

*Early Ford V8 Club*

**RG 109**



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

P.O. Box 53517 Broadmead RPO

Victoria, British Columbia V8X 5K2

# Rumbles NOVEMBER 2021



**“NOT JUST ANOTHER PRETTY CAR!”  
SHAWN DRIVER OCTOBER 2021.**

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***Contributions always appreciated.***

**Regular club meetings are now scheduled for the 2<sup>nd</sup>  
Tuesday of the month.**

**Time and location TBA subject to BC Health regulations.**

**Thanks to all of you for your patience and support.**

# *The Executive Crew 2021*



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

### **EXECUTIVE & DIRECTORS 2021**

<b>POSITION</b>	<b>NAME</b>	<b>TELEPHONE</b>	<b>EMAIL</b>
<b>PRESIDENT</b>	<b>CHRIS CHOWN</b>	<b>250 595 0312</b>	<a href="mailto:CDCHOWN@OUTLOOK.COM"><u>CDCHOWN@OUTLOOK.COM</u></a>
<b>VICE PRESIDENT</b>	<b>MIKE MORTIMER</b>	<b>250 477 0547</b>	<a href="mailto:ROCKYMORT33@GMAIL.COM"><u>ROCKYMORT33@GMAIL.COM</u></a>
<b>TREASURER</b>	<b>JIM BANKS</b>	<b>250 433 4021</b>	<a href="mailto:BANKSJIM16@GMAIL.COM"><u>BANKSJIM16@GMAIL.COM</u></a>
<b>SECRETARY</b>	<b>AL WILLS</b>	<b>250 474 4909</b>	<a href="mailto:AL@ARCHERYGUY.COM"><u>AL@ARCHERYGUY.COM</u></a>
<b>DIRECTORS</b>	<b>DENNIS MOUNCE</b>	<b>250 478 6440</b>	<a href="mailto:D&amp;BMOUNCE@TELUS.NET"><u>D&amp;BMOUNCE@TELUS.NET</u></a>
	<b>LAURI STEVENS</b>	<b>250 478 7565</b>	<a href="mailto:LAURISTEVENS@SHAW.CA"><u>LAURISTEVENS@SHAW.CA</u></a>
	<b>CHRIS CHOWN</b>	<b>250 595 0312</b>	<a href="mailto:CDCHOWN@OUTLOOK.COM"><u>CDCHOWN@OUTLOOK.COM</u></a>
	<b>JIM JENNINGS</b>	<b>250 477 5594</b>	<a href="mailto:JENNINGS@TELUS.NET"><u>JENNINGS@TELUS.NET</u></a>
	<b>BILL PRITCHARD</b>	<b>250 656 7029</b>	<a href="mailto:BPRITCHARD@SHAW.CA"><u>BPRITCHARD@SHAW.CA</u></a>
	<b>DON LANDELS</b>	<b>250 588 1300</b>	<a href="mailto:DON.LANDELS@GMAIL.COM"><u>DON.LANDELS@GMAIL.COM</u></a>
	<b>AL WILLS</b>	<b>250 474 4909</b>	<a href="mailto:AL@ARCHERYGUY.COM"><u>AL@ARCHERYGUY.COM</u></a>
<b>FIRST PAST PRESIDENT</b>	<b>BILL PRITCHARD</b>	<b>250 656 7029</b>	<a href="mailto:BPRITCHARD@SHAW.CA"><u>BPRITCHARD@SHAW.CA</u></a>

## **2021 CLUB AGENDA & EVENTS**

**NEXT REGULAR 109 MEETING IS SCHEDULED FOR DECEMBER 14<sup>TH</sup> STARTING AT 7:00 PM. BOOKED AT SAANICH BAPTIST CHURCH 4347 WILKINSON ROAD. ANY CHANGES WILL BE COMMUNICATED AS QUICKLY AS POSSIBLE.**

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### **EFV8 RG 109 CHRISTMAS LUNCHEON**

**THE 109 WILL HOST THE ANNUAL CHRISTMAS LUNCHEON ON SATURDAY JANUARY 8<sup>TH</sup> AT 12:00 NOON.**

**LOCATION IS THE OAK BAY REC CENTRE AT 1975 BEE STREET VICTORIA, BC V8R 5E6.**

**FULL DETAILS WILL FOLLOW SHORTLY BY SEPARATE EMAIL, AND WE WILL REQUIRE ATTENDANCE CONFIRMATION IN ORDER TO ORDER THE CORRECT NUMBER OF MEALS.**

**IF YOU NEED MORE INFORMATION, PLEASE CALL ROB VANZELLA AT 250 589 9130 OR [R.VANZELLA66@GMAIL.COM](mailto:R.VANZELLA66@GMAIL.COM)**



***CLUB R.G. # 109***  
***Meeting Minutes November 9th, 2021***

The meeting was called to order at 7:18PM by President Chown at the Saanich Baptist Church 4347 Wilkinson Rd., Victoria, BC

**Opening Remarks:** The President welcomed all those attending and welcomed members and guests; Richard Eldridge, Carl Scott, from Sooke (members of the Driver racing team).

**Agenda as Distributed:** Moved Lew Williams/Seconded Shawn Driver - Carried.

**September 2020 Meeting Minutes:** Moved Bruce Somers/Seconded Bob Mortimer - Carried.

**Business Arising:**

Christmas Dinner – The President spoke for Rob Vanzella, who could not attend. The event will be at the Oak Bay Recreation Centre, 1975 Bee Street on January 8<sup>th</sup> time to be confirmed, but afternoon,

Merc Coupe update – The President reported on the ongoing work:

- New wiring harnesses installed.
- Spark plugs cleaned and re-gapped with new wires.
- Oil Changed – straight 30.
- All lamps changed to 12v with halogen headlights.
- RF Distributor cap refurbished to comply with electronic ignition.
- New Trunk lock key installed

Al Clarke Appreciation update – Rosalind Jordan and the president reported on the recognition planned for Al next year, a plaque has been produced and will be presented along with Life Membership in the 109 and a dinner for Al and his wife.

