

# *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 SEPTEMBER 2021



**The 109 rides again at our annual BBQ.**

# ***TABLE OF CONTENTS:***

---

1. ***Club Executive – contact information.***
2. ***2021 Club agenda & events.***
3. ***Minutes from September 14, 2021***
4. ***Message from the 109-club president and or executive.***
5. ***Club news – updates, breaking news. Members input.***
6. ***Ladies Page!***
7. ***Tech talk – V8 members input, Q&A. Suggestions News.***
8. ***Photos – Nostalgia EFV8 109, local and worldwide.***
9. ***Buy & sell – parts, restorations vehicles.***
10. ***Committees – contacts, functions, updates, help.***
11. ***Fun page – caution, members contributing.***
12. ***Miscellaneous – news and items of interest.***
13. ***Featured Sponsor – Viberg Boots.***

***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

Position	Name	Telephone	Email
<b>President</b>	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
<b>Vice President</b>	Mike Mortimer	250 477 0547	<a href="mailto:Rockymort33@gmail.com">Rockymort33@gmail.com</a>
<b>Treasurer</b>	Jim Banks	250 433 4021	<a href="mailto:banksjim16@gmail.com">banksjim16@gmail.com</a>
<b>Secretary</b>	Al Wills	250 474 4909	<a href="mailto:al@archeryguy.com">al@archeryguy.com</a>
<b>Directors</b>	Dennis Mounce	250 478 6440	<a href="mailto:d&amp;bounce@telus.net">d&amp;bounce@telus.net</a>
	Lauri Stevens	250 478 7565	<a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a>
	Chris Chown	250 595 0312	<a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a>
	Jim Jennings	250 477 5594	<a href="mailto:jennings@telus.net">jennings@telus.net</a>
	Bill Pritchard	250 656 7029	<a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a>
	Don Landels	250 588 1300	<a href="mailto:don.landels@gmail.com">don.landels@gmail.com</a>
	Al Wills	250 474 4909	<a href="mailto:al@archeryguy.com">al@archeryguy.com</a>
<b>First Past President</b>	Bill Pritchard	250 656 7029	<a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a>

# 2021 Club Agenda & Events

**Next regular 109 meeting is scheduled for October 12<sup>th</sup> starting at 7:00 PM. Booked at Saanich Baptist Church 4347 Wilkinson Road.**

---

## Early Ford V8 Club R.G. # 109

### Meeting Minutes Sept. 14<sup>th</sup>, 2021

The meeting was called to order at 7:14 by President Chown at the Saanich Baptist Church 4347 Wilkinson Rd., Victoria, BC

**Opening Remarks:** The President welcomed all those attending and a special welcome to KEN SHOWERS.

Welcome members, guests, and new members

**Agenda as Distributed:** Moved Tony Cond/Seconded Bob Mortimer - Carried.

**July 2020 Meeting Minutes:** Moved Don Landels/Seconded Bruce Somers - Carried.

#### **Business Arising:**

- NAACC insurance the President gave details – coverage is paid for 2021

#### **Correspondence:**

- **EFV8 National looking for new NW director:** – Contact the President if interested
- **120 club invitations:** We were invited to the Fraser Valley 120 Club, but it couldn't be made to work and there is no way for now, **Tabled.**

#### **Treasurer's Report:** August 31, 2021

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

### Committee Reports:

- **FNF 2022 developments. Lew and Gary:** Gary reported 'Zero' progress, he will be contacting Heritage Acres this week. Date is still set for July 10, 2022, nothing further to report.
- **Membership 2021. Status at Sept 2021 Jim Jennings:** Jim was not present – no report.
- **Merc coupe spruce up. Chris Chown:** - President Chris brought the members up to date on the progress of the 1947 Mercury donated by Don MacPherson
  - The vehicle is in Chris' garage and work is ongoing.
  - Discussion on how we might recognize Don's gift.

### Guests Speaker: – Pending

ICBC new rules for collector autos. Elizabeth McKinnon

**Invitation pending** – BC health protocol, Al Clark was suggested as a future guest speaker.

### New Business:

- **Christmas dinner 2021. Rob Vanzella** – Rob gave an update, but with the current situation, it doesn't look like we will be able to hosts an event this year – he will continue to check for other spaces.
- **Deuce Days 2022 Registration:** Information is on our website, if you're having difficulty, contact the President for assistance.
  - Apparently, the registration is almost full.
- **Other** – Rob Vanzella reported that he is now doing paint work should anyone be interested.

