

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles APRIL 2022



Lauri Stevens is excited to be driving his new 1947 Mercury Coupe.

Congratulations to Lynn and Lauri on your successful bid.

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Contributions always appreciated.

Regular club meetings have resumed.

**Scheduled for the second Tuesday of the
month starting at 7:00 PM**

Location TBD.

The Executive Crew 2021



EARLY FORD V8 CLUB R.G. #109

EXECUTIVE & DIRECTORS 2022.

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

A Message from the President:



It is such a great pleasure to move out of the majority of Covid restrictions into a somewhat normal routine once again. The 109 club has opened up several new activities for 2022 as we get into gear with Fords and Friends July 10th . We will also join with the Vintage Car Club and Torquemasters as cohosts for the annual swap meet on June 26th Many of our members are registered for Northwest Deuce Days which will certainly be another great show as it is already sold out. Lots of great shows and meets on the horizon at last.

It is such a great pleasure to announce that our efforts to sell the 1947 Mercury coupe to a club member have been successful Lauri and Lynn Stevens are the proud new owners and ready to roll as soon as they get some plates on it. Hope to see them both at the Berwick House private show on May 28th.

Organizing efforts are well underway to structure an updated version of Fords & Friends this year with lots of great members stepping up to pitch in. One of the biggest changes will be the introduction of a raffle for a one week stay in a Hawaii condo. This prize was secured by Rob Vanzella (even though he can't go) and is sure to be a winner and solid source of new revenue for the club. Many thanks to Escape Solutions for such a terrific donation. Have a peek at www.escapesolutions.com.

Our club will have the privilege of hosting a "SPRING FLING" on May 29th at the Oak Bay Rec Ctr. This event is to replace our postponed Christmas Luncheon, and happy to report that Al and Judi Clark will be our guests of honor. Full details will be in your mailbox before the end of April. CU there.

Lastly, I am very happy to announce that we gained three new members in April. Please take a moment to say hello to Dylan Goddard, Robi Bada, Heide Bada next meeting.

Thanks again for everything you do so very well.

Cheers,

**Chris Chown
President & Editor EFV8 RG 109**





Early Ford V8 Club R.G. # 109

Meeting Minutes April 12th, 2022

The meeting was called to order at 7:25PM by President Chown at the Saanich Baptist Church 4347 Wilkinson Rd., Victoria, BC. The President welcomed our newest member Dylan Goddard who owns a '50 Ford.

Opening Remarks: The President welcomed members and guests and thanked Vic Nordstrom for securing the facility again.

Agenda as Distributed: Moved: Bruce Somers/Seconded Jim Jennings - Carried.

March 2022 Meeting Minutes: Moved Lew Williams/Seconded Bob Mortimer - Carried.

Business Arising:

- **Christmas Luncheon** – Rob Vanzella discussed some possibilities as the summer is fast approaching and the need for a big meal may not be needed, so thinking a light lunch again at Oak Bay Recreation possibly May 29th.

Correspondence:

- **NAACC Membership & Insurance** – The paperwork has arrived today; the discount cards were distributed during coffee afterwards.

Treasurer's Report: April 2022 – Treasurer Jim Banks reported that a balance is not available as the bank's computers were down when he attempted to access them earlier.

Committee Reports:

FNF 2022 developments. Lew: Food, Bands etc. are confirmed. Lew showed the new poster and dash plaque artwork – Thanks to Don Landels.

- Peninsula Coop is confirmed as our title sponsor, again Thank you Don!
- Members are asked to pass on any Sponsor information to Bruce Somers (478-9951)
- Any prize information to Lew or Gary, they will arrange for pickup.

- We need to know who will be available that day, please pass your information to the President who will collate a definitive list.

Membership – Jane Thomas reported that we have 49 members renewed for 2022, down from our final membership in 2021 of 64. She is ordering new name tags, if anyone needs one, contact her directly.

Merc Coupe update – The President was pleased to announce that Laurie Stevens was the successful bidder for the car, he thanked those who had put in the work to make that possible. Laurie also thanked everyone and reported he is excited to begin driving!

Guests Speaker:

The President has been in touch with Elizabeth McKinnon to discuss ICBC and collector car she will be available after May 1, so will address the club at the May or later meeting. – Members are encouraged to suggest guest speakers to the president.

