

RUMBLES

EARLY FORD V8 CLUB 109 FEBRUARY 2025



SAANICH
POLICE '46
MONARCH

SPARKS TO NUTS
WHAT OIL DO
YOU USE?

NORRIE SPENCER
VEHICLES
& JOURNEYS

WWW.EARLYFORDV8VICTORIA.COM

RUMBLES - THIS ISSUE

Just a quick note of thanks to those that reached out to provide your support and feedback on our January edition of the Early Ford V8 Club 109 Rumbles Newsletter.

The Rumbles Newsletter will only get better with your participation. If you come across a great article, tech tip, joke or video you think other members would like, please send them our way.

In this month's issue of RUMBLES I share my conversation with long-time EFV8 Club #109 member Norrie Spencer. I spent a few hours at the family Rosemeade Farms and had a chat about his collection of classic automobiles, from his first car which was a '42 Ford Business Coupe to his prized '32 Ford Cabriolet. We share a video where Norrie will take us on a journey that he made back in 1980 from Victoria to Newfoundland in his 1931 AA Truck complete with camper that he built.

Plus, we welcome our new club executive and Ralf is all about the oil in the Sparks to Nuts article.

On the front cover - Saanich Police Cruiser - 1947 Monarch

We hope you continue to enjoy the Rumbles Newsletter.

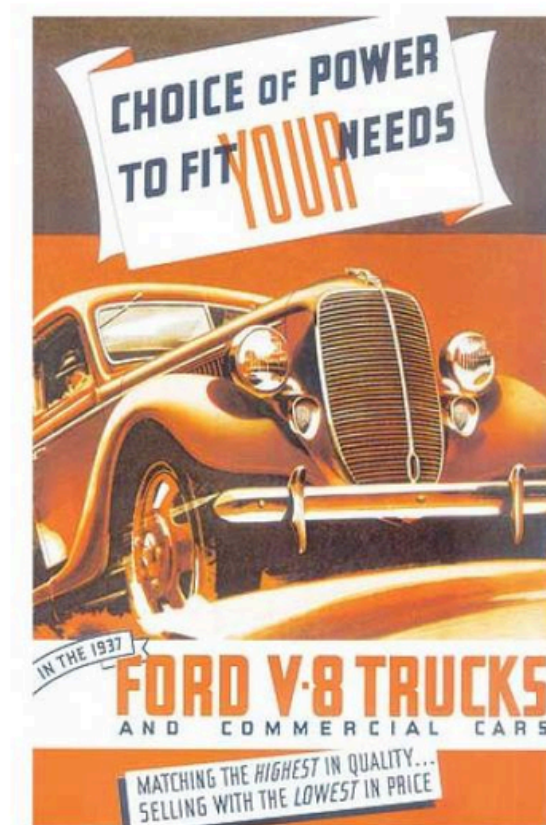
Please remember contributions are always welcome and sincerely appreciated. Send submissions to Rumbles via email to don.landels@gmail.com

Cheers,

Don Landels & Ralf St. Clair

IN THIS ISSUE:

- Regular Meeting Minutes February 11th, 2025
- Message from Past President - Heidi Bada
- Club Executive
- Sparks to Nuts - Ralf St. Clair
- Member's Rides - Norrie Spenser
- Early Ford V8 Club #109 History
- Marketplace
- Upcoming Events
- Club News
- Fun Pages



REGULAR MEETING MINUTES

Regular Meeting Minutes - February 11th, 2025

Next regular meeting at Berwick House 7:00PM March 11, 2025

The February 11, 2025 meeting of the Early Ford V8 Club 109 was called to order by President Mike Mortimer at 7:07 p.m. at Berwick House, 4062 Shelbourne St., Victoria, B.C. Minutes recorded by Heidi Bada.

Guests: None introduced.

1. Agenda distributed for February 11, 2024 meeting.
 - a. Consent agenda approved.
2. Minutes of January 2024 meeting:
 - a. Distributed in Rumbles Newsletter. Consent agenda approved.
3. Presentation/guest speaker – none this month.
4. Old Business
 - a. Club executive elections led by Mike Mortimer. Quorum maintained (the greater of 10 members or 10% of membership). 25 members in attendance.
 - President: Heidi Bada elected by acclamation (no opponents).
 - Vice-president: Dawson Valgardson elected by secret ballot.
 - Treasurer: Alan Barr elected by acclamation.
 - Secretary: Ralf St. Claire elected by acclamation.
 - b. Mike Mortimer congratulated the new board, thanked past volunteers, and along with members in attendance wished Jim Jennings for his move to Parksville happening soon.
 - c. Reminder from last meeting that a plan is needed for the Don MacPherson activities fund. Chris Chown offered to draw up a starting plan.
 - d. Fords and Friends event update presented by Ralf St. Claire.
 - **First committee meeting** is next week, Feb. 19, 2025.
5. Correspondence
 - a. Request for donation received from Camosun College regarding trades programs the club has donated to previously. Letter initially received by Bill Pritchard. Mike Mortimer will follow up. (Note discussion during New Business, below.)
6. Treasurer's Report
 - a. Monthly report for period ending January 31, 2025 presented by Treasurer Jim Banks. Motion to accept by Gary Nordstrom and seconded by Tony Cond. Passed.
 - b. Annual financial report presented to Secretary Heidi Bada for club records.
7. Committee Reports
 - a. Shawn Driver presented an update about event at Langford Lanes still in progress. Chris Chown suggested he pick a date and create a signup list, sent by email, before booking the space. Shawn will send a signup list by email.

