

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles Q2 - 2021



Great news for the EFV8 Club #109.

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Contributions always appreciated.

Regular club meetings are postponed until further notice.

We will keep you posted with changes as soon as they happen.

The Executive Crew 2021



EARLY FORD V8 CLUB R.G. #109

EXECUTIVE & DIRECTORS 2021

| 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 |
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| | Al Wills | 250 474 4909 | al@archeryguy.com |
| First Past President | Bill Pritchard | 250 656 7029 | bpritchard@shaw.ca |

2021 Club Agenda & Events

A Message from the President, RG #109.

During March we marked the official one-year anniversary of the covid 19 pandemic in B.C. We now have a brighter picture and perhaps an end in sight. Every member of our club has been touched by this and I am very pleased to say that we have weathered the storm extremely well in spite of the many challenges. Our club members can take pride in the fact that we have listened to the health authorities and followed the science to insure we are as safe as possible. Congratulations to everyone and keep it up so we can enjoy better times soon.

The club activities are still on hold as we currently face even greater restrictions. It appears that we may be able to hold a regular meeting or gathering in late summer if we are lucky. The good folks at Berwick House have invited us back once the coast is clear.

No options open at present for a Fords & Friends show in the summer at Heritage Acres. We will keep you posted on any change as soon as it happens. There are very few opportunities for any large shows anywhere at this time. What a bummer for all enthusiasts!

A special thanks to all members who paid dues for 2021, renewals are close to 90% and some new members have joined in. Thanks again for your continued support and hands on involvement.

Remember to "be kind, be considerate and be safe". CU soon!

Sincerely, Chris Chown.



Club News

A MESSAGE FROM THE RUMBLES EDITOR:

The following information updates have been provided free of charge by several 109 club members. Thank you to everyone who submitted items to Rumbles. Hopefully, we will be able to continue this format in future issues as we work our way back to normal times and club events.

DON MACPHERSON THE SUPERSTAR FROM PARKSVILLE.

We are so very pleased to announce a new venture for the 109 club that will commence in mid May 2021. This exciting adventure has been made possible by the very generous offer from our long-term member at large, DON MACPHERSON. Don has donated his 1947 Mercury coupe to our club in the hopes we will be able to sell it to a club member and keep it on the island. Don has directed that all proceeds from the sale are to remain with the club and be used for further club events or charitable donations. Such great news couldn't have come at a better time and several members have already expressed loads of enthusiasm to get involved.

The next steps will be to pick up the Merc in Parksville and transport it to Victoria where we can begin to finish off some of the light mechanical work already started by Don. Once we have the coupe in perfect running order we will review various options for full value exterior upgrades such as detailing, trim polishing and possibly paint touch up. This coupe is in very good shape and has resided on the island for many years, mostly in covered storage. Still has the original Merc flathead in it with excellent upholstery.

I am at a loss for words to truly express my most sincere thanks to Don and Linda MacPherson for their exceptional generosity and incredible long-term support for the EFV8 club 109. If you have a second send Don a note of thanks and let him know your thoughts. Email Donlinda4@telus.net



***A modern-day story of love courage and hope.
Thank you, [Gale and Alan Barr](#), for sharing.***



This is for everyone that has reached out over the last few months with wonder, support, love and prayers for my family and more importantly, for Gale. And from the bottom of my heart, thank-you again to everyone that kept her in their thoughts and prayers and supported me.... I am deeply grateful for all of you ❤️ Alan.

From Gale Barr:

Hi everyone! Well here I am after 2 months in hospital, multiple Strokes, 3 weeks on Life Support, multiple Organ failure, Gangrene in both feet, and heart disease. I can finally write legibly and walk without a walker and using a cane only minimally. My balance is still off and I

list to the left when tired (haha) and my eyesight hasn't been the best. They told Alan that it didn't look good for me at all..... but here I am, Blessed with a second chance, and sure wouldn't be, without the Prayers, Love, and constant support from my family. Alan was the only one allowed to see me and he was there to sit with me everyday until I came home. I wanted to let you all know what's happened and where I am currently at as I've received lot's of lovely messages checking in and wondering. I felt it easiest to reach out to all of you this way. I want to thank all of you for your Prayers, love and positive thoughts.... it sincerely means the world to me!



The "Ladies Page" is a new addition to the Rumbles Newsletter, that we hope will continue far into the future. We welcome submissions from any of the ladies in the 109 on any topic you desire. Lot's of room for creativity with no editing unless requested. Please send me your feedback and any ideas you might have for future issues.

Many thanks to Deanna and Marie for getting this off to a really great start!



The Ladies Page



CONTRIBUTION BY DEANNA PFEIFER:

Rob and I became involved in a campaign to ban rat poisons in 2019 after discovering a dead owl in our neighbourhood. I have spent every day since then investigating this issue and have joined forces with a number of organizations (see [Fact sheet](#)) and we collectively recommend a province-wide ban on these harmful products.

A growing number of municipalities have formally demanded that the Provincial government take action. However, the BC Ministry of Environment and Climate Change Strategy has not addressed these demands, and has further failed to uphold its obligations to protect its citizens and the environment from pest control products by permitting their continued use. In a statement to CTV news Mar, 2021, George Heyman, BC's Minister of Environment and Climate Change Strategy, said he is concerned about the issue and that his ministry is looking at a range of actions that may be taken to prevent these poisonings, including public engagement, education, training and also

whether these products need to be more strongly regulated, including the option of a ban. Our campaign has received tremendous support from MLA's Lana Popham, Bowin Ma, Susie Chant and Murray Rankin.

B.C. municipalities that have passed motions regarding rodenticides and have sent letter to the Minister of Environment requesting a provincial ban of these products:

- | | |
|--------------------------------|-----------------------------|
| 1. District of North Vancouver | 2. District of Saanich |
| 3. District of North Saanich | 4. City of Colwood |
| 5. City of Port Moody | 6. District of Sooke |
| 7. City of North Vancouver | 8. City of Victoria |
| 9. District of Oak Bay | 10. City of New Westminster |
| 11. City of West Vancouver | 12. Town of View Royal |
| 13. Town of Qualicum Beach | 14. City of Richmond |
| 15. District of Highlands | 16. City of Salmon Arm |
| 17. Township of Esquimalt | 18. Islands Trust Council |

[Municipal Support Letters](#) submitted to the Minister of the Environment

I am sharing our [Rodenticide Free BC Petition](#) we've put together which includes hyperlinked references. If this is something you would like to learn more about please don't hesitate to contact me or Rob. If this is something you'd like to support please sign and share the petition with your networks.

In an effort to help support owls and to thank each of the above municipalities for their support Rob and I have started making owl nest boxes. A Barred owl nesting box, that Rob made, is being hung this week at Saxe Point Park (Esquimalt) in memory of the recent discovery of a dead owl found in the park.