New Business:

- **Berwick Car Show** – the president is still discussing the possibility of our putting on a mini car show for the residents of Berwick house, members who can attend should contact the president.
- **Vintage Car Club. Swap meet 2022. Jane Thomas** – Jane spoke to the Swap Meet planned for 26 June and outlined the need for help from outside the Vintage Car Club, we have already agreed to help along with the Torque Masters, if you can help contact Mark at: (250) 514-4468.

Announcements:

- Regular meeting venue update. Chris Chown – Still awaiting word from Berwick house.

BUY & Sell Wanted/Needed:

- Jim Jennings 47 Monarch is still for sale.
- Need a passenger side taillight lens. 47 Merc - Contact Laurie Stevens

Call to Adjourn / 50/50:

Moved Jim Jennings.

50/50 Draws.

- Gary Nordstrom, Jim Banks and Roslyn received mystery Goody Bags; Al Wills won a poster.
- The \$52 pot was won by Denis Mounce.

2022 Club Agenda & Events

DATE	EVENT	TIME	CONTACT
Jan. 8 th	Annual Christmas Luncheon	12:00	Rob Vanzella
Feb	Regular club meeting	7:00 PM	
March	Regular club meeting	7:00 PM	
April 12	Regular club meeting	7:00 PM	
May 10	Regular club meeting	7:00 PM	
May 28	Berwick House Car Show	1:30 PM	Chris Chown
May 29	Spring Fling Luncheon With Al & Judi Clark	12:00 noon	Rob Vanzella
June 14	Regular club meeting	7:00 PM	
June 28	Swap Meet at Saanich Fairgrounds		Jane Thomas Marc Brown
July 10	Fords & Friends	8:00 AM	Gary Clarke Lew Williams
August	Annual club BBQ		
September	Regular club meeting	7:00 PM	
October	Regular club meeting	7:00 PM	
November	Regular club meeting	7:00 PM	
December	Regular club meeting	7:00 PM	

VICTORIA'S 2022

SWAP MEET

Sponsored by:

Victoria Chapter

THE AUTOMOTIVE SOCIAL EVENT OF THE YEAR

Sunday, June 26, 2022

Gates open at 7:00 a.m.

Saanich Fairgrounds - 1528 Stellys Cross Road

Autos - Trucks - Parts - Literature - Tools - Collectibles

Admission - \$5.00 - Open to the public Parking - FREE!

Outdoor Stall - \$20.00 - first come, first served - set-up starting 6:30 am Sunday

Afternoon set-up on **Saturday after 1 pm.** (Enter grounds via West Gate.)

Please call for more info.

Indoor Stall and Building entranceway (outside) - \$25.00 - reservation required

Car Corral - \$15.00 - The place to sell your collector car

Food Concessions on Site

Separate area for **Collector Car Show** - bring your car to show while you shop!

For more information contact:

Rudy Ewert (250-818-5310) or Marc Brown (250-514-4468)

Inside Stall Reservations: John King phone: 250-658-8143

The Early Ford V8 RG 109 will join the VCC and Torquemasters to host this event. Your assistance and participation is needed to make it a success and ensure it will continue in future years.

Please call Jane Thomas 250477 6168 or Marc Brown 250 514 4468 and let them know you would like to help in any way you can.



FORDS & FRIENDS

40TH

ANNUAL CAR SHOW




Open to all pre 1985 makes & models!
9:00AM-3:00PM JULY 10TH
HERITAGE ACRES - 7321 LOCHSIDE DR.
Adults \$5 - Kids FREE - Show Cars \$15
Fun for the Entire Family Train Rides by Donation
Info Lew Williams 250-661-2092 or Gary Clarke 250-704-9823
www.earlyfordv8victoria.com

Presented by **CO-OP PENINSULA CO-OP**



Made with PosterMyWall.com 

Don't miss this !! Tell your friends!!

The EFV8 40th Annual car Show will be the best show we have ever had

EARLY FORD V8 NATIONAL EVENT 2022

**Early Ford V8 Owners are invited to the 2022 National Meet
to be held in the Art Deco Capitol of LEETON, NSW.**

A full program over three days – 14 -16 October (with an additional day for those wishing to stay on) has been organized for our guests with an 'Art-Deco' theme. From the time members arrive on Friday to Register, they will be instantly taken back to the period when our Fords were produced.

The program will include Judging & Show day, Ladies Tour, morning teas, Sunday rally with tours of a working cotton gin & malt house and finishing at the pioneer village where our members are able to display their vehicles around the historic buildings and along the village streets of the site. We also look forward to showcasing all this citrus, rice & wine producing area has to offer. The weekend will culminate with a dinner/dance and presentation held in beautifully restored Art Deco ballrooms. So dress up in your best period costumes and join us.