REGULAR MEETING MINUTES - CONTINUED

8. New Business

- a. Discussion led by Mike Mortimer about donation to Camosun College. Letter (noted above) from Camosun college requested \$500 for a trades scholarship. Discussion points: the club donated a larger fund in the past; it may have run out and might not have been applied specifically to automotive programs.
 - **Motion** by Lew Williams: The club will donate \$500 annually and designated for automotive shop costs.
 - Discussion: Bruce Somers suggested making a “non-public” donation for expenses not the bursary system. Some members said they attended awards events and saw the past fund awarded to auto program students. Tony said an annual \$500 donation is easier to keep track of than a multi-year larger amount. The motion was seconded by Tony Cond.
 - After discussion, the **motion passed**. Tony Cond or Bill Pritchard will attend the awards ceremony.

9. Announcements

- a. Chris Chown reported that Rob Vanzella sent greetings to the club members.
- b. Tony Cond reported his 2 x 14” drums for sale aren’t moving, so he’d like them withdrawn from the listings.
- c. Chris MacKay similarly reported his wheels that have been for sale can be removed too.
- d. Shawn Driver spoke about his attendance at the L.A. Roadster Car Show this year. 75th anniversary this year. He reported it was an amazing experience and urges others to attend if possible. A variety of coverage is available on YouTube. Lew Williams said images of the show can be found on Flickr as well.
- e. Shawn Driver spoke about new auto shop at Shawnigan Lake school. His contact there Matt is a potential guest speaker. Jim Jennings suggested arranging a tour there.
- f. Chris Chown reminded members with buy and sell items to Don Landels for the newsletter.

10. Buy and sell

- a. Gary Barlow has steamer trunk for sale

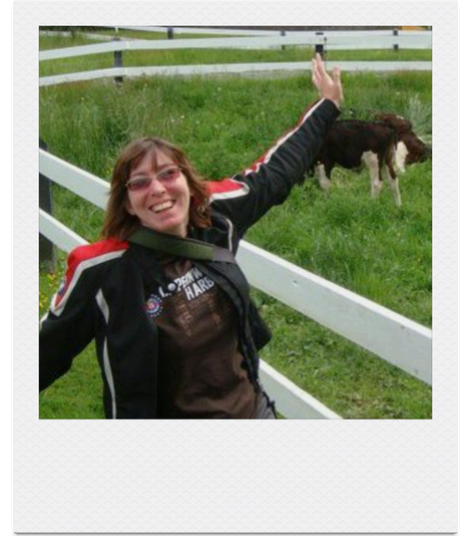
11. The Odd Spot – stories and memories by club members

- a. Vic Nordstrom told a story about numbers, memory failing, “trouble with dimensions or something.”
- b. Jim Jennings told a story about Salmon Arm, and being conned into joining Facebook by old school chums. There he showed off 1960 Shuswap car club card, and it spawned many conversations and photos shared. He was the first member in that club to get a speeding ticket, and still has it for a memento.
- c. Gary Nordstrom told a story of motorcycle racing in Washington State. He had a spark plug stuck to his boot in the middle of a race.
- d. Jim Jennings brought some giveaways.

12. Meeting Adjourned 8:15 p.m. Refreshments and 50/50 draw.

MESSAGE FROM PRESIDENT - HEIDI BADA

Happy New Year, everyone, and a warm welcome to our new club executive! Some of you may be wondering how I ended up in the President's seat. Well, my connection to the club goes way back. My dad, Robert, has been a member for...let's just say a very long time! My family has been immersed in the classic car collector community for years.



Over the past several club meetings, I've been accompanying my dad, and somehow along the way, I found myself serving as Club Secretary and then Vice-President. I've also been involved in various volunteer roles around town, and I'm really looking forward to the exciting adventures the club has in store for us this year.

At our February meeting, a fresh executive team was elected, and we're already busy with the necessary paperwork. The first meeting of the Fords and Friends event planning group has also taken place.

These activities are essential to keeping our club running smoothly. Volunteering in this capacity is both exciting and fulfilling. So, when the opportunity arises for you to step up and volunteer in the future, I encourage you to consider a "yeah, maybe" instead of an automatic "no way." You might be surprised at how rewarding it can be!

I hope you all enjoy as many car events as possible this year, whether in person or online. Consider becoming a helper or a friend to those working on classic cars, and don't hesitate to share your experiences – start a blog, tell your friends! There's no limit to how you can contribute to the classic car community.

