

# ***Early Ford V8 Club #109***



[www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com)

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

## ***Rumbles June 2019***



***John Shepherd 1949 Mercury. Ladies Choice Winner.***

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*Contributions always appreciated*

**The next regular club meeting will be held in  
September. Details TBA**

# The Executive Crew 2019



## EARLY FORD V8 CLUB R.G. #109 2019

Position	Name	Telephone	email
<b>President</b>	<b>Chris Chown</b>	<b>250 595 0312</b>	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
<b>Vice President</b>	<b>Lauri Stevens</b>	<b>250 478 7565</b>	<a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a>
<b>Treasurer</b>	<b>Jim Banks</b>	<b>250 433 4021</b>	<a href="mailto:banksjim16@gmail.com">banksjim16@gmail.com</a>
<b>Secretary</b>	<b>Don Landels</b>	<b>250 588 1300</b>	<a href="mailto:don.landels@gmail.com">don.landels@gmail.com</a>
<b>Directors</b>	<b>Dennis Mounce</b>	<b>250 478 6440</b>	<a href="mailto:d&amp;bounce@telus.net">d&amp;bounce@telus.net</a>
	<b>Lauri Stevens</b>	<b>250 478 7565</b>	<a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a>
	<b>Chris Chown</b>	<b>250 595 0312</b>	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
	<b>Jim Jennings</b>	<b>250 477 5594</b>	<a href="mailto:jennings@telus.net">jennings@telus.net</a>
	<b>Bill Pritchard</b>	<b>250 656 7029</b>	<a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a>
	<b>Don Landels</b>	<b>250 588 1300</b>	<a href="mailto:don.landels@gmail.com">don.landels@gmail.com</a>
<b>First Past President</b>	<b>Bill Pritchard</b>	<b>250 656 7029</b>	<a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a>

## **2019 Club Agenda & Events**

### **ACTIVITY AGENDA – January through December**

JAN 8	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 19	CHRISTMAS PARTY SHAS Schoolhouse. 11:00 AM to 3:00 PM.
FEB 12	REGULAR CLUB MEETING – Cancelled due to inclement weather.
MAR 12	REGULAR CLUB MEETING – 7:30 AT THE VICTORIAN
APR 9	<i>REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE</i>
APR 28	CLUB TOUR HERITAGE ACRES. 11:00 AM START.
MAY 14	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
MAY 31	ROCK & ROLL FOR LITTLE SOULS
JUNE 11	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
<b>JULY 10</b>	<b>BBQ &amp; PRE SHOW MEETING FOR F&amp;F 2019 HERITAGE ACRES. 4PM to finish. Potluck requested for salads and deserts.</b>
JULY 14	FORDS & FRIENDS SHOW – HERITAGE ACRES
JULY 19-21	NW DEUCE DAYS – VICTORIA
AUG 31	HOLD DATE FOR SHOP TOUR DETAILS 2B CONFIRMED
SEPT 8	ANNUAL CLU BBQ WITH NORRIE AND ROSE. 2B confirmed.
SEPT 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
SEPT 14	BERWICK HOUSE SPECIAL CAR SHOW. DETAILS TBA.
OCT 8	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
NOV 12	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
DEC	NO REGULAR CLUB MEETING.
JAN 2020	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.

## **Early Ford V8 Club #109 Meeting Minutes June 11<sup>th</sup> , 2019**

Minutes distributed to 109 members only

**If you are aware of any errors or omissions, please contact club Secretary, Don Landels.**



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## *Club News*



Lynn & Lauri Stevens has departed on their annual travel adventure. This time out it is travelling the Alaska Highway from Victoria to the very end. Lauri reports that the weather is perfect, and the road is excellent. They have spotted more than a few bear and lots of interesting front yard collections. Looks like loads of fun and we all wish both Lynn & Lauri a safe and exciting journey. Looking forward to seeing you back home soon.