Shortly, Regional Clubs will be sent the Entry pack with full details of the National Meet. But in the mean time, participants are urged to secure their accommodation early in this small town.

Hydro Motor Inn – 02 6953 4555 The Heritage Motor Inn- 02 6953 4100
Motel Riverina – 02 6953 2955 Amaroo Motel, Yanco – 02 6951 2611

For further details, contact David Martin, Secretary EFV8 Club NSW



OCTOBER 14 - 17

CU there?

Club News



The following information updates have been provided free of charge by several 109 club members. Thank you to everyone who submitted items to Rumbles.

Please send me any updates you would like to share with the 109 membership. Phone if you prefer.

Thanks in advance, Chris

FORDS & FRIENDS 2022.

Great news! Our 40th annual Fords and Friends is a go for July 2022 after a two year rest. Gary Clarke and Lew Williams are heading up the arrangements and have formed a primary activities committee to get things started. All 109 members are encouraged to help out in any way possible. Please contact Gary or Lew at your earliest convenience.

VINTAGE CAR CLUB SWAP MEET.

The 109 club will join forces with the Vintage Car Club this year to assist in operating their annual Swap Meet at the Saanich Fair Grounds. VCC requested assistance with hands on bodies to bolster their ranks. It is good to know that we can help out and contribute to having this great swap meet continue for years to come. A show of hands at the last meeting indicated 20 109 members are willing to help. Please contact Marc Brown or Chris Chown if you need further information.

SPECIAL THANKS:

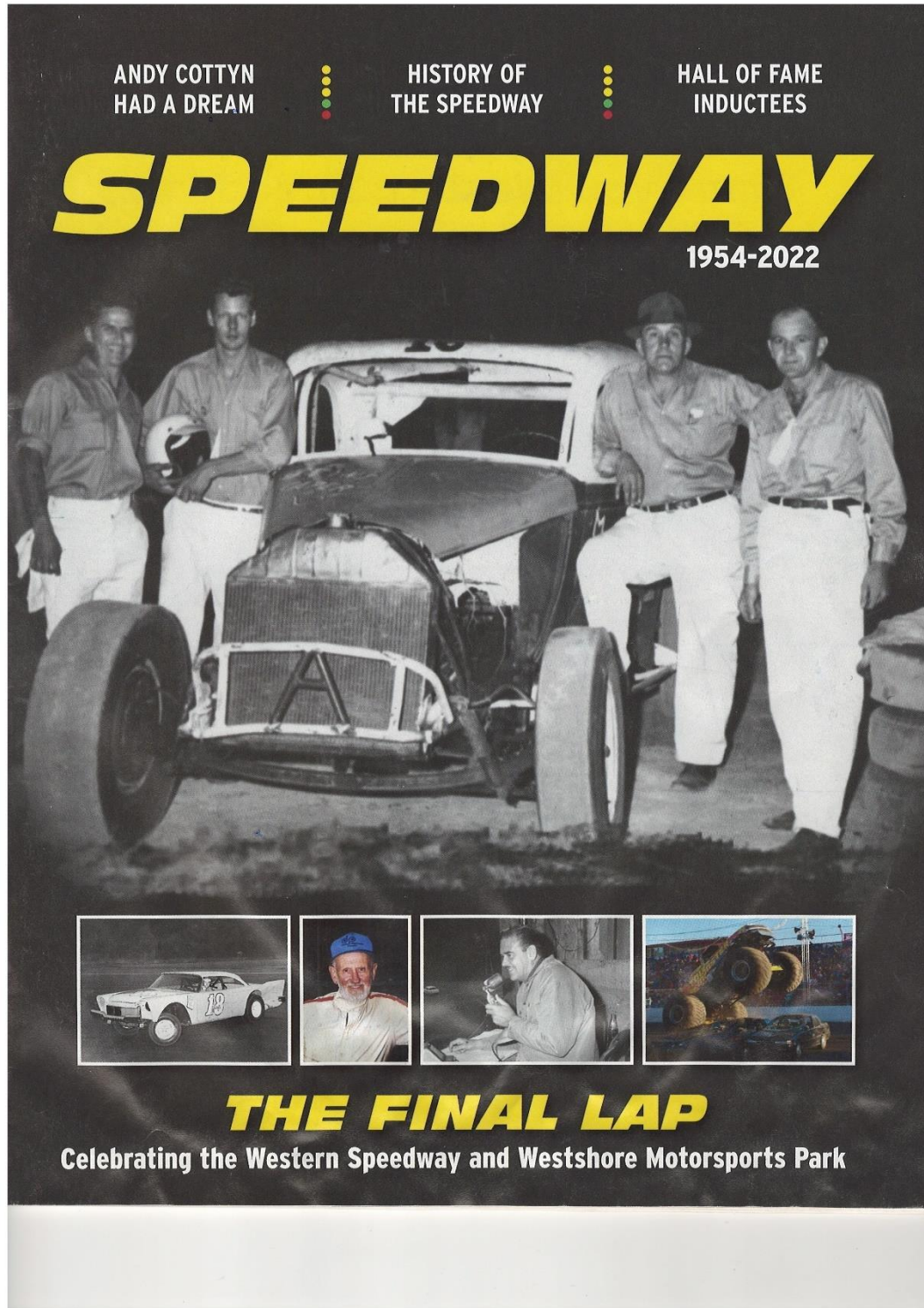
- **Vic Nordstrom and Gary Nordstrom:** *For contributing some very special memorabilia related to early ford V8s and Northwest Deuce Days See unique items below*

