

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles

April 2019



Jim Banks has a story for you!

Check out the license plate!

TABLE OF CONTENTS:

- 1. Club Executive – contact information.***
- 2. 2019 Club agenda & events.***
- 3. Minutes. Regular meeting April 9th, 2019***
- 4. Club news – updates, breaking news.***
- 5. Tech talk – V8 members input, Q&A. Suggestions News.***
- 6. Photos – Nostalgia EFV8 109, local and world wide.***
- 7. Buy & sell – parts, restorations, collections. Wanted dead or alive***
- 8. Committees – contacts, functions, updates, help.***
- 9. Fun page – be careful – members contributing.***
- 10. Miscellaneous – news and other interests.***

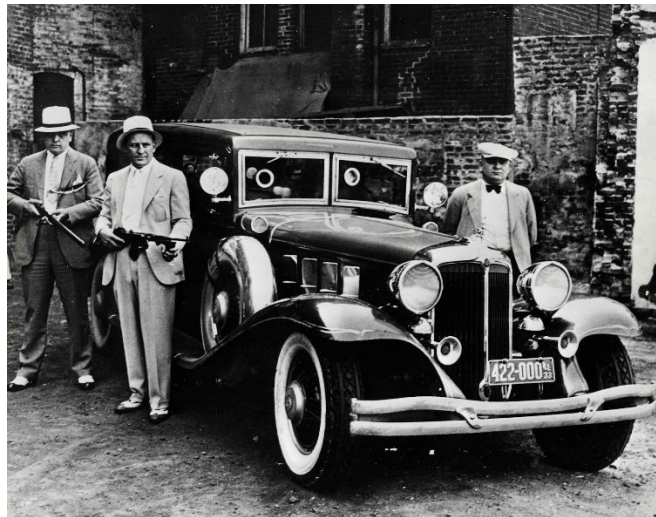
Contributions always appreciated

The next regular club meeting will be held on

May 14th, 2019 at Berwick House. 7:30 PM.

4062 Shelbourne St. CU there.

The Executive Crew 2019



EARLY FORD V8 CLUB R.G. #109



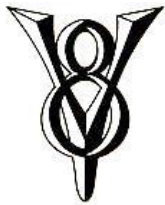
	<i>Name</i>	<i>Telephone</i>	<i>Email</i>
<i>President</i>	Chris Chown	250 595 0312	cdchown@outlook.com
<i>Vice Pres.</i>	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
<i>Treasurer</i>	Jim Banks	778 433 4021	banksjim16gmail.com
<i>Secretary</i>	Don Landels	250 588 1300	Don.landels@gmail.com
<i>Directors</i>	Dennis Mounce	250 478 6440	d&bounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
	Chris Chown	250 595 0312	cdchown@outlook.com
	Jim Jennings	250 477 5594	Jennings@telus.net
	Bill Pritchard	250 656 7029	bprichard@shaw.ca
	Don Landels	250 588 1300	Don.landels@gmail.com
<i>First Past President</i>	Bill Pritchard	250 656 7029	bprichard@shaw.ca

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
JULY 10	<i>BBQ & PRE SHOW MEETING FOR F&F 2019 HERITAGE ACRES.</i>
JULY 14	FORDS & FRIENDS SHOW – HERITAGE ACRES
JULY 19-21	NW DEUCE DAYS – VICTORIA
AUG 18 ?	ANNUAL CLUB BBQ. DETAILS 2B DETERMINED.
AUG 31	HOLD DATE FOR SHOP TOUR DETAILS 2B CONFIRMED
SEPT 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
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 April 9th, 2019 – **FOR MEMBERS ONLY.**



Club News



JIM BANKS: A Little History, in his own word



When I was in grade 12 at Salmon Arm Highschool, I built a nice 1950 Ford 4-door sedan.

I installed a CM short block from the Ford rebuild shop in Vancouver, it came with a ¾ cam. I added Offenhauser heads and a 3-carb manifold. Dropped it two inches and fitted lake pipes with cut-outs.

