

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles

JULY 2020



The Refreshed Ride for Sharon Prior. 1948 F1 Ford.

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Contributions always appreciated

**Regular club meetings are postponed until
further notice.**

The Executive Crew 2020



Early Ford V8 Club R.G. #109 Executive & Directors 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
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	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 – All events are on hold until further notice.

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
FEB 28	SHOP TOUR – WESTERN SPEEDWAY 11 AM details TBA.
MAR 10	REGULAR CLUB MEETING – 7:30 AT BERWICK HOUSE <i>Guest Speaker – Elizabeth McInnes, Phoenix Insurance.</i>
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 19	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.



Club News



Update Status for 109 Club Regular Meetings: What's next???

July 14th saw the 109 club hold its first regular meeting since February 2020. Current BC recovery restrictions made it difficult to structure the event and comply with requirements of Phase 3 of the BC Recovery Plan. Our meeting was well attended and we were most fortunate to have a new facility offered by Wescor Contracting Ltd. for our use. Thank you Richard Green!

It was especially great to see so many friends after such a long time, and experience so much positive energy in spite of the extra load we all face at present. The schedule for future meetings is not determined at this time as we strive to do everything we possibly can to insure health and safety of all our members and guests. We are completely obliged to follow all recommendations of the BC Recovery Plan, without exception.

Many thanks to everyone who turned out and especially to those who stepped up to help organize and conduct the July meeting. We will notify you of the next dates as conditions improve or change for the better.





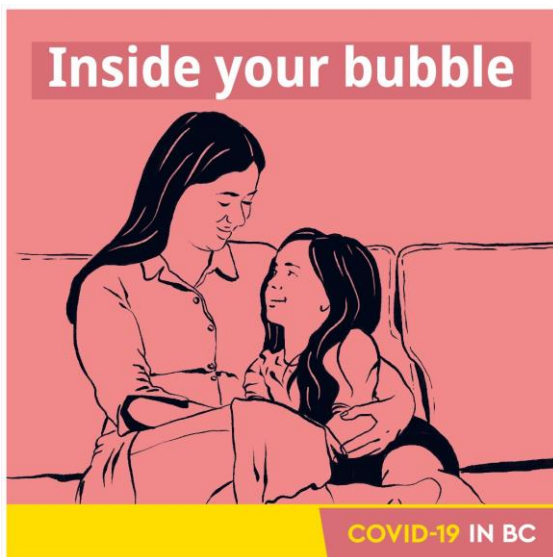
The Following notes are from Dr. Bonnie, related to Phase 3 recommendations under the BC Recovery Plan.

Guidelines for Social Interaction

There are key guidelines to keep yourself and others safe.

If you are at greater risk (over the age of 60 or with underlying medical conditions), be informed of your risk, think through your risk tolerance, and take extra precautions.

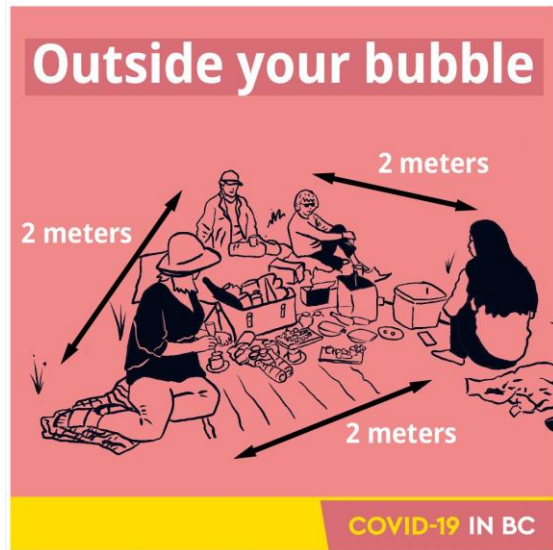
Inside Your Bubble



Your bubble includes members of your immediate household and can be carefully expanded to include others.