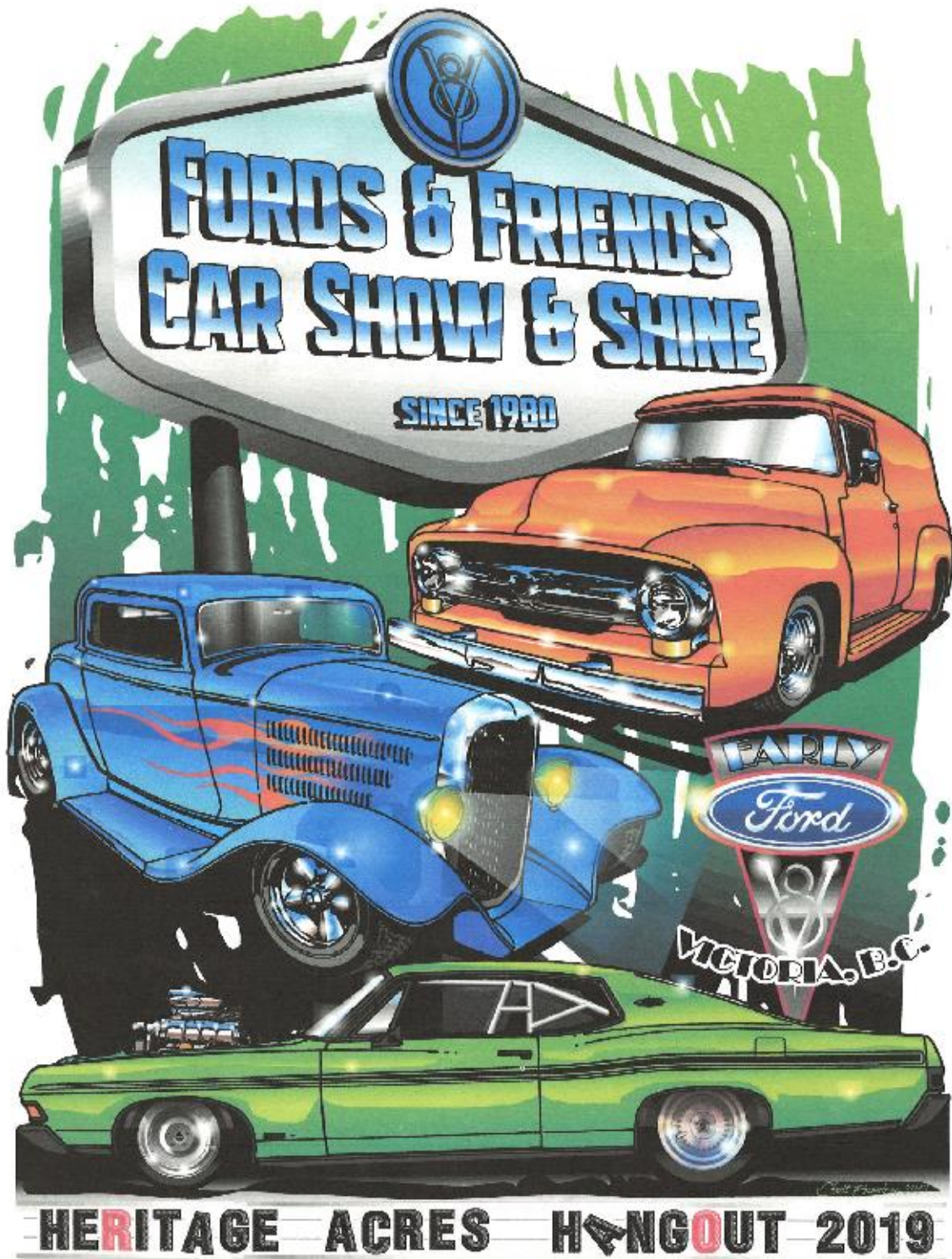
Lynn enjoys Happy Hour in Skagway.

Yard Art Skagway style.

*Thank you , Lauri and Lynn for sending the photos and updates.*

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***This is the final draft for the FNF 2019 Tee shirts, expertly designed by Chris Rondeau at Mile 19 Signs in Sooke, B.C. Please contact Bruce Somers or Reinert Peterson if you wish to buy a few. Excellent quality at a great price.***



*Congratulations to the team*

Early Ford V8 Club 109



**FORDS & FRIENDS  
CAR SHOW & SHINE**  
SINCE 1980



HERITAGE ACRES - 7321 LOCHSIDE DR.  
9:00AM-3:00PM JULY 14TH  
Adults \$5 - Kids FREE - Show Cars \$15  
Fun for the Entire Family Train Rides by Donation  
Live Music with Vinyl Wave Food on Site

Display your Pre 1986 Ride!  
Info Bruce Somers 250-478-9951 or Ray Peterson 250-818-2588  
[www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com)



*working on the next Fords & Friends show on July 14<sup>th</sup>. New show poster shows excellent progress with special thanks to Don Landels for all his creative efforts!*