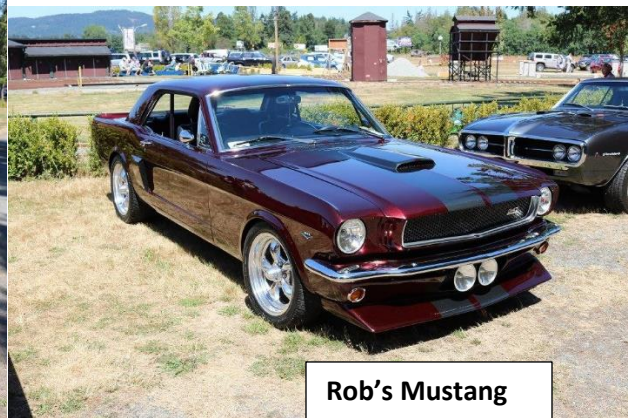




Barred Owl nesting box I made and donated to the Township of Esquimalt to be placed in Saxe Point Park. Dedicated to a loss of a long-term resident Barred Owl from rodenticides. To be raised up to a tree sometime in May. *Rob Vanzella.*



Deanna's Firebird



Rob's Mustang

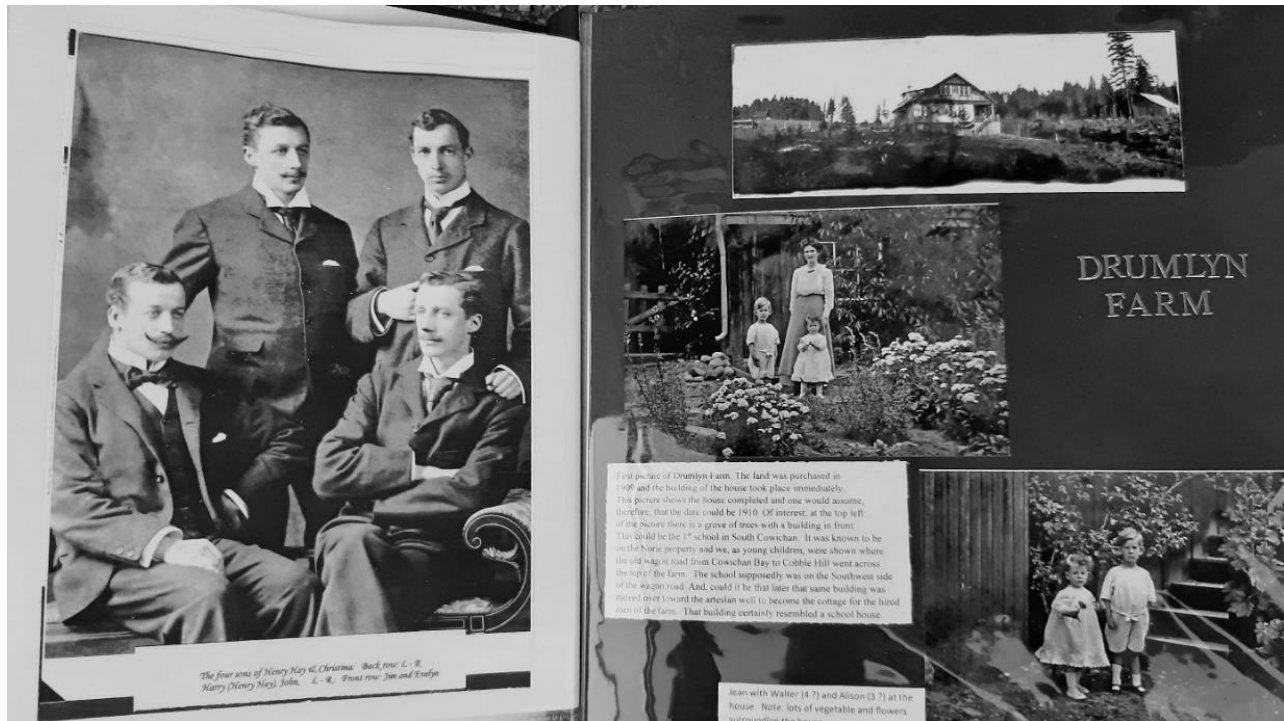
A BLAST FROM THE PAST BY MARIE JENNINGS.

Hello ladies,

We hope all of you are well and enjoying the current beautiful weather. Like me, I'm sure all of you were getting house-bound and needed a change of pace. Chris has kindly asked me to put something together for a V8 Club Ladies Page. It took me a while to think of a topic we could all relate to and came up with "what to do in times when we are shut in with illness, weather or what-have-you." So, I am going to share with you what I have done through winter months. With the wonderful weather, I have now put this aside and I am out in my garden, my most happy place. I was hoping some of you would share what you have been doing through these months. Maybe we can inspire others to start new hobbies or pick up something they did in the past which has been put aside and needs to come out.

Through the dark winter months this year I began to get rid of the over-burden in our house. It was during this time that I realized what a wise woman my mother had been, very quietly in the background. I was cleaning out an old trunk and came across her scrapbook. The collection in her scrapbook was extensive and so very interesting. I was inspired to search further into family pictures and history and before I knew it, I was putting together a Family Album. The more I found, the more I searched and was thrilled to find information, pictures, historic backgrounds that went back to the 1700's. It ended up with my having to make two albums. One on my Dad's family history from the 1700's starting in Scotland and one starting in the 1900's at Cobble Hill where my Great Grandfather and his brothers homesteaded in the late 1800's. I thought this might be a rather dry and uninteresting task, but found it to be a real archeological dig and I was excited by what I found. **Family Search** and **Ancestry.ca** provided so much information and I was able to add more history. You know, it was rather like buying an old car and finding old history, pictures and stuff in the glove box or in the tool & parts box. Fascinating and fun!! I have included the opening page of the album which shows the 4 brothers, the house my grandfather built and the forest they had to clear to make usable land for livestock and food crops. It was quite eye-opening when I compare it to what it is today. So much has changed!! I'm so glad Mom kept a scrapbook. She was a wise woman.

The big day is coming soon, *so I'm wishing all mothers, past and present, a Happy Mother's Day. And especially fond thoughts of my dear Mom who has long passed.*



Tractor
re no tractors available to
g war years. This was built
927 Chev 410. Known as
e Bug", this had wooden
eels, had a 3 speed trans
1st & 2nd gear operable.
attached to another trans
s welded in low gear to
f speed.

may 1946



In the process of sorting pictures and paperwork, I found something absolutely wonderful for all you men. My Dad's homemade tractor with my 10 year old brother at the wheel. Jim says it was the remains of a Chevy 410/complete with 2 transmissions, a Model T truck rear axle, wheels with wooden spokes, no heater, a piece of tin for a roof and it could probably climb a hemlock tree if the bark would stay on it. It was assembled by my Dad and his friend, Bobby Maxwell, out of spare parts found in several barns around the Cobble Hill/Cowichan area. It was built out of necessity, as the old horses had passed on. Tractors were rarely available immediately post war, as all metals had been taken for the war effort. So you made do with what you had. It worked well and my brother learned to drive this vehicle by the time he was 12. My Mom also learned to drive it and she would be in the driver's seat hauling in hay in the blazing hot days of August. Women were made of strong stuff back in those days.

Enjoy the picture guys. I thought you would get a chuckle or two out of it.

Marie Jennings



Welcome to Spring

Victoria Women's Transition House (VWTH) wants to wish you a warm and sunny spring and thank you for all of your support during a very difficult time. Women and their children impacted by intimate partner violence and abuse, including older women, can still access safe Emergency Shelter, counselling and support at VWTH throughout the pandemic. As an essential service, we remain open, with two Shelter locations and strict COVID-19 protocols in place.

If you or someone you know needs help, don't delay. Call our 24-hour Crisis and Information Line at **250.385.6611**.

What My Mother Didn't Tell Me: Helping to Break the Intergenerational Cycle of Violence

As Mother's Day approaches, many of us will start to think about how we will honour the mothers and mother-like figures who have supported us in our lives. While some may reflect on healthy family relationships and memories of safe and enriching upbringings, for others, this may be a reminder of painful experiences.



