach and scrub the white wall, rinse with water then apply the ZEP 505 industrial cleaner. Using the wire brush in the crevices and the sandpaper to get the hard stains off, rinse with clean water thoroughly. I think you will be amazed and very happy with the results.

Buy & Sell.



For Sale. 1947 Monarch coupe **Good solid car \$ 9500.00**

9" Ford 279 gears, tci front end with power rack, 289 cu. In. engine c4 trans early ET 5 spoke wheels. **250 888 7211 Ken Clark.**

WANTED! by **Bruce Somers** PLEASE! 250 478 9951 or Bsomers00@hotmail.com

- 1 Right rear Model A fender – 1928.
2. One headlight bucket (1928/29) Model A
3. Kelly Hayes wire wheels. 5 on 4 ½" x 16" dia. - Prefer painted type.

Wanted. **Cai Brown** is seeking any technical information or photographs related to a 1934 Ford Cabriolet. Specific information or drawings for the rear parcel shelf would be a big help. Please contact Cai or Marc Brown via email at modela@shaw.ca. Your assistance is much appreciated.

Still looking! 3 speed transmission, with overdrive, for a 1951 Ford F1 pickup. If anyone has any leads or ideas **John Spence** would appreciate hearing from you. Please call 250 598 9851 or email John Spence directly at jispence@telus.net.



WANTED: 37 Ford Pickup Glove Box with a working hinge. Please contact [Svein Haugen](#) for additional details. **Note that this must be for a pickup as the box for a car is different.**

WANTED. Door panel material/upholstry for a 36 Ford coupe. Wants to match existing interior which is in the 1950's era. Please call Larry at 250 858 2641 if you can help. This request has been submitted by Dennis Fea. dfea@shaw.ca

Searching for: 1948 to 1953 flathead engine. Bell housing on the back. Please contact Rusty in Cobble Hill at 250 743 7027, or rusticker7@gmail.com. Information sent in by Sharon Prior sbprior@shaw.ca.



For Sale. 1948 to 1951 Mercury chrome name plate – original in excellent condition. Please contact Svein Haugen at 778 426 0082 or sveinhaugen@telus.net.



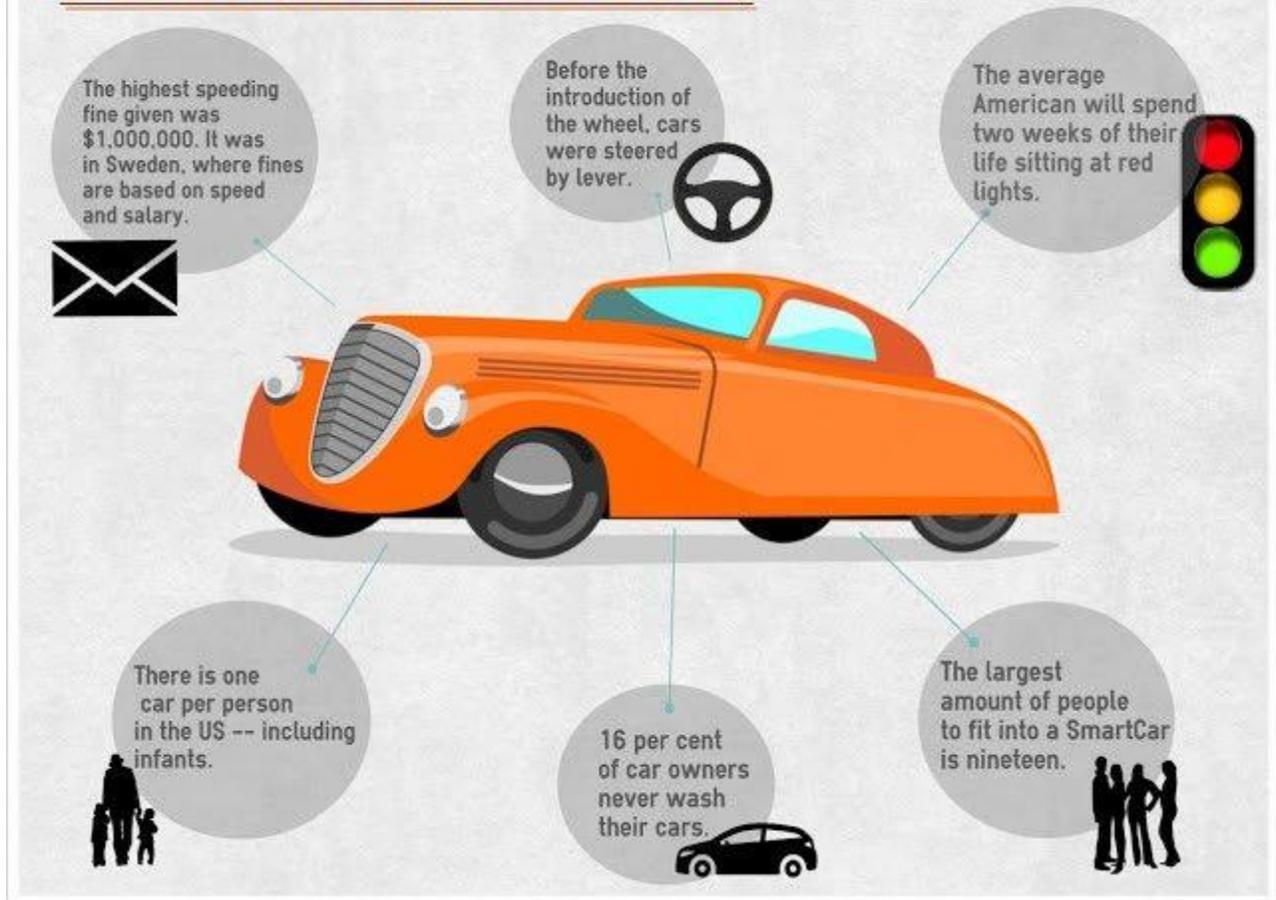
“YOU ARE DOING IT WRONG”



