

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles **JANUARY 2020**



Shawn Driver & Donna Gray 2019 Across Canada.

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Contributions always appreciated

**The next regular club meeting will be held on
February 11th , 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
	Al Wills	250 474 4909	al@archeryguy.com
First Past President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca

2020 Club Agenda & Events

ACTIVITY AGENDA – January through December

JAN 14	REGULAR CLUB MEETING 7:30 AT THE VICTORIAN
JAN 11	CHRISTMAS LUNCHEON Cedarhill Golf Club 11:00 AM to 3:00 PM.
FEB 11	REGULAR CLUB MEETING – Cancelled due to inclement weather.
MAR 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
APR 14	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
MAY 12	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JUNE 9	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
JULY 18	FORDS & FRIENDS SHOW – HERITAGE ACRES
AUG 15	HOLD DATE FOR ANNUAL 109 BBQ. ROSEMEAD FARMS TBD.
SEPT 8	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
OCT 13	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
NOV 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE
DEC	NO REGULAR CLUB MEETING.
JAN 2021	POST CHRISTMAS LUNCHEON & REGIFTING EXTRAVAGANZA.



Early Ford V8 Club #109 Meeting Minutes November 12th , 2019

Opening: The Meeting of the Early Ford V8 Club RG 109 was called to order at 7:38PM by, Chris Chown at Berwick House - Shelbourne.

Present: There were 27 EFV8 club members in attendance.

New Members:

Guests: Donna & Rob Bada's daughter Heidi. Donna shared the story of Heidi's birth as related to our shop tour in October at Tom Fishers. It was Tom who delivered Heidi at St Josephs Hospital. 😊

Thank you all for attending.

Approval of Agenda: Motion to approve November 12th agenda, by, Gary Nordstrom 2nd John Shepard - Unanimous. Distribution at meeting commencement.

Approval of Minutes. Motion to approve October 8th minutes, by Murray Anderson, 2nd Al Wills - Unanimous.

BUSINESS ARISING FROM THE MINUTES: None.

CORRESPONDENCE.

Club President, Chris Chown reported that we have received an invitation from Bill Campbell of Century Toppers Car Club inviting EFV8 Club 109 members to their annual Christmas Party. The party will take place at Royal Colwood Golf Club on November 30th. Chris will include details in our upcoming edition of Rumbles. Tickets are \$55.00 each.

Club President, Chris Chown reported that Gord Stewart has a large selection of Model A parts, engines and more for sale. He is looking to sell to club members rather than the general public. You may recall Gord's collection from a shop tour the club conducted back in 2017. Chris will include details in our upcoming edition of Rumbles.

Club President, Chris Chown reported that he had received a notice from the BC Registries requesting that we file our society annual report. Filing to take place in Jan. 2020.

TREASURERES REPORT.

Treasurer Jim Banks presented the treasurers report outlining the financials up to October 31st. Full financial details for any member are available upon request through the club executive. The 109 does not have any outstanding revenue or liabilities as of Oct 31, 2019.

Treasures report approved by Lew Williams, 2nd Bruce Somers - Unanimous

NEW BUSINESS.

Club President, Chris Chown reported that the elections for the Club 109 Executive are scheduled for November. He encouraged members to consider joining the executive committee for the club. He

further reported that Don Landels Secretary and Lauri Stevens – Vice President will be stepping down from their roles on the executive. Chris thanked them for their service to the club.

Jim Banks has confirmed that he will stand for re-election to continue as Treasurer.

Nominations were called for the position of Vice President. John Shepard nominated Mike Mortimer. 2nd by Murray Anderson. Mike accepted the nomination. All members in attendance voted in favour. Congratulations Mike.

Nominations were called for the position of Secretary – No nominations came forward.

Nominations were called for the position of President – Alan Barr nominated Chris Chown. 2nd by Murray Anderson. Chris accepted the nomination. All members in attendance voted in favour. Congratulations Chris.

Club President, Chris Chown reported that the executive will be discussing restructuring a few of the committees for 2020. If you have any thoughts or wish to serve on a committee, please share them with the executive.

Bruce Somers will be taking a lead role in the High School committee and is looking to develop and build this area.

COMMITTEE REPORTS / UPDATES.

If you have an interest in any committee, please let Chris know.

POST CHRISTMAS LUNCHEON.

Club President, Chris Chown announced that Rob Vanzella and Deanna Pfeifer have agreed to organize the upcoming post-Christmas luncheon. Rob shared details of the party which will take place on January 11th, at Cedar Hill Golf Course. The party will run from 11- 3. Rob and Deanna have a lot of fun activities planned that include the return of the re-gifting festivities. Cost is \$20 for members and spouse. Please RSVP no later than January 2nd. Email / Call Rob or Chris for tickets and more information.

FORDS & FRIENDS 2020.