*As you know this event takes a great deal of effort and cooperation from the members of the 109. If you would like to get involved, please give Bruce Somers or Reinert Peterson a call. They will find a spot for you and appreciate any extra help!*

*on you own "Favorite Ride" please do so at your convenience. Photos and specifics would be fantastic. If you need help with the photos just let us know and we will take care of it, free of charge of course.*

*Greatly appreciated.*

*If you wish to send any information*





## **My First Car. By Chris Chown**

*Not exactly as shown.*

*Missing a crumpled fender, broken grille, dingle balls and sex lights!*

*I got my very first car when I was 15 years old. I had no drivers license or money coupled with a burning desire to possess own my own wheels. Certainly a life changing event.*

*The 48 Dodge coupe was a thing of beauty in my mind and sure to help me achieve the ultimate goal, which was to attract lots of girls. The colour was a sort of metallic brown with matching rims which by todays standards would be nothing short of ugly. The body had suffered some sort of a collision at some point on the passenger side front resulting in a bit of a crumpled fender, broken grille and bent chrome trim. The headlight didn't line up very well. I didn't care because the interior had many redeeming features such as a dyed headliner. For some reason the previous owner decided to change to pink, which was pretty much a disaster, but again I didn't care. The 48 had a few other great embellishments such as dingle balls, fuzzy dice and a very cool leopard skin blanket for the back seat. Probably the very best feature was the purple sex lights (properly know as anti glare lights) mounted under the dash and at the top outside corners of the windshield. How cool is that!! I will do this for my 47 Tudor very soon.*

*The engine was a straight six, which had been modified with a split exhaust manifold and straight pipes for exhaust. Made lots of noise which suited me just fine. I think there was a three speed trans which I no longer have! No great power but it managed to move pretty good as I skulked around the west Edmonton neighbourhood.*

*Everything was going pretty well until my Dad found out. You see I didn't actually tell him I had this car and didn't need to borrow any money from him to buy it because I traded my Honda motorcycle for it, straight across. Did I mention I had no insurance or plates either and I'm not really sure if the 48 was hot or not. The deal was struck with a high school friend and his older brother without any questions asked. I used to hide the car on the street around the corner from our house so my Dad wouldn't figure things out until I was ready. I trusted that the neighbors would be with me on this and not fink, but that was a mistake on my part. I still don't trust the neighbors no matter where I am. Can't explain what I told my Dad when he asked where the Honda was, but I bet it was "creative".*

*This wonderful adventure lasted three days total, and my Dad informed me that the deal was off. The 48 was going back to where it came from, with the Honda coming back to me. Not a great move in my mind because by this time the Honda was in pieces and nobody knew how to put it back together.*

*To this very day I still am on the lookout for a 48 couple with dingle balls and sex lights! Even though the experience broke many rules and stressed family relations for years after I wouldn't trade it for anything!*

*Cheers, Chris Chown.*

# Rock & Roll for Little Souls

## May 31, June 1 & 2, 2019

The 17<sup>th</sup> annual “Rock & Roll for Little Souls” has come and gone with a very good showing by the EFV8 109. Our club entered four special collectables that had never been in this show before and each owner should be rightfully proud of their very special rides. We also enjoyed the participation of several club members that contributed their own time and energy to man our display table. Very special thanks to Gary Clarke for pulling this all together.

The 109 collection drew many favorable comments and our own John Shepherd won the “Ladies Choice” award for his beautiful 49 Merc custom. Other members also showed very well including Bruce Somers with his perfect 1928 Ford Roadster pickup, Finn Eriksen with his 66 Buick Electra convertible and last but not least was Norrie Spencer with his all-time classic Ford stake truck, including milk bottles.

The R&R show is run by The Saanich Fire Fighters’ Charitable Foundation works with the Children’s Health Foundation of Vancouver Island and Victoria Hospitals Foundation to help make a difference for children and their families.