As a young teenager, Annie* once witnessed her uncle slap her aunt. She remembers feeling powerless and scared. No one told Annie that abuse was unacceptable. Violence and abuse was something all of her aunts and mother were surviving. As a female, Annie often wondered if she would have to accept abuse too.

Before age 15, one in ten Canadians will witness violence in the home. Children who witness abuse have a higher risk of emulating abuse later in life—either as victims or abusers.

So what can be done to help break the cycle of intergenerational violence, and how can we empower generations to raise awareness and stand against the abuse we may experience, hear about or witness as children, youth, and adults?

"For years, my mother endured abuse in her relationships. Recently, with continued support and encouragement from trusted loved ones, she decided to reach out to local community supports," shared Annie. **"With the help of a safety plan, she was able to leave her abusive partner, overcome her trauma, heal and move forward. In so many ways, this has helped me and my siblings, too."**

Talking about violence and abuse in a judgement-free way can help to erode the stigma that often surrounds these topics. Although it may be difficult, normalizing discussion about abuse can also help reduce the isolation people in abusive relationships may experience. Not talking about abuse fuels the shame survivors may feel. Abuse is never the survivors' fault.

Sharing stories of surviving and escaping abuse can also help people recognize signs of abusive behaviour and encourage children and women to speak to loved ones and ask for help. This can also help survivors learn about resources and

access community-based services. Organizations like VWTH offer trauma-informed counselling services that help survivors process their experiences and emotions and understand personal rights to safety.

"Growing up, the women in my life didn't tell me that abuse was unacceptable. Perhaps because they weren't told that either. But now we know," reflected Annie. As mothers and mother-like figures, grandmothers, aunts, sisters, friends, mentors, role models and supportive groups of people, having difficult conversations and supporting and empowering each other will help us address and break the cycle of intergenerational violence and abuse—for ourselves and future generations.

* Name of interviewee has been changed for confidentiality

Our Mission

Victoria Women's Transition House Society (VWTH) collaborates, advocates and educates to address and prevent intimate partner violence and abuse of women and children through supportive shelter, housing, counselling and other community-based services.

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



The Early Ford V8 Club of America encourages you to join the national group Full details are available at 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!



THANK YOU TO JIM BANKS FOR THIS GREAT CONTRIBUTION.

Leaking Ford Fuel Pumps. To all who have had a Ford flathead engine in their car or truck.

You have all dealt with the problem of gas draining back to the tank when the car sits for a long time. I have been fighting with this problem for years, so I decided to do something about it.

I made a new fuel line, the six inch long rubber hose that connects the steel gas line from the fuel tank to the fuel pump.

I went to New Line Hose & Fittings, with their help they got me the two right push-on fittings.

1 - N68048- 04-05 female inverted flare

1 - N68030-04-05 male JIC

I got a one way check valve from my diesel days - 09070-30084-1 Spaco check valve.

6 inches of 1/4 inch ID black braided hose.

About 2 1/2 inches of hose on each side of the check valve, no hose camps are needed.

I parked my car on the hill of my driveway with the rear facing down the hill for 2 days.

It started on the first crank, I believe the problem is solved, I will let you know. *Jim Banks*

A VIDEO FROM TED FORBES AND GARY PORTER.



American Cars Party
Tricks (1963-197)

The amazing rebirth of a Ford F-250

After four months of extensive and strenuous work the F-250 is finally done and ready for the road. This project has been completed by Rob and his son Landon through the winter months here in Victoria. All critical aspects of the rebuild were covered including body work, new custom paint, rebuilt engine and running gear. The interior was upgraded and new skins and suspension. The end result is very impressive and will be enjoyed for many tears to come. *Congratulations to Rob and Landon Vanzella.*

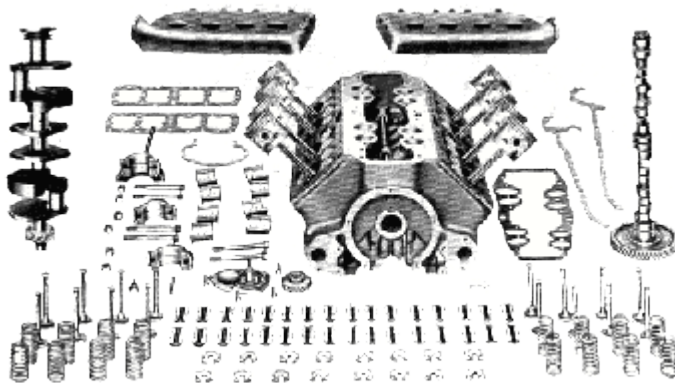




If you would like to view more information call Rob Vanzella.

The Ford V-8 Engine Workshop

Flathead V-8 -- 1932 to 1953



| Bore | Flathead Stroke | | |
|---------|-----------------|------------|------------|
| | 3-3/4" | 4" | 4-1/8" |
| 3-1/16" | 221 | 235 | 243 |
| 3-3/16" | 239 | 255 | 263 |
| 3-5/16" | 258 | 274 | 284 |
| 3-3/8" | 268 | 286 | 296 |

Factory bore/stroke combinations are shown in bold. **296** represents a 3/16" overbore and 1/8" stroker crank.

Henry Ford had long dreamed of putting a V-8 engine in an affordable car. This would only be possible if the block could be produced as a single casting. After several years of hard work by a team of his best engineers and foundrymen including Emil Zoerlin, Carl Schultz, and Ray Laird, the famous Ford flathead V-8 became a reality. With a displacement of 221 cubic inches, only 20% more than the 4-cylinder Model A, the 1932 flathead produced 62% more power, 65 HP @ 3400 rpm. Overall weight is 585 lbs.

In 1939, the flathead underwent a major design to correct a few service problems and increase performance. Water pumps were moved to the more traditional location in the block where they were better able to move cool water into

the block rather than the previous scheme of moving water out of the heads. The cylinder heads were attached using 24 rather than 21 studs for better sealing. Higher compression resulted in increased output to 85 HP @ 3800 rpm for the 221 CID Ford and 95 HP @ 3600 rpm for the 239 CID Mercury.

The performance potential for these engine was not overlooked by hotroders. The forged Mercury crankshaft had large rod bearings that could be offset ground to easily accomplish a 4.125" stroker. Being thickwall castings, most blocks could be overbored a full 3/16"! Bored and stroked to the max, a the displacement reached 296 CID. In days gone by, the aftermarket in flathead performance pieces was booming. Anything and everything was available. Immortalized by the Beach Boys in "Little Deuce Coupe".

Flathead -- Chronology of Changes

1932 - Model 18 - 65 HP @ 3400

Introduced in 1932, the first Flathead used a gear-driven camshaft with a fabric cam gear. Solid valve tappets. The 221 CID engine had a bore and stroke of 3-1/6" x 3-3/4". The compression ratio was 5.5:1. Hey, they had some quality gasoline in 1932, huh! Cylinder heads were clamped to the block by 21 studs. The water pumps were mounted on the heads. 18mm spark plugs were used. Intake and exhaust valves were both 1.54" diameter, with 5/16" valve stems, running in tungsten chromium steel guides. The seats were integral with the block, no inserts were used. The connecting rods measured 7", center to center, with full-floating bearing shells. The crank pin was 2" in diameter. The forged steel crankshaft ran in only three, 2" main bearings of poured babbit. The carburetor was a Detroit Lubricator single-barrel. The bellhousing is cast integral with the block.

