

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles *NOVEMBER 2019*



This photo shows a 1935 Ford Station Wagon in Brigham City, Utah. Actually is the US Mail route Woodie. We think that's Bruce Somers holding up the door!

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Contributions always appreciated

**The next regular club meeting will be held on
January 14th , 2020 at Berwick House. 7:30 PM.**

4062 Shelbourne St. CU there.

The Executive Crew 2019



EARLY FORD V8 CLUB R.G. #109 2020

Position	Name	Telephone	Email
President	Chris Chown	250 595 0312	cdchown@outlook.com
Vice President	Mike Mortimer	250 477 0547	mikemortimer@hotmail.com
Treasurer	Jim Banks	250 433 4021	banksjim16@gmail.com
Secretary	Al Wills	250 474 4909	al@archeryguy.com
Directors	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	bpritchard@shaw.ca
	Don Landels	250 588 1300	don.landels@gmail.com
First Past President	Bill Pritchard	250 656 7029	bpritchard@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	BBQ & PRE SHOW MEETING FOR F&F 2019 HERITAGE ACRES.
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 7	ANNUAL CLUB BBQ WITH NORRIE AND ROSE. Pot luck
SEPT 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
OCT 6	SHOP TOUR @ Tom & Mark Fisher's in Metchosin. 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 11 th 2020	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.



Club News



At long last we have completed the nomination and election of the club executive starting in 2020. We are sad to see two long serving; high quality members step down but very pleased that we have two new members step in to fill very big shoes. Lauri Stevens our current Vice President will move over and make way for Mike Mortimer as the new VP. Don Landels, our current club secretary is stepping down and will be replaced by Al Wills in January 2020. We all owe our most sincere thanks to both Lauri and Don for doing so much over the years and helping the 109 to grow into the successful club it is today. The 109 welcomes and appreciates the new members, Mike Mortimer as new VP and Al Wills as new secretary, for stepping up and doing their bit.

As we move forward in several areas it is a real pleasure to recognize a fairly new member that has come forward to contribute time and energy to the 109. Rob Vanzella and Deanna Pfeifer will organize the 2nd annual Post Christmas Luncheon in January 2020. Both Rob and Deanna have already put forward several great new ideas and superb enthusiasm, that is sure to make this years luncheon even better. Great to see new members join in and contribute right off the line.

We are sad to say that Jim and Marie Jennings are going to take a little rest from setting up the Christmas luncheon this year. Both Jim and Marie have worked long and hard on several club committees and events. It goes without saying that without their contributions we would not be quite so successful and looking so good! They are not actually going away and will continue to be involved in the 109 activities throughout the next several decades. Many, many thanks to both for everything you have done so well for so very long.

We will not hold a regular club meeting in December as so many members are fully engaged inn travel and Christmas activities. Next regular meeting is Jan 14, 2020 at Berwick.

Recently we finished up with our financial contributions to some of our favorite community service groups. In 2019 the 109 club has donated a total of \$3,000.00 to:



TECH TALK;

If you have any technical issues you would like to share, please submit to the Rumbles editor. Questions, suggestions always welcome!

Bendix-Stromberg pressure carburetor

Of the three types of carburetors used on large, high-performance aircraft engines manufactured in the United States during World War II, the **Bendix-Stromberg pressure carburetor** was the one most commonly found. The other two carburetor types were manufactured by Chandler Groves (later Holley Carburetor Company) and Chandler Evans Control Systems (CECO). Both of these types of carburetors had a relatively large number of internal parts, and in the case of the Holley Carburetor, there were complications in its "variable venturi" design.

A floatless pressure carburetor is a type of aircraft fuel control that provides very accurate fuel delivery, prevents ice from forming in the carburetor and prevents fuel starvation during negative "G" and inverted flight by eliminating the customary float-controlled fuel inlet valve. Unlike the float-type carburetor fuel system that relies on venturi suction to draw fuel into the engine, a pressure carburetor only uses the venturi to measure the mass airflow into the engine and manages the flow of fuel that is continuously under pressure from the fuel pump to the spray nozzle. In 1936, the first Bendix-Stromberg pressure carburetor (a model PD12-B) was installed and flown on an Allison V-1710-7.