Best regards,

Heidi Bada
President
EFV8 Club 109

109 CLUB EXECUTIVE 2025



l-r Alan Barr -Treasurer | Ralf St. Clair - Secretary | Dawson Valgardson Vice President | Heidi Bada - President | Mike Mortimer - Past President

Congratulations to the newly elected Club 109 Executive. I know I speak for all members when I say how much we appreciate you stepping up and taking on your new roles for the club. Thank you !



109 CLUB EXECUTIVE 2025

PRESIDENT	HEIDI BADA	250-470-4232 HEIDIBADA@GMAIL.COM
VICE PRESIDENT	DAWSON VALGARDSON	778-587-9150 DGUY7775@GMAIL.COM
SECRETARY	RALF ST. CLAIR	250-250-2502 RALF@SELKIE.CA
TREASURER	ALAN BARR	250-896-8620 A.BARR@SHAW.CA
PAST PRESIDENT	MIKE MORTIMER	250-477-0547 ROCKYMORT22@GMAIL.COM
DIRECTOR	BILL PRITCHARD	250-656-7029 BPRITCHARD@SHAW.CA
DIRECTOR	DENNY MOUNCE	250-476-6440 D&BMOUNCE@TELUS.NET
DIRECTOR	LAURI STEVENS	250-479-7565 LAURISTEVENS@SHAW.CA
DIRECTOR	DON LANDELS	250-588-1300 DON.LANDELS@GMAIL.COM
DIRECTOR	AL WILLS	250-474-4909 AL@ARCHERYGUY.COM
DIRECTOR	JIM BANKS	604-351-4351 BANKSJIM16@GMAIL.COM
DIRECTOR	CHRIS CHOWN	250-595-0312 CDCHOWN@OUTLOOK.COM

DISCOVERY / SHOP TOUR

Several members of the EFV8 RG109 are working toward expanding and diversifying our club tour activities throughout the year.

We believe this type of initiative will add to the overall value of membership in the 109 and hopefully be beneficial in attracting new members.

If you have any suggestions for new and different “Discovery Tours” please pass them along to the club executive. There are no bad ideas and all suggestions will receive careful consideration.

Please be reminded that tours do not have to be “auto” related.



SPARKS TO NUTS - RALF ST. CLAIR

All about Oil

Oil. That slippery stuff that gathers on the garage floor under our beloved classics. I'm not sure how much most folk think about oil, but it's pretty incredible stuff, performing lots of different tasks for our old engines. Without it, we really couldn't leave home. We can agree we all need some, but that just scratches the surface of the questions we might have. All dead dinosaurs are not created equal.

When our cars were built oil was pretty basic stuff, very close to what gets pumped up by all those donkeys in Saskatchewan. It was separated by weight, which is the thickness of the oil or, to use the \$2 word, the viscosity. Viscosity is resistance to flow, so higher viscosity means a thicker oil. Transmissions use a higher viscosity oil than engines partly because in a gearbox it doesn't have to go anywhere. The lower viscosity stuff in the engine is much easier to pump around all the bits and bobs in a V-8. As oil warms up the viscosity falls, like heating up butter.

Nowadays oil is a lot more complicated and boasts all sorts of strange qualities. First of all, lots of it is multigrade. These oils have two numbers, like 10W40. This means the oil behaves like a 10W (runny) oil when it's cold and a 40W (less runny) oil when it's hot. The idea is that this is the best of both worlds. At a cold start the oil skooshes everywhere easily and provides good lubrication, then as it heats up and has more work to do it thickens up a little so it doesn't just get thrown off all the hot metal parts.

Second, there is synthetic oil. They are not really THAT synthetic, as the raw materials are almost always crude oil, but they are chemically created lubricants rather than just refined crude. Synthetic oil lasts a long time, potentially thousands of miles longer than non-synthetics. They weren't originally designed for lazy mechanics but for high-performance engines that needed the lowest possible friction and oils that could handle high temperatures such as turbo systems.

SPARKS TO NUTS - RALF ST. CLAIR

Third, there are the additives. Almost every oil has some sort of additive. Among the most common are detergents and rust-resistors. Additives are so common that non-additive oil (pure dino) would damage a modern engine. It just wouldn't perform all the tasks an engine needs it to perform nowadays.

In making oil choices, it's helpful to think about what oil actually does in an engine. It's a lot. It lubricates various types of contact areas, and the most important word in that idea is various. An engine contains ball bearings, roller bearings and white metal (surface-to-surface) bearings, each of which has its own requirements for lubrication. A surface-to-surface bearing requires a microscopic layer of oil between the surfaces if it isn't going to wear out BUT if there is a layer of oil in roller bearings the rollers won't turn and—they'll wear out. Lubrication is a tricky job all on its own, especially when the oil needs to lubricate a cold start. There's no pressure to force oil into the bearings and everything depends on the residual oil from the last time the engine ran.

The next thing oil does is disperse heat. We think of our engines as water-cooled, but really the oil plays a vital part in taking heat out of the engine. Basically, the oil takes the heat from "really hot" areas to "hot" areas in the engine, at which point the water jacker can take it out of the engine. This is true even in day-to-day engines, and high-performance set-ups use external oil coolers to make the whole thing even more efficient.