1933 - Model 40 - 75 @ 3800

Change to aluminum cylinder heads with compression raised to 6.3:1

1934 - Model 40A - 85 @ 3800

Carburetion changed to the Stromberg 48 two barrel with 1.03" venturis. Good for an extra 10 HP.

1935 - Model 48 - 85 @ 3800

No significant changes.

1936 - Model 68 - 85 @ 3800

Changed from aluminum to steel pistons.

1937 - Model 78 - 85 @ 3800

Major face lift. The cylinder heads were redesigned, moving the water outlets to the center of the head and the water pumps moved to the block. This helped solve problems with overheating. Head-mounted pumps tended to cavitate in the steam rather than pump cool water. Pistons gained domes while the combustion chamber shape was revised to accommodate them. This added squish and reduced knock. Compression also dropped to 6.1:1. The carburetor was changed to the Stromberg 97. The cast iron crankshaft's main bearings were enlarged to 2.4" and the babbit was replaced with modern inserts.

1938 - Model 81A - 85 @ 3800

Spark plugs changed to 14mm thread.

1939 - Model 91A - Ford 85 @ 3800, Mercury 95 @ 3600

The Flathead revised for the new Mercury car line. Ford kept 3-1/16" bore, the Merc got a 3-3/16" bore and resulting displacement of 239 cubic inches. The cylinder heads bolt pattern was changed to the modern 24-bolt design to improve sealing. The same heads were used on both engines, giving the Mercury a slightly higher 6.3:1 compression ratio. The crank main bearing diameter was again increased, now to 2.5".

1940 - Model 01A - Ford 85 @ 3800, Mercury 95 @ 3600

No significant changes.

1941 - Model 11A - Ford 85 @ 3800, Mercury 95 @ 3600

No significant changes.

1942 - Model 12A - Ford 90 @ 3800, Mercury 100 @ 3800

New heads raise compression to 6.2:1 for the Ford and 6.4:1 for the Mercury.

1943/45

No civilian automobile production due to World War II.

1946/48 - Model 59A - 100 @ 3800

Ford and Mercury now use the same engine. Both use 239 CID. Compression ratio raised to 6.8:1.

1949/53 - Model BA - Ford 100 @ 3800, Mercury 112 @ 3800

Bellhousing changed to modern removable unit. Cylinder heads altered yet again, moving the water outlets to the front of the engine. Heads are now attached with bolts rather than studs and nuts of the earlier engines. Crankshaft counterweights were modified and rod bearings are now normal style non-floating inserts. Mercury is stroked to 4", resulting in 255 CID. Ford engines now use a cast iron crank of 3-3/4" stroke. Mercury rod bearings are 2.14" which allows for offset grinding to the stock Ford size of 2", for a free 1/8" stroker. Distributor is changed to single points with an 8-lobed cam, using vacuum advance only.

Hot Rod Flatheads

At one time the Flathead Ford V-8 was king of the hill in the aftermarket performance world. An unbelievable array of products was available. Every imaginable intake manifold setup with multiple carburetors and fuel injection, special high compression aluminum heads, ignitions, special cranks and pistons, cams, etc. Some were pretty exotic like the Ardun overhead valve conversion.



This Offenhauser finned aluminum high compression cylinder head is typical of what was available. Some companies continue to produce these today.

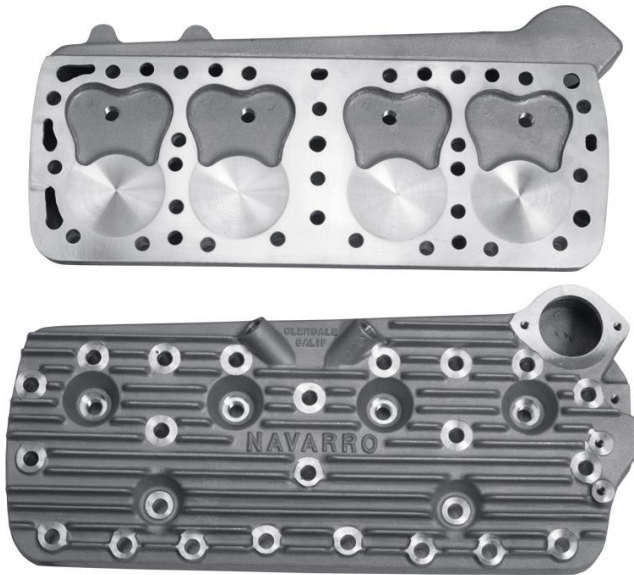


I believe this to be a "Denver" or "Canadian" head, popular with some racers decades ago.

This flathead has Offenhauser cylinder heads, exhaust headers (which you can't see), dual carbs, and who know what inside. And, ahem, a late model single-wire GM alternator.



NAVARRO 8BA BLOWER HEADS.



Navarro 8BA Blower Heads 75CC have been the best flowing and highest quality head on the market since the early 1950's. Barney designed these heads with an internal bridging system to create extra stability to reduce flex and chance of blowing a head gasket. He also designed a horseshoe style chamber which allows the motor to flow more freely. These heads are made from the highest quality 356 aluminum alloy from permanent patterns at the same 4th generation family foundry Barney Navarro has always used. The Navarro heads are a bolt-on item which will enhance the performance as well as appearance.

Aristotle said:

"It is during our darkest moments that we must focus to see the light." -

Gary Clarke said:

"Life is really simple, but we insist on making it complicated."

Exercise your brain just in case you need it.

Check your answers on the last page..

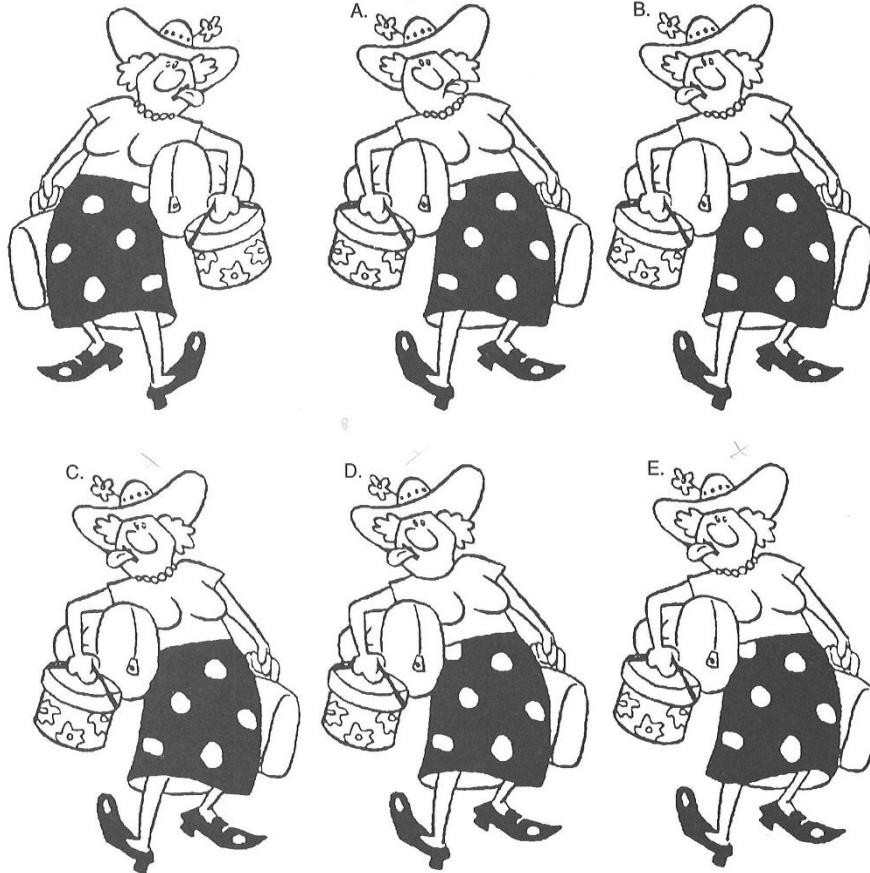
FIND THE DIFFERENCES

Circle the 10 parts of the lower picture that are different from the same parts in the upper one. *Answer, page 86*