A Spring Fling with Al & Judi Clark.

*Our Christmas Luncheon is back on as “A Spring Fling” taking place on **May 29th** at Oak Bay Rec. Rob Vanzella is organizing and you are encouraged to register with Rob 250 589 9130 or r.vanzella66@gmail.com at your very first opportunity. Cost is \$15.00 per person at the door. Come on out and help celebrate the great history of Al and Judi in the EFV8 and of course Deuce Days. CU there.*

If you would like to have a copy of Speedway 1954 -2022, we will have several at our next club meeting. Please connect with Rosalind Jordon at the meeting to get yours.

Thank you, Rosalind, for making this happen!



The Ladies Page.

Rachel Carson



In the 1960s, one environmental scientist's voice rose above the rest to become central to American politics, culture, and foreign policy: Rachel Carson's. Her book, "Silent Spring," warned of the dangers of pesticides and chemicals to humans, plants, and animals, and was a landmark in the nation's environmental history.

Marie Curie



We all know the name of this physicist and chemist, but do you recall Marie Curie's contributions to science? The Polish scientist studied at the Sorbonne, where she became the head of the physics lab there in the

early 1900s — when women really did not teach science at European universities — and pioneered research in radioactivity. She and her husband jointly won the Nobel Prize in 1903.

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



1907 Harley-Davidson Strap Tank

(May 5, 2021) WALWORTH, Wis. — The 30th anniversary return of the Mecum Las Vegas Vintage & Antique Motorcycle Auction was held April 28 through May 1, and results were strong for the event that has long held status as the world's largest of its kind. The 2021 auction achieved overall sales of \$17.5 million as 1,151 motorcycles changed hands in just four days, and with a total of 1,214 motorcycles offered at the auction, the sell-through rate equaled a hearty 95%, a remarkable achievement for a reserve-based auction.



An original HD unmolested in the collection of Drivers Welding.

This 1954 Chevrolet Delray Shows That “Museum Quality” May Not Be What You Think It Is

“A good story trumps condition”

By [David Conwill](#) on Apr 20th, 2022 at 9:00 am



This is not the most-perfect 1954 Chevrolet in existence, but it's still in a museum.

Make: [Chevrolet](#)

Model: [Delray](#)

“With us, most of the cars aren’t perfect,” says Stanley Sipko, curator at the [ACA Museum, Inc.](#), in Hershey, Pennsylvania.

It was that collection which led to me pondering this question, as there are very few of what you might call “thousand-point” restorations on hand. Points, of course, referring to the scoring systems used to judge competitors at numerous single-make shows held around the country each year.

Why wouldn’t museums seek out cars restored perfectly to factory-built condition? It’s because often those cars have no story to them beyond being representative of an agreed-upon ideal of what a particular car looked like when new. Museum exhibits rarely look to display that level of perfection because it’s not what the general public relates to when it comes to a museum. Automobiles matter most when considered in context rather than in a vacuum.