**Correspondence:**

- **EFV8 National looking for new NW director to replace Joe Rieger:** – Contact the President if interested
- **NAACC Membership & discount** cards were distributed to the members.

**Treasurer's Report:** November 9, 2021

Treasurer Jim Banks reported all accounts are current with no outstanding payables or receivables.

Moved by Gary Clark/Seconded by Norrie Spencer - Carried

#### **Committee Reports:**

- **FNF 2022 developments. Lew and Gary:** Had a meeting with Heritage Acres confirmed our date (July 10) and rate of \$750 (they had indicated that the cost would be \$1500 but relented. Central Saanich Lions will cater and assist the 109 with guest parking.
  - Open to suggestions re bands etc. cost for bands have risen significantly. Review underway.
- **Garage Tours** – Gary asked if there was interest in tours, hearing positive feedback, he will look at organizing some in early 2022.
- **Membership 2021. Status at Sept 2021 Jim Jennings:** 45 Paid, 12 not paid – now collecting dues.
  - Moved by Jim /Seconded Rosalind Jordan 'To streamline all membership to \$30/year - Carried

#### **Guests Speaker: – Shawn Driver & Miss Daisy**

Shawn, Miss Daisy (Donna Gray) and his team gave the members a fascinating account of getting to and participating in Bonneville 2021, achieving a new record of 287 Miles per hour.

#### **New Business:**

- **Deuce Days 2022 Registration:** Now sold out
- **Executive Positions** – The president reminded that all Executive Positions are up for election this year and volunteers are needed – Please contact the President if you are interested.

#### **Announcements:**

- Drivers Welding source for parts and service for all sorts of classic and vintage autos.
- Regular meeting venue update. Chris Chown – Still awaiting word from Berwick house.

#### **BUY & Sell. Wanted/Needed:**

- Jim Jennings 30 delivery panel has been sold; the 47 Monarch is still for sale.
- 47 Merc coupe – club members first call.
- Need a passenger side taillight lens. 47 Merc - Contact Chris Chown
- 6 steel rims 5x5 ½" 16" Ford – Contact Chris
- Tony Cond is selling the full running gear for his '51 Merc M3 pickup

- Need door hinges for a '47/'48.
- Don Friebe looking for a 35 Ford Passenger Grill
- Lew Williams is looking for covered, preferably indoor dry storage.

#### **Call to Adjourn / 50/50:**

Moved Jim Jennings/Seconded Don Landels- Carried.

#### **50/50 Draws.**

Vic Nordstrom, Bruce Somers, Karl Scott, Rosalind Jordan, Richard Eldridge T Shirt

Bob Mortimer and Karl Scott – Hats

- \$25 Lordco Gift Certificate – Richard Eldridge
- \$42 Gary Clarke

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### ***A Message from the 109-club president.***

*The EFV8 109 continues to open and expand club activities as we push to find a path out of all the restrictions related to Covid. The vast majority of our membership have embraced safety protocols for prevention of virus infections with excellent results. The past 18 months have been a test for most and we all look forward to 2022 when we return to a somewhat normal lifestyle. Congratulations to you all for a job well done.*

*We are looking ahead toward 2022 by planning for our 40<sup>th</sup> annual Fords & Friends show, along with regular meetings. A few special events such as the annual BBQ and an expanded Christmas dinner are already in the works. We expect to host several “shop tours” and a few coffee runs to show off the special favorite rides. Needless to say, it looks like a busy time, and we encourage all members to step up and get involved.*

*This time of year brings on the need for a review of club executive positions and committee management teams. I urge everyone to think about how you might support your club. The 109 is always made better by new ideas and fresh energy. Please consider getting involved as much as possible. I guarantee you will enjoy and benefit from hands on participation.*

***Thank you all for everything you do for the 109!***

**Chris Chown.**

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## ***Club News***



***The 109 club is very pleased to welcome two new members effective November 9<sup>th</sup>.***

**Richard Eldridge:** based in Shirley and a long-time racing enthusiast. Currently sporting a 1967 Corvette LS9 and a 1976 1-ton K30 Chev. Richard recently joined the Drivers racing team in Bonnevile and shares the story with all as "The salt gets in your blood".

**Carl Scott:** Carl is also a long time Sooke resident and a well recognized mechanic in the area. An avid collector and restoration genius Carl seems to favor Ford Model A now owns two Model A 2dr sedans, and a 28 Model A pickup. Just to round things out he also has a 47 Ford 2dr sedan. Carl has recently completed his rookie licence certification at Bonnyville. A valuable member of the Drivers Racing team just to fill in the quiet moments!

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### ***DRIVERS RACING TEAM. 2021***







*A Studebaker tow car and a Studebaker racer at the SCTA worlds 2021*

**A new world record for Shawn Driver 2021.**

**287 mph or 468 kmph**



Late September and early October 2021 are days that will remain very special for Shawn Driver for the rest of his life. Shawn and his racing specialists team set a new world record at the SCTA track in Bonneyville salt flats with a record speed of 286 miles per hour (468 kms/hr). The previous record was set six weeks before at Speed Week at 256 mph. Any attempt to establish a new record requires two runs down the 8 mile straight track, to establish an average. Shawn's successful runs were 291 mph on the first day and 283 on the last day. Amazingly this was accomplished with a main shaft that had been welded in the pits by Shawn himself! An amazing and impressive story about skills, creativity and incredible determination. Just ask Shawn about how to use a big hammer and a little hammer when you weld your main shaft!