The third function of oil is cleaning the engine and stabilizing harmful chemical processes. That's why the detergents are included, as well as stabilizers and base and alkali additives to mitigate the acid by-products of combustion.

And finally, oil is hygroscopic. It sucks up water, again protecting all those fancy parts of our old Fords.

SPARKS TO NUTS - RALF ST. CLAIR

Overall, then, the work done by a modern oil fits well with the functions listed above. But what about an old engine, designed and built before all of the benefits of modern oil were developed. Are these oils going to do any good? Any harm? Will Phyllis combust into a heap of slag at the first touch of the accelerator if I use 5W30? Can I filter out the 5W and just get back to straight 30? (I bet Vic has a story about this).

As in many decisions with older vehicles, the answer is “it depends.” In the old days (when I was young, and Madonna ruled the world) using anything other than the original oil was considered sacrilege. These new-fangled multi-grade oils (available since the late 1950s) were rumoured to leak worse than straight grades and to strip the protective layers off the inside of the engine. The idea was that varnish and burnt oil built up over time into a protective layer on the internal metalwork. There is some sort of truth to this, but the world has moved on. As oils got better at absorbing water and acid (in particular) there was less need for protection for internals.

The key concern with oil is the hot viscosity. Phyllis (my ride) is meant to take straight 30. If I use an oil such as 5W30, then the protection is still there when hot, but there’s much less drag on the engine at start up. I have a six-volt system. Less drag is a good thing. The engine only has about 300 miles on it, so it’s basically fresh and hasn’t had time to get into bad habits. I could easily run a modern 5W30 and it would be cheaper!

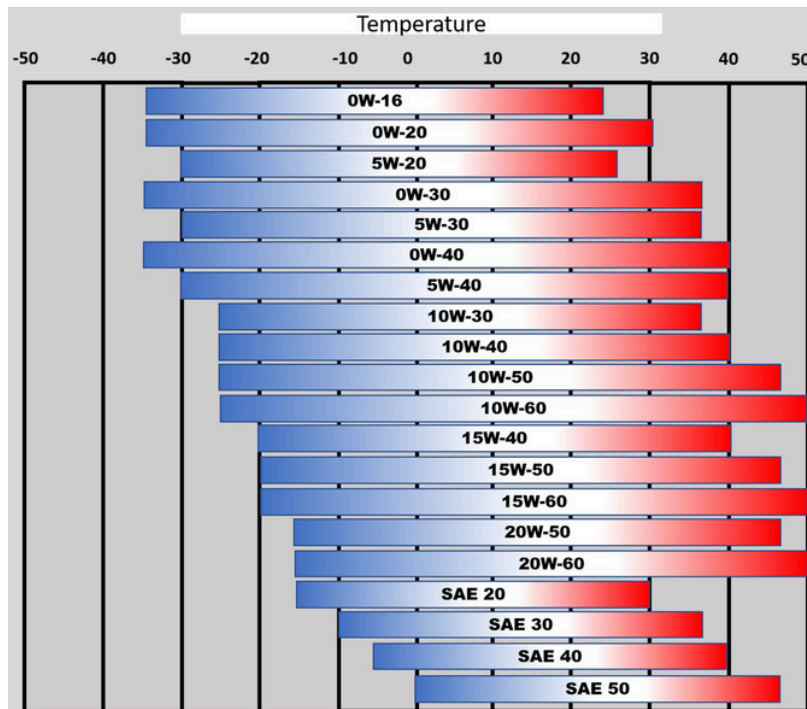
But if Phyllis had 35,000 miles on an engine with straight 30, I would, I admit, be more unwilling to change. I’m not sure I’d even have a good reason, other than at that age the engine probably wouldn’t benefit much from the modern oil formulation. But I’d feel like a virgin, kissed for the very first time (Darn, there’s that Madonna again).

In the end, given the sorts of mileages we do, chances are that any reputable oil with sufficient hot protection, changed reasonably often, will do just fine for almost all of us almost all the time. Our cars are simple and not high performance by modern standards, so well within what current oils can cope with.

SPARKS TO NUTS - RALF ST. CLAIR

Before leaving oil, let's spend a few words on oil pumps. One of the "tricks" people sometimes do is to put a high-pressure pump in an old V-8. The thinking is that higher-pressure means better protection on start-up and a higher circulation rate for better cooling. Sounds like a pretty good deal. But there are problems. Phyllis has an 80psi oil pump in her, so my garage floor and I know all about this. Basically, the massive amount of pressure (the flatheads were originally rated for a maximum of 50psi) really does cause leaks all over the place, not least from the top of the oil filter can. Many people also replace the oil pump but not the bypass spring (which is the pressure limiter) so they have paid \$\$\$ for a high-pressure oil pump that's working just like their old one anyway, because the extra pressure is just being bled off. Once again, regular changes with decent oil will do just as well as a jet-propelled pump . . .