MIRROR IMAGE

Which picture (A-E) is an exact mirror image of the picture on the top left? *Answer, page 86*



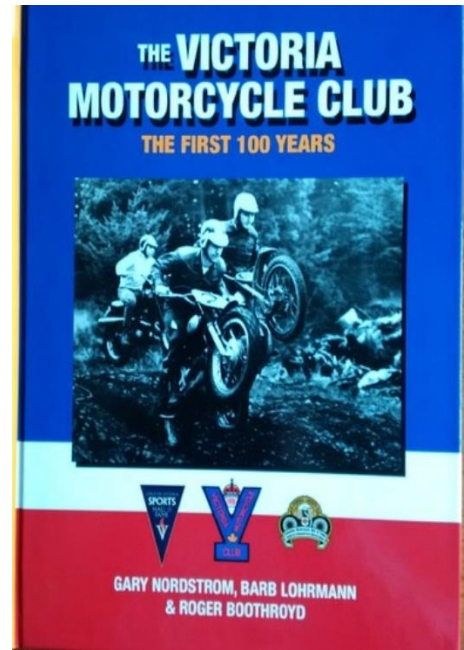
BUY & SELL.

Wanted: Gary Clarke needs a good radiator to hook up to an 8BA flathead. Two hoses on top and two on the bottom If you can help please call Gary at 250 652 9823.

Wanted: David Cronkhite has sold his 29 Model A roadster and is now searching for a new car. Preference is for a 1950s vintage **convertible** in good running condition. If you know of such a vehicle please call David at 778 265 1920 or cell 403 813 7227.

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

WANTED: TRIM CLIPS FOR A 38.

Lew Williams needs about 30 clips to attach stainless trim on his 38. If you can help or direct please contact Lew directly at Lew Williams <lew.djwilliams@gmail.com> or call directly at 250 661 2092.



Wanted in Australia.



Hi Chris, A fellow in our local V8 Club owns this very nice 1954 Meteor Niagara Sedan. It is still LHD. What he is missing are the original Hubcaps.

At the moment, the car has 1954 Ford Hubcaps. Can you please see if

anyone has any genuine 1954 Meteor Hubcaps for sale. He may need to purchase single ones as they become available, until he

has a full set. Can you please send me a picture of the correct hubcap for this car. Thanks for your help.

If you can help please contact Trevor Poulsen at tpou8669@bigpond.net.au>



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 Meat Market for deliveries from 1930-1938.

List price is: \$29,000 CDN

- 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



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

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



WANTED by TED FORBES:

Rebuilding a 1957 Chevy convertible that requires multiple “parts and fittings” If you can help or direct please call Ted at 250 642 6704. Or typhoonted@shaw.ca



FOR SALE: *If you are looking for a challenge this potential project is made to order! A very rare 1936 Ford panel with side windows. Used at some point by the military (we think) and just waiting for a rescue. Just to make it a little more challenging you will have to travel to Whitehorse, Yukon to view and negotiate.*

When you are ready please call Jim Banks for more details 1 778 433 4021.



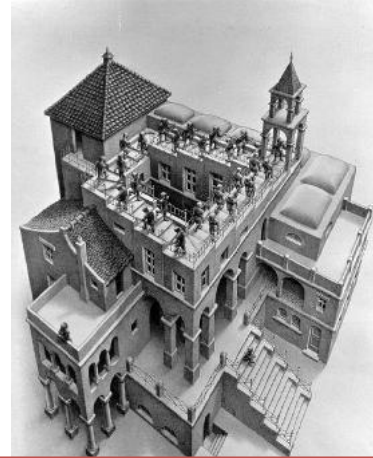
WANTED: *Jim banks seeking a set of water pumps to fit an *8BA flathead. If you can help please call Jim directly at 778 433 4021.*

2021 Committees:

“Always glad to have your help!!”

DON'T BE SHY, STEP UP ANYTIME.

THERE'S ALWAYS ROOM FOR YOU.



Proudly built by a 109 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 | <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 |

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 Send cash, check or money order.
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Name: _____
 Address: _____
 City: _____ Zone _____ State: _____

65

Rumor has it that **Tony Cond** is ready to install some of these on his Merc pickup. Then he is going to the drive-in to park in the front row and leave the motor running all night!



An amazing contribution by Lauri Stevens, of course!



If you are looking for the latest and greatest

TECHNOLOGY AT ITS BEST A combined BBQ & Beer Cooler

This, surely, is engineering at its absolute best!

When you're finished barbequing and the ice has melted, just pull the handle and the fire goes out.



An all-time favorite Dream Car. What's yours? Send it to me please.



Rib Ticklers:

But officer...

A police officer in a small town stopped a motorist who was speeding down Main Street. "But officer," the man began, "I can explain".

"Just be quiet," snapped the officer. "I'm going to let you cool your heels in jail until the chief gets back..."

"But officer, I just wanted to say...."

"And I said to keep quiet! You're going to jail!"

A few hours later the officer looked in on his prisoner and said, "Lucky for you that the chief is at his daughter's wedding. He'll be in a good mood when he gets back."

"Don't count on it," answered the fellow in the cell. "I'm the groom."

Why not wait?

A woman and a man are involved in a car accident; it's a bad one. Both of their cars are totally demolished but amazingly neither of them are hurt. After they crawl out of their cars, the woman says, "So you're a man, that's interesting. I'm a woman. Wow, just look at our cars! There's nothing left, but fortunately we are unhurt. This must be a sign from God that we should meet and be friends and live together in peace for the rest of our days." The man replied, "I agree with you completely." "This must be a sign from God!" The woman continued, "And look at this, here's another miracle. My car is completely demolished but this bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune." Then she hands the bottle to the man, The man nods his head in agreement, opens it and drinks half the bottle and then hands it back to the woman. The woman takes the bottle, immediately puts the cork back in and hands it back to the man. The man asks, "Aren't you having any?" The woman replies, "No. I think I'll just wait for the police."

Don't I know you from somewhere?

A police officer pulls over an elderly female for speeding while driving her husband to a doctors appointment. The officer approaches the vehicle and attempts to explain that he stopped her for speeding. She looks at her husband and asks, "What did he say?" The husband replies, "He said he stopped you for speeding." The officer asked the elderly female for her driver's license and she turned and asked her husband, "What did he say? The husband replies, "he wants to see your driver's license." The woman hands the officer her license and he sees that she is from his old home town. The officer tells the couple that he remembered the town because he had the worst sexual experience of his life there. The woman looks at her husband and asked, "What did he say?" The husband replies, "He says he knows you."