Setting a new record has been a long term dream for Shawn and he has attempted to do just that at Bonneyville several times before 2021. His determination and perseverance are exceptional and not to be taken lightly. Shawn experienced many unique tests this year including equipment break downs, parts failure, weather delays and significant difficulty in just getting across the US border. Just about as difficult getting across the border getting home. It took the team effort to make all of this come together and Shawn is quick to give credit where credit is due.

It has been a great pleasure for me to experience even a little bit of this excellent story and it is especially motivating to listen to Shawn tell it like it really is. On behalf of the 109 club we extend our heartfelt congratulations to Shawn, Miss Daisy and the entire Drivers Racing team. Next up is breaking the 300 mph mark and wearing a blue hat!

## ***THE LADIES PAGE:***



### **Simona de Silvestro**

Born 09/01/1988

Swiss

Finished 3rd in Atlantic Championship

Was 2010 Indy 500 "Rookie of the Year"

First woman to score points in Formula E

Races in Virgin Australia Supercars Championship

2010 - Finished 14th

2011 - Finished 31st

2012 - Finished 32nd

2013 - Finished 17th

2015 - Finished 19th

2021 - Finished 31st

De Silvestro missed the Sonoma IndyCar race in 2011 after being refused entry to the United States. An agent working for US Customs became concerned over frequent trips from country to country that de Silvestro had been taking, and when de Silvestro tried to explain herself, the official refused to believe that a woman was a professional race car driver!

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## Kay Cottee, AO



Awarded the Order of Australia, Cottee was the first woman to successfully complete a solo, non-stop, unassisted circumnavigation of the globe. Cottee achieved the feat in 1988 in her 11m yacht Blackmores First Lady, and she did it in just 189 days.

Cottee established the trip that is routinely tried by sailors chasing speed records and completed it alone, without stopping and without assistance. She was even washed overboard when her yacht capsized in 20-foot waves. Her achievement is as impressive as it is daunting to imagine, and fortunately she didn't celebrate the achievement alone: nearly 100,000 Australians were awaiting her in Sydney Harbour when she returned.

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*Please send me any updates you would like to share with the 109 membership. Phone if you prefer. Thanks in advance, Chris.*

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The Early Ford V8 Club of America encourages you to join the national group Full details are available at [www.earlyfordv8.org](http://www.earlyfordv8.org)

*Call Chris Chown if you need more information!*

You're invited to Join Early Ford V-8 Club of America An International Organization  
MEMBERSHIP APPLICATION [ ] New Membership Check Box as Required [ ] Renewal  
Membership MEMBER NAME

JOINT NAME

ADDRESS

CITY STATE ZIP

TELEPHONE COUNTRY

CAR(S) OWNED YEAR MAKE TRIM

ENGINE BODY STYLE Sample: 1940 FORD DELUXE V-8 TUDOR SEDAN

Credit Card: VISA MASTERCARD (circle one) CARD # -

EXPIRATION DATE: SIGNATURE:

United States [ ] Annual-Surface Mail Regular Membership \$35, Joint Membership \$38 [ ] Three Year-Surface Mail Regular Membership \$100, Joint Membership \$109 Mexico & South America [ ] Annual-Surface Mail Regular Membership \$70, Joint Membership \$75 [ ] Three Year-Surface Mail Regular Membership \$200, Joint Membership \$210

**Canada [ ] Annual-Surface Mail Regular Membership \$55, Joint Membership \$58 [ ] Three Year-Surface Mail Regular Membership \$150, Joint Membership \$160**

Europe & Pacific Rim [ ] Annual-Surface Mail Regular Membership \$70, Joint Membership \$75 [ ] Three Year-Surface Mail Regular Membership \$200, Joint Membership \$210 Membership **without V8 TIMES Delivery** One-Year Three-Year [ ] U.S. & All Foreign Countries: Regular \$15 Joint \$18 Regular \$45 Joint \$54 **WITH Membership Roster only.** [ ] U.S. & All Foreign Countries: Regular \$ 5 Joint \$ 5 Regular \$15 Joint \$15 WITHOUT Membership Roster. Thank you for Joining or Renewing your membership in The Early Ford V-8 Club of America

## ***TECH TALK.***

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

Questions, suggestions always welcome!

# Top Ten tips to consider for winter car storage

By [Jason Okolisan](#)

For owners of classic/luxury and sports cars, fall is a sad time of year as it marks the end of the driving season and get's us thinking about winter car storage. Just about everyone with a hobby car stores their special ride during the winter months to spare it from the abuse of our harsh Canadian winters.

## Here's what you should consider when preparing for winter car storage

### 1. Storage location

Choose a safe and dry building to house your car during the winter. A home garage can work just fine. If you don't have a garage, look for a storage facility that has a concrete floor, not bare earth like in an old barn. The facility does not need to be climate controlled but should not have excessive moisture.

### 2. Check engine oil

Pull the dipstick to observe the engine oil. If it is really dirty and you've reached the mileage limit, change it before storage. Otherwise, you can wait until spring and start the season with fresh oil. The most important factor with engine oil is kilometres used. Modern oil, especially synthetic, is stable for a year in the engine. Fogging the engine is not necessary unless you are storing a vehicle for longer than a year.



### 3. Wash and clean

Before parking your car for the final time, wash and fully detail it to ensure there are no contaminants left on the surfaces for the duration of the storage period.