Background

The Bendix Corporation marketed three types of aircraft fuel systems under the Bendix-Stromberg name:

Low performance aircraft engines, and almost all aircraft engines produced before 1940 were typically equipped with conventional float-type carburetor that were not much different, except for size, than those found on automobiles or farm tractors of that time.^[1]

After 1938 high performance aircraft engines were equipped with floatless pressure carburetors, especially those engines used in combat aircraft. These carburetors were a big step forward in technology and could be looked upon as mechanical counterparts of today's electronic fuel control computers. These floatless pressure carburetors are the topic of this article.^[2]

In the last years of World War II, aircraft engines that exceeded a specific horsepower of greater than 1.0, were equipped first with distributed fuel injection and later with direct injection, which became the fuel system of choice. Using the same principles as the pressure carburetor to measure air flow into the engine, the distributed fuel injection system used individual fuel lines to each cylinder, injecting the fuel at the intake port. The direct-injection systems differed only in that it injected the fuel directly into the cylinder head, much like a diesel engine fuel system. These fuel control devices were individually sized and calibrated to fit almost all piston aircraft engines used by both civil and allied military aircraft made in the post war era. These fuel injection systems are found on high performance general aviation piston engines that continue flying into the 21st century.^[3]

There are some things in life that seem like they will live on forever. And while there are a few we could probably do without—"I Love Lucy" reruns and Brennan's stories about the '74 Street Rod Nationals spring to mind—there are others, such as Stromberg 97 carburetors, that some of us would be lost without.

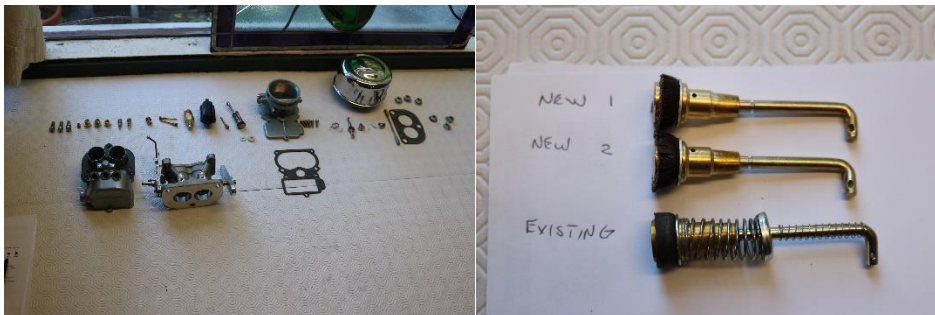
While Stromberg produced carburetors for a variety of manufacturers, the two-barrels most hot rodders are familiar with first appeared on 85hp Ford Flatheads in '34 with the model 40; the model 48 was introduced in '35 (the preceding were both rated at 170 cfm); and from '36 to early '38, 97s were installed (155 cfm), model 81s (125 cfm) were used on the V8-60s, and the LZs (160 cfm) were found on the Lincoln V-12s. Along with the units that were plopped on top of Flatheads at the Ford factory, Type I Stromberg 97s were manufactured by Bendix in South Bend, Indiana, as replacements for Holley 94s; most of

these have the 97 logo. Replacement versions, designated the Type II, were manufactured by Bendix in Elmyra, New York, and have a 1-1 logo.

Of all the Stromberg carburetors that shared the same basic design, the 97 became the performance carburetor of choice. There were quite a few reasons for its popularity with hot rodders (not the least of which was the fact that 97s were plentiful and cheap). From a performance standpoint, multiple Strombergs worked well, and the jets were easy to change so tuning was simple. But while well regarded, these mixers certainly weren't perfect. The needles and seats were prone to sticking and leaking if too much fuel pressure was applied, resulting in fuel leaks and the engine running rich. Typically, the ham-fisted method of addressing those problems was to over-tighten the cover screws to stop the leaks (which simply served to warp the mating surface or strip the threads) or to bludgeon the float bowl area with whatever heavy object was handy in an attempt to free a float. This didn't solve the problem either, and only made the carburetor look like a gunnysack full of walnuts.



The twin 97s are fully rebuilt and ready for install on Chris Chown's 51 flathead 8RT.



These parts are left over. I probably don't really need them anyway. For sale, cash only and no returns or guarantee.

Wish me luck just in case.