Our old V-8s were well-designed for the time and intended to be reliable and durable. They are not especially finicky or over-stressed, so there's lots of scope for using different fluids to try to gain the advantages of more recent developments. It comes down to the approach of the owner, and there really are few wrong answers. As Shakespeare said, "Oil's well that ends well."



Multigrade oil temperature ranges vs. straight grade

<https://penriteoil.com.au/knowledge-centre/viscosity/237/what-is-an-sae-viscosity/180>

MEMBERS' RIDES

NORRIE SPENCER

I spent a few hours at the family Rosemeade Farms and had a chat about his collection of classic automobiles, from his first car which was a '42 Ford Business Coupe to his prized '32 Ford Model B Cabriolet.

Here are some highlights from my interview with Norrie earlier this month.



Norrie Spencer's 32 Model B Cabriolet

How did you get so excited about cars?

I bought my first car a 1942 Ford Business Coupe from Dick James in Oak Bay in 1955. I drove that '42 to Royal Oak School through grade 11 and 12. I had Gary Cunningham paint it white.

In 1956, my cousin Doane Spencer, a cousin, from North Hollywood, California came for a visit. He sparked an interested in Ford cars with tales of his adventures. Doane was builder of one of the first Highboy Roadsters. The car is featured at the [Petersen Museum](#). Learn more about [Doane Spencer](#)



Soon after the visit from Doane, I began my search for a Ford 32 Cabriolet or a Ford 46-48 Sportsman.

MEMBERS' RIDES

NORRIE SPENCER

How did your search pan out?

In June 1957, I bought a 1931 Model A Coupe. It was originally green with '32 Ford headlights and grill and '34 Ford wheels. It was driven to UBC in 1959 and then to Vic college in 1960. It was painted Sierra Gold Metallic by Gary Cunningham. The restoration was limited as funds were limited at the time. I put it in storage at my parent's home, and after building our first home in Broadmead it was stored in our basement. I had it for 50 years!

Norrie's passion for classics was just getting started!

1974 - purchased a 1931 (late) AA Truck from Joe Armitage & Bob Miller. We became the 3rd registered owners. "Bessie" as we called the truck is still active on Rosemeade Farm.

1978 - Chassis & Body restored on Bessie with help from Gary Cunningham and Keith Ferguson. I built bi-fold doors for Gary's house. out of local cedar, in exchange.

1979/80 - Built deck and modified stake sides. Norrie designed and built camper over the winter to take the family on the Cross Canada Tour.



Learn more about this incredible Cross Canada tour which Chris Chown featured in an excellent piece in the 2020 Fall Edition of RUMBLES and in the video featuring Norrie

Click the links and enjoy!

[Fall 2020 Rumbles](#)

[Cross Canada Tour](#)

MEMBERS' RIDES

NORRIE SPENCER

Fast forward to 1986 - Purchased a Robin's egg blue 1957 Olds Super 88 from original owners in Vancouver.

1992 - Traded Olds for '32 Pickup in pieces from Delta, B.C. This became our beloved "Rosie"

1997 - 3 days before leaving for New Zealand to attend a Model A Club Meet in Nelson, NZ (top of the South Island) Norrie's opportunity to own a '32 Ford V8 Cabriolet finally materialized! A deposit and dates to fly to Atlanta were arranged for May to check the out the car in pieces. Norrie and Rose flew to Peach Tree City, Georgia to meet Jim Kroll and his wife, who kindly hosted them for for 2 days as they checked out the '32 Cabriolet and attended an Atlanta Braves baseball game. Norrie and Pat Hoole drove down with a trailer to pick up the chassis and boxes of parts soon after.

2003 - "Rosie" was invited to attend Ford's 100th Birthday celebration in Vancouver. There is a photo of the CEO of Ford Canada in Rosie on the following pages.

2004 - Both '32's The Pickup "Rosie" and the '32 Cabriolet "Blackie" took part in Due Days. The Cabriolet still under construction.

2007 - The '32 Cabriolet was ready in time for Deuce Days along with the '32 pickup and were both featured on the front cover of the Times Colonist.

2012 - The '32 Cabriolet was invited to the 80th Birthday/Deuce Days held in late February at Peterson's Museum in L.A. "Blackie" was trailered down through the snow by Norrie and sons, Ryan, Robin and Ross.

Thank you Norrie for your time and sharing your incredible stories and the tour.

I left Rosemeade Farm with enough information to write a book! I encourage you to never pass up the opportunity to visit Norrie and Rose at Rosemeade Farms in Central Saanich.