HISTORY

1967 April 21

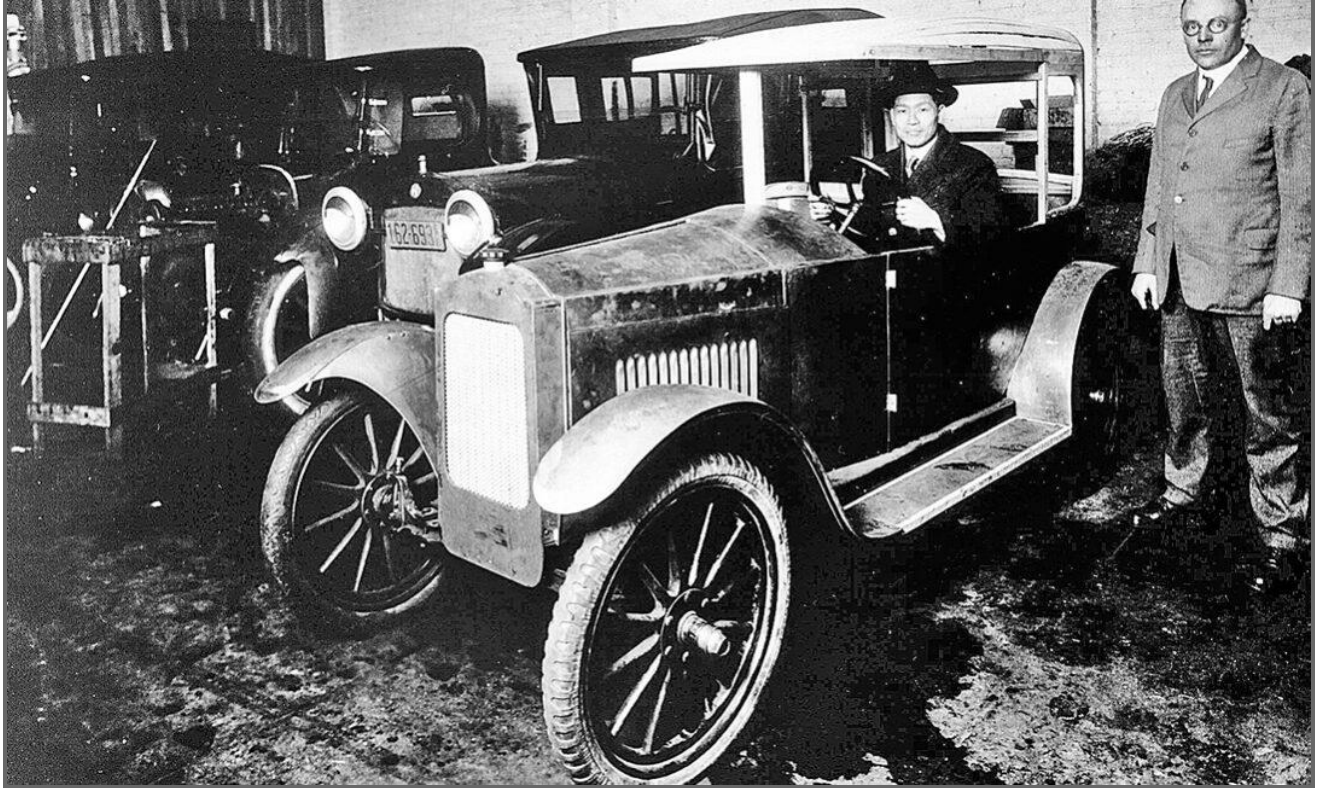
GM celebrates 100 millionth U.S.-made car.

April 21, 1967, General Motors (GM) celebrates the manufacture of its 100 millionth American-made car. At the time, GM was the world's largest automaker.

General Motors was established in 1908 in Flint, [Michigan](#), by horse-drawn carriage mogul William Durant. In 1904, Durant invested in the Buick Motor Company, which was started in 1903 by Scottish-born inventor David Dunbar Buick. Within a few years of forming his company, Buick lost control of it and sold his stock, which would later be worth hundreds of millions of dollars. (In 1929, Buick died at age 74 in relative obscurity and modest circumstances). Durant made Buick Motors the cornerstone of his new holding company, General Motors, then acquired Oldsmobile, Cadillac and Reliance Motor Company, among other auto and truck makers.

In 1911, Durant founded Chevrolet Motor Company, which by 1918 was part of GM. By the early 1930s, GM had passed the Ford Motor Company to become the world's biggest automaker. Although Ford sold more than 15 million Model Ts between 1908 and 1927, the company was criticized for not responding quickly enough to consumer demand for new models, as GM did. GM also offered financing options to consumers, while [Henry Ford](#) objected to credit.

GM went on to experience decades of growth. The company pursued a strategy of selling a vehicle "for every purse and purpose," in the words of Alfred Sloan, who became GM's president in 1923 and resigned as chairman in 1956. In 1940, the company commemorated its 25 millionth American-made car, and by its peak in 1962, GM produced 51 percent of all the cars in the U.S. Its 75 millionth U.S.-made car rolled off the assembly line that year, while the 100 millionth car followed in 1967.



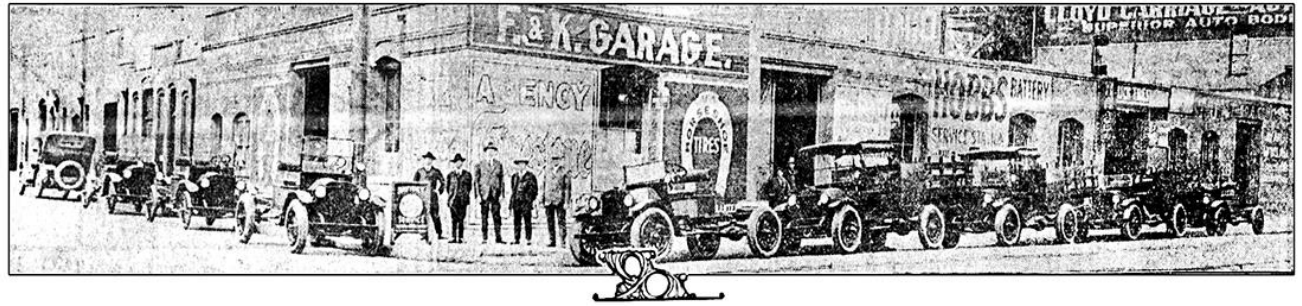
1923 Fujioka: A Story of Determination, Dedication, and Disappointment

April 14, 2021

By Robert D. Cunningham: During the 1970s, American motorists watched in disbelief as high-quality Japanese imports crossed the Pacific to flood our domestic new-car market. A similar—but reverse—flood nearly succeeded in 1923 when a determined entrepreneur developed an American automobile to be sold in Japan.

Lead image – Fred Jiro Fujioka takes the wheel of his nearly completed 1923 Fujioka touring car with California top. The car’s designer, Earl B. Spencer, is at his side.

Jiro Fujioka was born in 1887 near Tokyo, where his father worked as a banker. At age 4, he was betrothed to newborn Moto Hayami, and the two children grew up and grew close. However, Fujioka’s destiny was business, and his father sent him to America in 1904 to learn English, the great language of commerce. The 16-year-old immigrated, attended high school in Los Angeles and answered to the American name Fred.