### Announcements:

- Drivers Welding source for parts and service for all sorts of classic and vintage autos.
- Regular meeting venue update. Chris Chown – we are still expecting to return to Berwick once normalcy returns.
- Other

### BUY & Sell. Wanted/Needed:

- Jim Jennings 30 delivery panel and 47 Monarch.
- Need pass side taillight lens 47 Merc.

- 47 Merc coupe – club members first call.
- Need a passenger side taillight lens. 47 Merc  
Contact Chris Chown
- Tony Cond is selling the running gear (transmission through to rear end) for his '51 pickup
- Others for sale or wanted. Autos or parts.

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

Moved Gary Clark/Seconded Tony Cond - Carried.

\$25 Gift certificate to KMS Tools was won by Gary Clark and \$46.50 won by Past President Bill Pritchard

---

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

Our club held it's first regular meeting in over a year on September 14<sup>th</sup> at the Saanich Baptist Church. It was a great pleasure to see so many happy faces after such a long time and we hope to continue on with regular meetings next month. Attendance was about 20 with a prospective new member, Ken Showers, sponsored by Gordie Thomas. Like many other small clubs our recent path and activities have been restricted by the pandemic conditions and regulations. In spite of all the challenges we did find a way to move forward and it is wonderful to experience so much continued support. A special thanks goes out to VIC NORDSTROM for making the connection and arrangements with the Saanich Baptist Church.

One of the all-time favorite events for our club is the annual BBQ held at Rosemead Farms. This year we managed to enjoy a perfect day with total attendance over 70, including several guests. A very special shout out goes to Mike & Carol Mortimer for doing such a great job of organizing excellent food and cooking. Many of the ladies in our club contributed home made deserts and salads that were superb as always. The "entertainment" for the day was organized with flare and creativity by Rob Vanzella and Deanna Pfeifer. Both deserve loads of thanks for stepping up and making the day just that much more special. The "Free 50/50" is always great fun and this year we were very fortunate to have strong support from Deanna's daughters, Danielle, and Katie all the way from Whitehorse, Yukon. Danielle contributed hand crafted pet products and Katie added custom made crafts

for the prize pool. If you are interested in looking at more call Deanna or visit <https://mountainmutt-ca.3dcartstores.com/>

One of our favorite Fords & Friends sponsors and club member also chipped in in a significant way with several items and attendance. Thank you to Shawn Driver and Donna Gray for being there and taking time out of very busy schedules to join in once again.

Lastly but most certainly not least we truly appreciate the partnership with Rose and Norrie Spencer for the invitation to hold this event at Rosemead Farms. We are all so very fortunate to have such wonderful people involved with the EFV8 109.

In closing I wish to convey my most sincere appreciation to everyone in the 109 for such great spirit and support. You can all take pride in “doing it right” and encouraging your fellow members to carry on through such challenging times. Better days are just around the bend so get ready for new adventures very soon.

Cheers, Chris Chown

---

The COVID-19 Virus concern is very real. Please adhere to all Provincial Covid 19 guidelines.

---



# Club News



As many of you know our club has recently had the very good fortune of receiving a wonderful gift from Don MacPherson up in Parksville. The 1947 Mercury coupe (left) is currently undergoing some fine tuning in Chris Chown's shop and will be available for sale to 109 members before Christmas. Members will be advised on how to submit a bid and the contact person involved. If you wish to pitch in with the spruce up please call Chris at 250 595 0312.

Every

The latest issue of the 109-club roster has been distributed to all members via email on Sept 16<sup>th</sup>. Please take a moment and review your information for accuracy. If changes are required call or email Chris Chown at 250 595 0312. Hard copies are available upon request.

## THE ANNUAL BBQ AT ROSEMEAD FARMS.

**(more photos at [www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com))**

*It was a pleasure to attend the BBQ at Rosemead Farms again this year, as always! We are very grateful to Rose and Norrie Spencer for their continuing generosity and have expressed our thanks this year by presenting a custom-made Barred Owl nesting box to be located on their farm property. This box was custom designed and built by Rob and Deanna and the design has been used in several public parks throughout the capital region district. Our thanks go out to Rose and Norrie once again and to Rob and Deanna for making the extra effort.*

***Rose and Norrie Spencer were presented a custom designed barred owl nesting box, complete with the V8 club logo, as a token of our appreciation for their long-term support and contributions to the EFV8 RG 109 .***