Marc Brown hard at work!!



STRANGE CAR FACTS



COMMITTEES / UPDATES. 2015



Membership & Newsletter.

Thank you **Vic Nordstrom, Bob Cox, Chris Chown**



Ford & Friends Car Show & Shine 2015

Bruce Somers coordinator. July 19th, 2015





Annual BBQ. At “The Well” in May 2015.



Tours. *Gary Clarke coordinator* with Vic Nordstrom



Annual Christmas Party.



Thank you Steve Butler & Anna Meyer.



Fun Page

THIS DAY IN HISTORY.

FEB 7TH, 1938. TIRE KING FIRESTONE DIES.

Firestone

On February 7, 1938, automotive industry pioneer Harvey Samuel Firestone, founder of the major American tire company that bore his name, dies at the age of 69 in Miami Beach, Florida.

Firestone was born on a farm near Columbiana, Ohio, on December 20, 1868. As a young man, he worked as a salesman for a buggy company and later became



convinced that rubber carriage tires would provide a more comfortable ride than steel tires or wooden wheels. Around 1895, Firestone met a young engineer in Detroit named Henry Ford, who was developing his first automobile. Firestone sold Ford a set of rubber carriage tires, an event that marked the start of an important business relationship and friendship between the two men. In 1900, believing that the horse-and-buggy era was ending and the auto age beginning, Firestone incorporated the Firestone Tire & Rubber Company in Akron, Ohio. (Akron, which would come to be known as the world's rubber capital, was also home to Goodyear Tire and Rubber Company, founded in 1898, and B. F. Goodrich, established in 1870.) Firestone began producing its own tires in 1903 and three years later sold 2,000 sets of detachable tires to Henry Ford, in what was then the world's largest tire order. In 1908, Ford launched his first factory-built Model T cars. (By the time production ended in 1927, more than 15 million Model T's had come off the assembly line; it was the all-time best-selling car until 1972, when it was surpassed by the Volkswagen Beetle.)

By 1910, Firestone's profits passed \$1 million for the first time. The following year, the winner of the inaugural Indianapolis 500 auto race, Ray Harroun, drove a Marmon Wasp equipped with Firestone tires. By 1926, Firestone was manufacturing more than 10 million tires each year, which represented approximately 25 percent of America's total tire output. Around this time, Firestone established its own rubber plantations in Liberia, Africa, in order to break free of Britain and the Netherlands, who controlled the rubber market through production in their Asian colonies.

Harvey Firestone retired in 1932 and died in 1938. In 1988, the Firestone Company was acquired by Japan-based Bridgestone Corporation, a leading global tire manufacturer founded in 1931.



A wife was curious when she found two old negatives in a drawer and had them made into prints. She was pleasantly surprised to see that they were of her as a much younger, slimmer time, taken many years ago on one of her first dates with her husband.



When she showed him the photos his face lit up. Wow look at that, he said with great appreciation.

"That's my old Ford!"



The Famous Labatt Streamliner.



Although Prohibition ended in Ontario in 1927, beer advertising continued to be banned in the media. Brewers sought legal ways to keep their names in front of the public, and one of the most imaginative came from the Labatt Brewing Company of London, Ontario: Labatt's "Streamliner" tractor-trailers.

In the 1930s, Labatt changed from shipping beer by rail to hauling beer by road. Needing a new fleet of large trucks, they decided to combine highway delivery with mobile advertising. They wanted more than the drab, rectangular haulers then in use so they conceived the Labatt Streamliner as a stylish rolling billboard.