### 4. Top up fluids

After washing the car, go for one last drive to the gas station to evacuate the water from the crevices. Fill your gas tank and add a fuel stabilizer such as STA-BIL. Let the car run for five minutes to allow the stabilizer to flow through the fuel system. Also check that other fluid levels, especially anti-freeze, are topped up.

### 5. Tires

At the storage facility, inflate your tires to the maximum PSI rating (indicated on the sidewall). I use a portable air compressor in my garage. This will prevent the tires from developing flat spots. It is not necessary to remove modern radial tires and it is not advised to put a car up on blocks and leave the suspension hanging for an extended period of time.

Leave the car in neutral with the parking brake disengaged. Automatic transmission cars can be left in park otherwise block tires to prevent moving. The car should be parked on a level surface.

### 6. Ventilation

Roll down the window an inch to allow air circulation and prevent moisture from building inside the cabin.

### 7. Battery

Opinions vary but I take my battery out. I bring it in the house, leave it on a piece of wood and connect it to a battery maintainer/tender, not a trickle charger. The maintainer I use is a [CTEK 3300](#). Some newer cars require that the battery stay connected at all times to preserve the computer's memory. In this case, it's okay to connect the tender to the battery while keeping the hood ajar to run the cables into the engine bay.

### 8. Pest prevention

Rodents love to find their way into your car and make it their cozy home during the winter. This can wreak havoc if they chew wires. As a precaution, place a ball of steel wool in the exhaust pipe opening and air inlet, laundry fabric sheets inside the cabin and trunk and moth balls around the outside perimeter of the car.

### 9. Cover

Use a high-quality tight-fitting cover that will allow the car to breath.



## 10. Other considerations

### Moisture barrier:

It is common practice to put a tarp or plastic sheet on top of the concrete floor that you will be parking on to act as a moisture barrier. I don't do this because my garage is sufficiently dry, and my car is undercoated.

### Drop insurance:

Those with newer vehicles may want to cancel the liability and collision portion of their insurance to save during the off-season. However, always maintain comprehensive (fire, theft and acts of god). Most classic car policies do not allow the option to temporarily suspend part of the coverage.

### Leave it be:

A lot of people think starting a car every few weeks during storage is a good idea. Unless you intend on taking the car for a good drive, simply letting it idle is actually detrimental because condensation will build through the various systems and not properly burn-off. And don't be tempted to take it for a drive on a "nice winter day." After all, you don't want to go through the entire process again. Best policy is let sleeping bears lay to rest. Absence makes the heart grow fonder and you will appreciate your beloved ride more when you finally get to bring it out of storage in the spring.

These are the steps and precautions I take for winter car storage. There are additional measures that can be taken but without going to extremes, this process has served me well through many storage seasons.

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### ***Forrest Gump said***

"Life is like a box of chocolates. You never know what you're going to get."

### **Keith Smith said.**

Money will buy a pretty good dog, but it won't buy the wag of his tail.

*Exercise your brain just in case you need it.*

*Check your answers on the last page.*

1. I am taken from a mine, and shut up in a wooden case, from which I am never released, and yet I am used by almost everybody. What am I?
  2. A red house is made from red bricks. A blue house is made from blue bricks. A yellow house is made from yellow bricks. What is a green house made from?
  3. You're escaping a labyrinth and there are three exits. Exit A leads to an inferno. Exit B leads to an assassin. Exit C leads to a lion that hasn't eaten in 3 years. Which exit do you pick?
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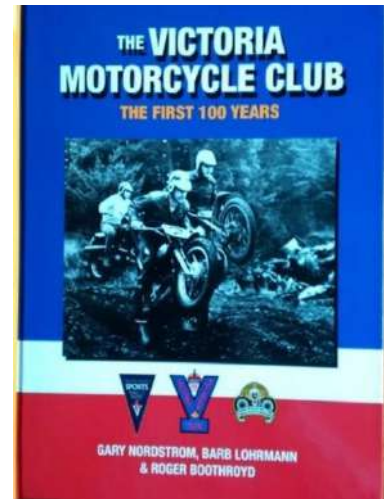
## ***BUY & SELL.***

**Wanted:** *A friend of mine is looking for a 1953 to 1955 short box pickup truck with a flathead motor. He asked me if he could put a want add in the Rumbles. If you can do that, his contact info is Dave Ryckman and phone is 250 466 5002. Thanks,*  
***Gary Clarke***

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**FOR SALE: The first 100 years of the Victoria Motorcycle club by Gary Nordstrom.**

For the last year, I have been writing and compiling a book detailing **The Victoria Motorcycle Club, The First Hundred Years**. In chapter one, Barb Lohrmann summarized the history from its beginning in 1906 when it began as a car and motorcycle club. Using the meeting minutes, Barb describes the activities through the decades. In 1912, the VMC formed a separate club which makes it the second oldest in Canada after the Winnipeg club. Subsequent chapters deal with the variety of events, trophies, competition machinery of each era, profiles of top riders (some of which some of our members will know) and their many achievements locally, Canada wide and internationally. The 200-page text is liberally supported by more than 300 photos (provided by our club historian Roger Boothroyd) and a scrapbook chapter. My wife, Elizabeth, spent a considerable amount of time doing the layout. Published by our local First Choice Books, the price is \$30, and books can be obtained through me. Lots of amazing stories recalling the adventures of competitive motorcycling make it an entertaining read. Gary Nordstrom [gnordstrom@shaw.ca](mailto:gnordstrom@shaw.ca)



**WANTED:** Taillight lens – passenger side for a 1947 Mercury. Please call Chris Chown at 250 595 0312 if you can help.

This is for the Merc coupe donated to the 109 by Don MacPherson.

