

RUMBLES

EARLY FORD V8 CLUB 109 FEBRUARY 2026



JOHN SHEPHERD
MEMBER'S RIDES

SPARKS TO NUTS
SMARTS ABOUT
PARTS

CLUB 109
NEW EXECUTIVE

WWW.EARLYFORDV8VICTORIA.COM

RUMBLES - THIS ISSUE

Welcome to the February 2026 edition of the Early Ford V8 Club 109 Rumbles Newsletter.

In this month's issue we give some attention to a couple of big trucks. Jim Banks shares the story of the Vancouver built Hayes truck, and we have a story of the interesting Fageol 1950 TC CargoLiner.

Plus, Ralf St. Clair gets smart about parts in this month's Sparks to Nuts article.

On the front cover - circa 1962 a kiss before the drag race on the Bamberton Haul Rd. Mill Bay

The Members' Ride feature returns with Club 109 member John Shepherd taking the spotlight.

We hope you continue to enjoy the 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. 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:

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- This Month in Ford History



REGULAR MEETING MINUTES

Regular Meeting Minutes - February 10th, 2026

Next regular meeting at Berwick House 7:00PM March 10th, 2026

Early Ford V-8 Club Regional Group 109 Vancouver Island
Minutes of Club Meeting February 10th, 2026

Meeting called to order at 7:03 pm

1. Opening remarks, Bruce Somers, President.

a. Bruce welcomed members and guests to the meeting.

2. Minutes

a. The January minutes, distributed in January Rumbles, were considered approved.

3. Old Business

a. School workshop program. Bruce led a brief discussion on what should be done with the \$665 left over from Ford n Friends and destined for the school shop program. Bruce believes that either it should be re-allocated or that we should commit to the shop program once more. Carried over to next meeting.

4. Correspondence

a. SVABC Survey. Ralf distributed the survey complete with a link for easy access. Members confirmed they were able to access and complete the survey.

5. Treasurer's Report

a. Bill delivered a full report. Finances are healthy and signing authority has been moved to new directors. The club thanked Vic for the \$45 he raised with his knobs.

6. Committee Reports

Directors' Meeting 20/1/26. The directors group discussed two topics reported back to the club membership.



REGULAR MEETING MINUTES

a. Discussion on show vs. picnic

The directors seek guidance from members regarding whether we should organise a Ford n Friends show in the same format this year. One of the issues is the continually falling number of folk able to commit to volunteering. It takes a strong group of volunteers to deal with parking, information, donations, gate and the other jobs needing done. Another option would be to have a club only picnic and show at the Archer's site. It is big, there are outdoor cooking spots, and possibly even camping available.

There was some discussion about the possibilities. Dawson has been talking with Mike from Light 'em up about possibilities. Our Mike is convinced that without the show the club would fold. Others thought an alternative would be good given the health of the members.

No decision was taken on the spot and it was suggested that we explore some options before the next meeting in March. Chris Mckay to talk with Century Toppers to see if they would help with parking. Dawson will talk more with Mike and see if he could come to a meeting. Lew will confer with Bill Campbell regarding possibilities.

b.Events for summer

The directors shared some ideas for summer events, to the approval of members. More to come!

Hand of Man Museum	Berwick House
Bowling	Garage Tour
Selkirk Place	French Beach Picnic
Movie Night (with popcorn)	
Poker Run	Swap Meet

2. New Business

None at this time.

8. Announcements

Don distributed some cool patches that he had made up a couple of years ago. Thanks!



REGULAR MEETING MINUTES

9. Buy & Sell - Wanted/Needed

Lew is looking for head, intake and exhaust gaskets for a C69A. He's also looking for 6 or so head stud nuts. They look like this:



Chris McKay has two early transmissions to re-home. One is an empty case, the other is full of cogs.

2. Call to adjourn.

50/50 Results

Gift bags, including fuel cards, were won by Robert, Bruce and Gary. Murray was excited to win a Lordco calendar. And the big CASH winner was Gary!

Special Announcement - Your attendance is strongly requested at the March Regular Meeting, as there will be a discussion and vote by club members concerning this year's Fords and Friends Car Show.



MESSAGE FROM PRESIDENT - BRUCE SOMERS

I was asked recently what I liked best about being a member of the Early Ford V8 Club. This took little thought before I answered , "the friendships". It is a pleasure to share the car hobby with so many interesting people. Some members are builders, some are collectors, some have inherited or bought a car ,and some just want to share the experience of early automotive history.