- Try to limit the number of people in your bubble
- Every time you add someone to your bubble, you are also connecting with everybody in their bubble
- Inside your bubble you can hug and kiss and do not need to wear a mask or stay 2 m apart
- Remember, vigilant hand-washing and space cleaning is still important
- If you are sick, self-isolate from people in your bubble as much as possible

Outside Your Bubble



In personal settings when you're seeing friends and family who aren't in your bubble:

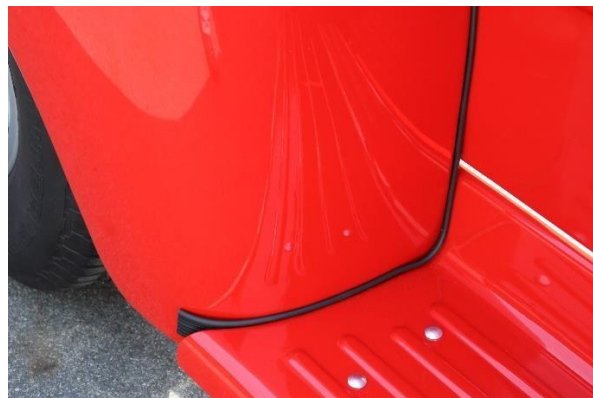
- Only get together in small groups of 2 to 6 people
- Keep 2 m of physical distance from those who are outside your bubble and limit your time together
- Stay home and away from others if you have cold or flu-like symptoms
- Take extra precautions for those at higher risk for serious illness from COVID-19, including older people and those with chronic health conditions

For complete information and updates please click on the following link. https://www2.gov.bc.ca/gov/content/safety/emergency-preparedness-response-recovery/covid-19provincial-support?utm_campaign=20200506_GCPE_AM_COVID_9_NOTIFICATION_BCGOV_BCGOV_EN_BC_NOTIFICATION

BE KIND, BE CALM, BE SAFE.

A Fantastic Freshening of Sharon Prior's perfect 48 Ford F1.

During the early spring Sharon Prior's 48 Ford F1 pickup experienced what could be called a high-grade makeover. Over several weeks the work involved complete body work (rust cut out & dent removal), correction of suspension problems, some body realignment and engine modifications. In addition new items were added and others upgraded along with several cosmetic adjustments. Many hours spend on primer coatings, sanding, and finally multiple layers of custom colour paint. The end result is exceptional and is sure to attract all sorts of attention and envy no matter where she goes.

















A New Heart for Gary Clarke's 53 Ford Crestline.



Gary recently took the plunge and decided to replace the original flathead in his very sweet 53 Crestline with excellent results. Gary searched for a specialist for flatheads and managed to connect with Bill Boomer deep in the heart of Saskatchewan. Bill has been doing this all his life and has a solid reputation for high quality work at fair prices, so an arrangement was struck. It took a few months to do the rebuild and ship the finished unit back to Victoria but all in all it was well worth the wait and effort.

Today Gary is ready to start the transplant and looking forward to extensive cruising with Ann Marie. Plans for the retired original flathead are to place it in storage and keep it for the next owner to preserve "original equipment" and matching numbers. Keep your eyes peeled for the speed testing on the Pat Bay Hwy.

Hey Gary, how does this work for you?

Initial clean and check of block BEFORE Hot tank.

Block 8ba style Hot tanked, magnafluxed for cracks.

Extensive cleaning inside and out. Basic porting of intake and exhaust openings. Re-clean, mask and paint Hemi Orange (Tangerine).

**Crankshaft hot tanked, sono fluxed for cracks, Journals cleaned and new plugs installed, fresh turned and polished.
mains .010, rods .010**

Cam shaft polished

**New Pistons – Egge or similar Includes Grant Piston Rings Bore is .125
oversize to 3-5/16 inches**

Stroke is 3-3/4" Motor is 256 cu in.

Reconditioned 8BA rods

New main and rod bearings New Cam bearings. King Bearings

New Johnson style Adjustable lifters.

New stainless steel valves and parts. Lincoln Zeypher springs

Entire rotating assembly balanced professionally before parts install.