Had a very good job at the Texaco service station working after school. Three years learned a lot. I got pinned under the hydraulic one night while working on a car during the graveyard shift. Good thing the RCMP noticed me while making a routine check. They hauled me out and took me into Salmon Arm Hospital – didn't hurt my enthusiasm though. I was lucky too, having a really great automotive teacher at school in Salmon Arm.

Sold the car in Vancouver when I was going to the Vancouver Vocational Institute in 1963. Had no money!!

I have always been looking for another 1950 Ford.

So, I started driving up and down back alleys in Surrey, and one day I found three 1950^s in the back yard of a home in Whalley. One of the cars turned out to be a Meteor. It had 1989 plates, was parked under a tree and buried in leaves. It was a real mess. I made an offer and the next day I had it towed home. That was in 2008.



The frame and engine were covered in 58 years of mud and oil. What two cans of Gunk and a good pressure washer can do!

The car had been parked with gas in the tank so everything was totally gummed up. When finally I got it running it had a lot of sticky valves. It had no door panels or arm rests. I got an upholstery kit from Mac's. My shop was under the house and it would smell up the house, sometimes.

I towed the car to our shop in Vancouver. More room to work and all my tools. The brakes were totally shot. I rebuilt the brake system from scratch, and it can now stop on a dime.



When I retired in 2010 I drove the car home and started to spend some real time on it. I did all the mechanical work myself. I installed new door panels, seat covers and a hundred other things. Drove it for three months to get the bugs out.

*I took the car to **Rumbleseat Restoration** in Mission to have all the rust cut out and*

had it painted to code. The original colours.

The engine now starts and runs like a clock and I installed dual exhaust. The exhaust sound is music to a flatheader's ears.

Got my collector plates in 2015 and moved to Langford in December that year.

My parents never drove or owned a car, but my Dad did teach me to drive a team of horses at six years old. It was a lot of fun driving my Mother and her friends around in the 1950 Ford.

My first car was a 1930 Dodge that I made into a pickup, no doors or plates. At the age of 15, I would drive it around the back roads of Salmon Arm. The RCMP station was on the other side of town from my parents home.

My first real car was a 1934 Vicky, followed by a 1938 Chev coupe, a 1947 Monarch and then the 1950 Ford.

I have owned a lot of cars in my time, 18 that I can still remember.

*I have been a mechanic all my life and made the big jump to diesel mechanic in 1968. Owned our own shop in Vancouver – **Jim's Fuel injection Service.***

In the summer of 2015, my car was used in the TV series – The Man In The High Castle – A story about the Japanese occupation of California after WWII. Had a custom license plate for the series.

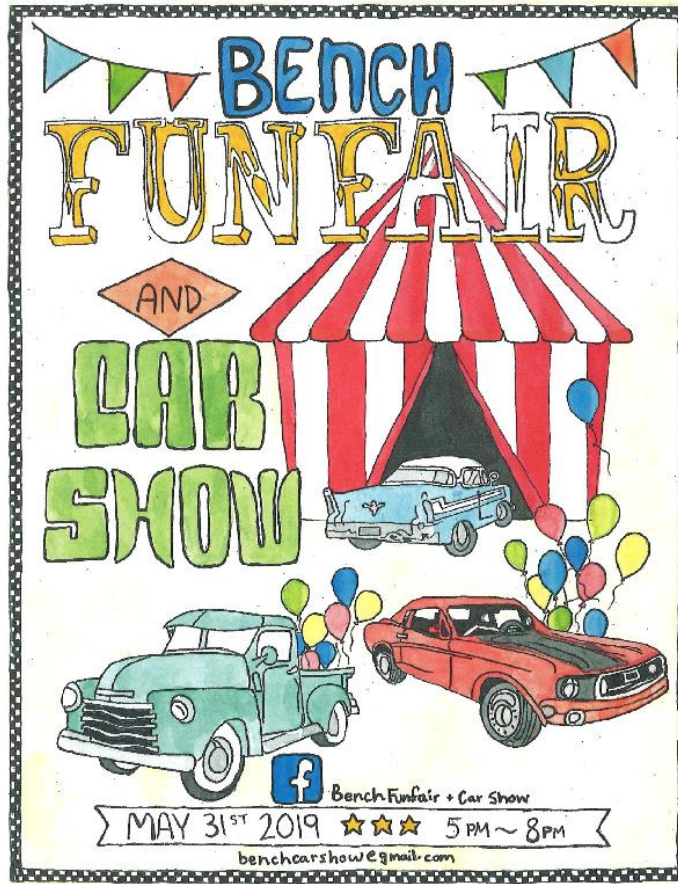
I attended my first Early Ford V8 Club meeting in January 2016, and I enjoy working at the Fords & Friends Car Show.