## *The Ladies Page*

### The 1900s



Dorothy Levitt and her Napier

**1901:** Camille du Gast, as a wealthy French widow and extreme sports enthusiast, became the first female star of motorsports because of her performance at the 1901 Paris-Berlin race. She started dead last of the 122 entrants, in her 20 horsepower Panhard, and finished 33rd, reportedly unsatisfied with overtaking a mere 89 of her competitors. **For reference, in this same year, girls are included for the first time in Chinese education.**

**1905:** Four years later, at the Brighton Speed Trials, Dorothy Levitt rode an 80 horsepower Napier to [almost 80 mph](#), winning her engine class, the Autocar Challenge Trophy, and the right to call herself the fastest woman on earth. The following year, she raised the bar to 91 mph. Levitt is also thought to have pioneered the rear-view mirror, though hers was handheld, and not affixed to a car.

**Also in 1905, women in Honduras received legal majority, or legal status as individuals with accountability for themselves.**

## The 1920s

---



Hellé Nice in her Oméga-Six

**1921:** Gwenda Janson, a decorated, self-taught WWI ambulance driver, got her start in motorcycle racing with a 1,000-mile promotional record on a Ner-A-Car recumbent motorcycle, setting her up for more opportunities to race through the early 1930s.

**That same year, in Belgium, women were granted the right to hold public office.**

**1924:** Eliška Junková of Czechoslovakia became one of the first practitioners of scouting racetracks on foot before a race. She drove a Bugatti 30 with Grand Prix history to victory in a regional touring car race. The following year, she seized another win in a Czech hill climb, and two years thereafter, she won the two-liter class at the inaugural car race at the then-new Nurburgring.

**While all this went on, Argentina outlawed firing women for being pregnant.**

**1929:** Dancer, model, and until an accident injured her knee, skier, Hellé Nice took up racing as a new career, and won a women-only Grand Prix, unknowingly breaking the women's land speed record in doing so.

*Around that same time, Edwards vs. Canada resulted in a ruling that women were eligible to serve in the country's senate.*

*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](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!

**An excellent article on the right engine oil.**

**Poached from NAACC, with thanks!**

### **Protecting your engine by using the right oil-2019**

*Protecting your engine by using the right oil-2019*

*From Hemmings and tech guru, Jim O'Clair, for an explanation of the problems classic car owners have when choosing a modern motor oil. Courtesy of the NAACC*

There has been a lot of confusion in the last few years about the lowering of zinc and phosphorus levels in modern oils and how these lower levels relate to classic and performance engines using

standard flat tappet lifters – that is, just about every car built before the Eighties. The concern involves the use of the new lower zinc/phosphorus-content ILSAC (multi-viscosity) oils, readily available on shelves at auto parts stores everywhere, and how compatible they are with these older engines.

When anyone mentions zinc, they are actually referring to zinc dialkyldithiophosphate, a compound invented by Castrol for use in mineral-based oils or zinc di-thiophosphate (ZDTP), which is normally used in synthetic oils. Both have been used as an anti-wear ingredient in engine oil for many years. The zinc and phosphorus ingredients appear to be most effective when they are used together. ZDDP/ZDTP is one of many additives that are put into conventional motor oil to improve its lubrication qualities. Other ingredients such as boron and molybdenum are also added as lubricant enhancers.

What was discovered through oil testing by several engine component manufacturers is that many older engines experience a short period of time during engine start-up where critical lubrication is insufficient between metal-to-metal lubrication points when using modern oils with reduced amounts of ZDDP/ZDTP. These same enhancers unfortunately have their downside: The phosphorus in this compound creates carbon buildup in engine bores and valvetrains, and both compounds can also lead to the early demise of catalytic converters. For this reason, the industry has been phasing out zinc and phosphorus levels since 1994, when the American Petroleum Institute’s SH designation became the industry standard, and levels have been further reduced in each subsequent API rating for engine oils. Manufacturers have tried adding more boron to offset the effects of the reduced zinc and phosphorus levels; however, the dry start protection does not measure up to those using more ZDDP/ZDTP. This has opened up a whole new market for zinc/phosphorus additives for oil and many camshaft and engine manufacturers now recommend that an additive be used in initial break-in and for regular use.