Would prefer glass over acrylic if possible.

**WANTED:** Covered storage space assistance. Please call Vic Nordstrom 250 652 5631 or Chris Chown at 250 595 0312.



**FOR SALE: VERY RARE 1930 Ford model A Deluxe Delivery.**  
**For enquiries, please phone 1-250-818-0049**  
**JIM JENNINGS.**

1930 Model A Deluxe Delivery. One of only two in Victoria, this belonged to Crosses Great Market for deliveries from 1930-1938.

**Price: \$29,000 CDN**

**SOLD.**

- Has new Model B engine, balanced and counter balanced crank.
- Model B cam shaft
- Adjustable tappets
- Shell crank bearings
- Full pressure oil system
- 6-volt positive ground alternator
- 354 highway rear axle gears
- Many other extras included in restoration.
- One complete set of diamond tread Goodyear made in Canada tires (as original)
- One set of 16" wire wheels for touring




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## FOR SALE: 1947 **MONARCH** 4 DOOR SEDAN. SURVIVOR

- Original paint, glass, and upholstery
- New steel belted radial tires
- New front disc brakes, new rear brake shoes
- New completely rebuilt engine.
- 4" crank
- Full pressure oil system
- And lots of other extras
- Great touring car.

Asking price: \$15,000. CDN

**OFFER**

**PENDING**

**For more information, please call JIM JENNINGS 1-250-818-004.**





**WANTED:** 1935 grill for a Ford passenger car. No after market parts please. Call Don Friebe at 250 592 6330 or 250 881 2785.

Email [dfreibe@shaw.ca](mailto:dfreibe@shaw.ca)

**WANTED:** Covered secure storage space for a 50 Meteor shoebox Please call Lew Williams at 250 479 5385 or 250 661 2092.

**WANTED:** 1928 / 29 roadster aluminium windshield posts. Please phone Gord Stewart at 250 642 5702.

**FOR SALE:** complete running gear for a 1951 Mercury pickup. Includes a 4 speed trans! What more could you wish for? Call Tony Cond at 250 388 1369 or cell 250 532 7420.

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**FOR SALE NEW PRICE:** 1935 Ford pickup full load. Professional rebuild in excellent condition. New asking price is \$40,000 Canadian or best offer. Call Gord Stewart in Sooke at 250 642 5702.





# ***2021 Committees:***

***“Always glad to have your help!!”***

***DON'T BE SHY, STEP UP ANYTIME.***

***THERE'S ALWAYS ROOM FOR YOU.***



Overdue accounts committee

Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2021	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

# JUST FOR FUN

## *Rib Ticklers:*



What happens when Old Car Guys get sent to a nursing home ...

## **CONTRIBUTED BY ROB VANZELLA!**



Though they were far from rich, they managed to get by because they watched their pennies.

Though not young, they were both in very good health, largely due to the wife's insistence on healthy foods and exercise for the last decade.

One day, their good health didn't help when they went on a rare vacation and their plane crashed, sending them off to Heaven.

They reached the pearly gates, and St. Peter escorted them inside. He took them to a beautiful mansion, furnished in gold and fine silks, with a fully stocked kitchen and a waterfall in the master bath. A maid could be seen hanging their favorite clothes in the closet.

They gasped in astonishment when he said, 'Welcome to Heaven. This will be your home now.'

The old man asked Peter how much all this was going to cost. 'Why, nothing,' Peter replied, 'remember, this is your reward in Heaven...'

The old man looked out the window and right there he saw a championship golf course, finer and more beautiful than any ever built on Earth.

'What are the greens fees? .... grumbled the old man.

'This is heaven,' St. Peter replied.

'You can play for free and every day.'

Next, they went to the clubhouse and saw the lavish buffet lunch, with every imaginable cuisine laid out before them, from seafood to steaks to exotic deserts, free flowing beverages.

'Don't even ask,' said St. Peter to the man. This is Heaven, it is all free for you to enjoy.'

The old man looked around and glanced nervously at his wife.

'Well, where are the low fat and low cholesterol foods and the decaffeinated tea?' he asked.

'That's the best part,' St. Peter replied, 'You can eat and drink as much as you like of whatever you like and you will never get fat or sick.'

This is Heaven

The old man continued 'No gym to work out at ?'

'Not unless you want to,' was the answer.

'No testing my sugar or blood pressure ...

'Never again All you do here is enjoy yourself.'

The old man glared at his wife

'You and your crazy Bran Flakes!'

We could have been here ten years ago!'

### Milk the cow...

After much urging by his wife, Uncle Joe applied for work on a farm. The foreman decided to give him a try and told him to milk a cow, equipping him with a stool and a bucket.

An hour later Uncle Joe returned dirty and sweaty, the bucket in one hand and the broken stool in the other.

"Extracting the milk was easy," he explained. "The worst part was getting the cow to sit on the stool!"

### The new CEO...

Morris had just been hired as the new CEO of a large high-tech corporation. The CEO who was stepping down met with him privately and presented him with three envelopes number 1, 2 and 3. "Open these if you run up against a problem you don't think you can solve," the departing CEO said.

Things went along pretty smoothly, but six months later, sales took a downturn and Morris was really catching a lot of heat. About at his wit's end, he remembered the envelopes. He went to his drawer and took out the first envelope. The message read, "Blame your predecessor." Morris called a press conference and tactfully laid the blame at the feet of the previous CEO. Satisfied with his comments, the press, and Wall Street, responded positively, sales began to pick up and the problem was soon behind him.