The Meteor is a Canadian built car and very few are left.

My most sincere thanks go out to Jim for sharing so many great experiences with our membership. A very special treat for all of us who can relate to so much of it.

If you wish to share your own story or tell us about your first car, please contact the editor and we will help you put the pieces together. Anything is welcome and we would especially appreciate stories about your first ride and any photos you might have.

Thank you in advance! Chris Chown 250 595 0312 or 778 679 7937.



Many thanks to Vic Nordstrom for passing along the details on the BENCH FUN FAIR. If you wish to have more information please call Vic, or visit benchcarshow@gmail.com

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



Congratulations to the team working on the next Fords & Friends show on July 14th. 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!

JOHN SHEPHERD is entering the final stages of his rebuild for his 49 Merc. At present Lee Grant is working on new upholstery with expectations for completion within the next couple of weeks. We are looking forward to having John present this magnificent build at this years F&F.

Don't forget the next Shop Tour at Heritage Acres on April 28th starting at 11:00 AM.

EARLY FORD V8 CLUB R.G. 109 VANCOUVER ISLAND, B.C.

SHOP TOUR INVITATION.



DATE: SUNDAY, APRIL 28, 2019 – (weather permitting)

TIME: 11:00 AM to 12:30 PM , FOLLOWED BY AN “ICE CREAM ROAD TRIP” TO SIDNEY

LOCATION: HERITAGE ACRES , 7231 Lochside Dr.

Agenda:

The EFV8 club members will congregate at Heritage Acres starting at 11:00 AM for a tour of the inner sanctum and works at Heritage. The viewing will include close up views of several historic cars and trucks that are part of the Saanich Historical Artifacts Association collection. There is lots to see here and many past visitors to Fords & Friend have not had the privilege for an insiders tour, so don't miss this unique opportunity.

In addition to the tour our members will bring their favorite rides for a photo op. We have invited camera clubs and photography students to join us and take all the shots they want. The EFV8 club will request that all photographers send their favorite shots to our website, where they will be judged for best and most creative photographs. The winners will receive a gift card from Kerrisdale Camera. Selected photos will be used in future promotions for the EFV8 club, with full photo credit for each photo used. Everyone is welcome to take photographs and submit whatever they wish.

Once our tour at HA is finished everyone is invited to join in for an “ice cream” road trip to Sidney where hopefully we will find an ice cream store that will have your favorite. Everyone is welcome and encouraged to participate.

Please contact Gary Clarke monty57@telus.net or Chris Chown cdchown@outlook.com if you would like more information. ***We look forward to seeing you there!***

PLEASE NOTE: All photo submissions are to be sent to: Al Wills at archeryguy@outlook.com

A little more club news from the membership and connections in the community!

TED FORBES has started the rebuild on his beloved “Peachy” a 1957 convertible. Several rare body parts have been sourced and Ted is preparing for installation. We hope to see Peachy and Ted back in the winners circle at F&F very soon.

DAVE WALLACE is moving ahead with major work on his 35 Fordor. Paint in the works and most of the running gear now in place. This will be very special once it is complete. Dave states emphatically that this will be his last rebuild, but it seems like nobody believes that!

LEW WILLIAMS seems to have too much time on his hands so he is working on both his shoebox and his 38 coupe at the same time. Progress is good on both and we expect to see him driving both at the same time during F&F 2019. Good luck Lew!

BRUCE SOMERS is getting closer to a launch date for his excellent 28 pickup. A very high degree of dedication to the task is evident and the last major mountain to climb is deeply rooted in bureaucracy with in the department of motor vehicles. This long term rebuild is a show stopper and we are all pulling for Bruce to have it on the road prior to F&F 2019.