Yesterday I had the pleasure of talking with one of the clubs oldest and involved members. He explained to me how the club started and evolved over the past 45 years. Change is not new to this club. It has adjusted up and down depending on the energy and projects taken on. The "Fords And Friends Picnic" has changed several times over the years and has been enjoyed in all it's forms.

If everyone contributes to the club activities and the work load is shared, our club will continue to be enjoyed and be relevant to all.

I thank the membership for supporting me as I move into the club Presidency. I will try to bring a sense of brotherhood and shared enjoyment to this position. We have a dedicated and positive Board, so lets work together to enjoy the fun and friendship.

Please contact me with any thoughts and grievances that you feel will help to make our club all it can be.

Thank you,
Bruce Somers
President
EFV8 Club 109



109 CLUB EXECUTIVE 2026

PRESIDENT	BRUCE SOMERS	250-478-9951 BSOMERS00@HOTMAIL.COM
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PAST PRESIDENT	HEIDI BADA	250-470-4232 HEIDIBADA@GMAIL.COM
DIRECTOR	DAWSON VALGARDSON	778-587-9150 DGUY7775@GMAIL.COM



SPARKS TO NUTS - RALF ST. CLAIR

“Smarts about Parts”

Anybody who has done any work on their old car recently will have noticed that it's starting to cost a lot of money to get stuff to our little island. One of the joys of old cars used to be that you could buy really big bits for really small money. “A new transmission for a 67 Mustang? Yes sir, that'll be \$14 (plus taxes of 23¢).” It seems that things may have changed.

The limit on the useability (and restorability) of old cars isn't the cars themselves, their potential unsuitability for modern road conditions, or their lack of Bluetooth™ connections. It's spares availability. It doesn't really matter how well old vehicles were built; after 80 years things are going to need replaced. Unless there's spares availability the lovely old car is just rusting away. And the spares won't be available unless there's enough demand to justify making them.

This is, of course, why it's so hard to restore and run a limited run car. In the case of Phyllis, the 42s had a short model year due to Pearl Harbour. There were a very few thousand cars made that year and even fewer in each trim level. Parts like brake shoes are easy, of course, as are engine parts. Ford has a relatively slow product cycle in those days, so actual mechanical parts were around for a while. Things like trim, however, really were changed every year. In our club we have a number of people who can look at a hubcap and say with some certainty “yes, that's a 1946. In '47 the logo was smaller.” Having that knowledge around is invaluable and irreplaceable.

Some parts are hard to find even if they were common to a number of models. I'm thinking of parts like internal brake widgets, for example the handbrake lever and links inside the hub. These were changed a few times depending on the design of the brake and they aren't the sorts of parts that people might think to keep. A quick look at the stock of a well-known parts supplier doesn't show much for the 1940s models (basically flatheads) though A's are quite well catered for. For this kind of part replacements may not be needed very often, but when they are it'll be a case of asking around and relying on luck, not to mention somebody having the part AND knowing what it is.

For our Fords the best parts suppliers tend to be in the US. That's complicated nowadays. Setting aside the question of whether Canadians feel like buying things from American suppliers, we are seeing real impacts from tariffs. The cost of shipping, even without duties, seems to have increased, and it seems fair to assume this is partly because it's just a lot more complicated to ship across the border. Some retailers seem to be adding on slightly random costs and saying it's due to “tariffs.” This can easily double the cost of parts, and it's worth shopping around as not all retailers are doing this.