Ford preps for electric SUV introduction

Ford (NYSE:[E](#)) says it will start taking down [reservations](#) for the Mustang Mach-E on November 17.

The all-electric SUV will be inspired by the look of the iconic Mustang model.

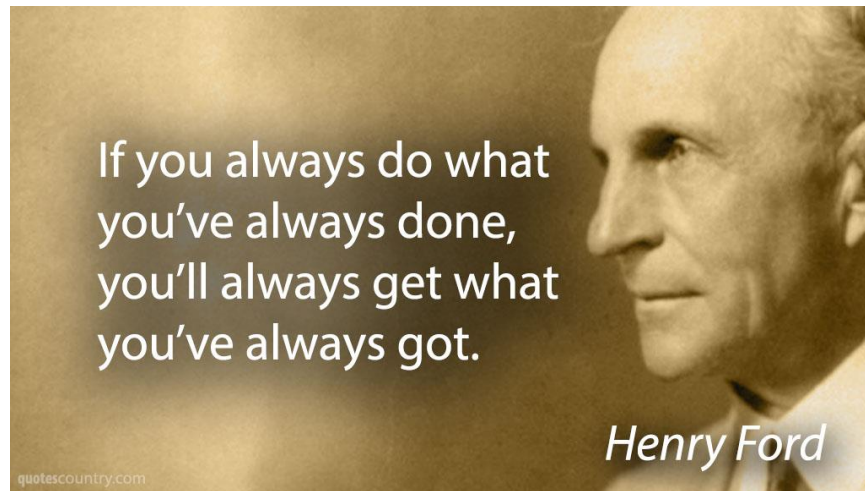
The Mustang Mach-E is being introduced by the company at an event on November 17 in Los Angeles just ahead of the L.A. Auto Show.

Ford plans to introduce more than a dozen all-electric models by 2022.

Shares of Ford are **up 0.11%** premarket to \$8.82.



Henry Ford said:



Murray Anderson *said:*

***WHEN WE SEE MEN OF A CONTRARY CHARACTER, WE
SHOULD TURN INWARDS AND EXAMINE OURSELVES.***



Buy & Sell.

Direct from the ever-growing collection by: Don MacPherson



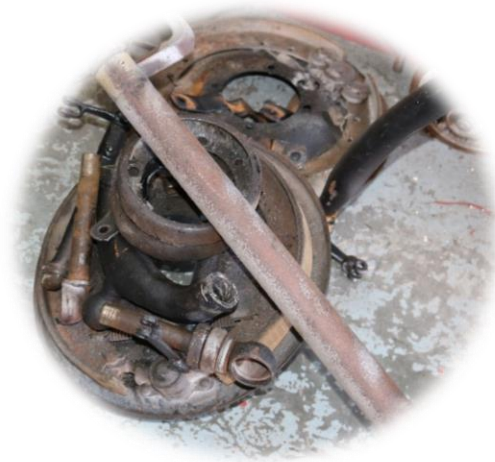


Don MacPherson, our member at large in Parksville, has a very special “N” scale model railroad set mounted on a tray for easy storage and use. The tray size is 661 ½ inches wide by 371 1/2 inches deep. Lots of correct size storage apace for attachments and accessories. The operating system is Digitrax Digital command Control, with many extras. Don is looking to reclaim some space in his home and hopes to have the entire set up find a new home where it can be truly enjoyed. Price is negotiable so if you are interested please call Don at 1 250 248 9246 or email donlinda4@telus.net. More information, additional pics available directly from Don.

FOR SALE: An expansive offering of Early Ford parts and accessories. Other makes included. Some original plus some NOS. If you are interested, please call GORD STEWART at

250 642 5702. Located in Sooke. No email service.





For Sale: Pappy Robertson has a 302 CI with an AOD transmission attached. The AOD is freshly rebuilt by Victoria Transmission (Gary) but has never been run. Guaranteed rebuild to a very high standard. This combination was originally slated for install into Pappy's T-Bird, but a change of mind has opened it up for sale. Excellent value for EFV8 109 members. Please call Pappy Robertson at 250 858 9038 or email hdclassicride@gmail.com Priced to sell!!