The context is provided by a museum's mission statement, says [Derek E. Moore](#), newly appointed curator of collections for the [Lane Motor Museum](#) in Nashville, Tennessee; previously director of collections at the [National Corvette Museum](#); former curator of transportation history for the [Crawford Auto-Aviation Museum](#) at the Western Reserve Historical Society in Cleveland, Ohio; and one-time conservation specialist for transportation collections at [The Henry Ford](#):

“My take as a curator is that it has to be for everyone. It has to be for the car people in this world *and* it has to be for the general public. That’s where it becomes a challenge. You could buy a warehouse, fill it with hundreds of cars, put out no labels, no nothing, but every car person would probably still come see it because it’s just fun to look at cars; but when you look at a museum, our job is to educate the general public as well and you have to make it interesting and relatable to everyday visitors.



"Be it the most-passionate automotive historian who may walk in our door, down to the least-knowlegeable visitor off the street. The hope is to make it great for them, so they tell their friends and come back."

We've seen cars where the underside of the dash is as neat and clean as the topside, but being "driver quality" doesn't prevent a car from also being museum-worthy.

At the AACA Museum, the mission is "the preservation and presentation of motor vehicle history in a manner that provides for the education and entertainment" of museum guests and "to deliver a world-class automotive experience through innovative and interactive exhibits that appeal to all ages and illustrate the historical evolution and potential future impacts of one of the most culturally defining innovations of modern times." The Lane's goal, similarly, is "to collect, preserve, document, and interpret an eclectic and technically interesting collection of cars and other transportation-related objects for the purposes of educating the public about the history of transportation."

"That vehicle you're thinking about bringing in has to relate to the mission or some way in which you're telling a story that relates to the mission," Derek says.

"We've had cars with rust, cars where the paint wasn't great, we've done exhibits of all-original cars," Stan says. "We will put in anything that the visitors would like to see." That's the "education and entertainment" portion of the mission, and the museum knows what the visitors like because they say so: They tell the folks at the ticket counter, they tell the docents, they tell the keeper of the gift shop, and they write it on comment cards.

"A good story trumps condition," Stan says. That's true of magazine features, too. A car that has no history and never sees the road looks good in pictures but leaves nothing to say beyond the dry statistics, precarious minutiae, and endlessly repeated historical facts.



This Route 66 decal, along with the personalized license plates, hint at the story behind this '54. The Lane, meanwhile, also has to consider its "eclectic and technically interesting" mandate, as Derek explains. "The goal is that what we have in the collection be in some way technologically unique or interesting—something that is different or odd, whatever word you

want to use there. Something that is not your standardized automobile."

The 1954 Chevrolet 210 Delray I photographed earlier this month is a prime example of a car that got the nod from the AACA but may not necessarily have made it into the Lane, but that's a matter of what it represents, rather than condition. Get up close and it is clearly an imperfect car. A visit to a [VCCA](#) National event would undoubtedly turn up something in better, more-accurate-to-1954 shape. Condition wise, it's as a '54 Chevy might have appeared in about 1962 under its second or third owner, but the *story* it comes with is the point:

"Stories are the most important part," Derek says, "so if you have two identical artifacts—vehicles or whatever—if one has a better story or something extremely significant about it, you're going to lean toward bringing that one into the collection because it's going to make a better connection to the visitors."

In the case of this '54, the car's last owners before it was donated to the museum had never owned an old car before. "They wanted to drive Route 66, start to finish," Stan says. The Kentucky plates on the car make clear their starting point. Some would have you believe that's a fool's errand and many a Route 66 memoir begins with the author's explanation as to why taking a rental car was an absolute necessity. [We know that's not true](#), and the Chevy is more evidence.



Touched-up rock chips are a part of the car's story and nothing to be ashamed about.

Instead of heading for the Hertz counter and a new Mustang, the new-to-the-hobby couple put their money into their '54 where it counted, having the mechanical parts of the car restored and leaving the cosmetics alone. The car made the trip without issue, proving a

point about the hobby as a whole and '49-'54 Chevrolets in particular. The Route 66 veteran earned its way into the AACA Museum.

"[Historically,]" Derek says, "most Americans liked to drive and most of us have gone on long-distance trips, and we understand what that's like today. We can relate that to a visitor. If it includes related artifacts, you're not talking just about industry and Chevrolet, but also to society and culture. How do we as a people use this appliance known as the automobile?" With context as key as condition, all this begs one question to the enthusiast: How have you made your car museum

UNLEADED FUEL ???

here is not much chance that we can buy leaded fuel to put in our old cars today. Yet when they were in their heyday, leaded fuel was the norm.