DAVID CRONKHITE is doing some fine tuning on his 29 Model A that involves exhaust system repositioning and work on trim details for starters. Lee Grant has been engaged to help it along. On the road full time in the very near future. We are looking forward to seeing the 29 in the lineup with other roadsters at F&F this year. Should make a total of about seven of them!

If you wish to send any information on you own “Favorite Ride” please do so at you 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.

TECH TALK



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

This article has been poached from SKINNED KNUCKLES #982.

Safely Starting 6V Cars Using a 12V Battery

BY PAUL CORMACK, SUN VALLEY, CALIFORNIA

I think it is foolish to connect a 12-volt battery in parallel with a 6-volt battery. Both will be subject to a heavy current flow unless a resistor is used to control the current, and that would defeat the purpose of using the 12-volt battery. I think that it is best to isolate the two batteries and use the 12-volt alone for starting.

I agree with Bill Cannon that batteries explode because the gas inside the case is ignited by a spark within and not from simple gas pressure. Here are two instances from my own experience that tend to support this view.

1. I had a GMC dump truck which carried its 6-volt battery in a box set into the right-hand running board apron in the days when cell connectors were lead straps on top of and outside the battery case. One day, while bouncing over a rough off-road job, the battery cable insulation wore through and the cable tried to weld itself to the battery box. The current flow was so great that one of the cell connector straps melted like a big fuse link. I taped up the cable, jammed a piece of metal into the gap in the connector, and to my surprise and great relief the engine started and I was able to go on. That evening I soldered the strap back together, and the battery lasted for a long time after that. There was no sign of distortion of the case or cell tops, and no sign of spray from the screw-on vent caps. I firmly believe that had the connectors been inside the case, as in present day batteries, that there would have been an explosion.

2. About a dozen years ago, a friend of mine drove his Olds 88 to the 8 o'clock Mass at our local church, and when he went to return home about 45 minutes later, his battery exploded when he turned the key to start the motor. I was sure at the time, and still believe, that a loose connection inside the case caused a spark which ignited the gas, and this was on the occasion of a normal, routine start,

In my opinion, the likelihood of igniting the gas in a battery from a spark at one of the terminals is not great, and that this hazard is greatly over-rated. However, in the spirit of Murphy's Law it is probably a sensible precaution to make the last connection away from the vicinity of the battery. I would think that removing the caps would increase whatever risk there might be of igniting the gas

PAGE 27 - SKINNED KNUCKLES

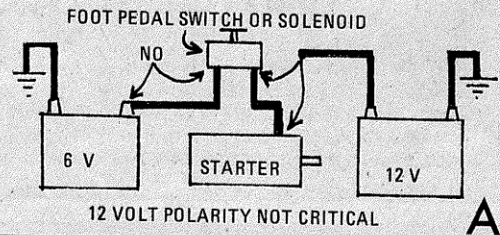
inside the battery.

To amplify Mr. Harris' precaution [October 1982 issue, page 39] about not letting two vehicles make electrical contact when jump starting — if they are of the same polarity and voltage, it won't hurt, but if they are of different polarity or voltage they shouldn't be allowed to touch.

Below are suggestions for safely starting 6-volt cars by using a 12-volt battery. Before going into this, some of the alternatives should be explored. Most of the cars of the Model A or Model T years had hand cranks, and believe it or not, you can start a car with a hand crank — just be sure to retard the spark. Any of the standard shift cars, and some of the early automatic shift cars, can be push started. However, if a 12-volt battery must be used, be sure the engine is ready to start. Make sure that it has fuel in the carburetor, and sometimes it helps to prime the carburetor or intake manifold with about a tablespoon of gas. Don't flood it, though. See that there is some life in the 6-volt battery — enough to light the lights. Free from the starter's drain, it will probably supply enough energy to work the ignition, which doesn't require much. Finally, the engine should turn over fairly fast with the 12-volt current, and the engine should start at once. If it doesn't start within a dozen revolutions, stop and find out why. Don't keep grinding away with the starter.