Co-chair Lew Williams reported that the committee is conducting a walk-through of the grounds at Heritage Acres on Saturday, November 16th @ 11AM. We are expecting a large turnout for our 40th anniversary show and shine and the thought is to have all EFV8 members park in the same area. In addition, clubs from the lower mainland and Washington state have been officially invited to attend. All interested members are invited to join Lew and Gary at Heritage Acres.

Lew announced that Vinyl Wave has been booked and confirmed for the 2020 show. The band will play for an extended period, plus have offered full use of their sound equipment for announcements and trophy presentations.

Victoria Search and Rescue have informed the club that they are no longer interested in helping with the parking of spectators' cars. Lew asked if any members had any thoughts on another organization

that would be interested in taking on this duty. Our club makes a donation to the organization. Last year's amount was \$300.

Bruce Somers reported that long-time band at Fords and Friends Rukus called to ask if they could be considered to return as the entertainment in 2020. The band has come together to perform once again with a new singer and is looking to book gigs. Committee Co-chair Lew Williams explained that the decision has already been made to rebook Vinyl Wave.

The first committee meeting for Fords and Friends will take place on Tuesday, December 3rd at 10am. Location: Berwick Place in the private dining room.

Lew urged all members that want to be involved in the committee to come forward and join in the planning for next July's show. More details to come!

SHOP TOURS. Gary Clarke sent regrets. Gary is looking to have another tour before Christmas.

EARLY FORD V8 #109 WEBSITE.

Al Wills spent some time touring members around the website. Al encouraged members that have not done so yet, to provide a couple of pictures and a history of their rides to be added to the Members Rides section of the website. Chris Chown thanked Al for taking on this massive task of digitally preserving our history. Be sure to check out the website!

HIGH SCHOOL AWARDS PROGRAM. No report

MEMBERSHIP.

Club President, Chris Chown reported that membership dues are now due for 2020.

Dues are \$30 for Non-National Members and \$25 for National Members. Membership committee chair Jim Jennings is collecting the fees.

CLUB HISTORY. No report

REGALIA. No Report

ANNOUNCEMENTS.

Club President, Chris Chown reported that the executive has completed distribution of cheques totalling \$3,000.00 to our selected charities – Mustard Seed, Victoria Women's Transition House, and the Salvation Army. The funds are part of the net proceeds of the Fords and Friends Car Show and Shine.

Club President, Chris Chown reported that Linda Lord of Berwick House, has a presentation and digital talk on her extensive trip in 2019. Linda and her choir just completed an extensive tour of Europe. Linda had presented the talk to a few organizations and it has been well received. Chris is looking at adding this to an upcoming meeting in early. Chris is also looking to have more guest speakers make presentations at upcoming meetings. For example, local police to speak towards home and auto safety, etc.

Tony Cond shared a couple of framed old magazine Ford ads which he brought to give to members. One was for a 53 that he promised for Gary Clarke and the other was a 42 that Lew Williams was excited to receive!

Remember* - Mike Mortimer asked club members to bring along unique items of interest to future meetings to add a little fun to the coffee portion. The idea is to have members try to identify what the tool or part is and have some fun doing so. The members agreed it was a great idea.

TECH TALK. None

BUY & SELL

- David Hall from Armstrong is looking for a 3-speed floor transmission for a '46 pickup.
- Pappy Robertson has a 302 with a rebuilt AOD trans for sale. Excellent value and ready to go.
- Norrie reported that Butchart Gardens is restoring a 1940 heavy half pickup and is in need of a number of parts.
- Lew Williams, ex-brother in-law is selling a 1936 Humpback Hot Rod. BC registered vehicle has a 350 Chevy, Mustang front clip and much more. Appraised at over \$30k. Asking \$16 k.

Details will be posted in the upcoming issue of Rumbles.

ADJOURNMENT. Motion to adjourn by Murray Anderson at 8:37pm - Carried.

Minutes submitted by Don Landels.

Mike's Amazing 50/50 Cash Plus Draw! **Congratulations to Bruce Somers Winning \$37.00.**
Congratulations to our secondary prize winners this month.

If you are aware of any errors or omissions, please contact club Secretary, Al Wills.



Club News



A Canadian coast-to-coast drive in a rare Barris-built bird

Shawn Driver and Donna Gray had 10 days in October and a 1950 Mercury they needed to get from P.E.I. to B.C. — so why not drive the highly customized classic the whole way?

by Jim Leggett | October 24, 2019



Shawn Driver and Donna Gray with their chopped 1950 Mercury two-door kustom was originally built sometime before the fire at Barris Kustoms in southern California by Sam and George Barris. Jim Leggett

A 1950 Mercury is not exactly a car one would expect to see this time of year, in the chill of fall, making its way across Canada, coast to coast.

A full-on “kustom” lead sled, no less, a two-door with a heavy chop, louvered hood, frenched headlights, dual frenched antennas, a custom grille with extra teeth, rear fender skirts, Moon discs and wide whitewall tires, all of it crowned by a bold splash of white-hot flames spilling back off the hood over the well-worn black paint.

Who would even consider driving a slammed Merc from one side of the country to the other when the weather forecasts are full of reports of an early blanket of snow spanning the Prairies? Apparently, these two.