Labatt turned to Count Alexis de Sakhnoffsky, a Russian-born Count who escaped to France following the revolution. After studying art and engineering he became art director for Belgian custom coach builder Van den Plas. He immigrated to the United States in 1928 to style everything from American Austins to supercharged Auburns.

Sakhnoffsky was engaged to design the Streamliner in 1935, and ultimately designed four generations. Although all were ahead of their time, the last one of 1947 was the most dramatic.





Labatt Streamliner; courtesy

JustaCarGuy.blogspot.com. Click image to enlarge

The cab-over-engine tractor had a beautifully curvaceous shape. The rear of the cab swept down in a steep, unbroken line ending at fully skirted dual wheels. The equally striking trailer complemented the cab's fastback shape with a roof arcing gently front to rear. Sakhoffsky's trade-mark central dorsal fin decorated the rear of the roof. With the dual wheels fully enclosed the tractor-trailer unit had a smooth, integrated appearance.

Fifteen Streamliner bodies were completed in 1937 by Smith Brothers of Toronto out of hardwood and aluminum. Fruehauf produced the single-axle, low-bed trailers, and White Motor Co. supplied the tractor chassis. The futuristic Streamliner won the "Best Design" award at the 1939 New

York World's Fair.

The streamliners were the first Canadian tractor-trailers with an anti-jack-knifing device in the fifth wheel, and the first to use air brakes. Power came from a White "Mustang" 6.3-litre (386 cu in.), 135-horsepower six-cylinder engine driving through a five-speed transmission.

The Streamliners met Labatt's requirements for more payload and higher speed. While typical tractor-trailers hauled five tons and attained only 56 km/h, the Streamliners carried 8-1/2 tons and reached 80 km/h.

The Streamliner's appearance was enhanced by a dramatic red paint treatment decorated with genuine gold leaf script. Labatt's Highway Courtesy Program featured smartly uniformed drivers trained to assist in everything from flat tires to accidents. They generated positive publicity for Labatt on Ontario roads.



1948 Labatt Streamliner; photo by Bill Vance. Click image to enlarge

The last generation Streamliners were ordered by Labatt in 1941 but the Second World War delayed the first roll-out until 1947. In addition to the 10 Streamliners, there was a special order for one from Princess Julianna of The Netherlands, who stayed in Canada during the war. She admired the Streamliner so much she wanted one to transport her ponies!

This would be the last fleet of Streamliners. Although making a bold styling statement, their time was passing. The bodies were expensive and time consuming to build and the cargo capacity was becoming small by contemporary standards. The shape was not very efficient, and the side-opening doors precluded pallet loading. And other methods of advertising were now available.

The Streamliners were retired in the mid-1950s, and gradually faded from memory. Then in 1977 Joe Scott of London, Ontario, along with Labatt, decided this piece of Canadiana should be preserved. Joe had recently retired from the presidency of White Truck Sales in London which serviced the Streamliners. With Labatt's financial support, Joe and brother Bob, a long time Labatt employee, set out to find a 1947 Streamliner for restoration.



They eventually unearthed six trailers in Ontario. One was a construction field office, and although tatty, it was restorable.

The tractor was another matter. They wrote to every White branch in North America without success. A \$500 finder's reward generated wide publicity, but no tractor. Joe however, for some unexplained reason, was able to purchase a batch of fenders in The Netherlands. Perhaps Julianna had them in reserve.

The determined Scotts finally found two 1947 White cab-over trucks and set out to recreate the Streamliner tractor. Working from photographs and using a computer, blueprints were developed with accuracy within 1/32 of an inch (0.8 mm) of the original tractor's dimensions and shape.

Using panel beating hammers and a metal-shaping wheeling machine, the aluminum cab was painstakingly recreated. The project was finally completed and the authentically restored 1947 Streamliner was on the road in 1983.

The Streamliner was honoured by appearing on a Canadian postage stamp in 1996. Owned by Labatt, the Streamliner is a roving goodwill ambassador that appears at fairs, exhibitions and other public events, To the delight of everyone, its horn doesn't just toot, it plays "How dry I am."



REG ASH deserves an appreciation vote for telling us about this unique piece of auto history. Reg was fortunate enough to be working for Labatt's in 1958 when this truck was on the scene in Victoria. He recalls that all the beer was "hand bombed both into and out of the trailer. The chassis was built in 1939 by White, especially for Labatt's and all the original colours were gold not the famous Labatt's Blue.

Thank you Reg for such a great contribution! Cheers.





This newsletter is provided free of charge to 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 D. Chown via email at cdchown@outlook.com.

Thank you.