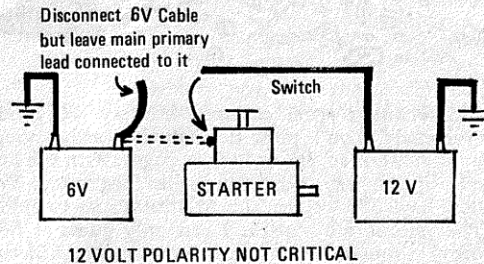
A. Bendix Drive. Remote starter switch. Foot pedal on floor or electric solenoid, including Startix.

Leave 6-volt connections intact, and connect 12-volt jumper to starter terminal or starter side of switch. Do not connect 12-volt jumper to 6-volt battery or battery side of switch or solenoid. Energize starter by grounding other 12-volt jumper. No switch needed. Polarity not critical.



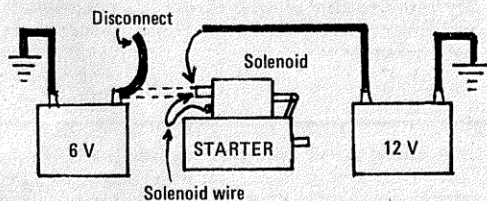
B. Bendix or coincidental drive with switch on top of starter operated by foot pedal or hand control. No solenoid. Model A Ford for example.

Remove 6-volt cable and main primary lead from starter terminal. Be sure that 6-volt primary lead is connected to 6-volt battery. Connect the 12-volt jumper to the starter terminal (don't let it touch the 6-volt cable), and ground the other 12-volt jumper. Use normal starting procedure.



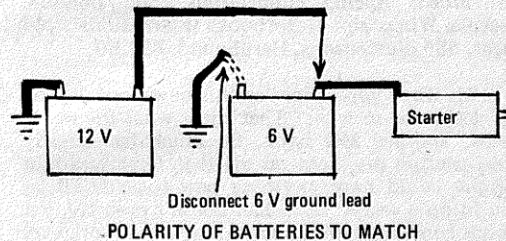
C. Remote control solenoid switch on top of starter, coincidental drive.

Remove 6-volt cable and primary lead. Connect one 12-volt jumper to starter terminal as in B above. Energize starter by using remote starter switch or a small jumper wire from the solenoid control terminal to the 12-volt jumper (not the 6-volt cable). Some solenoids may have to be grounded, but most are as above. Do not use car starter button or key switch. Ground other 12-volt jumper to frame of car. Best to match polarity to that of car.



D. Starter connections not accessible or 6-volt battery completely dead.

Disconnect ground cable from 6-volt battery. Be sure all lights and switches are turned off. Check for fuse to instruments and remove. If no fuse, try to disconnect electrical instruments if conveniently possible, otherwise, cross your fingers and hope. Connect 12-volt jumper to 6-volt battery cable (not to ground), and ground the other 12-volt jumper. Use normal starting procedure, but remove 12-volt jumper and replace with 6-volt ground cable immediately when engine starts — work fast. Polarity of two batteries must match, positive to positive, negative to negative.



EDITOR'S NOTE: Although the procedures described above are designed to enable safe starting of most 6-volt cars with a 12-volt battery by isolating the two power sources, SK Publications cannot assume responsibility for the use of information contained herein. In case of accidental misconnection or malfunction, it is always wise to provide shielding between the operator and batteries before the final connection is made.

Please pass on a Thanks to Dave and Judy Wallace for offering free access to his vast collection of SKINNED KNUCKLES. Expect more old time good stuff like this in future Rumbles.

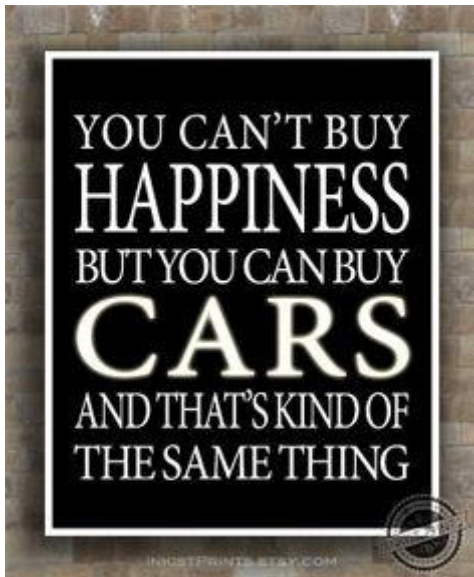
If you have anything you would like to share please let us know.