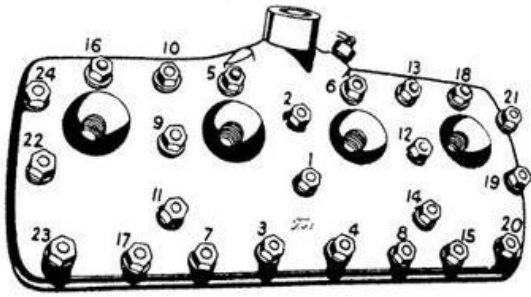
TECH TALK.

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

Ford Flathead engine identification

Here we go, part one in identifying Ford Flathead V8 engines...

Count the studs/head nuts



One simple characteristic of a Ford Flathead is the number of head nuts per cylinder. If someone is talking about a 24-stud, he means an engine with 24 head nuts (or 24 studs in the block). Ford has built several cylinder heads, but only 4 different heads in count of the head nuts: 17, 21, 24 and 27. If the count is 17, you have the smallest of all flatheads, the 60 HP and 136 cui

flathead that was build from 1937 to 1940. 21 studs where build from 1932 to 1938. The early engines have 65 or 75 HP, all later engines have 85 HP and 221 cui. If your count is 27 you have a real monster. These Flatheads were build for big Ford trucks (F7, F8) or Lincolns. They have up to 154 HP and 337 cui. If you count 24...you can have anything else and we need to look closer.

studs	cui	HP	build from	build to
17	136	60	1937	1940
21	221	65/75/85	1932	1938
24	221/239/255	85/90/95/100/ 110/125	1938	1953
27	337	154	1948	1951

Stroke and bore

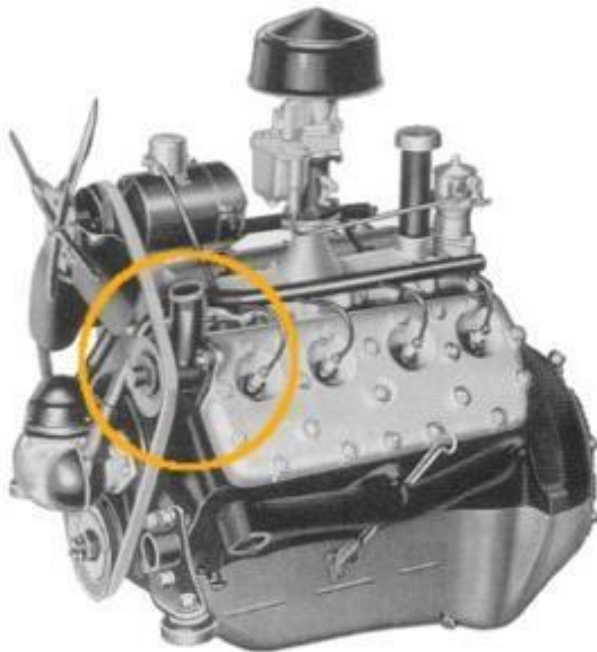
If possible, measure the bore and stroke. The bore is the diameter of a cylinder and the stroke is the way a piston goes up and down. The different displacement of the 24 stud engines can be determined by these two values. The stroke can be 3.200, 3.750, 4.000 or 4.375 inch. The bore can be 2.6000, 3.0625, 3.1875 or 3.5000 inch, but these values can varies when the cylinder is bored for oversize pistons or cylinder sleeves. If the bore is somewhere between 3.0625 and 3.1875 inch, it must be a 221 cui Flathead. Let's expand the above table:

studs	cui	HP	build from	build to	bore	stroke
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17	136	60	1937	1940	2.6000	3.2000
21	221	65/75/85	1932	1938	3.0625	3.7500
24	221	85/90	1938	1942	3.0625	3.7500
24	239	95/100/110	1939	1953	3.1875	3.7500
24	255	110/125	1949	1953	3.1875	4.0000
27	337	154	1948	1951	3.5000	4.3750

Differences in construction details

21 stud Flathead from 1933



Differences in construction details can be seen even if you have a small photo. Let's take a look at the 21 stud Flatheads. The early engines from 1932 to 1936 had Water pumps mounted to the cylinder heads with the water outlet on the pump. 1937 and 1938 models have the water pumps mounted to the engine body.