### **FINN ERIKSEN:** 1966 Buick Electra

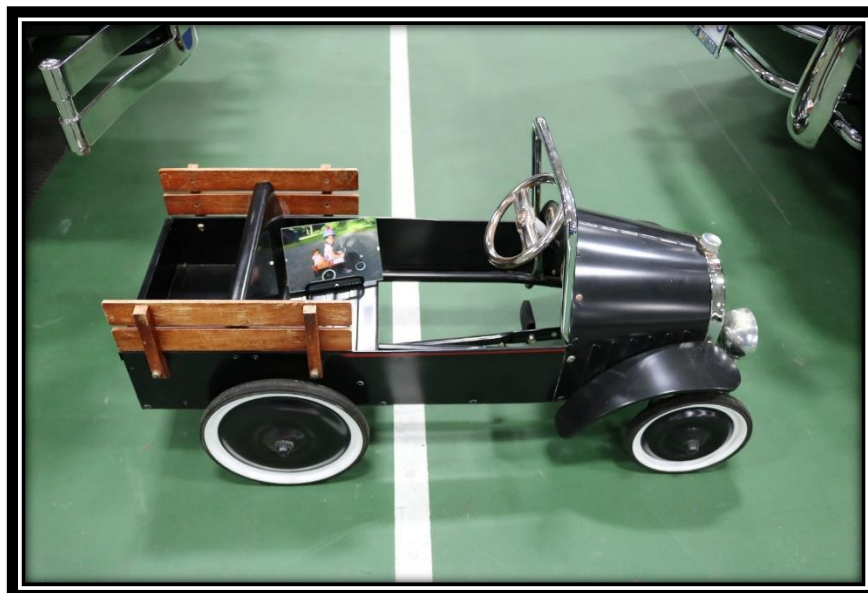


**NORRIE SPENCER:**

*The very special “Cross Canada Tour 1980” stake truck. Still working!*



**BRUCE SOMERS:** 1928 Ford roadster pickup.





**JOHN SHEPHERD:** 1949 Mercury 2 door.

*Ladies Choice Winner* - the Merc, not John!





# TECH TALK



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

## COLLECTOR PLATES – ICBC.

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*If you need to update or change your insurance coverage with collector plates, please follow the attached link for complete detailed information.*

<https://www.icbc.com/vehicle-registration/collector-mods/Pages/Collector-vehicles.aspx>

*Information on this site will help you if you need to switch to modified collector plates as well.*

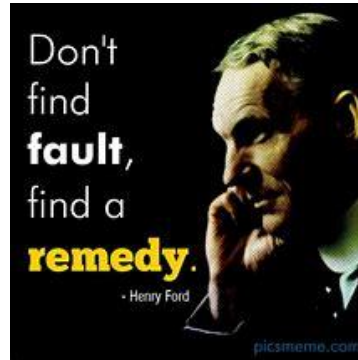
*An excellent resource for a service provider that will do all this for you with solid knowledge and efficiency is:*

**CHRISTIE PHOENIX INSURANCE      ELIZABETH MARY McINNES – ACCOUNT MANAGER**

**101 4430 W SAANICH ROAD   VICTORIA, BC V8Z 3E9   250 386 1454.**

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# *Henry Ford said:*



# *Royce Bailey said:*

*It does not matter how slowly you go as long as you do not stop.*

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## ***Buy & Sell.***

*Rob Vanzella still has the 302 out of a Mustang with a C4 tranny to go with it for sale. Reasonable offers accepted. Please call Rob at 250 589 9130.*

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*Very special flathead 21 bolt professionally rebuilt by Precision in Saskatoon but never run. Please call Gary Porter at 250 888 5342 and strike a good deal.*

*Full set of Goodyear Regatta P225 R75 15" M&S white wall radials. Excellent condition. Call Chris Chown 250 595 0312 anytime.*

*Wanted: Fulton Sunscreen to fit a 47 Ford Tudor. Please call Chris at 250 595 0312. Anti Glare lights for a 6-volt system.*



# 2019 Committees:

*Always glad to have your help!!*



<b>Name</b>	<b>Lead Hands</b>	<b>Supporting members</b>	<b>Date Formed.</b>
<b>Fords &amp; Friends 2019</b>	<b>Bruce Somers and Reinert Peterson</b>	<b>2018 committee plus new.</b>	<b>ANNUAL</b>
<b>High School Shop Awards</b>	<b>Lew Williams</b>	<b>Norrie Spencer, Bruce Somers, Jim Jennings, Tony Cond</b>	<b>Jan 2017</b>
<b>Newsletter</b>	<b>Chris Chown</b>	<b>Al Wills, all members</b>	<b>2014</b>
<b>Tours</b>	<b>Gary Clarke</b>	<b>All welcome</b>	<b>2016</b>
<b>Phone Committee</b>	<b>Norrie Spencer, Dave Wallace, Bob Mortimer</b>	<b>As needed</b>	<b>Jurassic period</b>
<b>Website development</b>	<b>Al Wills</b>	<b>Chris Chown</b>	<b>2017</b>
<b>Membership</b>	<b>Jim Jennings</b>	<b>Lew Williams</b>	<b>2016</b>
<b>50/50 Refreshments</b>	<b>Mike Mortimer</b>	<b>Bob Mortimer</b>	<b>2017</b>
<b>Community Liaison</b>	<b>Lew Williams</b>	<b>As needed.</b>	<b>2018</b>