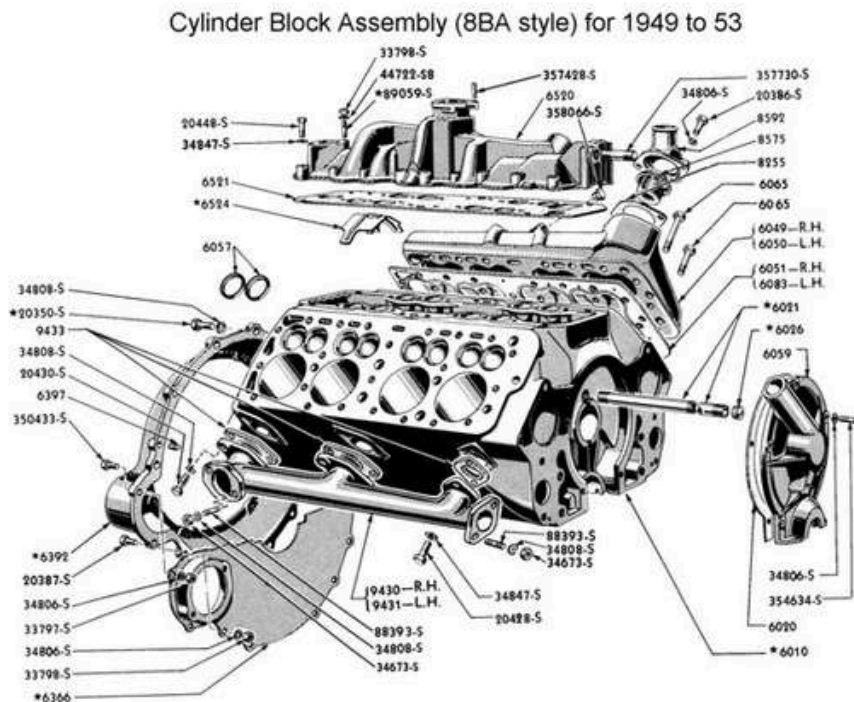


SPARKS TO NUTS - RALF ST. CLAIR

In some cases, people with a specific vehicle have come together to remanufacture necessary parts. The best example I know is the Vincent Owners' Club. Vincent was a British motorcycle made between about 1928 and 1955. They were extremely expensive, and only about 10,000 were ever made. They share a lot of components, but even so, 11,000 potential customers was not enough to inspire any commercial remanufacture of spares, but the owners' club decided to start reproducing some of the most hard-to-find. Currently, it is quite possible to build a Vincent up from parts (though you'd have to sell your art collection to afford it!).

It is maybe worth acknowledging that in Ford world, not all spares are created equal. Quality control is an ongoing challenge. It used to be that imported parts were reliably less reliable than domestic (North American) parts. It doesn't seem quite so easy anymore. As stocks of NOS parts have run low, more and more specialist retailers are buying from overseas. Some of these parts are excellent; some are not. This seems not to be an issue of origin anymore and simply to be about quality control.

In the face of these challenges, one important action we can take is to use local suppliers whenever possible. Lordco, Old Car Centre and KMS (three sponsors of Ford & Friends) have surprisingly deep back catalogues. A few weeks ago I walked into Lordco to buy ignition parts for a 1942 crab distributor and got capacitor, cap and points off the shelf. This is simply amazing. Going through a local retailer also helps with the tariff uncertainty as they deal with it every day. Another thing we can do is to use the classifieds in Rumbles or on the website of the national Early V-8 Club. Let's face it, if anybody knows where a set of early Flugelheimers for a 1938 Phaeton is to be found, it's going to be us!



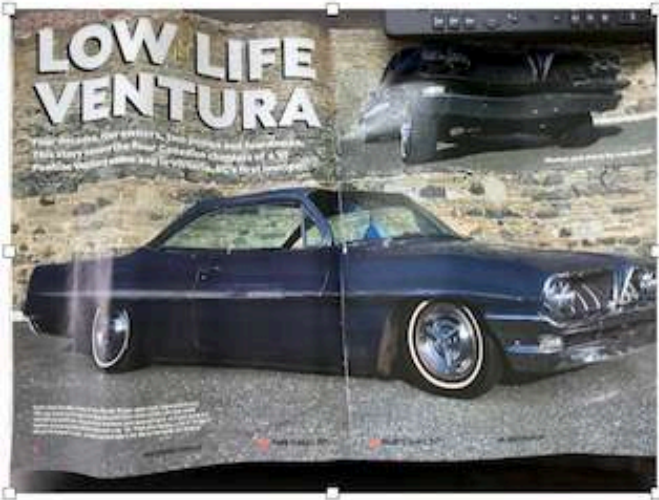
MEMBER'S RIDE - JOHN SHEPHERD

Our Member's Ride features John Shepherd this month. We have all admired John's amazing show winning '49 Mercury Coupe. As you will find out his passion for cars started at an early age. Maybe a little earlier than most for John. Let's get to our Member's Rides - 7 Questions with John Shepherd

1. What was the first car that truly captured your heart, and what's the story behind how you acquired it?

At 19 years old I purchased a 1968 Dodge Dart — a project car that I worked on for 2 years. I then spotted a 1961 Pontiac Ventura Low-rider that I just had to have. Made a deal and put the Dart up for sale.

This California low-rider car had only rear hydraulic suspension - I ordered a front full hydraulic suspension kit from an ad in a magazine (remember those days...) and installed it. My girlfriend (now wife) and I would go to Beacon Hill park; park the car; and walk away; and then use the remote control to activate the 4-wheel suspension and jump the car up/down. We loved watching the various reactions.