If the intake manifold is present, look at the studs the carburetor is mounted. If there are two studs, it's a 1932 or 1933 intake manifold for a Detroit Lubricator carburetor. The manifold is made of aluminium. If there are three studs, it's for a Stromberg carburetor 1934 and up (see picture below article).

1932 models have iron heads, 1933 models have aluminium heads, giving the 10 HP more power.

studs	cui	HP	build from	build to	bore	stroke	construction details	model
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17	136	60	1937	1940	2.6000	3.2000		74
21	221	65	1932	1932	3.0625	3.7500	waterpumps in heads, 2 stud carb. mount, iron heads	18
21	221	75	1933	1933	3.0625	3.7500	waterpumps in heads, 2 stud carb. mount, alu heads	40
21	221	85	1934	1936	3.0625	3.7500	waterpumps in heads, 3 stud carb. mount, alu heads	40a, 48, 68
21	221	85	1937	1937	3.0625	3.7500	waterpumps in block, 3 stud carb. mount, alu or iron heads	78
21	221	85	1938	1938	3.0625	3.7500	waterpumps in block, 3 stud carb. mount, iron heads	81a
24	221	85/90	1938	1942	3.0625	3.7500		
24	239	95/100/110	1939	1953	3.1875	3.7500		
24	255	110/125	1949	1953	3.1875	4.0000		
27	337	154	1948	1951	3.5000	4.3750		



Albert Einstien said:

Two things are infinite: the universe and human stupidity; and I'm not sure about the universe."

Jane Thomas said:

"Real knowledge is to know the extent of one's ignorance."

Buy & Sell.

***Loads of great items at Drivers
Welding - 5536 Sooke Road. Anytime***





Alan Barr has a set of 4 American Aluminum Racing wheels for immediate sale. Ford fit is 15" with 5 x 4 1/2 bolt pattern 8". All in excellent shape with polished face. Call Alan at 250598 2896

Ted & Gloria Jennings offer an extensive collection of Street Rodder magazines and other collectables to a good home. Available now. Please call Ted or Gloria at 250 595 4958 or email tgjennings@telus.net for full details.

A complete set of The V8 Times is available to anyone who wants to make a donation to the 109 club. Please contact Chris Chown at 250 595 0312 or 778 679 7937.

Robert Bada is renovating the homestead and has approximately 8 storage cabinets ready to anyone who wants to take the lot, free of charge. The units measure 3' wide 6' high and 12" deep. Each unit has two hinged doors. White finish with adjustable shelving. All hardware included. Excellent condition of course! Please call Robert at 250 478 5167 or robertbada58@gmail.com.

Wanted: Reinert Peterson is looking to borrow a valve spring removal tool to use on his 46 flathead. If you can help please call Reinert at 250 383 4816.



Is that Chris Chown's 47 Deluxe 8? Looks like it needs a transmission and a good wash job.



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 Chris Chown	Appointed by Bruce S.	Oct 2019
Newsletter		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

Just for Fun

A hip young man goes out and buys a 2001 Ferrari 360 Spider. It is the best convertible sports car, costing about \$250,000. He takes it out for a spin and while stopping for a red light, an old man on a moped, wearing an open face crash helmet (looking about 70 years old) pulls up next to him.

The old man looks over the sleek, shiny red surface of the car and asks, "What kind of car ya' got there, sonny?" The young man replies, "A 2001 Ferrari 360 Spider. They cost about a quarter of a million dollars!"

"That's a lot of money," says the old man, shocked. "Why does it cost so much?" "Because this car can do over 200 miles an hour!" states the cool dude proudly. The moped driver asks, "Can I take a look inside?" "Sure," replies the owner.

So the old man pokes his head in the window and looks around. Leaning back on his moped, the old man says, "That's a pretty nice car, all right!"