About a year later, the company was again experiencing a slight dip in sales, combined with serious product problems. Having learned from his previous experience, the CEO quickly opened the second envelope. The message read, "Reorganize." This he did, and the company quickly rebounded.

After several consecutive profitable quarters, the company once again fell on difficult times. Morris went to his office, closed the door and opened the third envelope. The message said, "Prepare three envelopes."

## In Passing – October 2021.

# Ken C. Ballard

1942 - 2021



Ken was born in Victoria, BC on June 15, 1942, where he grew up and graduated from Victoria High School. He was a life-long employee of Canada Safeway working in management. Upon retirement he moved up Island and was owner of the Coca-Cola diner and eventually retired in Chemainus. Ken's interests were in collecting and rebuilding antique cars, buying and selling antiques.

Ken passed away peacefully on October 20, 2021, and is preceded by his father Charles Ballard, mother Valerie Ballard, and son Brent Ballard. He is survived by his son Scott (Susan), daughter Donna (Mike), brothers Dave(brother Bones), Don and Larry, his grandchildren Kyle and Lauren, and partner Gwen. A heartfelt thanks goes out to the care staff at Chemainus Health Center who cared for Ken.

There will be no public service at Ken's request. You can make a donations to Canadian Alzheimer Society: <https://alzheimer.ca/en/take-action/donate>

***Ken was a founding member of the EFV8 109.***

***The EFV8 109 has made a donation in Ken's name to the Canadian Alzheimer's Society.***

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# HISTORY

**Many thanks to Don MacPherson for such a great article.**

## **Vancouver to Edmonton – 1947 Style**

When Linda and I lived in Nanaimo prior to moving to Vernon in 1996, we used to regularly travel from Nanaimo to visit our kids in Calgary. This was an easy trip of about 12 hours, including the ferry ride.

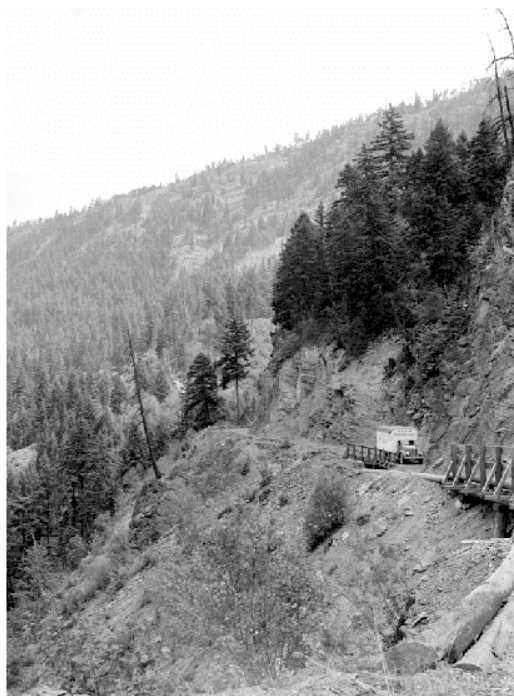
However, I recall a much different trip which my family took many years earlier.

In the late summer of 1945, when it became obvious that World War 2 was ending soon, U.S. President Harry Truman gave Henry Ford special permission to resume the production of vehicles for the domestic market much to the chagrin of the other automobile manufacturers. To celebrate this wonderful event, my father purchased one of the first 1946 Fords to hit the dealership in Vancouver: a grey business coupe. It was our first car, and I can still recall its fantastic new car smell. He replaced it less than a year later, with a dark blue Deluxe Tudor sedan. At the time, my dad was an assistant manager of the Vancouver Hudson's Bay store. In the summer of 1947, he was transferred to Edmonton to a similar position in the larger Bay store there. In late August of 1947, we hit the road for Edmonton in the new Ford. The trip was very different then than now. As I recall it, this is how it went.





Title: Construction, Fraser Canyon Highway.  
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Title: Fraser Canyon Hwy. 9 Mile Ck. Canyon

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**Day 1.** We left Vancouver in the early morning, about daylight, and, after traveling along Kingsway through Burnaby, New Westminster and across the Patullo Bridge, we started through the Fraser Valley on a narrow two-lane road that passed through Aldergrove, Abbotsford, Chilliwack and Rosedale on the way to Hope. Some sections of the original highway through the Fraser Valley still exist today as they were back then. These can be identified by sections of the original Trans Canada telephone line the poles of which are still there unchanged. From Hope, we began the tortuous trip up the narrow little one-lane dirt road known as The Fraser Canyon Highway. We were on the outside of the road until we crossed the old Alexandra Bridge.