The children loved it, some were scared and puzzled by it, and car enthusiasts always walked over to chat about it. Its believed that it was the first hydraulic low-rider in BC. I eventually sold it and the current owner, [Brian Bettz](#), is in Victoria so I get the joy of seeing it from time to time. It was featured in the April/May 2021 Canadian Hot Rod magazine, written by Lee Grant.

MEMBER'S RIDE - JOHN SHEPHERD

Below, the Ventura shortly after John Shepard purchased it in 1980. It still has the white roof and different hubcaps. In other photos we have from this period it's difficult to see if the car has the driver's side front fender damage visible in photos above.



CHAPTER ONE, JOHN SHEPARD.

In 1980, 21-year-old John Shepard was rolling down Yates Street in his primer gray 1966 Impala when he spotted a 1961 Pontiac Ventura 2-door HT (aka Bubbletop) at Yates Street Auto Sales. It had a sinister, lowrider stance and it didn't take long for Shepard to decide he had to own the car.

He soon found out who was selling it and discovered how such a unique unit ended on consignment on a used car lot. Turns out the seller was a long-haul truck driver who had a regular run to southern California. On one particular run, he arrived in California to discover he was no longer employed and had to get back home on his own dime, with an empty trailer. Across the street was a KFC, and in the parking lot was this '61 Pontiac Ventura on wires, with a chain steering wheel, a single hydraulic pump in the trunk, and a for sale sign in the window. He made a deal with the KFC manager and loaded it up with the hope he could pay for his return trip by selling the car once back home in Victoria.

Shepard made a deal and acquired the Pontiac. One of the first things he did was call Lowrider Hydraulics in San Jose, CA. He ordered up a second pump and hydraulic

cylinders for the front suspension. One of his co-workers was a radio control plane enthusiast who helped Shepard get the hydraulics operating with remote control. He got a kick out of startling looky-loos who stepped too close by lifting the car suddenly, sometimes hitting them in the nose. The chain steering wheel was swapped out for a metal flake blue Superior 500 unit. Shepard also made his own lake pipes, installed dingle balls and dummy spotlights, typical lowrider accessories. The white roof was repainted blue. He ditched the wire wheels for steel wheels but made his own custom hubcaps by blending '56 Olds Fiesta hubcaps with '65 Plymouth Fury hubcaps. Just like that, a real California lowrider was cruising the streets of Victoria.

Shepard and his wife Sylvia cruised the bubble top for several years, but eventually he decided he wanted to build something more radical, so he sold the Pontiac and started looking for a '49 Mercury project.

CHAPTER TWO, THE KEN BANNER YEARS

In 1985, Ken Banner was attending Victoria's Camosun College. Sitting next to him was Andy Jones, who started asking Banner all sorts of questions, trying to figure out

I owned a couple other cars but after a lot of exploration I determined that my ultimate car I wanted was a full custom car.

My search began and I found an 1949 2-door Merc (king of customs). I also had the good fortune of having a good friend, Dick Howes, who helped me believe that I could undertake such an enormous project.



MEMBER'S RIDE - JOHN SHEPHERD

2. What's the most memorable road trip or event you've attended with your classic car, and what made it so special?

We've had many day trips and road trips over the years. And, one of the best was the 2024 Langley Good Times Cruise-In with Mike and Carol Mortimer. Mike helped us on a large (and long) home construction project for which we were very thankful and we struggled with how to say thank...so we thought... how about sharing even more time together by gifting them a weekend to a Air BnB and car show — at least we weren't in work clothes for once. Unfortunately just before the weekend Mike/Carol's 33 Ford had a transmission issue so they couldn't bring their street rod but we headed out regardless — sometimes you just got to roll with things. The show was fantastic, met lots of great people, and saw lots of amazing cars. It was great to just hang out together as a foursome and to share our common hobby with other car enthusiasts. As I was building the Merc I loved hearing peoples stories and how they acquired their car and the process they took to build it — it always gave me the motivation to keep working on mine. And at this car show there were several experiences where individuals told me that they had seen my car and how seeing it inspired them to keep working to finish their car. These shared experiences always bring such joy. The show had 1300 entries and as a complete surprise our Merc was selected for 1 out of the 10 awards issued. More importantly we had a great time with Mike and Carol and that's what it is all about.

3. What are the biggest challenges

Staying motivated to keep going on a project that consisted of approximately 5,000 hours over a span of 27 years.

4. Is there a particular era or style of classic cars that you're most drawn to, and what makes it so appealing to you? Were you lucky enough to own one of these cars?

My personal passion that pulls on my heart strings is 'old-school' custom cars from the late 1930's to early 1950's. I love the body styles as they work great for all the custom touches like a chopped top, french headlights, nosed and decked, rounded corners, tuck and roll interiors, candy and/or pearl paint, and more.