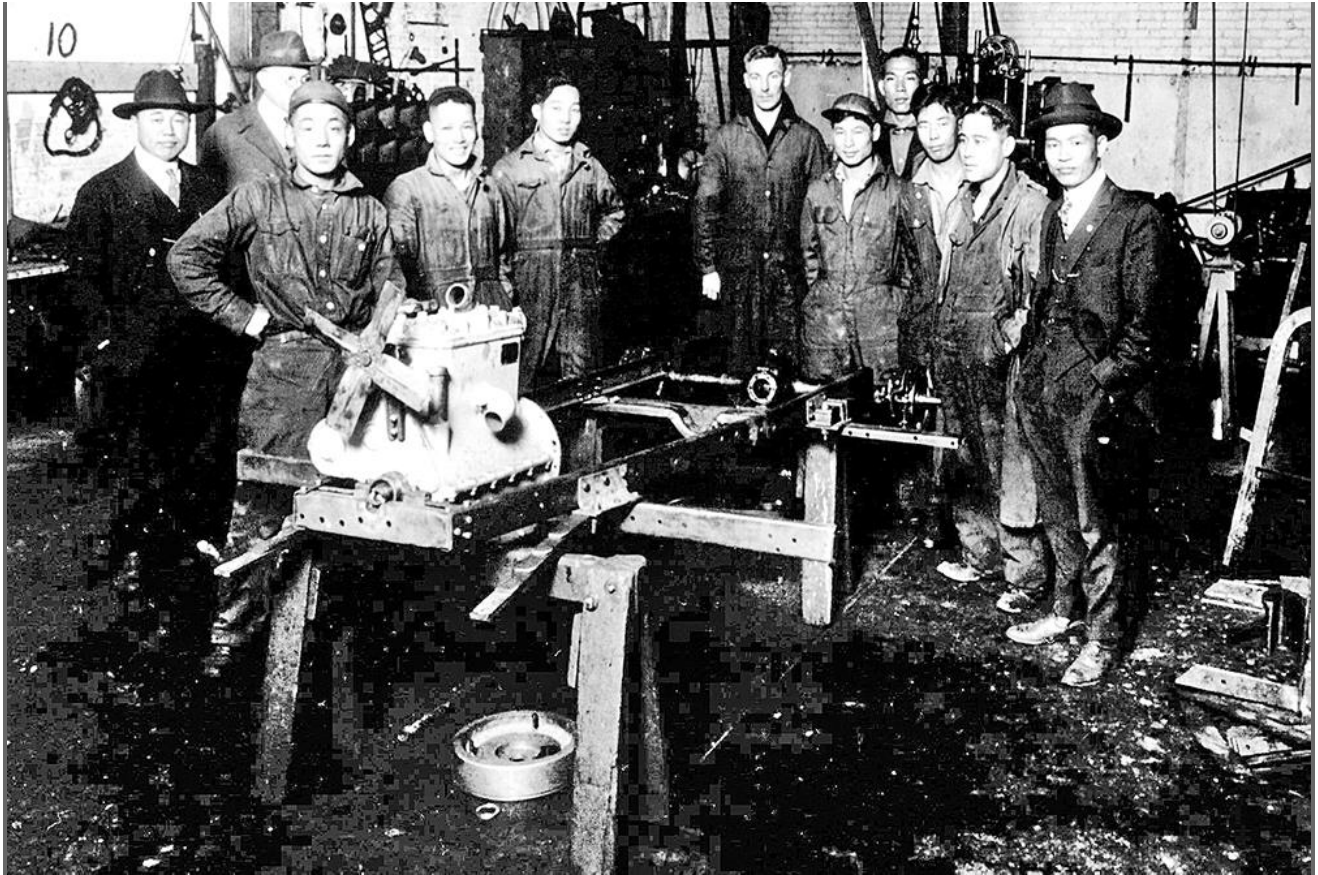


By 1919, Fred Fujioka was sole owner of the F & K Garage in Los Angeles selling Oldsmobiles and Commerce trucks to the California Japanese community.

Within a year, Fred J. Fujioka's father died, and the boy was suddenly left to fend for himself. Intrigued by the horseless carriage, he enrolled in an automotive engineering course at Throop Polytechnic Institute (now Caltech) and earned room and board working as a butler and chauffeur in the home of F.G. Calkins, president of the Merchants' Ice and Cold Storage Company. Later, Fujioka headed to Chicago, hoping to land a job in an automobile factory. Along the way, he stopped in Wichita, where a Japanese friend introduced him to A. M. Dunks, Secretary, and Treasurer of the Standard Oil Company of Kansas. Ironically the oil baron owned a gasless Baker Electric automobile. Dunks hired Fujioka to drive it for him.

Still eager to learn the ins and outs of automobile production, Fujioka took a job as a lathe operator with the Smith Automobile Company in Topeka, manufacturer of Great Smith luxury touring cars. Sadly, he lost his dream job to an eye injury. Down but not out, he returned to Wichita to work as a chauffeur for Anson O. Rorabaugh, a wealthy entrepreneur who respected the young man's ambition and encouraged him to open "Japanese Fred's Garage Co." The garage was a great success, and Fujioka's bank account grew accordingly.

Meanwhile, back in Japan, little Moto Hayami came of age and was declared legally married to Fujioka, although they hadn't seen one another in years. He planned to honeymoon for three months in Japan and bring his bride to Wichita, where she would be the only Japanese woman in the city. But as he prepared to board the ship, a representative from the Japanese consulate reminded him that every male Japanese citizen between the ages of 20 and 35 was required to serve two years in the regular army. He would be immediately inducted if he reentered Japanese territory. He sent for Moto instead.