All engine oils are rated for viscosity by the SAE as well as additive content by the API; passenger car ratings are two-letter designations that start with “S.” Heavy-duty or off-road equipment ratings start with “C.” The current API oil rating for passenger cars (gasoline engines) is SM and for trucks (diesel engines) CJ-4. Within these designations, you can determine how much zinc and how many other chemicals are present in the ILSAC (multi-viscosity) oils. These levels do not apply to straight-weight oils. If levels in the ILSAC oils are too high for the API specification, they cannot be rated for the current specification unless the container specifies “for racing or off-road use only” or “for use in classic cars.” This has caused oil companies to reduce levels of many additives, including zinc and phosphorus, to the required maximum in order to meet the current specification. Listed here are the current specifications for maximum amounts of additives to achieve the API ratings. P is phosphorus, Zn is zinc, and B is boron. Each figure is total parts per million of additives.

<b>API</b>	<b>P</b>	<b>Zn</b>	<b>B</b>
SJ	1301	1280	151
CI-4	1150	1374	83

SL	994	1182	133
CJ-4	819	1014	26
SM	770	939	127

These can also be roughly expressed in percentages by multiplying by .0001 (1301 PPM = .13 percent, 994 PPM = .099 percent)

Most engine and engine component manufacturers recommend zinc and phosphorus content of more than 1,200 PPM for break-in; in fact, many will void warranties on camshafts or crate engines if this minimum is not found in the oil sample you supply when returning broken parts for warranty. For this reason, many manufacturers produce their own zinc additives or oils with supplementary zinc included GM even offers its own break-in oil with additional ZDDP. With respect to readily available oil, you can see from the chart that, if you can find oil still on the shelf rated SJ or SL, you can use them, but you are right on the cusp of voiding a warranty. New SM oils are just not going to cut it unless they have a zinc additive to boost the rating and one of the zinc supplements should be used with these oils or oils containing additional ZDDP additives are recommended. Some enthusiasts have recommended using commercially rated CI-4 15W40 diesel oil to meet the zinc and phosphorus additive requirement; however, CI-4 is an old specification and hard to locate. You can see that the CJ-4 specification that now supersedes it is well below acceptable levels. Our best recommendation is that you contact your oil supplier for exact additive contents. Many straight-weight oils do not have to meet the ILSAC API specifications to be sold as SM or CJ-4, so this may be an alternative. Classic car oils with elevated levels of ZDDP/ZDTP are also being offered by many suppliers. Regardless, if you are purchasing off-the-shelf oil for your classic car, ILSAC multi-viscosity oils rated SM or CJ-4 should have stated zinc and phosphorus additive supplements for use in older engines or an additional separate additive should be purchased and used with the new oil. The new API rating SN became available in 2013. The NAACC suggests more caution should be taken in 2019 as the levels have been reduced even further. Flat tappet engines are a big concern for hobbyists. Do your homework so your engine does not wear out prematurely.

---

## UN hails end of poisonous leaded gas use in cars worldwide

### FRANK JORDANS

Mon, August 30, 2021, 7:34 AM·2 min read

BERLIN (AP) — Leaded gasoline has finally reached the end of the road, the U.N. environment office said Monday, after the last country in the world halted the sale of the highly toxic fuel.

Algeria stopped providing leaded gas last month, prompting the U.N. Environment Agency to declare the “official end” of its use in cars, which has been blamed for a wide range of human health problems.

“The successful enforcement of the ban on leaded petrol is a huge milestone for global health and our environment,” UNEP’s executive director, Inger Andersen, said in a statement.

Petroleum containing tetraethyllead, a form of lead, was first sold almost 100 years ago to increase engine performance. It was widely used for decades until researchers discovered that it could cause heart disease, strokes, and brain damage.

UNEP said studies showed leaded gas caused measurable intellectual impairment in children and millions of premature deaths.

“The cost of environmental degradation is real,” said Andersen, citing what she described as a “very, very ballpark number” of \$2.45 trillion in damage to the global economy prevented by the ban.

Janet McCabe, deputy administrator of the U.S. Environmental Protection Agency, said measurements showed blood lead levels “plummeted, literally, literally plummeted” after the fuel was banned in the United States.

Most rich nations started phasing out the fuel in the 1970s and 1980s, but it was still widely used in low- and middle-income countries until 2002, when the U.N. launched a global campaign to abolish it.

Leaded gas is still used in aviation fuel for small planes, an issue that McCabe said the EPA was working with the Federal Aviation Administration to address

U.N. Secretary-General Antonio Guterres said the successful abolition of leaded gas, like the ban on ozone-depleting chemicals, showed the impact that international treaties could have on addressing environmental issues.

“We must now turn the same commitment to ending the triple crises of climate disruption, biodiversity loss and pollution,” he added.