Just then the light changes so the guy decides to show the old man what his car can do. He floors it, and within 30 seconds the speedometer reads 220 mph. Suddenly, he notices a dot in his rear view mirror. It seems to be getting closer!

He slows down to see what it could be and suddenly, whhhooooosshhh! Something whips by him, going much faster! "What on earth could be going faster than my Ferrari?!" the young man asks himself.

Then, ahead of him, he sees a dot coming toward him. Whoooooosh! It goes by again, heading the opposite direction! And it almost looked like the old man on the moped!

"Couldn't be," thinks the guy. "How could a moped outrun a Ferrari?!" Again, he sees a dot in his rear view mirror! Whoooooosh Ka-BbblaMMM! The moped plows into the back of his car, demolishing the rear end. The young man jumps out, and it IS the old man!!! Of course, the moped and the old man are hurting for certain. He runs up to the old man and says,

“You gotta tell me how you got that thing to be faster than my Ferrari !” The old man looks up and replies, “OK..., but first, unhook my suspenders from your side-view mirror, will ya?”

A proctologist fed up with his job decided to pursue his lifelong dream of becoming a diesel mechanic.

He decides to enroll in a course at the local community college to learn the basics. He’s a talented student. Before he knows it, he’s acing all of the paper exams and quizzes.

At the final evaluation, the proctologist is asked to apply what he learned by completely disassembling, rebuilding, and reassembling a motor from stem to stern. The instructor, astounded, checks his work and gives him 200 points on the assessment.

Confused, he asks the instructor, “Sir, the exam was only worth 100. Why did you give me so much extra credit?”

The instructor replies, “You got 50 for perfectly tearing it down, 50 for putting the thing back together perfectly, and an extra 100 for doing it all through the tailpipe!”

A farmer stopped by the local mechanics shop...

to have his truck fixed. They couldn’t do it while he waited, so he said he didn’t live far and would just walk home.

On the way home he stopped at the hardware Store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem – how to carry his entire purchases home.

While he was scratching his head he was approached by a little old lady who told him she was lost. She asked, ‘Can you tell me how to get to 1603 Mockingbird Lane ?’ The farmer said, ‘Well, as a matter of fact, my farm is very close to that house I would walk you there but I can’t carry this lot.’ The old lady suggested, ‘Why don’t you put the can of paint in the bucket. Carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?’ ‘Why thank you very much,’ he said and proceeded to walk the old girl home.

On the way he says 'Let's take my short cut and go down this alley. We'll be there in no time..

' The little old lady looked him over cautiously then said, 'I am a lonely widow without a husband to defend me.. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?'

The farmer said, 'Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?'

The old lady replied, 'Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.



Subject: Watch "Inside the World's Largest Airtanker 747-400 Super Tanker!" on YouTube <https://youtu.be/D-pC7XYHV7s> compliments of [Lauri Stevens](#)

History just 4 You.

Post-War Fords



Generally, Fords built in Canada mirrored their American counterparts. At times, a body type may have been omitted from Canadian production, but still offered in limited numbers as an import.

However, there was one leading deviation by post-war Canadian Fords from the U.S. pattern. That concerned all the 1954 Fords. It was for that year the U.S. discarded the old flat-head V-8 to introduce the new more powerful ohv V-8.

Ford Motor Company of Canada did not offer the new engine until the 1955 models. So, the 1954 Canadian-built Fords retained the old flat-head V-8. For 1952 and 1953, all Ford used the 239 cid 110 hp engine.

However, the 1954 Customline and Crestline series got the larger 255 cid version, rated at 120 hp. That was the engine the two upper lines of Meteor had used.

When the new V-8 came to Canadian Fords, it was the 272 cid engine rated at 162 hp. No power-pack or other engine options were available.

Finally, after a 15-year delay, the six-cylinder motor was available as a delete option in the early spring of 1956.

In any 1957 Fords which did not have the six, the new V-8 appeared. It displaced 272 cubic inches like the American-made Fords. However, the power rating was only a 190 hp in Canada, but 205 in the U.S.