Sure, most classic car owners take their pride and joy for rides within a modest few kilometers of home. A few will be more daring and travel a day, possibly two, away from the security of their garage.

But it's even fewer brave souls who would imagine a days-long trip in an untested relic originally customized back in the '50s by none other than Sam and George Barris. Who? We'll get to that part a little ways down the road—





Adding a different grille with additional teeth was another customizing trick from the 1940s and '50s.



The iconic profile of a chopped 1950 Mercury two-door





An original "Barris" emblem on each front fender was a signature of the Barris Kustoms garage.





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Shawn Driver thinks nothing about driving a classic car across Canada.



Mr. Driver and Miss Daisy

First, meet Shawn Driver and Donna Gray — or “Miss Daisy,” as Gray’s also affectionately known. A true Canadian love story, he’s from a farm in Saskatchewan and she’s from Halifax. They now reside in Sooke, B.C.

There, they run a successful welding and fabrication shop and build some great hot rods, trucks and race cars. Anything metal, noisy and fast is cool in their eyes.

We mean it — one of their cars, for example, is a 1953 Studebaker used to compete in SCTA-sanctioned land speed racing on the Bonneville Salt Flats in Utah, during Speed Week and the World Finals. This year the weather was not kind and rain softened the salt so much they couldn’t race.

That rained-out event is, in fact, partly why they drove the Merc across Canada. “Well, I bought the car almost two years ago in Prince Edward Island in January, of course,” laughs Driver. “Last summer my business was busy, and we couldn’t drive it home, and then we found out the World Finals in Bonneville had been cancelled due to rain.”

“We had already scheduled to be away from the shop for 10 days and Miss Daisy [Donna] was already in [her hometown of] Halifax so I flew there and said, Let’s drive this car home.”

“Coast to coast, water to water, was about 4,000 miles or 6,000 kilometers,” recalls Driver. “It was eight days of driving, 12 in total because we visited family in Saskatchewan and made an overnight visit to [engine tuner] Matt Blasco in Lethbridge, Alberta, who works on the Studebaker coupe we race at Bonneville.”





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The hood of the 1950 Mercury kustom is punched full of louvers, a traditional customization on these cars.



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Shawn Driver and Donna Gray's chopped 1950 Mercury two-door kustom was originally built sometime before the 1957 fire at Barris Kustoms in southern California by Sam and George Barris.

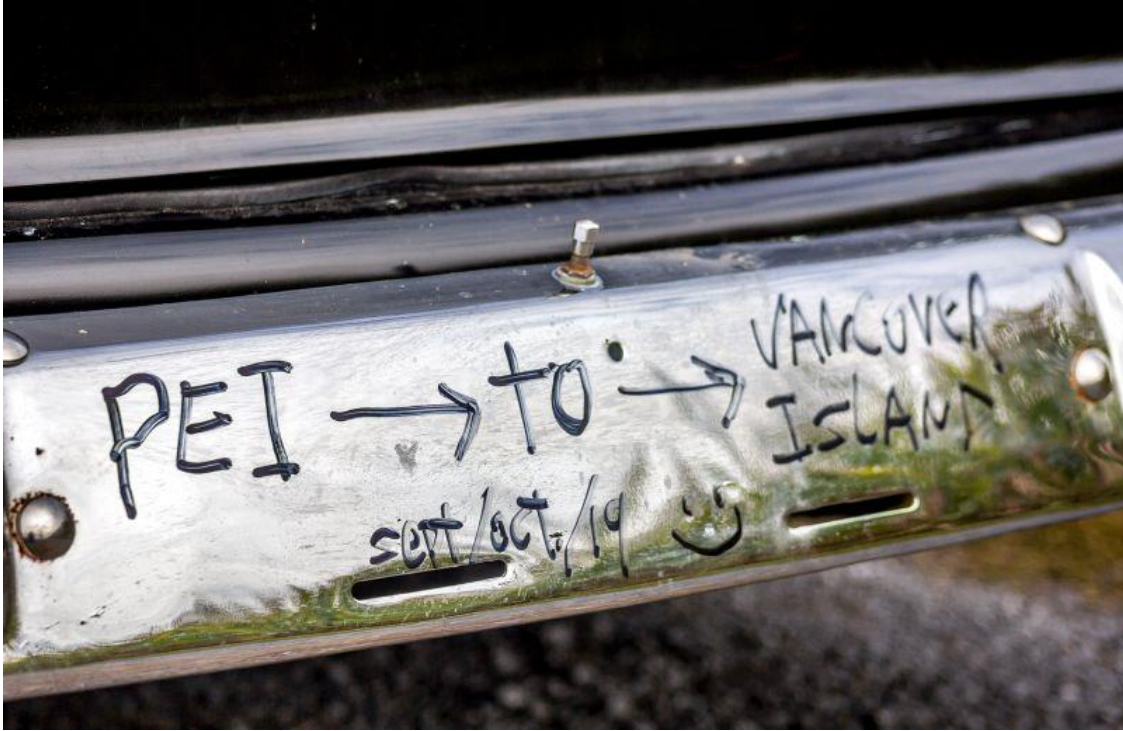


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A set of triple-outlet chrome lake pipes throwback to 1950s' kustom cars.