## Tech Tip *From Dave VanWinkle,*

*edited, K. Vass*

Excerpt from the Machinist Workshop Magazine –

### **RUST AND PENETRATING OILS**

The magazine reports they tested penetrates for breakout torque on rusted nuts, The test involved popular penetrates with the control being required to remove nut from “scientifically rusted” environment.

\*Penetrating oils.....Average torque load to loosen\*

No Oil used.....516 pounds

WD-40 used.....238 pounds

PB Blaster.....214 pounds

Liquid Wrench.....127 pounds

Kano Kroll.....106 pounds

ATF\*-Acetone mix.....53 pounds

The ATF and acetone 50/50 mix was a “home brew” which released bolts better than any of the commercial products listed in this one text.

This home brew mix is best. But one can also use ATF and Lacquer Thinner, 50/50.

From The Smoke Signal, Totem Classic T-Bird Club, for August 2019

---

## **Aristotle said:**

“Educating the mind without educating the heart is no education at all.”

*Rosalind Jordan* **said:**

“Life is what happens when you’re busy making other plans.”

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

*Check your answers on the last page..*

1. A doctor and a bus driver are both in love with the same woman, an attractive girl named Sarah. The bus driver had to go on a long bus trip that would last a week. Before he left, he gave Sarah seven apples. Why?
2. I can't be bought, but I can be stolen with a glance. I'm worthless to one, but priceless to two. What am I?
3. What kind of running means walking?

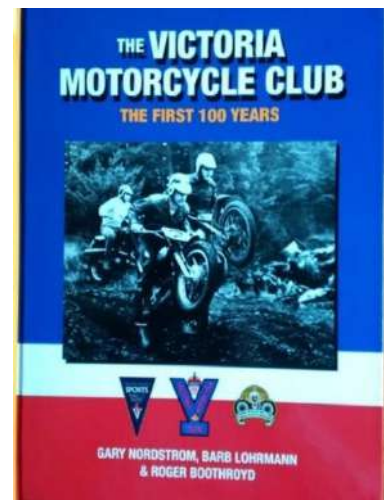
## ***BUY & SELL.***

***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***

---

***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 it's 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.



***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:** 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.

---

**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.***



<b>Name</b>	<b>Lead Hands</b>	<b>Supporting members</b>	<b>Date Formed.</b>
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

# JUST FOR FUN

## *Rib Ticklers:*

### SENIOR WEDDING AT THE VILLAGES IN FLORIDA from Lew Williams

Two very active seniors (Jacob, age 92, and Mariam, age 89), living in The Villages in Florida, are all excited about their decision to get married

They go for a stroll to discuss the wedding, and on the way, they pass a drugstore, and they decide go in.

Jacob addresses the man behind the counter: "Are you the owner?"

The pharmacist answers, "Yes."

Jacob: "We're about to get married. Do you sell heart medication?"

Pharmacist: "Of course we do."

Jacob: "How about medicine for circulation?"

Pharmacist: "All kinds."

Jacob: "Medicine for rheumatism?"

Pharmacist: "Definitely."

Jacob: "How about suppositories and medicine for impotence?"

Pharmacist: "You bet!"

Jacob: "Medicine for memory problems, arthritis and Alzheimer's?"

Pharmacist: "Yes, a large variety. The works."

Jacob: "What about vitamins, sleeping pills, Geritol, antidotes for Parkinson's disease?"

Pharmacist: "Absolutely."

Jacob: "Everything for heartburn and indigestion?"

Pharmacist: "Absolutely."

Jacob: "You sell wheelchairs and walkers and canes?"

Pharmacist: "All speeds and sizes."

Jacob: "Adult diapers?" Pharmacist: "Sure, how can I help you?"

Jacob: "We'd like to use this store as our Bridal Registry."



## *Working in The Garden*

A prisoner in jail received a letter from his wife:

"I have decided to plant some lettuce in the back garden. When is the best time to plant them?"

The prisoner, knowing that the prison guards read all the mail, replied in a letter:

"Dear Wife, whatever you do, DO NOT touch the back garden! That is where I hid all the gold."

A week or so later, he received another letter from his wife:

"You wouldn't believe what happened. Some men came with shovels to the house and dug up the whole back garden."

The prisoner wrote another letter:

***"Dear wife, NOW is the best time to plant the lettuce!"***



## HOW'S NORMA?

A sweet grandmother telephoned St. Joseph 's Hospital. She timidly asked,

'Is it possible to speak to someone who can tell me how a patient is doing?'