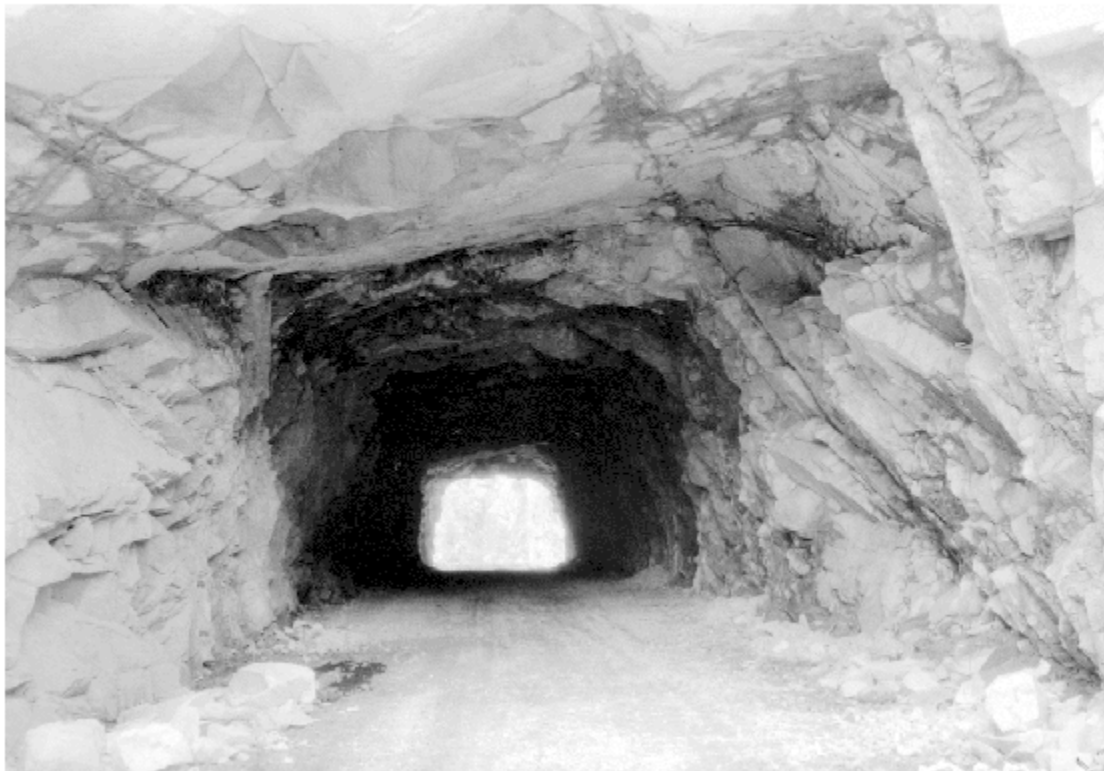




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**Title: Construction, Fraser Canyon Highway.**

Between Hope and the Alexandra Bridge, several sections of the highway were one lane wooden trestles that clung to the edge of the rock face. After we crossed the river, we were on the inside of the road. Many times, during the day my dad had to back up to a wide spot so that a car, coming from the other direction on the outside of the road, could pass. Some of the original one-lane tunnels can still be spotted today. They were

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crudely blasted with no lighting and great chunks of rock protruding from the roof and sides.

Late in the day, we arrived in Lytton and called it a day. Lytton is often the hottest place in Canada and that day was no exception. It was just blistering, and the wind was blowing like a blow torch.

**Day 2.** We left Lytton very early in the morning and it seemed like the Canyon just got worse. Eventually, we were out of it at Spences Bridge, but the road was still only one lane dirt, and the heat was just terrible.

Nowadays, you can still spot many sections of the old road, particularly between Cache Creek and Kamloops. We arrived in Kamloops just at dusk and called it a day.

**Day 3.** Day 3 got us from Kamloops to Revelstoke. I don't recall anything special about that section of the trip.

**Day 4.** The oldest map I could find for this article is dated 1960 and it shows the Big Bend Highway and the proposed Rogers Pass section of the present highway. In 1947, the Rogers Pass was strictly a railway route, and the highway followed the Columbia River around 'The Big Bend' from Revelstoke to Donald. The Big Bend was not maintained year-round, because the snow in there during the winters was typically in excess of 45 feet. It was closed from the middle of October to the late spring. A friend of mine, Roy Abrahamse, tells me that his father graded and plowed the Big Bend for many years and occasionally took Roy with him. Behind the grader he towed his fuel supply on one trailer and, behind that, the trailer which he stayed in at night wherever he ended up. A grading or plowing trip from one end to the other could take several days during which times the cars traveling through had no choice but to follow the plow. When he got to the other end, he replenished his fuel supply and started back the other way, often having to clear the same amount of snow or debris on the return trip. Another friend, Glen Grywacheski worked on maintaining The Big Bend and he tells me that when Prime Minister, John Diefenbaker opened the Rogers Pass for traffic on July 30, 1962, he (Glen) officially locked the gate on the Big Bend. It's interesting that at the opening of the Rogers Pass, the highway officially became the Trans-Canada Highway.

Because of the flooding on the Columbia resulting from the 1964 Columbia River Treaty with the U.S., the Big Bend Highway does not exist anymore except at the Donald end where a road sign still identifies the eastern end. Day 4 was a very full day of driving over very narrow dirt and gravel road and we finally arrived at Boat Encampment about halfway through the Big Bend Highway.





**Title: Construction of The Big Bend Highway. Machine Shop ...**

Accessed From Host on Mon Sep 20 06:23:53 2004



Title: Buildings at Boat Encampment

Accessed From Host on Mon Sep 20 08:55:10 2004

**Day 5.** Day 5 got us from Boat Encampment to Golden where we arrived late in the afternoon.

**Day 6.** Believe it or not, we only got as far as Banff on day 6.

**Day 7.** We finally tied it up at my uncle's place in Calgary on day 7.

**Day 8.** It took us all day to get from Calgary to Edmonton.

When my son was attending university in Edmonton, I recall making the trip from Nanaimo to Edmonton in 15 hours, so I suppose our roads have improved somewhat over the past nearly 60 years. Although, having said that, in June of 1954, I started my job with the Telephone Company and on my first trip out of Vancouver, we left from our office in Kitsilano at 8 a.m. and managed to just get to Lytton at 4:30 p.m. A few days later, when we left Lytton, it took us all day to get to Kamloops and we were driving over the same roads my family had driven in 1947.