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• Shawn's hand lettering with a Sharpie on the rear bumper answered some questions from curious people along the way but also may have caught the attention of the provincial police in Quebec. Jim Leggett



• Blue dot rear taillight on the '50 Mercury.

An ambitious drive? Sure. Driver and Gray ran into more than a few mechanical issues along the way. “We had no wipers, no heater, a fuel gauge that read backwards—” Driver says.

“We found out when we were in the middle of nowhere, Ontario that three-quarters full [on the gas gauge] was actually empty,” continues Gray. “But we had a gas can in the trunk, so we were able to fill up and get to the next town.”

Built by Barris, before the books burned



Built in southern California and spending much of its life in Texas, the car had no need for a heater when new. (Driving across Canada in mid-October in shorts and flip-flops, now, Driver would disagree.) It almost certainly didn’t even cross the mind of the car’s customizer, George Barris.

Even if you are not a “car person,” you likely know some of the cars Barris built for various TV shows and movies. He’s credited with creating the original Batmobile, the Munster Koach, the General Lee from the *Dukes of Hazzard* and many more kitschy ’60s and ’70s cars — he was one of the pioneers of custom car culture in southern California.

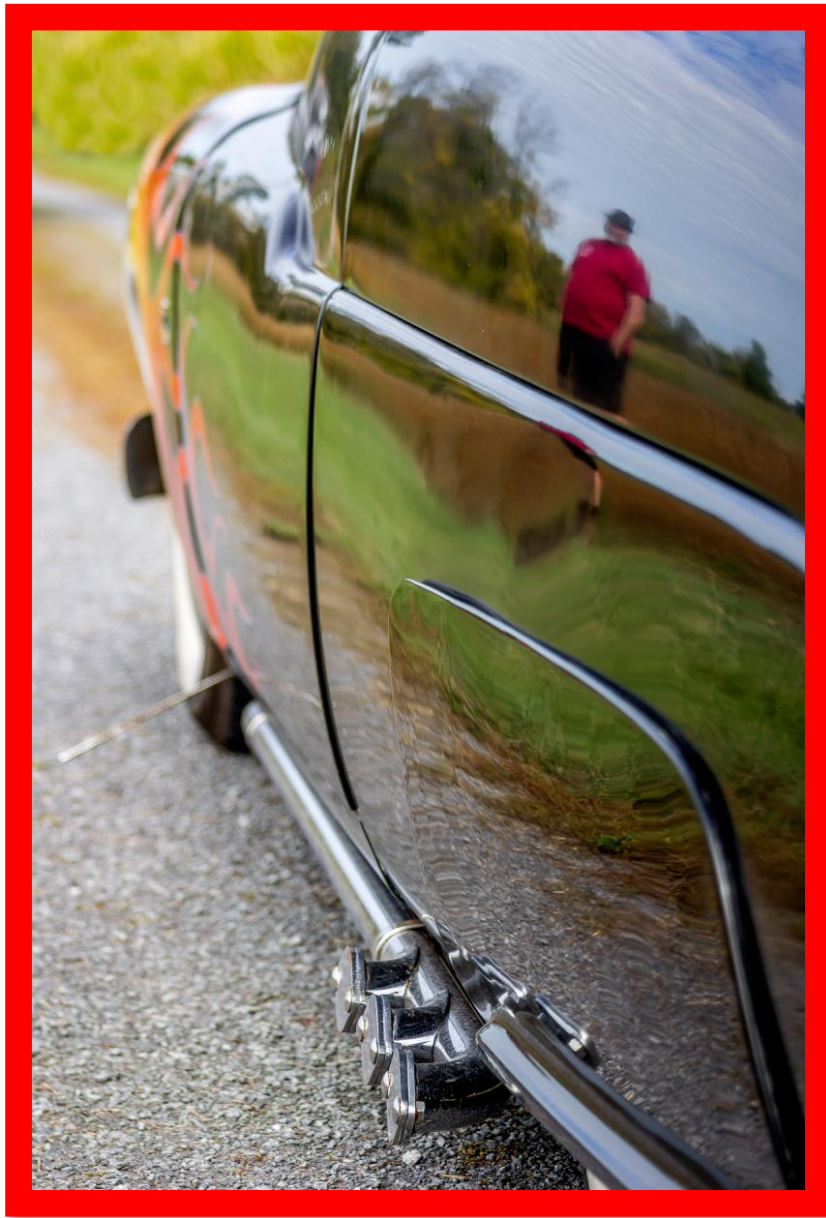
George brought his younger brother Sam into the business soon after the Second World War. Sam’s workmanship and more restrained style helped create some of the most beautiful cars of the period. His time working with George was short, however, as he did not like the fast-paced growth at Barris Kustoms, and he moved back north. This decision made a Sam Barris job even more rare than a “typical” Barris Kustom car.