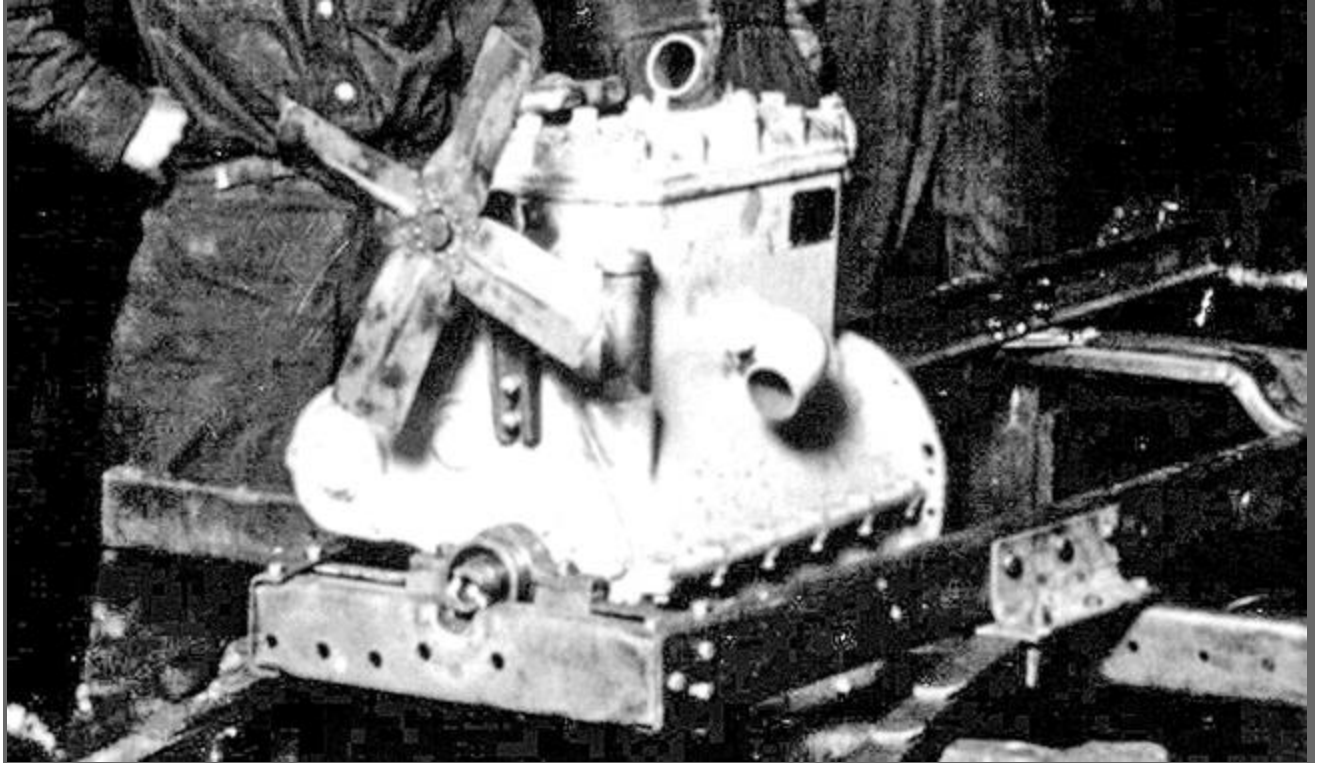


A team comprised primarily of Japanese-Americans built the prototype Fujioka automobile, which was approximately two-thirds the size of most low-priced American cars and less than half the weight.

The newlyweds settled in Los Angeles, where Fred Fujioka formed a business partnership with George Kawamoto. Their F & K Garage quickly became one of the largest Japanese-American-owned garages in the U.S. and the largest Oldsmobile dealership in Southern California. Fujioka added to his fortune selling Commerce trucks to Japanese-American farmers.

During his time as president of the Japanese Automobile Club of Southern California, Fujioka established the Fujioka Motor Car Co. to develop a small automobile for sale in Japan. Assisting were former Pierce-Arrow employees Earl B. Spencer and George B. Morrow, and Victor J. Wagoner, formerly with Moreland Trucks. Spencer, who had most recently worked at *Leach Biltwell Motor Car Company* with Harry A. Miller building race car engines, was in charge of designing the new Fujioka car. Morrow was purchasing agent. The company was financed by Sakai Shokai, Ltd., of Yokohama, which had locations in China, Japan, and New York City.

Three types of Fujioka bodies were to be cataloged: touring, touring with California top, and a sedan. Parts were to be sourced from America, including Timken axles and bearings; Bosch ignition, starting and lighting; Mechanics transmission; Goodyear all-weather tread motorcycle tires and tubes; and Goodyear universal joint discs, radiator hoses, and rubber mats. The parts were to be shipped overseas, and the cars were to be assembled in a Tokyo plant.



The Fujioka's 9.8 horsepower engine, which used a special carburetor designed by Fred Fujioka to supply a variable mixture of gasoline and kerosene.

In April 1923, the Tokyo Auto Manufacturing Company announced the completion in America of the first Fujioka – the first automobile especially designed and built for service in Japan. The four-passenger Fujioka touring car with California top rolled on a 90-inch wheelbase with 48-inch tread—diminutive proportions that were dictated by Japan's exorbitant taxes on cars measuring more than ten feet long. The prototype was powered by a 9.5 horsepower engine fitted with Fujioka's newly developed carburetor that fed gasoline at low speeds and kerosene at high. Fred Fujioka anticipated the production of 1,000 cars by Christmas.

That summer, Spencer and several company executives set sail for Yokohama with the prototype Fujioka and all necessary parts, tools, and dies to begin manufacturing. The car and material were unloaded on the dock in September just as the massive Great Kanto Earthquake and subsequent tsunami hit. Initial reports estimated millions of people were left homeless, and more than 100,000 died. Among them was Earl B. Spencer. Fred Fujioka donated much of his considerable fortune funding relief efforts for which he was personally recognized by the emperor. Although he eventually rebuilt his bank account, Fred Jiro Fujioka's dream of flooding Japan with American cars settled with the prototype to the bottom of Yokohama Harbor.

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"A great place to do business and make new friends" *Chris Chawn.*

Drivers Welding is pleased to announce several exciting changes to sales and service for the collector car community the island, effective immediately.

Shawn Driver recently expanded the focus on custom and collectable autos to include the addition of a new staff member. Guy Keats. Guy brings a wealth of experience as a fully licenced Gold Seal mechanic and a solid background in specialized automotive needs.

In addition Drivers is now offering a full line of custom exhaust work and disc brake conversions for your favorite ride. Specializing in Early Fords of course!

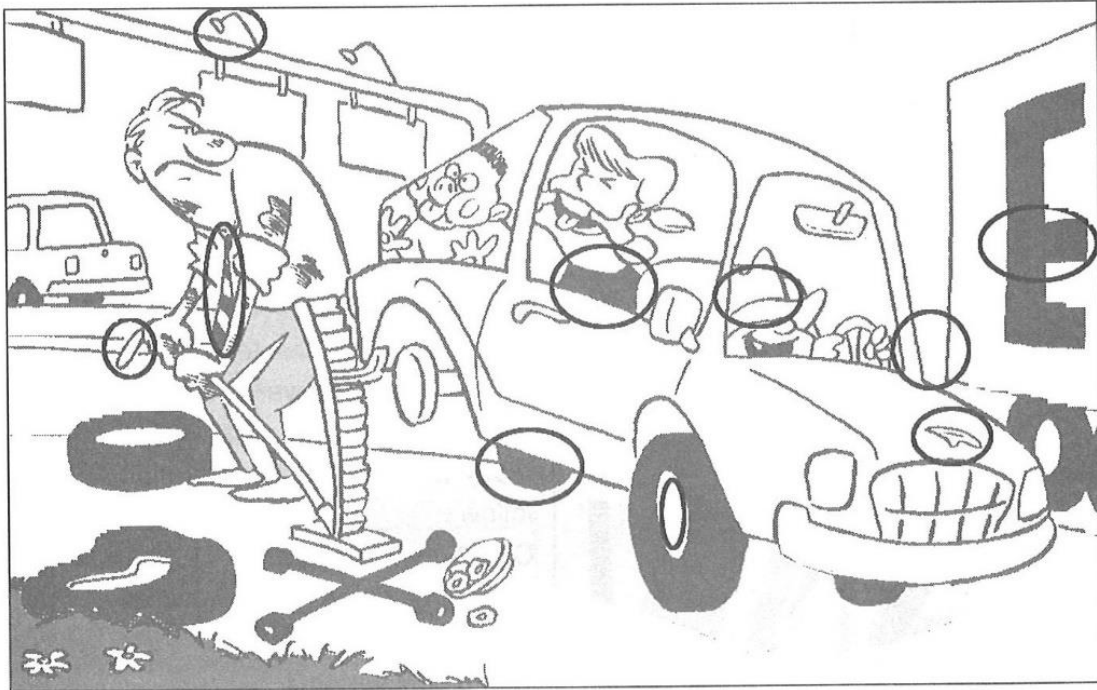
Another huge step forward for all car buffs on the island is that Drivers is now a dealer for Mopac Auto Parts, The Old Car Centre and KMS Auto. Driver's orders daily and most orders offer free shipping. Makes it fast and easy to get what you want when you need it!



When you visit Drivers ask Shawn how he got the "West Coast Tire" truck up on the hill. Look closely at the right end of the gold arrow for a peek.

Brain Teaser Answers:

37 FIND THE DIFFERENCES



33 MIRROR IMAGE

B (A—tongue on wrong side; C—missing spot on dress; D—missing pearls; E—bottom of dress different)

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!

So long until next time!