Wanted: David Hall from Armstrong is on the hunt for a 3 speed Ford trans with a floor shift. Needs to hook up with a flathead in a 46 Mercury half ton. David is open to discussions on gears only as he really needs the cluster. If you can help please call David at 250 302 9315 or email dhall@firstbc.com.

What do these vehicles have in common? ***Answer on the last page, perhaps! Gary Nordstrom.*** 1909 McLaughlin, 1936 Maple Leaf, 1946 Monarch, 1948 Mercury 114 Coupe, 1950 Fargo, 1953 Dodge Regent, 1955 Pontiac Pathfinder, 1956 Meteor Rideau Town Sedan, 1960 Frontenac, 1965 Mercury F-100, 1965 Acadian Beaumont, 1973 Ford Cortina, 1984 Hyundai Pony, 1985 Lada Niva, and many others. (By the way, our family has owned 6 vehicles on this list!)

FOR SALE 1936 FORD HUMPBACK CUSTOM ROD. Contact Lew Williams by cell at 250 661 2092 or email at lewwilliams@shaw.ca anytime. Asking \$16,000. Canadian.

This custom-built features a 1971 Chevy 350 ci 10 bolt. Has a Mustang front end with disc brakes. Chevy racing wheels with 200^s.



2020 Committees:

“Always glad to have your help!!”

DON'T BE SHY, STEP UP ANYTIME.

THERE'S ALWAYS ROOM FOR YOU.



Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2020	Gary Clarke, Lew Williams	Primary Committee, 2B set.	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
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	Al Wills	Chris Chown	2017
Membership	Jim Jennings	Lew Williams	2016
Christmas Luncheon	Rob Vanzella Deanna Pfeifer	Chris Chown Mike Mortimer	2020
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Community Liaison	Lew Williams	As needed.	2018

How is it possible to always find what your looking for in the last place you look?

Answer: see the last page if you can't figure it out.

JUST FOR FUN

A man applies for a job as mechanic. The boss says, "Can you roll your hard hat down your arm and pop it back on your head?"

The mechanic nods, confused.

"Can you play lightsaber with your wrench and another man's screwdriver?"

"Oh yes," says the mechanic.

"Can you bounce your screwdriver off the cement, grab it, whirl it around and put it in your belt like a gun?"

"Sir, I've been doing that for years!" says the wanna-be mechanic.

"Well in that case, I can't use you. I have 12 men doing that already!" says the boss.

Nobody Available

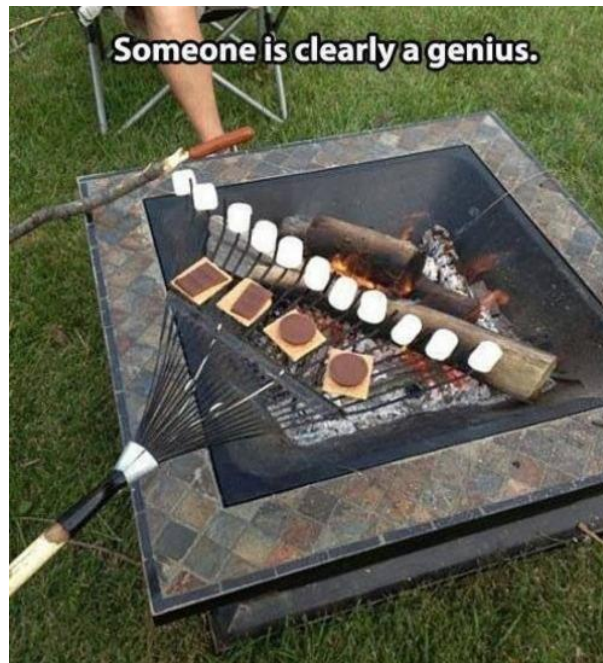
Seventy year old Martha woke her [husband](#), seventy-five year old George from his nap on the sofa. "There is a truck backed up to your shop and thieves are loading up your tools." she told him in a frightened voice. He immediately looked out the window, then phoned the [police](#). The police informed him that it was Saturday night and they were really busy but would have an officer over to his place as soon as one was available, probably in about half an hour. He was advised to stay inside the [house](#) with the doors locked until they got there. He hung up the [phone](#), waited about a minute and called back. "This is the fellow that just called about the thieves stealing his tools, don't hurry, I just shot them." Three minutes later an ambulance and two police cars arrived and the burglars were caught red-handed. "What is going on here?" asked one of the officers, "We were informed that you had shot them." "Yeh, and I was informed that nobody was available." Old George replied



YOU MIGHT BE A REDNECK IF...