# JUST FOR FUN

"I rent a lot of cars, but I don't always know everything about them. So a lot of times, I drive for like ten miles with the emergency brake on. That doesn't say a lot for me, but it really doesn't say a lot for the emergency brake. It's really not an emergency brake; it's an emergency "make the car smell funny" lever."

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A Texas rancher was visiting a farmer in Israel. The proud Israeli showed him around. "Here is where I grow tomatoes, cucumbers, and squash. Over there I built a play set for my kids, next to the doghouse," the farmer said.

The land was tiny, and the Texan was surprised by its small size. "Is this all your land?" he asked.

"Yes," the Israeli said proudly. "This is all mine!"

"You mean this is it? This is all of it?" the Texan said incredulously.

"Yes, yes, this is really all mine!"

"Well, son," said the Texan, "back home I'd get in my car before the sun's come up and I'd drive and drive and drive, and when the sun set, why, I'd only be halfway across my land!"

"Oh, yes," replied the Israeli farmer wistfully, "I used to have a car like that."

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**I was driving with my friend. We come to a red light and he speeds up and whips right through it. I start freaking out "Hey man, your going to get us killed!" He replies "Relax, my brother drives like this." We come to another red light and he blazes right through. "You're going to get arrested or get us killed!" "Relax this is how my brother drives." We come to a green light he stops dead looking both ways. "Dude, it's green you can go." "Nah man, my brother might be coming the other way."**

# History 101

## Pre-War Fords in Canada.



The first car built by the Ford Motor Company of Canada in early 1904 was the Model C. A total of 117 cars were made in the first year. Most were 2-cylinder Model C's, but a few 4-cylinder Model B's were also built. Both were made in 1905 along with the Model F, a new 2-cylinder car.

In 1906, the Model C and Model B were discontinued, but two new models came on the scene. The Model N was a low-priced 4-cylinder car, but the 406 cid 6-cylinder Model K was huge and expensive.

The Model F was gone by 1907, but there were two new Fords - Model R and Model S. Both were 4-cylinder cars and built along with the Model N and Model K through much of 1908.

Production of all those models ceased when the Model T made its debut in October 1908. The Canadian-made Fords were similar to the American models, although there may have been minor departures due to the use of Canadian components. Ford Motor Company of Canada constantly tried to keep a high level of Canadian content.

During the Model T era, Ford Motor Company of Canada chose not to produce some body types. For instance, sometimes there were no Canadian 2-door Model T sedans. Four-door Model T sedans were made in Canada before they were in the U.S. Four doors were convenient for people going from province to province where right and left drive laws varied.

Some body types were sold under different names. When the American T Runabout was called a Roadster in 1923, Ford Motor Company of Canada continued calling it a Runabout.

It was also in 1923, when Ford called the 2-door sedan a Tudor. Ford Motor Company of Canada adopted the same name for it, and even went further and called the 4-door sedan a Fordor. Ford used that term for many years, but it originated in Canada and used for five years before it was in the States.

The arrival of the Model A brought a much greater variety of body types, though Ford Motor Company of Canada never produced quite all the body styles made south of the border. Model A station wagons, for instance, were never made in Canada.

Ford's famous V-8 was introduced in mid 1932, simultaneously in both countries. Ford of Canada dropped 4-cylinder cars in 1933, while they were on the market a year longer in the U.S.

The northern firm produced some body types not made in the States. From 1929 through 1936, Rumble Seat models were available in more varieties for Canadians than Americans.

Also for 1936, all Canadian-built Tudors had trunks, while this was not always true in the States. In addition, Canadians were treated to the Special DeLuxe, a top-line series of 10 models above the DeLuxe.

The little 134 cid 60 hp V-8 appeared in both countries in 1937. It was an economical alternative to the regular V-8. But, Ford Motor Company of Canada stopped offering it in the 1939 lineup. It continued to be available in the U.S. until the 1941 models arrived.