In December of 1957, a devastating fire at the Barris garage destroyed about 14 cars, and almost all written records. George had been a prolific and talented photographer of cars, and those prints and negatives were largely lost, too. Driver and Gray are still seeking definitive proof their car was built by Sam and George around that time.

“The only prep [the Merc] had [before the trip] was [our friend] Larry put \$20 worth of gas in and took it for a burn,” chuckles Driver. “He says, ‘Yeah, I smell fumes in the car, I don’t know if it’s got a U-joint clunk, it might have a miss and need plugs’ — well, off we go!”

Their only run-in with the law was in Quebec, where they were pulled over *twice*. Driving with a temporary transit sticker is normally not an issue on Canada’s highways, but it seemed to have piqued the Gendarmes’ curiosity.

“I had written on the back bumper with a Sharpie,” laughed Driver. “One [officer] just wanted to see the car and the other kid [younger officer], I don’t think he’d ever seen a car like that in his life.”



Driver reflected in the side of his chopped '50 Merc kustom by the Barris Bros. Jim Leggett



• Being stopped by the police for the second time in Quebec. "I think they just wanted to see the car!" says Donna Gray.



• A stop at the local watering hole where Shawn Driver used to go in Moosejaw, Saskatchewan Donna Gray



Stopped to do a little picking in Regina at the swap meet with Shawn Driver's brother Darin



Stopped at Matt Blasco's in Lethbridge, Alberta to put the car on the hoist and check it over before the last leg of their journey Donna Gray



• A pit stop in B.C. Donna Gray



• Running into some snow in the mountains between Princeton and Hope, B.C.



Stopped in Hope, B.C. for gas. Donna Gray



ferry ride to Vancouver Island. Donna Gray



In the dark and the cold, Ontario

Driver and Gray met the issues that came up with ingenuity and quick fixes. “We left Thunder Bay super-early in the morning and we were on our way to Dryden, Ontario. It’s still dark out, the sun just coming up, when we roll into town and Miss Daisy says, ‘I can see my breath in here,’” laughs Driver.

When Gray’s phone confirmed it was 1°C outside, Driver decided to think up a way to keep his toes from freezing. “I grab some of my dirty T-shirts and stuff them into all the holes in the firewall where the heater hoses pass through, and plugged the other holes with my socks,” he says. “It was like we had heat; it was beautiful!”

That was the pair’s longest day, going from Thunder Bay, Ontario to Moosomin, Saskatchewan — some 1,062 kilometers in one shot.

“We were trying to drive in daylight so we could actually see the country, right?” continues Gray. “We didn’t do too much night driving, other than stumbling around strange towns looking for hotels.”

Night driving brings risks, too. Driver recalls how two miles from the family farm near Moosomin, his brother Neale and nephew Monty totaled their truck on an early morning drive hitting a moose.

The fixes continued on Drivers' farm. "We put a set of plugs in it in Saskatchewan, then we put it up on a hoist at Matt (Blasco's) family business, Elrich Tire, in Lethbridge, Alberta," says Driver. "We greased the kingpins, and now all of a sudden it's like, Wow, we have power steering. The rear U-joint was a little iffy so we put one in."



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Shawn Driver swaps license plates after hearing far too many passersby comment they thought the car was from Utah. He wanted the tags to reflect their cross-Canada road trip. Jim Leggett

Going (lead) sledding through the snow

They applied Rain-X to the five-inch tall windshield three times during the trip – the car had no working wiper blades, remember – and report that worked fine. “We really didn’t hit any bad weather or snow until we got to Princeton, B.C. and we were going through the mountain passes,” says Gray.

Driver says the Merc plowed through four inches of snow going from Princeton to Hope, B.C. The jaunt took them three hours as they waited out three collisions blocking the highway, sitting roadside by the mountain for a half-hour.

“The whole trip was thumbs-up because we kept it up at maybe 62 to 64 mph (100 km/h),” says Driver. “Everybody is passing you, thumbs up, semis on their air horns.”

That attention didn’t stop when the car did, with passersby confused by some of the custom touches. “Three or four times people asked about the curb feelers. ‘Are those antennas? How do they work?’” says Driver. “I would tell them they were for underground radio stations.”

Besides getting the Merc home, Driver and Gray made the coast-to-coast trip to see Canada for themselves. But after this adventure, would they consider another long-distance road trip in a classic car? “Oh, in a heartbeat!” beams Driver.

“Our only problem was trying to do this trip within a time frame to avoid the bad weather,” says Gray. “I’d have liked to have gone a bit slower, look at more of the small towns, but I would do it again in a minute. We still liked each other when we got home!”



TECH TALK;

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

The attached pdf contains the December Newsletter from NAACC. Hope you enjoy it.



Cruisin'Canada Dec
2019.pdf

The Transmission News!!