What do we need to do differently when rebuilding our engines now to use today's unleaded, and sometimes oxygenated, fuels?

The fuel system includes the gas tank, fuel gauge sender, fuel lines, fuel pump and carburetor. The lack of lead in fuel causes no problems with any of these, as far as I know.

Some of the oxygenates in auto fuel today, such as methyl and ethyl alcohol can be problems. Some of the non-metallic parts in the fuel pump (the diaphragm and valves) may be chemically attacked, causing softening. Pieces may come loose and be carried into the carburetor, plugging jets and passages. The diaphragm may leak fuel.

These two alcohols also pull water out of the air. The water in the fuel may then cause rust and corrosion of metal fuel system parts. This could damage them enough so that they don't perform their intended duties. Corrosion products, like rust and scale, can restrict fuel flow or plug passages in the carburetor.

It is better to avoid fuel with alcohol in it unless you know that your fuel system components are compatible with it. The Viton family of elastomers work fine with alcohol.

Other oxygenates, such as MTBE (methyl tertiary butyl ether) do not seem to cause any problems. They are poisonous, as is the base fuel, only more so. You don't still siphon gas by mouth, I hope.

Inside the engine, the (tetraethyl) lead had some cushioning and lubricating properties, as well as the main purpose of raising the anti-knock index. The cushioning is most important between the valve and its seat. It has been found that without leaded fuel, the exhaust seats will recede -- they get pounded away -- into the block or the lead unless they are hardened.

Hardening can be done by machining the old exhaust seat area away and pressing in a hardened insert. The hardened insert must then be machined at the proper angle and size to provide a seating area for the valve. It has not proven necessary to have hard seats for the intake valves.

Most of the valve themselves are compatible with the unleaded fuel and with the hard seats. Some early, magnetic intake valves may have a problem, although I have not seen that.

The lubricity of the leaded fuel would be missed most in the contact area between the valve stem and the guide. In our flatheads, I have not seen that it is a problem. There is not nearly as much stress in the valve stem and valve guide area in our "under head cam" engines as in overhead valve engines with rocker arms.

In summary, most of our flatheads already have hard seats or hardened seat areas. In 1952 and 1953, many did not. In any case -- where is not hardened metal for the exhaust valve seating area, install hard seats.

Potential headache ahead.

Fun quiz for the deep thinkers and head scratchers in the 109.

1. Lovely and round, I shine with pale light, grown in the darkness, A lady's delight. What am I?

2. Which three letters can frighten a thief away?

3. I have a big mouth and I am also quite loud! I am NOT a gossip but I do get involved with everyone's dirty business. What am I?

- Solutions are found on the last page, just in case you don't get them all.
-

The Eagle and the Beetle

A hare, being pursued by an eagle, took himself for refuge to the nest of a beetle, whom he entreated to save him. The beetle therefore interceded with the eagle, begging of him not to kill the poor suppliant, and pleaded with him, by mighty Jupiter, not to break the laws of hospitality because he was so small an animal. But the eagle, in wrath, gave the beetle a flap of his wing, and straightway seized upon the hare and devoured him.

When the eagle flew away, the beetle flew after him, to learn where his nest was. Getting into the nest, the beetle rolled the eagle's eggs out of it one by one and broke them. The eagle, grieved and enraged to think that anyone should attempt so audacious a thing, built his nest the next time in a higher place. But there, too, the beetle got at it again and served him in the same manner as before.

Upon this the eagle, being at a loss what to do, flew up to Jupiter, his Lord and King, and placed the third brood of eggs as a sacred deposit in his lap, begging him to guard them for him. But the beetle, having made a little ball of dirt, flew up with it and dropped it in Jupiter's

lap, who, rising up on a sudden to shake it off and forgetting the eggs, threw them down and they were again broken.

Jupiter, being informed by the beetle that he had done this to be revenged upon the eagle who had not only wronged him, but had acted impiously towards Jove himself, told the eagle, when he came to him, that the beetle was the aggrieved party and that he complained not without reason. Being unwilling that the race of eagles should be diminished, he advised the beetle to come to peace with the eagle. As the beetle would not agree to this, Jupiter transferred the eagle's breeding to another season, when there are no beetles to be seen.

No one can slight the laws of hospitality with impunity; and there is no station or influence, however powerful, that can protect the oppressor, in the end, from the vengeance of the oppressed.