- Don

MEMBERS' RIDES

NORRIE SPENCER



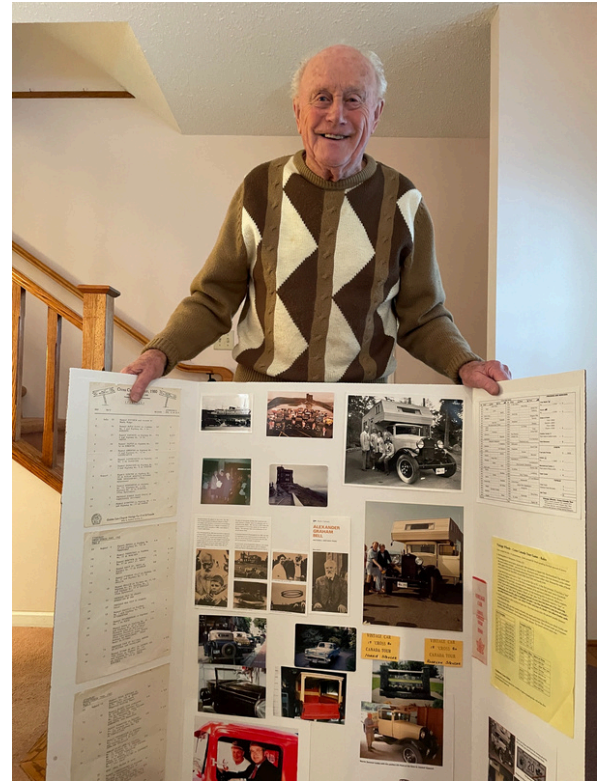
1932 Ford Cabriolet - Blackie



1932 Pickup - Rosie. Ford Canada CEO in the driver's seat



1932 Pickup - Rosie on Rosemeade Farmst



Norrie sharing a small sample of his love for his Fords



Cousin Doane Spencer (left) with unidentified driver of Doane's race car

EARLY FORD V8 CLUB #109 - HISTORY



Saanich Police Cruiser was a 1979 Show Winner for Ken Jennings

Long before the Saanich Police Historical Society was driving their shiny Monarch in parades it was owned by club member Ken Jennings. Ken won 3rd place for the Original Class at the Western National Ford Flathead V8 Meet in July 1979, in Bend, Oregon. Ken's 3rd place win was highlighted in the Jan-Feb 1980 V8 Times.

The vehicle is now a Saanich Police Historical Society show piece. The care was donated to the Saanich Police Department in 1998. The '46 Monarch was beautifully restored with the help of Spectrum Secondary School's Automotive students and supporters from out the community. You will find it at car shows throughout the summer.



MARKETPLACE

Have some extra parts or a transmission or two? Send us an email to have them listed in the Marketplace.

FOR SALE - Oxygen/acetylene kit. (hoses, regulators torch, tips, cutting torch)
In good condition. \$50.00. Call Tony Cond 250-532-7420

FOR SALE - Steamer Trunk. For more details call Gary Barlow 250-479-4736

Regulation shuffleboard for sale by Jim Jennings who is not able to take it in an upcoming move. Asking \$575. Also, lots of car books available. Call Jim

Found on the web - And yes, the surf boards are included!

Each month we'll feature a classic found on the internet for sale. This month's car is a [1928 Ford Woodie Wagon](#) and it's yours for \$35,000 CDN. You will not need to drive far to pick this one up. It's in Port Alberni!

According to the seller: This was a high dollar 3 year frame up build, 2004 - 2007. Built using Northern Ash with 10 coats of European Marine Varnish which was recently sanded and renewed. Wood is perfect! Rust free metal. Since that time it has just put on over 22,000 miles on the odometer. You can drive this unique Woodie Wagon anywhere. Any stop you make it will be the topic of conversation for sure!



MARKETPLACE - CONTINUED

FOR SALE - call Chris Chown -250.595.0312 | cell 778-679-7937 | cdchown@outlook.com



Professional Spark Plug Wire set 8 cylinders. Brand new, still in the box.

\$65.00 CDN.



Distributor with new cap. Excellent condition works well on a flathead.

\$80.00 CDN



12V coil.by Select unit 1003. For use with external resistor. Is not unused but was run for very few hours .

\$50.00 CDN

SALE

Prices as marked or buy the whole package for \$175.00

UPCOMING EVENTS

A selection of local upcoming events!

For more details, check out the excellent Vancouver Island Hot Rod calendar

<http://www.vihr.ca/show-calendar>

March / April

TBA - Bowling Blowout | RSVP by March 11th.

May

Sunday May 4 - Duncan Vintage Machinery Swap Meet / Cowichan Exhibition Grounds

Sunday May 25 - West Coast Mopars Car Show / Coombs Fairgrounds

June

Sunday June 1 - British Car Restoration Fair & Swap Meet / Saanich (Heritage Acres)

Sunday June 8 - Union Bay Classic Car Show Family Fun Day & Classic Car Show (Bay Days)

Sunday June 15 - Seaside Cruisers Father's Day Show n Shine / Downtown Qualicum Beach

Saturday June 21 - Saratoga Swap Meet / Show n Shine / Saratoga Motorsports park

Sunday June 22 - Victoria Swap meet / Saanich Fairgrounds

Sunday June 22 - Chemainus Rotary Car Show

July

Tuesday July 1 - Saltspring Cruisers /Rainbow Road and Jackson Ave

Sunday July 13 - FORDS & FRIENDS 2025 / HERITAGE ACRES

Sunday July 13 - Brits On The Beach / Ladysmith

Sunday July 13 - Oak Bay Collector Car Festival / Oak Bay Village

Sunday July 20 - Deuce Days / Downtown Victoria

CLUB NEWS

Lets Go BOWLING

You are invited to join your fellow club members for a great new club adventure happening in late April or early May.