As many of you know I have been on a little bit of a roll when it comes to building my transmission collection. The adventure continues no matter how hard I fight for control. Recently I experienced some drive train issues with the T5, currently installed in my 47 Deluxe 8 (D8), so a complete review was in order. I have determined that the problem lies with the clutch assembly and would require major work to make it perfect. So... a new and different transmission (of course) became the best option. Careful consideration of all the factors indicated that a C4 automatic would be a good choice for replacement, so the hunt was on to find the perfect one. I have such good luck when it comes to finding tranny's (that's why I have so many) and I soon found a 86 Mustang out off Millstream Road at a very attractive price of \$125.00. No guarantees or history available so I worked my way over to the best transmission shop in the world, Victoria Transmission on Government street. I asked for a status review which they were happy to do. The direction was to "have a look" and replace parts as required. This was completed with perfection and the extra effort put in by Larry and the management team was superb. They even went as far as searching in their inventory of C4s (who does that these days) to find better parts at a fraction of the cost. They discovered that my new C4 had been power washed at some point and actually had a tide line inside. What do you expect for \$125.00 with a painted green caselt was a great experience to have several first hand onsite reviews and be involved in the decisions as to what to do next. I have absolutely zero hesitation in recommending Victoria Transmission to anyone looking for the best quality service and expertise.

Next up is to have it installed which will probably happen sometime in the summer. Keep your eyes open for the red 47 D8, roaring around Victoria! Many thanks to Fraser Kaye up in Nelson for all his excellent guidance and advice.

Cheers, Chris Chown 2020.



The "New C4" as is, where is. No returns



Internal review



Larry the magician at Victoria Transmission.



The finished C4 at home, cuddled up with a 3 speed.

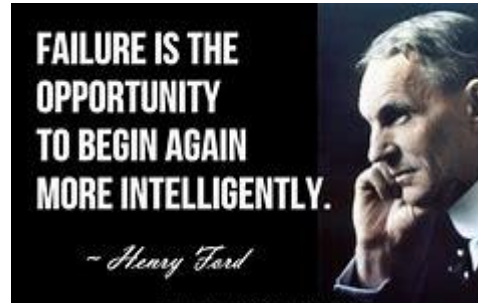


Had a few extra parts when everything was put back together. Keep your eyes open for these at next years Christmas Gift Exchange!

Thanks again to everybody who helped out!



Henry Ford said:



Marie Jennings said:

BEFORE GIVING SOMEONE A PIECE OF YOUR MIND, MAKE SURE YOU HAVE ENOUGH TO SPARE.





The Second Annual

“Post Christmas Luncheon & Gift Exchange Extravaganza”

Saturday January 11th turned out to be another perfect day to hold our second annual Post Christmas Luncheon. This year the event was held at a new location, Cedarhill Golf & Country Club. The venue was perfect for our group as it provided more elbow room for over 65 attendees. Food was excellent with main course offerings of prime rib, wild Pacific salmon and a very tasty pasta dish. Loads of salads and way too many deserts just to finish it off. Delicious and well received by everyone.

The event format was similar to last year featuring a couple of major additions. Our group was treated to an extensive power point slide show of many members favorite rides, events over the past several years and a few friends and associates from around the island. This show was prepared by Rob & Deanna through many hours of construction and frustration. The whole package was nothing short of excellent. Our thanks go out to both for a tough job very well done! In addition several members of the group were fortunate to win door prizes contributed by local merchants. This was achieved exclusively through the efforts of Rob Vanzella. A very welcome change up to the agenda.

We also had a Cash Back 50/50 with four separate distributions to attendees. The luckiest person in the room was Lew Williams who somehow managed to win 2 out of the 4 draws! DJ is helping him determine where to spend the money, of course!

One other change was to add a “Club sponsored” door prize. Bruce Sommers had his lucky shorts on and won a family seasons pass to the Royal BC Museum. Included in the prize package was a rare collection of photographs featuring a rebuild on a C4 transmission. Treasured for years I’m sure.

Lastly, is the gift exchange extravaganza! I didn’t think this could get much crazier than it was last year, but I was wrong. The range included some very precious dinnerware and jewelry to a few basic things like a crescent wrench and an oil filter removal tool. Someone very clever made a special pair of underwear designed for use when frying bacon in the nude! Rob and Deanna were the luck winners and are now discussing who will be the first to try it out! Attached photos available in wallet size.



New fashion model, Rob Vanzella! Mr. February



Deanna offers a close up, with details!





A great success with special thanks to Rob and Deanna for stepping up and doing such a fantastic job. Thank you all for attending and supporting the EFV8 109 club! Hope to see you again in January 2021.

Buy & Sell.

New offering: Now parting out – 1959 Ford from the firewall back. Contact Shawn Driver a Drivers Welding in Sooke.

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.

SOLD 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.



SOLD!! To DON MAGAS, rejoining the EFV8 109. Welcome Don.

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	<i>Al Wills</i>	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

A special contribution from Don MacPherson our long-standing member at large in Parksville. Here's a story for you.