In subsequent years, engines in Canadian Fords were similar to American models. Some power ratings may have differed, and some optional engines may not have been obtainable in Canada.

After, the Canada-U.S. Auto Pact came into effect in 1965, a greater quantity of the models not made in Canada were imported duty-free from the States. The Mustang and Thunderbird are two examples.

On very rare occasions, dealers would concoct a variation from the normal production model. In 1968 and 1969, at least one Ford dealer sold a special Custom two-door sedan model. It featured a vinyl-covered roof, and the LTD front end with hidden headlights. This was an unusual combination of prestige in the very bottom end of the full-size Ford range.



Mercury 114

In 1939, the 703 Ford dealers across Canada sold both Fords and Mercurys. A few dealers sold Lincolns. After World War II, Ford Motor Company of Canada split their dealer network into two divisions. Existing dealers sold Ford, the new Monarch, and Ford trucks.

A new branch of dealers sold Mercurys, imported Lincolns, and a new line of Mercury trucks. By 1947, Ford Motor Company of Canada had 1,113 dealers, 353 of which were Mercury-Lincoln outlets.

Because Ford was in the low-priced field, it was more popular in Canada than the medium-priced Mercury. So that the new Mercury dealers could get a piece of the low-priced action, a smaller lower cost Mercury line emerged. [More](#)



Meteor (Phase 1)

All Ford products shed their old prewar styling for a postwar new look. Of course, Ford of Canada's unique models also embraced the new styling.

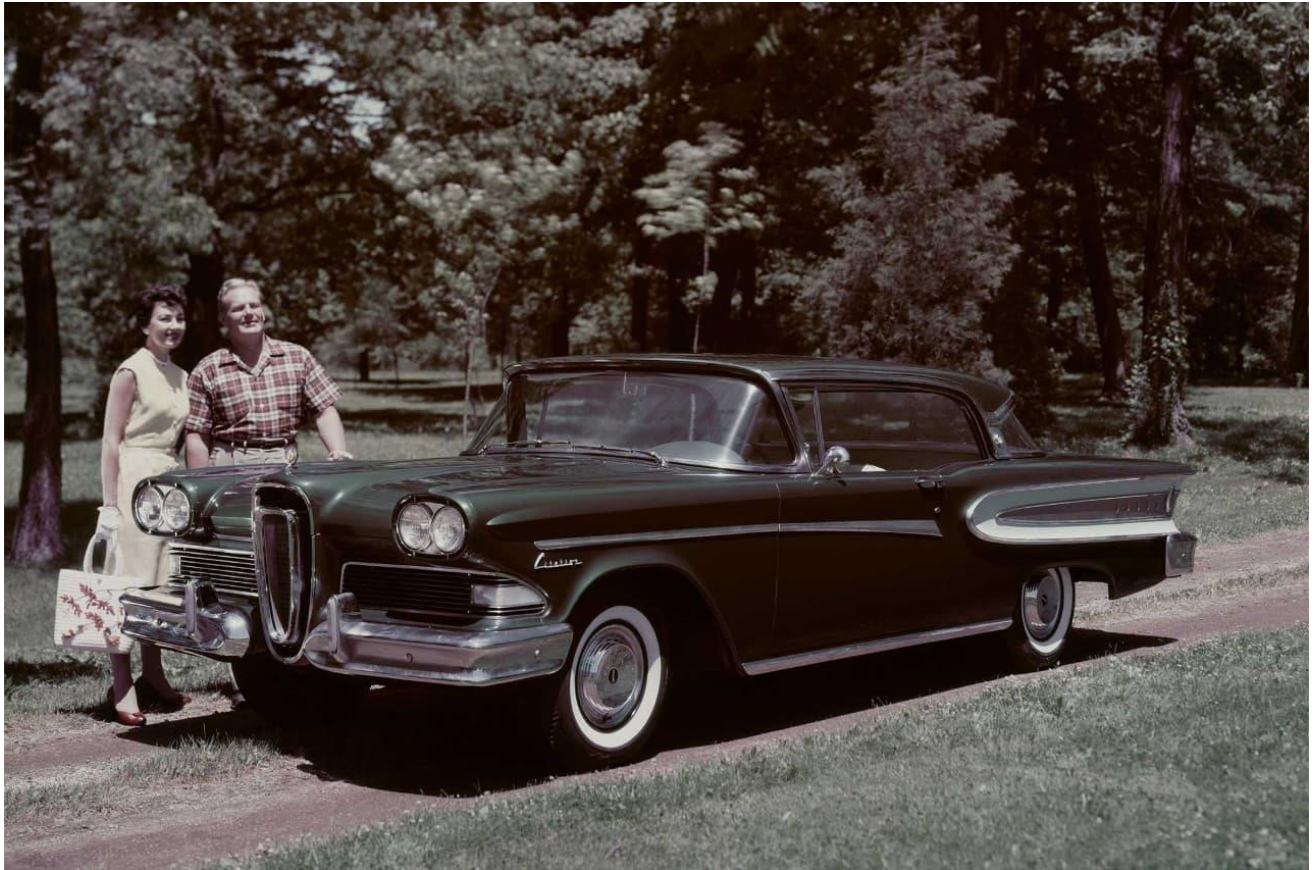
A June 25, 1948 press release stated, "The Mercury and Lincoln division of Ford Motor Company of Canada, Limited announced today that it would shortly introduce a brand new automobile in the lowpriced field, to be known as the 'Meteor.' It will be exclusive to the Canadian market and will be distributed by the Mercury and Lincoln dealers across the Dominion." [More](#)