*Spuzzum, B.C. in Fraser Canyon on Trans Canada Highway*



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**Title: Construction of The Big Bend Highway. Moving Camp**



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**Title: Revelstoke. Opening of The Big Bend Highway**

## ABOUT THE ZEPHYR.



The Lincoln Zephyr was a short-lived model, produced only between 1936 and 1941 with the Zephyr name however, continued on until 1948 under the Lincoln name dropping Zephyr from the brand. But during this time, it was one of the best loved luxury vehicles. Unlike other high-end cars of the 30s with excessive chrome trimming, the Zephyr relied on the bold lines of its aerodynamic design to stand out.

The word “Zephyr” originates from Zephyrus, who was the Greek god of “the west wind,” a gentle wind that brought a productive spring. But the Lincoln Zephyr likely took its name from a more recent history: railroad locomotives.

Streamlining was the leading design trend of the 1930s. It began with railroad companies looking to improve their efficiency by building locomotives with more aerodynamic designs. At the 1934 World’s Fair, the CB&Q Railroad displayed its new *Burlington Zephyr* train after a record-breaking journey. The streamlined Zephyr locomotive was the star of the fair.

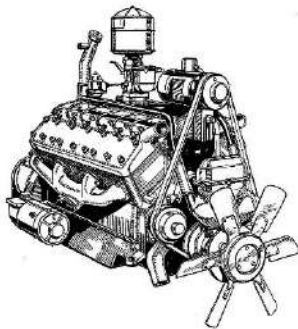
When Lincoln released their new luxury car late the following year, the Zephyr name fit well with the attractive design. The body was sleek with a teardrop shape, the hood came to an aerodynamic point, and a simple grille curved completed a look that was closer to contemporary locomotives than earlier cars. The Zephyr was one of the first cars using unibody construction and the 1941-48 used pop-out door handles as part of the aerodynamic design.

The drivetrain relied on a powerful V-12 engine for performance that matched the look of the car. This was also a superior engine to the 6-cylinder and V-8 engines in the competing Chrysler Airflow and Cadillac LaSalle.

Despite the popularity of the Lincoln Zephyr, Ford dropped the Zephyr name from the model when production resumed after WWII and focused entirely on the Lincoln Continental. The Zephyr left a mark and other automakers imitated the look in many of their late 30s and 40s models.

From the futuristic look of the 3-window coupe to the handsome 4 door, the Lincoln Zephyr remains one of the most iconic of the pre-war classic cars.

## About the V12



Similar in design to the 90° Ford flathead V8 introduced for 1932, the Lincoln-Zephyr H Series V-12 had a narrower 75° between cylinder banks. The engine used aluminum-alloy heads and cast-steel pistons, as well as two water pumps. It also had a unique distributor with a coil assembly that actually consisted of two coils, one for each cylinder bank.

Initial power output was quoted as 110 horsepower -- a little higher than the target figure - - at 3,900 rpm, a rather high-power peak for those days. The torque curve was quite flat, however, with at least 180 pounds/feet available from 3,500 rpm all the way down to 400 rpm, which made for incredible top-gear performance. Though the Zephyr V-12 no more resembled previous Lincoln engines than the ubiquitous V-8 (despite sharing the latter's stroke), it was more like a "12-cylinder Ford" than a classic multi-cylinder powerplant in character. And it was not without problems. The main ones were inadequate crankcase ventilation that caused rapid sludge buildup in sustained low-rpm running, aggravated by poor oil flow, plus too-small water passages that led to overheating, bore warpage, and ring wear. To a degree, some of these maladies were dealt with during the Zephyr's first year, and Ford improved the engine by adopting hydraulic valve lifters for 1938 and cast-iron heads and oiling improvements for 1942. Yet this V-12 never shed its reputation for service troubles, though the postwar versions were actually quite reliable.

The Ford V12 was also used by Allard, Atalanta, and Brough Superior in England. Allard made three V12 cars,[1] using the Ford V8 for all other cars at that time, Brough also made only one V12 as his others were Hudson 6 or 8 powered, and Jensen made one called the HL



**FEATUED SPONSOR.**



Founders Roy Lord and Ed Coates, the “Lord” and “co” in Lordco Auto Parts, opened the door to their first auto parts location in 1974, in Maple Ridge, British Columbia (BC), Canada, and quickly established a reputation within the community for selling reputable auto parts and for offering exceptional customer service. As their reputation grew within the industry, so did the number of Lordco locations throughout the province.

In 1980, Ed bought Roy’s stake in the business and expanded its presence in BC. Sadly, Ed passed away in 2014. To honour his legacy, Ed’s wife, Marlyn, and children, Samantha, Ian, Sarah, and Candace, founded the Ed Coates Memorial Foundation. His family continues to grow the business according to Ed’s values and principles as members of Lordco Auto Part’s Executive Leadership Team.

From our humble 900-square-foot beginning, we have grown to become Canada’s largest privately held automotive parts distributor and Western Canada’s largest distributor and retailer of aftermarket parts and accessories, with over 80 store locations – including nine truck centres, seven centralized distribution centres, more than 2,000 employees, a 500-vehicle strong delivery fleet, and over 360,000-part numbers in our system.

We serve our customers from our locations in Western Canada, and we are proud to actively support the communities in which we do business.

*A very good long-term supporter of the 109 club. Continues as a local high-quality supplier of all sorts of auto supplies and tools. Great staff ready to help and spend the time to get it right.*



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](mailto:cdchown@outlook.com)

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

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

***Thank you all for your support and participation!***

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#### THE ANSWERS.

1. PENCIL LEAD.
2. GLASS
3. EXIT C. If the lion hasn't eaten for three years he has definitely starved to death!

*So long until next time!*