THE TIME WILL COME FOR PUTIN AND HIS ILK TO PAY THE PRICE.



Buy & Sell.

Wanted: DON FRIEBE is still on the hunt for grille for a 1935 Ford Coupe. Not interested in after market products as he already has one that doesn't fit. Please call Don at 250 592 6330 or cell 250 881 2785 if you can help.

FOR SALE. CONTACT SHAWN DRIVER 250 213 7923

CASH OR POSSIBLE TRADE!



TO VIEW FIRSTHAND PLEASE VISIT SHAWN AT DRIVERS WELDING 5536 SOOKE ROAD.

FOR SALE. VIC NORDSTROM.



1941 TUDOR. ALL ORIGINAL AND READY TO GO AS A DAILY DRIVER.

OPEN TO OFFERS FROM 109 CLUB MEMBERS FIRST.

CONTACT VIC AT 250 589 5631 OR 250 652 5631.



THIS BEAUTY IS NOT REALLY FOR SALE, BUT IT IS A GREAT SIGN THAT SPRING HAS ARRIVED IN VICTORIA!

2020 Committees:

“Always glad to have your help!!”

DON'T BE SHY, STEP UP ANYTIME.

THERE'S ALWAYS ROOM FOR YOU.

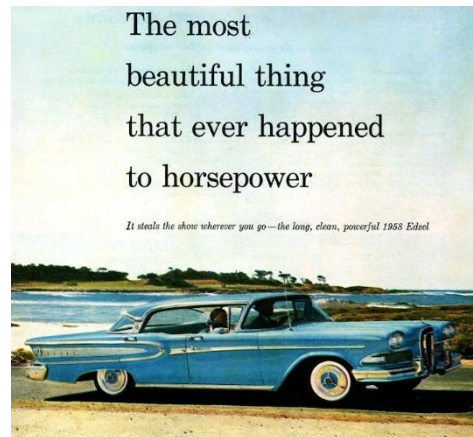


Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2022	Gary Clarke, Lew Williams	Primary Committee, Set March 14	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	Al Wills, all members	2014
Tours	Gary Clarke	All welcome	2016
Phone Committee	Norrie Spencer, Dave Wallace, Bob Mortimer	As needed	Jurassic period
Website development	<i>Al Wills</i>	Chris Chown	2017
Membership	Jane Thomas	Lew Williams	2022
Christmas Luncheon	Rob Vanzella Deanna Pfeifer	Chris Chown Mike Mortimer	2020
50/50 Refreshments	Mike Mortimer	John Shepherd	2017
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

TRIVIA

Abandoned Car of the Week



This conglomeration of Edsel's was found in an Arizona salvage yard. If anyone is restoring an Edsel, this may be a treasure drove of parts. Built by Ford, Edsel was designed to range above Ford and Mercury and below Lincoln in the Ford lineup. The sedan was sold for just three years — 1958-1960 — before it was discontinued because of anemic sales. (Photo by Jim Prueter)



You will be classified as a true expert on Ford history if you can identify the make and model that this badge comes from. Send your guess to Chris Chown at cdchown@outlook.com. Special prize for the first correct answer.

Rib Ticklers:

An 87 year-old man went to the

An 87 year-old man went to the doctor to get a physical.

A few days later, the doctor saw the man walking down the street with a gorgeous young lady on his arm.

A couple of days later, when the old man had an appointment with the doctor again, the doctor said, "You're really doing great, aren't you?"

The man replied, "Just doing what you said doctor, "Get a hot mama and be cheerful."

The doctor said, "I didn't say that!... I said you have got a heart murmur. Be careful!"

The # 1 April Fools Prank of All Time - The Swiss Spaghetti Harvest

April 1, 1957: The respected BBC news show Panorama announced that thanks to a very mild winter and the virtual elimination of the dreaded spaghetti weevil, Swiss farmers were enjoying a bumper spaghetti crop. It accompanied this announcement with footage of Swiss peasants pulling strands of spaghetti down from trees. Huge numbers of viewers were taken in. Many called the BBC wanting to know how they could grow their own spaghetti tree. To this the BBC diplomatically replied, 'place a sprig of spaghetti in a tin of tomato sauce and hope for the best.' Even the director-general of the BBC later admitted that after seeing the show he checked in an encyclopedia to find out if that was how spaghetti actually grew (but the encyclopedia had no information on the topic). The broadcast remains, by far, the most popular and widely acclaimed April Fool's Day hoax ever, making it an easy pick for number one. #1: The Swiss Spaghetti Harvest



"I'm Bob, but my friends call me Rusty." on account of my red hair."