Monarch

When the Ford Motor Company of Canada, Limited developed the Mercury 114, Mercury dealers had an advantage over Ford dealers. They could sell cars in both low- and mid-priced fields. So that the Canadian Ford dealers could compete on a level playing field, Ford of Canada established a new make in the Mercury 118 class. Based on Mercury, it was called Monarch, and made its debut in 1946.

It used a chromed Mercury grille frame, and replaced Mercury's many thin vertical bars with three horizontal bars. Below the main grille, Mercury had two long oval openings. Monarch had these also, but placed just one bar across each instead of two as Mercury had. [More](#)



Edsel

Few cars have ever been introduced with as much hype and excitement as the Edsel. It brought in huge crowds to kick its tires, but failed to find many buyers.

Ford Motor Company of Canada made a wise decision by having existing Ford dealers handle the Edsel. In hindsight, it was much better than setting up an entirely new dealer network as was done stateside. [More](#)



Frontenac

Frontenac was a Governor of New France in the latter 17th century. His name was used on a Canadian car built by Durant in 1931. When Ford Motor Company of Canada introduced a compact car for 1960, it seemed strange that they chose a name used by another company. But after 29 years, only the oldest of car trivia fanatics would remember.

The Ford Motor Company of Canada, Limited was keeping quite a level playing field for its two dealer chains. For just about every model the Ford branch sold, the Mercury-Meteor branch had a comparable model to sell. [More](#)



Meteor (Phase 2)

The sudden and late decision by the U.S. to stop making the Mercury Meteor left Ford Motor Company of Canada in a dilemma. Some quotes from the PRODUCT IMAGE AND STRATEGY document from Ford of Canada's Product Planning Office sheds some light on how the Canadian company responded to this predicament.

"The Meteor's principal competition is the Pontiac, the industry leader. . . .The Canadian Pontiac has the U.S. Pontiac Catalina body shell with a Chevrolet chassis and driveline including 230 CID six cylinder engine." [More](#)



More Unique Mercurys

The Ford-based Meteor was heralded by the Mercury 114. Likewise, a low cost Mercury model preceded the Mercury-based Meteor. For 1963, Ford Motor Company of Canada made available the Mercury 400.

This Canadian-only, entry-level, full-size Mercury looked like a stripped Monterey. There were no Monterey nameplates on the car, nor was there any 400 ID's. [More](#)



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!