Henry Ford said:

*"Coming together is a beginning; keeping together is progress
and working together is success"*

Vic Nordstrom said:

We have two lives, and the second begins when we realize we only have one.



Buy & Sell.



I bet I can fix this in just a few days. I'll take it.

NORRIE SPENCER – ITEMS FOR SALE.

Last chance before it goes to Tradex.

New 68 6049B and 6050B 1936 heads. Remanufactured by Ford in 1948

New 40 6049B and 6050B 33/34 heads. Remanufactured by Ford in 1948

3 1/16" Pistons 21 Stud engines NOS, 1 set .040 Flat top & Rings

1 set .0825 Domed top – 4 ring Rings Rods & Shells for above

1936 V-8 Crankshaft and Bearings, 1937-8 Blocks, Pans, Manifolds, etcetera

Cam Shafts 2 bearings

32 – 34 4-cylinder blocks, pans, pistons & rods, cranks, transmissions, gears, etcetera.

32 – 34 Brakes, drums, backing plates, etc.

Please call Norrie Spencer 250 652 1862 or rosenorrie@shaw.ca

SOLD.
FOR SALE: Lew Williams has a few complete flatheads that he is looking to sell or trade. Existing engine out of his 38 tops the list. Runs well but needs a little TLC to make it perfect. If you are interested, please call Lew at 250 479 5385 or 250 661 2092.

WANTED: If you have a stainless trim for a 1936 spare tire cover please call Dave Wallace at 250 479 2793 anytime. He might let you touch his new toque if you have a good one!

WANTED: Chris Chown has interest in purchasing Eldelbrock or Auburn heads for his 8RT flathead. If you have a good set, please call 250 595 0312.

WANTED: Vertical milling machine. British, American or Taiwanese manufacture. 220V single phase, with a 42" table. Please call Fraser Kaye at 250 514 8529 or 778 529 0014 in Nelson B.C. or if you prefer, email at jfraserk@shaw.ca

FOR SALE: Ron Perkin from Parksville has a 47 Tudor in disassembled state that he wishes to sell. All parts are there along with several extra pieces. Excellent potential for full restoration. For more information please call Ron at 250 752 1239. Or speak with Jim Jennings.

FOR SALE: Rob Vanzella has a 302 Ford Mustang disassembled and all the internals to go with it. In addition, he has a C4 transmission from a Mustang included. Excellent package, at low cost for an upgrade if you are tired of running a flathead. If interested, please call Rob at 250 589 9130.



Only in my dreams, does this happen!

FOR SALE. 1947 Austin Shearline A125L (left hand drive).

A bit about the car. the Austin Sheerline, predecessor to the Austin Princess, was built from 1947 to '53. there were approximately 8000 built,(this is called Wednesday morning at Ford) of which about 10% were export models (left hand drive). It features a 244 cid inline six (Austin truck engine 125 horse power), four forward speed transmission on the column. Other features putting it ahead of it's time are electric wipers, sunroof, and a four-corner hydraulic jacking system controlled from inside the car. (this, according to one article I read, was for winter storage, or so " your man could change a tire"). All of these were factory installed items. As you will see from the pictures, the headlights and driving lights are matching Lucas items, also factory stock. Much info available on the internet of course. Hope this helps.

If you or an interested party want to view the car before Doug is home, give me a call.

John

250-923-4802



2019 Committees:



ALWAYS GLAD TO HAVE YOUR HELP!!

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

JUST FOR FUN

An April Fools Laugh just for YOU.



Dog dressed in flower bedecked bonnet and dress PHOTOGRAPH BY LIBRARY OF CONGRESS

National Geographic even got in on the fun in 2016. The media company surprised the world when it announced via Twitter that National Geographic would no longer be publishing photographs of naked animals:

"The media group says that it will no longer degrade animals by showing photos of them without clothes."