I'M STILL NOT SOLD ON THIS ELECTRIC CAR IDEA!



"Batteries not included."



History 101

Ford Motor Company of Canada

Ford Motor Company of Canada, Limited ([French](#): *Ford du Canada Limitée*) was founded on August 17, 1904, for the purpose of manufacturing and selling Ford automobiles in [Canada](#) and the [British Empire](#). It was originally known as the Walkerville Wagon Works^[1] and was located in [Walkerville, Ontario](#) (now part of [Windsor, Ontario](#)). The founder, [Gordon Morton McGregor](#), convinced a group of investors to invest in [Henry Ford's](#) new automobile, which was being produced across the river in [Detroit, Michigan](#).^[2]

The firm manufactures and sells automobiles in Canada, and also in the United States and other countries around the world.

History

The Ford Motor Company of Canada is a wholly owned subsidiary of [Ford Motor Company](#),^[3] although it once had its own distinct group of shareholders.^[4] At its formation, Ford Motor Company was not a shareholder of Ford Canada, but its twelve founding shareholders directly held 51% of Ford Canada's shares, and [Henry Ford](#) himself owned 13% of the new company.^[2] The Company had gained all Ford patent rights and selling privileges to all parts of the British Empire, except [Great Britain and Ireland](#).^[5] It eventually established and managed the following subsidiaries:^[6]

The Model C, the first car to be produced in Canada, rolled out of the factory in late September 1904. The Company could produce two cars at a time and in its first full year of production, the Company was able to produce 117 automobiles. The Company's first export sales were to [Calcutta, India](#). Ford is still an important manufacturing enterprise in Windsor.

With the growth in car sales after [World War II](#), together with the acquisition of majority control by Ford Motor Company, Ford of Canada decided to move its head office and build a new assembly plant in [Oakville, Ontario](#). The new Oakville assembly plant was opened in 1953. In order to meet ever increasing demand, the Company opened another assembly plant in [Talbotville, Ontario](#) in 1967.

Historically Ford was one of the most powerful companies in Canada, and in the 1970s, Ford was the "largest" company in Canada.^[7]

By 1989, during a peak in the [environmental movement](#), the Ford Motor Company of Canada (particularly its Oakville plant) was listed among the "dirty dozen" polluters in [Ontario](#):

"Ford broke lots of rules with the 13.8 million litres of waste it pumped into [Lake Ontario](#) every day until a few months ago, when it began a two-stage cleaning process.

"The company used to flush out an average of 392 kilograms (875 pounds) of solids with that waste water every day. It also poured out chemicals that [sucked oxygen out of the lake](#). Ford also had on-and-off problems with the amounts of [phosphorus](#) (the chemical largely responsible for nearly killing Lake Erie decades ago) and [phenols](#) it discharged.

"The first stage of cleaning up this mess was a \$6.8-million, upgraded version of the treatment system it already had on its site. The second stage sends waste water through [Halton Region](#)'s sewers, so that no water is flowing directly into the lake."^[8]

Ford of Canada celebrated its Centennial in 2004, shortly after the Parent Company [Ford](#) in the [United States](#) did in 2003. That year also saw the compulsory acquisition by Ford Motor Company of the last of the shares held by minority shareholders, which had been originally proposed in 1995.^[9] However, the last litigation in the matter, dealing with an [oppression remedy](#) claim by the [Ontario Municipal Employees Retirement System](#) with respect to its shareholdings, was only resolved by the [Ontario Court of Appeal](#) in January 2006.^[10]

In 2010, Ford was embroiled in a controversy surrounding a plan to construct a massive gas-fired power plant to be operated by [TransCanada](#) on a disused 13.5-acre (55,000 m²) portion of its Oakville assembly plant. Local residents and politicians pleaded with Ford not to continue with the plan, as residents believed it would negatively impact their health and safety. The province cancelled the generating station in October 2010 and both Ford and TransCanada withdrew their planned appeals to the [Ontario Municipal Board](#) the following January.^[11] The plant was one of two involved in the [Ontario power plant scandal](#), which contributed to the resignation of [Premier Dalton McGuinty](#) and Energy Minister [Chris Bentley](#).

The answers you have been looking for!

- 1. A pearl.**
 - 2. ICU**
 - 3. A vacuum cleaner**
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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!