A little Rain Doesn't Spoil the Fishing...

motifake.com



Someone is clearly a genius.

Many thanks to JIM BANKS, for his contribution below.

How Children Perceive Their Grandparents

1. She was in the bathroom, putting on her makeup under the watchful eyes of her young granddaughter, as she'd done many times before. After she applied her lipstick and started to leave, the little one said, "But Gramma, you forgot to kiss the toilet paper good-bye!" I'll probably never put lipstick on again without thinking about kissing the toilet paper good-bye.
2. My young grandson called the other day to wish me happy birthday. He asked me how old I was, and I told him, 80. My grandson was quiet for a moment, and then he asked, "Did you start at 1?"
3. After putting her grandchildren to bed, a grandmother changed into old slacks and a droopy blouse and proceeded to wash her hair. As she heard the children getting more and more rambunctious, her patience grew thin. Finally, she threw a towel around her head and stormed into their room, putting them back to bed with stern warnings. As she left the room, she heard the three-year-old say with a trembling voice, "Who was THAT?"
4. A grandmother was telling her little granddaughter what her own childhood was like. "We used to skate outside on a pond. I had a swing made from a tire; it hung from a tree in our front yard. We rode our pony. We picked wild raspberries in the woods." The little girl was wide-eyed, taking this all in. At last she said, "I sure wish I'd gotten to know you sooner!"
5. My grandson was visiting one day when he asked, "Grandma, do you know how you and God are alike?" I mentally polished my halo and I said, "No, how are we alike?" "You're both real old," he replied.
6. A little girl was diligently pounding away on her grandfather's word processor. She told him she was writing a story. "What's it about?" he asked. "I don't know," she replied. "I can't read."
7. I didn't know if my granddaughter had learned her colours yet, so I decided to test her. I would point out something and ask what colour it was. She would tell me, and she was always correct. It was fun for me, so I continued. At last, she headed for the door, saying, "Grandma, I think you should try figuring out some of this stuff for yourself!"
8. When my grandson Billy and I entered our vacation cabin, we kept the lights off until we were inside to keep from attracting pesky insects. Still, a few fireflies followed us in. Noticing them before I did, Billy whispered, "It's no use, Grandpa. Now the mosquitoes are coming after us with flashlights."
9. When my grandson asked me how old I was, I teasingly replied, "I'm not sure." "Look in your underwear, Grandpa," he advised. "Mine says I'm 4 to 6."
10. A second grader came home from school and said to her grandmother, "Grandma, guess what? We learned how to make babies today." The grandmother, more than a little surprised, tried to keep her cool. "That's interesting," she said, warily. "How do you make babies?" "It's easy," replied the girl. "You just change 'y' to 'i' and add 'es'."
11. "Give me a sentence about a public servant," instructed the teacher during a lesson. One small boy wrote: "The fireman came down the ladder pregnant." The teacher took the lad aside to correct him. "Don't you know what pregnant means?" she asked. "Sure," said the young boy confidently. "It means carrying a child."
12. A grandfather was delivering his grandchildren to their home one day when a fire truck zoomed past. Sitting in the front seat of the fire truck was a Dalmatian dog. The children started discussing the dog's duties. "They use him to keep crowds back," offered one child. "No," said another, "he's just for good luck." A third child brought the argument to a close. "They use the dogs," she said firmly, "to find the fire hydrants."
13. A 6-year-old was asked where his grandma lived. "Oh," he said, "she lives at the airport, and when we want her, we just go get her. Then, when we're done having her visit, we take her back to the airport."
14. Grandpa is the smartest man on earth! He teaches me good things, but I don't get to see him enough to get as smart as him!
15. My Grandparents are funny. When they bend over, you hear gas leaks, and they blame their dog.

Submitted by Bob Deno

There're still out there: a Flat Head as found south of Rosetown, Sask. Often the final sad job is as a sign holder. Gary Nordstrom

Notice the drooping door handle!



HISTORY 4 U

For the duration of World War II, no new automobiles other than for military use were manufactured and the public had to make do with Pre-War cars until the hostilities ended. This scene photographed in Austin, Texas in 1945 contains vehicles, some of which are about fifteen years old and date back to the early-1930s which were kept running for the duration of the war years.