Ford's first 6-cylinder car since the Model K made its debut in the 1941 models. Buyers could choose it or the V-8, but only in the States. Not until many years later did Ford Motor Company of Canada offer a 6-cylinder engine.

The 1941 Fords in both countries came in three series: Special, DeLuxe and Super DeLuxe. There were only two series for 1942, but not the same two in both countries. Ford of Canada kept the entry-level Special and deleted the Super DeLuxe. In contrast, Ford in the States deleted the Special and kept the top-line Super DeLuxe.



approach still caused damage to the ships. The latter decided to, essentially, do the same thing but from the air.

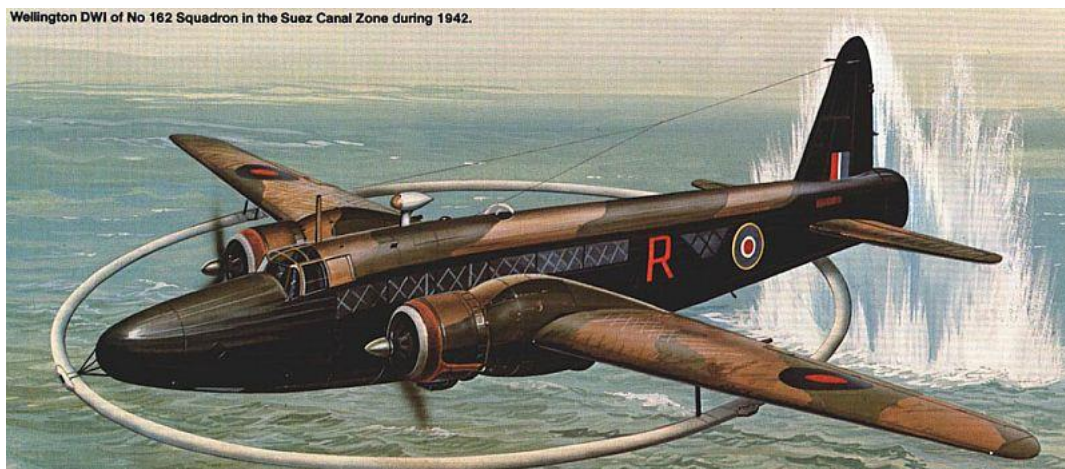
To do so, RAF engineers had Vickers strip one of their Wellington twin-engine long-range bombers of its armament and fit it with a 51-foot-diameter balsa wood ring that housed an aluminum coil. While the RAF called it the Directional Wireless Installation, the name was just a cover for the modified aircraft's true purpose; instead of bombs, inside the DWI nestled a Ford flathead V-8 engine hooked up to a 35-kilowatt Mawdsley generator that in turn energized the aluminum coil to create a magnetic field that would trigger the dip needle detonators.

The RAF likely chose the Vickers Wellington due not only to its ability to lift the engine/generator/coil system with ease but also due to its ability to fly low and slow, necessary to trigger the mines, which it first did successfully on January 8. According to Martin Bowman's "Voices in Flight: The Wellington Bomber," the aerial minesweeper, designated Type 418, had to fly at an altitude of no more than 60 feet to trigger the mines and no less than 35 feet to avoid damage from the mines.

The second aerial success was recorded five days later on 13 January, but on this occasion the aircraft descended below 35 feet, the hatches were blown off and the accelerometer recorded ten Gs. The aircraft was grounded and checked by Vickers engineers for structural damage, but none was found.

The RAF then ordered construction of another three Type 418s before replacing the Ford flathead with a lighter and more powerful DeHavilland Gipsy engine to turn a 95-kilowatt generator that powered a smaller 48-foot coil, creating the Type 419 or DWI Mk II.

Typical aerial minesweeping practice called for a formation of three DWIs, accompanied by fighter escorts, clearing lanes for shipping. The practice reportedly aided the escape of the Dutch royal family to England in May 1940 prior to the posting of the DWIs to the Mediterranean and to Egypt. Combined with the degaussing and deperming of ships, the DWI effort led Winston Churchill to declare in August 1940 that the RAF and Royal Navy had "effectively mastered" the German magnetic mine.





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](mailto:cdchown@outlook.com)

*All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit [www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com) and enjoy as much as you want.*

*Your feedback and comments are always appreciated. Input is used to improve the quality and diversify.*

*Thank you all for your support and participation.*