According to the records Ford of Canada built 41 1947 Monarch convertibles. The one in the photograph is owned by John Higgins, a former Blind Bay neighbour when we were living in the Interior. John was a member of the RCMP and a long time hot rodder. He was stationed in Prince George for several years and saw this car half buried in the bush along a side road. He tracked down the owner, a local logger who wouldn't part with it because it was his bush car that he used on the local logging roads. Some time later, John was approached by a lawyer who wanted to know if John was still interested in purchasing the Monarch. It seemed his client, the car's owner, was in jail and needed some bail money. John purchased the car which was in disastrous condition and restored it to its present condition. John is a master car builder and has created several "drive anywhere" vehicles over the years, this Monarch being one of them. He was contacted several years ago by another owner back east who wondered if John was aware that his was one of only 5 remaining 1947 Monarch convertibles. A couple of years before this photo was taken John collided with a deer and wiped out the front end of the car. Fortunately, over the years, John collected enough spare parts and panels to enable him to repair the car to the condition you see it in.



JUST FOR FUN

So, you think a gallon of gasoline is expensive...??

- * Diet Snapple 16oz for \$1.29 = \$10.32 per gallon
- * Lipton Iced Tea 16oz for \$1.19 = \$9.52 per gallon
- * Gatorade 20oz for \$1.59 = \$10.17 per gallon
- * Ocean Spray 16oz for \$1.25 = \$10.00 per gallon
- * Pint of milk 16oz for \$1.59 = \$12.72 per gallon
- * STP Brake Fluid 12oz for \$3.15 = \$33.60 per gallon
- * Vick's Nyquil 6oz for \$8.35 = \$178.13 per gallon
- * Pepto Bismol 4oz for \$3.85 = \$123.20 per gallon
- * Whiteout 7oz for \$1.39 = \$25.42 per gallon
- * Scope 1.5oz for \$0.99 = \$84.48 per gallon

And this is the REAL KICKER...

- * Evian water 9oz for \$1.49 = \$ 21.19 per gallon
\$21.19 FOR WATER!!

So next time you're at the pump, be glad your car doesn't run on Nyquil or Scope, Whiteout or water!!!

All the preceding information is in U.S. funds and Imperial measure. If you take the time and convert to Canadian dollars and local prices using metric scale the real numbers that we can relate to are quite depressing. Better to make your own wine!

The ten speed and the Corvette.

A man decided that he was going to ride a 10-speed bike from Phoenix to Flagstaff. He got as far as Black Canyon City before the mountains became too much and he could go no farther.

So he stuck his thumb out and after 3 hours hadn't gotten a single person to stop. Finally, a guy in a Corvette pulled over and offered him a ride.

Of course, the bike wouldn't fit in the car. The owner of the Corvette found a piece of rope lying by the highway and tied it to his bumper. He tied the other end to the bike and told the man that if he was going too fast, to honk the horn on his bike and that he would slow down.

Everything went fine for the first 30 miles.

Suddenly, another Corvette blew past them. Not to be outdone, the Corvette pulling the bike took off after the other. A short distance down the road, the Corvettes, both going well over 120 mph, blew through a speed trap.

The police officer noted the speeds from his radar gun and radioed ahead to the other officer that he had two Corvettes headed his way at over 120 mph.

He then relayed, "...and you're not going to believe this, but there's a guy on a 10-speed bike honking to pass."

The Pine Tree.

A young man who was also an avid golfer found himself with a few hours to spare one afternoon. He figured if he hurried and played very fast, he could get in 9 holes before he had to head home.

Just as he was about to tee off an old gentleman shuffled onto the tee and asked if he could accompany the young man as he was golfing alone. Not being able to say no, he allowed the old gent to join him. To his surprise the old man played fairly quickly. He didn't hit the ball far but plodded along consistently and didn't waste much time.

Finally, they reached the 9th fairway and the young man found himself with a tough shot. There was a large pine tree right in front of his ball, directly between his ball and the green. After several minutes of debating how to hit the shot the old man finally said, "You know, when I was your age, I'd hit the ball right over that tree."

With that challenge placed before him, the youngster swung hard, hit the ball up, right smack into the top of the tree trunk and it thudded back on the ground not a foot from where it had originally lay.

The old man offered one more comment, "Of course, when I was your age that pine tree was only 3 feet tall."

HISTORY 4 U

Ford History

Wartime

The company enthusiastically supported the war effort after Pearl Harbor, making it a major component of the "Arsenal of Democracy" that President Roosevelt had promised would mobilize industrial resources to win the war. Henry, aged 76 and early senile, played a minor role even though he had 55% ownership of the company stock. His son Edsel Ford, the company president and owner of 42% of the stock, had never been a pacifist like his father and now made all the decisions.^[29]

The company produced 390,000 tanks and trucks, 27,000 engines, 270,000 Jeeps, over 8000 B-24 Liberators, and hundreds of thousands of parts, gun mounts, and machine tools for the war effort.^[30] It ranked third among corporations in the value of wartime production contracts.^[31]

The Company's new Willow Run factory was designed for the production of B-24 bombers although the production line was initially characterized by bungling and incompetence.^[32] Ford's efforts benefited the Allies as well as the Axis. After Bantam invented the Jeep, the US War Department handed production over to Ford and Willys.