The people assembled on the sidewalk in this picture give it the appearance of possibly having been taken on either VE Day or VJ Day.

Share with us what you find of interest in this photo courtesy of the *Austin History Center*.



Ford Motor Company of Canada

Ford Motor Company of Canada Ltd. (*Ford du Canada Limitée*) was founded on August 17, 1904, for the purpose of manufacturing and selling Ford automobiles in Canada and the British Empire. It was originally known as the Walkerville Wagon Works,^[1] and was located in Walkerville, Ontario (now part of Windsor, Ontario). The founder, Gordon McGregor, convinced a group of investors to invest in Henry Ford's new automobile which was being produced across the river in Detroit.^[2]

The firm manufactures and sells automobiles in Canada, and also in the United States and other countries around the world.

History

The Ford Motor Company of Canada was not a subsidiary or a branch plant of Ford Motor Company – rather, it was a separate organization and had its own distinct group of shareholders.^[3] At its formation, Ford Motor Company was not a shareholder of Ford Canada, but its twelve founding shareholders directly held 51% of Ford Canada's shares, and Henry Ford himself owned 13% of the new company.^[2] The Company had gained all Ford patent rights and selling privileges to all parts of the British Empire, except Great Britain and Ireland.^[4] It eventually established and managed the following subsidiaries:^[5]

The Model C, the first car to be produced in Canada, rolled out of the factory in late September 1904. The Company could produce two cars at a time and in its first full year of production, the Company was able to produce 117 automobiles. The Company's first export sales were to Calcutta, India. Ford is still an important manufacturing enterprise in Windsor.

With the growth in car sales after World War II, together with the acquisition of majority control by Ford Motor Company, Ford of Canada decided to move its head office and build a new assembly plant in Oakville, Ontario. The new Oakville assembly plant was opened in 1953. In order to meet ever increasing demand, the Company opened another assembly plant in Talbotville, Ontario in 1967.

Historically Ford was one of the most powerful companies in Canada, and in the 1970s, Ford was the "largest" company in Canada.^[6]

By 1989, during a peak in the environmental movement, the Ford Motor Company of Canada (particularly its Oakville plant) was listed among the "dirty dozen" polluters in Ontario:

"Ford broke lots of rules with the 13.8 million litres of waste it pumped into Lake Ontario every day until a few months ago, when it began a two-stage cleaning process.

"The company used to flush out an average of 392 kilograms (875 pounds) of solids with that waste water every day. It also poured out chemicals that sucked oxygen out of the lake. Ford also had on-and-off problems with the amounts of phosphorus (the chemical largely responsible for nearly killing Lake Erie decades ago) and phenols it discharged.

"The first stage of cleaning up this mess was a \$6.8-million, upgraded version of the treatment system it already had on its site. The second stage sends waste water through Halton Region's sewers, so that no water is flowing directly into the lake."^[7]

Ford of Canada celebrated its Centennial in 2004, shortly after the Parent Company Ford in the United States did in 2003. That year also saw the compulsory acquisition by Ford Motor Company of the last of the shares held by minority shareholders, which had been originally proposed in 1995.^[8] However, the last litigation in the matter, dealing with an oppression remedy claim by the Ontario Municipal Employees Retirement System with respect to its shareholdings, was only resolved by the Ontario Court of Appeal in January 2006.^[9]

In 2010, Ford was embroiled in a controversy surrounding a plan to construct a massive gas-fired power plant to be operated by TransCanada on a disused 13.5-acre (55,000 m²) portion of its Oakville assembly plant. Local residents and politicians pleaded with Ford not to continue with the plan, as residents

believed it would negatively impact their health and safety. The province cancelled the generating station in October 2010 and both Ford and TransCanada withdrew their planned appeals to the Ontario Municipal Board the following January.^[10] The plant was one of two involved in the Ontario power plant scandal, which contributed to the resignation of Premier Dalton McGuinty and Energy Minister Chris Bentley.



This newsletter is provided to EFV8 109 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 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.



How is it possible to always find what your looking for in the last place you look?

Answer:

If you find what your are looking for then you would stop looking so it would be in the last place you look