The opportunity to participate in the first annual BOWLING BLOWOUT will take place at Langford Lanes in the VIP private lounge and separate bowling lanes. There is an excellent food menu and bar available to add to the immense fun of actually bowling. A grand prize will be awarded for the best and worst scores. Will have an enhance 50/50 as well.

You don't have to bowl to join in. This event provides an excellent opportunity mix with 109 club members, both new and experienced. Promises to be loads of fun for everyone and we hope to see you there! It will be an afternoon event.

This event will be hosted in part by the Early Ford V8 Club and financed by the Don Macpherson Activity Fund.

We need to have your RSVP no later than March 11, the next club meeting date. Should we be unable to meet a quota the event will be cancelled. The venue is always booked up early so....

PLEASE RESPOND BY EMAIL, TEXT MESSAGE OR PHONE TO ANY OF THE FOLLOWING.

MIKE MORTIMER 250 477 0547 / 250 857 0093 rockymort33@gmail.com

STEVE PEABODY 250 217 7999 steve.peabody6@gmail.com

CHRIS CHOWN 250 595 0312 / 778 679 7937 cdchown@outlook.com



CLUB NEWS

Another Survivor

If you had a chance to read Club 149's newsletter that Chris emailed our way earlier this month, you will recall the beautiful photos and story of the '47 Monarch owned by Barry and Tim Moore.

Club 109 member Don MacPherson took the time to reach out to Lloyd Harris publisher of their excellent newsletter to share a quick story about his neighbors '47 Monarch convertible.

Hi Lloyd - My name is Don MacPherson. I live in Qualicum Beach, B.C. I'm a member of RG 109. I was very interested in the article about the '47 Monarch convertible.

For several years I lived in the Blind Bay/Sorrento area of the Interior. One of our neighbours, John Higgins, A retired RCMP member has this '47 Monarch convertible. There may be only 4 or 5 surviving from the 40 that were produced.

This photo was taken at our July 1, 2013 car show in Blind Bay on the Shuswap Lake. My '57 Retractable is parked next to the '47 Monarch.

I really enjoy your newsletter.

Don



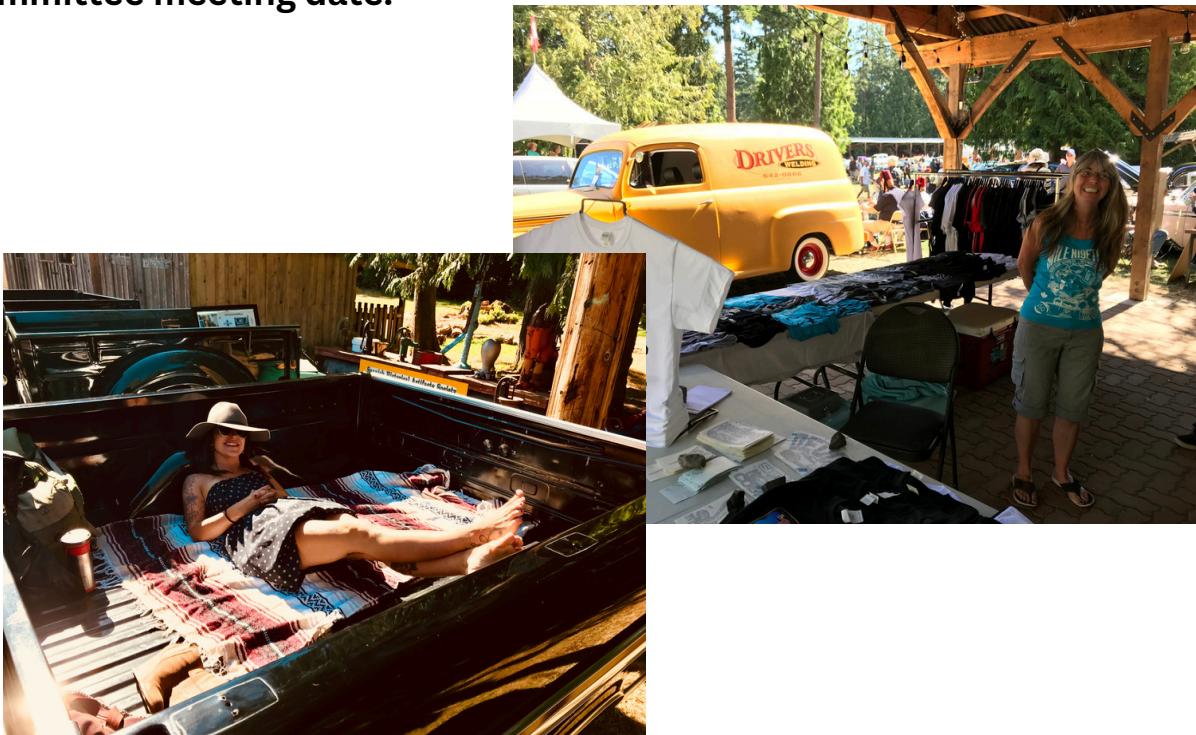
CLUB NEWS



Fords & Friends 2025

The first committee meeting was held on February 19th. Co-chairs Dawson Valgardson and Ralf St. Clair hosted the meeting and laid out their exciting vision for this year's Fords & Friends Car Show & Shine. The show will take place July 13th at Heritage Acres.