The Treasury Department investigated Ford for alleged collaboration with German-run Ford plants in occupied France but did not find conclusive evidence. After the war, Schmidt and other Nazi-era managers kept their jobs with Ford's German division.^[28] In the United Kingdom, Ford built a new factory in Trafford Park, Manchester during WWII where over 34,000 Rolls-Royce Merlin aero engines were completed by a workforce trained from scratch.

A Little Lincoln History

Early years (1917–1930)

The Lincoln Motor Company was founded in August 1917 by Henry Leland and his son Wilfred. Among the founders of Cadillac, Leland had sold the company to General Motors in 1909, remaining on as an executive until 1917, when he left over a dispute with GM President William Durant. Naming Lincoln Motor Company after Abraham Lincoln, the first President for whom he ever voted (1864), Leland financed the company by securing a \$10 million contract to build Liberty V12 aircraft engines, breaking ground on the Lincoln Motor Company Plant. To build the Liberty engines, Lincoln sourced parts from other manufacturers; along with cylinders produced by Ford, other parts were sourced from Buick,

Cadillac, Marmon, and Packard.^{[8]:4[9]:163–164} In total, 6,500 Liberty V12 engines were produced by Lincoln before the end of World War I ceased wartime production.

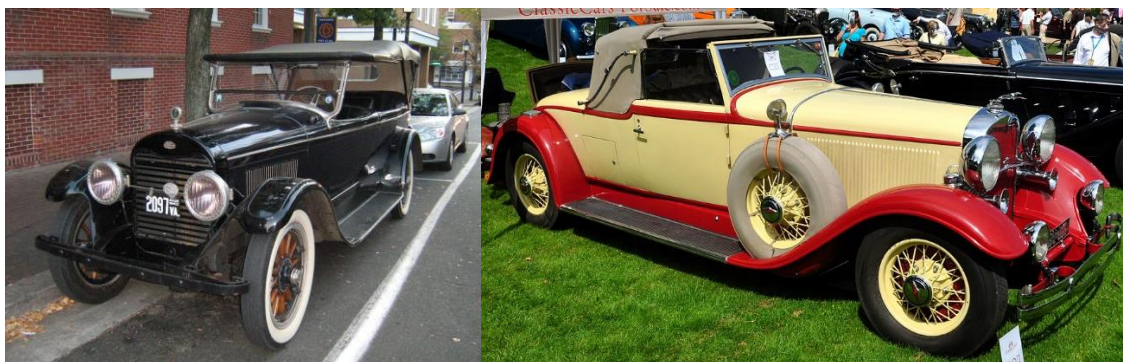
Following a complete retooling for automobile production, Lincoln Motor Company developed its first automobile, the Lincoln Model L. Intended as a rival for Cadillac and similar luxury car manufacturers, the Model L was powered by a V8 engine, derived from the technology of the Liberty V12.

Purchase by Ford Motor Company

During the early 1920s, Lincoln Motor Company struggled with the shift from military to automobile production, with some customers having to wait nearly a year for their vehicles to be completed from the time of purchase.^[10] By 1922, Lincoln fell on the verge of bankruptcy and was placed in receivership. On February 4, 1922, Lincoln Motor Company was acquired by Ford Motor Company for \$8 million.^[11] Although Henry Ford had previously designed several luxury vehicles under the Ford brand (the 1904 Ford Model B, the 1905 Ford Model F, and the 1906 Ford Model K), Ford sought to create a stand-alone luxury-vehicle division,^[12] as General Motors had done with Cadillac. With the acquisition of Lincoln, Ford Motor Company produced a rival for Cadillac, Pierce-Arrow, Marmon, Peerless, Duesenberg, and Packard alongside the Ford Model T.

In addition to more closely competing against General Motors in different price segments, the purchase of Lincoln also held personal value within Ford management. In 1902, Henry Ford had been forced out of his second company (Henry Ford Company) by a group of investors led by Leland.^{[13]:52–57} Henry Ford Company was renamed Cadillac Automobile Company; sold to General Motors in 1909, Cadillac has remained a chief competitor of Lincoln from 1920 to the present day. While Henry and Wilfred Leland were initially retained to manage Lincoln, on June 10, 1922, both Lelands were removed, with Edsel Ford brought in to manage the company.

Following the introduction of Edsel Ford to Lincoln management, the fortunes of Lincoln began to quickly improve. For 1923, the Lincoln Model L underwent extensive changes. While the chassis and drivetrain (including an L-head 60-degree V8) were largely left alone, several new body styles were introduced. In line with a Duesenberg or a Rolls-Royce, customers could also purchase a Model L with coach-built bodywork. For 1923, Lincoln produced 7,875 cars (nearly 45% higher than 1922), operating at a profit by the end of the year.





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