Readers who [clicked through to the story](#) were greeted with "April Fools" and a gallery of adorably dressed puppies and kittens.

Stealing treasure

In 1905, the *Berliner Tageblatt*, a German newspaper, reported that thieves had tunneled underneath the U.S. Federal Treasury and [stolen all of its silver and gold](#). The story was quickly picked up by papers throughout Europe and the United States. It was huge news—or would have been, if true.

Running for president

"I never did anything wrong, and I won't do it again," said former President Richard Nixon, [announcing that he would run for president in 1992](#). But the man speaking wasn't Nixon, and the news segment that aired the announcement wasn't real.

National Public Radio's piece on Nixon's 1992 presidential run is one of its most famous April Fools' Day pranks. Not only did people believe it, they were outraged. "A lot of people's worst dream was Nixon running again," says Boese. "The idea that he would run again was absurd, but it played on their fears so much that thousands of people believed it."

Playing a game

In 2014, Google joined the ranks of corporations playing tricks on the public. On April 1, published a [Pokémon game](#) in which players could use Google maps to look for and catch Pikachus and Bulbasaur, who would

pop up on the map screen for gamers to grab. The prize for the biggest collection? A job a Google as “Pokémon Master.” April Fools, Pokémon trainers.

It was a pretty funny joke, but it was also inspirational. Software engineers at [Niantic Labs](#) took the prank and turned it into a phenomenon: Pokémon Go.

HOW TO CHANGE YOUR OIL

Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check and leave with a properly maintained vehicle.

Men:

1. Go to O'Reilly auto parts and write a check for 50 dollars for oil, filter, oil lift (AKA kitty litter), hand cleaner and scented tree.
2. Discover that the used oil container is full. Instead of taking it back to O'Reilly to recycle, dump in hole in back yard.
3. Open a beer and drink it Jack car up. Spend 30 minutes looking for jack stands.
4. Find jack stands under kid's pedal car.
5. In frustration, open another beer and drink it.
6. Place drain pan under engine.
7. Look for 9/16 box end wrench.
8. Give up and use crescent wrench.
9. Unscrew drain plug.
10. Drop drain plug in pan of hot oil; get hot oil on you in process.
11. Clean up.
12. Have another beer while oil is draining.
13. Look for oil filter wrench.
14. Give up; poke oil filter with Phillips screwdriver and twist it off.
15. Beer.
16. Buddy shows up; finish case with him. Finish oil change tomorrow.
17. Next day, drag pan full of old oil out from underneath car.
18. Throw oil lift (AKA kitty litter) on oil spilled during step 18.
19. Beer. No, drank it all yesterday.
20. Walk to 7-11; buy beer.
21. Install new oil filter making sure to apply thin coat of clean oil to gasket first.
22. Dump first quart of fresh oil into engine.
23. Remember drain plug from step 11.
24. Hurry to find drain plug in drain pan.
25. Hurry to replace drain plug before the whole quart of fresh oil drains onto floor.

26. Slip with wrench and bang knuckles on frame.
27. Bang head on floor board in reaction.
28. Begin cussing fit.
29. Throw wrench.
30. Cuss for additional 10 minutes because wrench hit Miss December(1992) in the left boob.
31. Clean up; apply Band-Aid to knuckle.
32. Beer.
33. Beer.
34. Dump in additional 4 quarts of oil.
35. Beer.
36. Lower car from jack stands.
37. Accidentally crush one of the jack stands.
38. Move car back to apply more oil lift (AKA kitty litter) to fresh oil spilled during step 23.
39. Drive car.

A BLONDE, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighborhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do.

"Well, you can paint my porch. How much will you charge?"

The blonde said "How about 50 dollars?"

The man agreed and told her that the paint and ladders that she might need were in the garage.

The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?"

The man replied, "She should. She was standing on the porch."

A short time later, the blonde came to the door to collect her money.

"You're finished already?" he asked.

"Yes," the blonde answered, "and I had paint left over, so I gave it two coats."

Impressed, the man reached in his pocket for the \$50.

"And by the way," the blonde added, "that's not a Porch, it's a Ferrari."

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.



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

All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit 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.

Ford's out Front
with a High I.Q.