All members are encouraged to get involved in the committee and help shape this year's show. **Keep an eye open for an email from Ralf announcing the next committee meeting date.**



Gift Bags

Tony Coond, Steve Peabody, & Shawn Driver

Money Winner!

\$43 - Bruce Somers

CLUB NEWS

Plans for a new South Island speedway slowly taking shape

The region has been without a motorsports track since fall 2022 when Western Speedway / West Shore Motorsports Park shut down permanently to make way for a development.

At the time, it was Canada's oldest speedway and a community hub for hundreds of car-rally enthusiasts. For most of its 68 years, its spring-summer season hosted stock cars, sprint cars, Old Time Racing Association cars, drag racers, monster trucks—and even NASCAR series in the 1970s and '80s.

The business park replacing it is [slated to open this year](#). But a new home for car rallying has been in limbo. For 2.5 years, enthusiasts have had to head up to Black Creek or over to the mainland to get their laps in.



Final races of 2022

New update cautiously optimistic

Former Westshore Speedway manager Daryl Crocker [told CHEK](#) this past week that there has been “daily back and forth” with one of the local First Nations (he also did not disclose which one). Now operating as a VISSA board member, Crocker also said that sportsfields for kids may end up being involved in the project. The talks are still at an early stage, he cautioned, but “both sides are excited.”

A pirate walks into a bar....

A pirate stumbles into a dimly lit bar on a stormy evening. The place falls silent as the patrons turn to gawk at him. His outfit is classic pirate fare—tattered coat, peg leg, hook for a hand—but what stands out most is the bizarre hat perched on his head. It's not a tricorne, not a captain's hat, but a hat fashioned entirely out of paper towels.

The bartender raises an eyebrow as the pirate makes his way to the counter, his boots squelching on the wooden floor. The pirate slams a coin down and growls, "A tankard of rum, if ye please."

The bartender pours the drink but can't help himself. "Listen, buddy," he says, sliding the mug across the counter, "I gotta ask. What's the deal with the hat? Did you lose a bet, or is this some new pirate trend?"

The pirate quickly surveys the room, leans in close, lowering his voice, a stark seriousness in his tone.

"Yarr... there be a Bounty on me head."

A Final word on income tax!

According to unofficial sources, a new simplified income tax form contains only four lines:

1. What was your income for the year?
2. What were your expenses?
3. How much have you left?
4. Send it in.

FUN PAGES - CHRIS CHOWN

Riddles to test your grey cells.

Who makes it, has no need of it. Who buys it, has no use for it. Who uses it can neither see nor feel it. What is it?

How many months have 28 days?

In a bus, there is a 26-year-old very pregnant lady, a 30-year-old policeman, a 52-year-old random woman, and the driver who is 65 years old. Who is the youngest?

**Answers on the next page*

1 more bar joke. T G I F...

A woman goes into a bar and says “T G I F, hey bar keep, give me a beer.”

The bartender replies, “S H I T. what would you like?”

The woman says “uh, okay. I’ll have a lager. Whew, T G I F”

The bartender says, “S H I T, here you go,” and hands her the beer.

The woman starts to get irritated and says “why do you keep saying S H I T? I’m a lady and I think that’s rude. “

The bartender says “well you keep saying T G I F.”

“Well, thank god it’s Friday.” She says

“Sorry, honey, it’s Thursday.”

Jim Banks sent this image of the crest from the Shifters Kustom Car Club of Salmon Arm. Jim was a member in the club from 1959 to 1962



FUN PAGES - CHRIS CHOWN

Lauri Stevens came across this and says - “ I know this doesn’t apply to all members, but certainly most of us”



Riddles to test your grey cells. Answers

Who makes it, has no need of it. Who buys it, has no use for it. Who uses it can neither see nor feel it. What is it?

A coffin.

How many months have 28 days?

Every month has 28 days.

In a bus, there is a 26-year-old very pregnant lady, a 30-year-old policeman, a 52-year-old random woman, and the driver who is 65 years old. Who is the youngest?

The baby of the pregnant lady.

RUMBLES- FEBRUARY 2025

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 Don Landels at don.landels@gmail.com or Ralf St. Clair at ralf@selkie.ca

All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit www.earlyfordv8victoria.com

Your feedback and comments are always appreciated. Input is used to improve the quality and diversify. Don't be shy.

Thank you all for your support and participation!