The operator said, 'I'll be glad to help, dear. What's the name and room number?'

The grandmother, in her weak tremulous voice said, "Norma Findlay, Room 302.'

The operator replied, 'Let me place you on hold while I check with her nurse.'

After a few minutes the operator returned to the phone and said, 'Oh, I have good news. Her nurse told me that Norma is doing very well.. Her blood pressure is fine; her blood work is normal and her physician, Dr. Cohen, has scheduled her to be discharged on Tuesday.'

The grandmother said, 'Thank you. That's wonderful! I was so worried! God bless you for the good news.'

The operator replied, 'You're more than welcome. Is Norma your daughter?'

The grandmother said, 'No, I'm Norma Findlay in 302. No one tells me s\*\*t.



**"This is the new man, Hawkins. Teach him everything you know, then pick up your severance check."**

# HISTORY

## Just Curious.

Ever seen a DEVILS BRIDGE?



Devil's Bridge is a term applied to dozens of ancient bridges, found primarily in Europe. Most of these bridges are stone or masonry arch bridges and represent a significant technological achievement in ancient architecture. Due to their unusual design, they were an object of fascination and stories in antiquity and medieval Europe.

Each of the Devil's bridges typically has a corresponding Devil-related myth or folktale regarding its origin. These stories vary widely depending on the region and beliefs. Some have the Devil as the builder of the bridge, relating to the precariousness or impossibility of such a bridge to last or exist in the first place, so much so that only the Devil himself could have built it. Others have the knowledge to build such bridges given to mankind as a gift from the Devil as part of a deal, pact or bargain between the Devil and local populace, usually in exchange for their souls.

## **A touch of Henry Ford history.**

### **The Great Depression.**

During the Great Depression, Ford in common with other manufacturers, responded to the collapse in motor sales by reducing the scale of their operations and laying off workers. By 1932, the unemployment rate in Detroit had risen to 30%<sup>[22]</sup> with thousands of families facing real hardship. Although Ford did assist a small number of distressed families with loans and parcels of land to work, the majority of the thousands of unskilled workers who were laid off were left to cope on their own. However, Henry Ford angered many by making public statements that the unemployed should do more to find work for themselves

This led to Detroit's Unemployed Council organizing the Ford Hunger March. On March 7, 1932, some 3,000 - 5,000 unemployed workers assembled in West Detroit to march on Ford's River Rouge plant to deliver a petition demanding more support. As the march moved up Miller Road and approached Gate 3 the protest turned ugly. The police fired tear gas into the crowd and fire trucks were used to soak the protesters with icy water. When the protesters responded by throwing rocks, the violence escalated rapidly and culminated in the police and plant security guards firing live rounds through the gates of the plant at the unarmed protesters. Four men were killed outright and a fifth died later in the hospital. Up to 60 more were seriously injured.



# FEATUED SPONSOR.

## VIBERG

S I N C E 1 9 3 1



### **FINEST INDUSTRIAL FOOTWEAR, HANDMADE IN CANADA**

Viberg Boot has been handcrafting some of the world's highest quality work boots for over 80 years.

---

Founded in 1931 by Ed Viberg, our Canadian company is now in its third generation and is still entirely family owned and operated. Today, Ed's son is still on the factory floor personally working on every pair of boots that leaves our doors.

***Our business began with the goal of crafting the best boot possible and we are proud to have maintained this uncompromising level of quality.***

We focus on top quality materials for our work boots, bringing in outsoles from Italy, cowhide leathers from the United States and water buffalo leathers out of Vietnam. We use brass nails and tacks to ensure our boots will always be free of rust and rot and have these specially made for us in Japan and the United Kingdom. We insist on keeping to leather for our boot bottoms because leather lasts longer and performs better than most man-made materials. But our biggest asset will always be the craftspeople, each very skillful in their area of expertise, who build every boot with the care and attention it deserves. There are over 200 steps involved in producing a pair of Viberg work boots, and we focus on quality at every stage.

***The great team at Viberg have been an excellent supporter of the Early Ford V8 Club RG#109 for many years. A close relationship with the club and Reg Ash in particular has developed into a strong relationship for all of us. Viberg is loaded with fantastic people making and distributing some of the worlds best boots right here in Victoria.***

***Our thanks and sincere appreciation go out to all. Cheers, EFV8 109.***

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!*

---

#### THE ANSWERS.

1. An apple a day keeps the doctor away.
2. Love.
3. Running out of gas.

*So long until next time!*