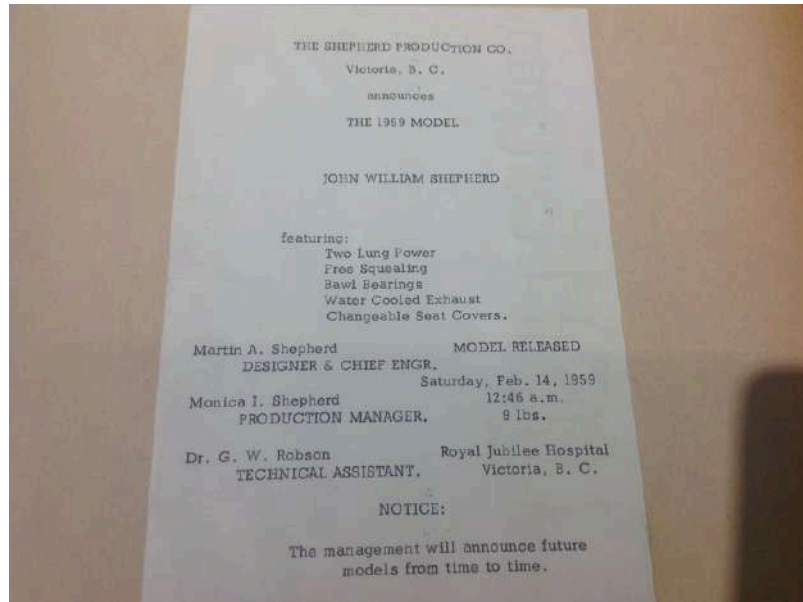
I was very fortunate to acquire a 1949 2-door Merc and customize it. At one time my wife just put it out there "pick the car you ultimately want and do it". Well that is exactly what I thought so it was great that we were on the same page.



MEMBER'S RIDE - JOHN SHEPHERD

5. How has your passion for classic cars evolved over the years, and what advice would you give to someone just starting their classic car journey?

I suppose from my birth announcement, see picture, you could say I was born with the foresight that I'd have a taste for cars.



Once I had my own money to spend on this passion I went from wanting a small/fast/powerful V8 car to wanting something unique and custom that I could put my own stamp on — building something was what I wanted to achieve.

To others starting out their classic car journey, I would say to them: “If you want to build it then build it. If you don’t want to build but you love it then buy what you like and enjoy it. It is a great hobby.”

For the person who wants to build a car I’d tell them “ don’t be scared of what you don’t know because it is all about one step at a time”. The more I did the more I grew. I evolved from not knowing a lot about how to build a custom car to figuring it out. And this has transferred into other areas of my life; and along the way I’ve built great friendships. I’d let them know that having a strong community of car enthusiasts was/is inspirational and valuable, connect with others who have your interest — without it I’m not sure my passion would have been realized. My suggestion would be to do lots of research to figure out what car you really want and don’t buy a car just because it fell into your lap, or it is cheap, or it is nearby because I’ve seen too many people spend too much money on the wrong car for them and then they lose interest.



MEMBER'S RIDE - JOHN SHEPHERD

6. Beyond the car itself, what's the most rewarding aspect of being part of the classic car community?

The most rewarding part of the classic car community is the people — learning from others; being inspired and inspiring others; and mentoring. When I connect with someone in the car community I also love to learn about the person as a whole — what are their other hobbies/interests, careers, family members etc. I truly value these shared moments we have.

7. List the classic/collector cars that you own or have owned.

- 1968 Dodge Dart GT 2-door, 340 auto
- 1961 Pontiac Ventura 2-door, bubble top, low-rider
- 1962 Pontiac Grand Prix, 2-door, 421 tri-power 4-speed
- 1949 Mercury Coupe, full custom
- Next car: 1939 Lincoln Zephyr Coupe — probably in another life :-)

8. Features of My (current) Ride

1949 Mercury Coupe, bought from Tony Love Cobble Hill in mid-80's, no motor or trans

Initially I installed 255 flathead and 3-speed from a donor car; and lowered by reversing spindles. I drove it this way until 1992.

In 1992 it went into the garage for its custom transformation, which included:

- Swapping frame to a 1973 Pontiac LeMans 4-door donor car and modified chassis by (cutting off front/rear frame connectors and made new ones with brackets for bumpers); customized custom body mounts; and installed body onto the frame
- Friends, Dave Dubranski and Dick Howes chopped the top 3 inches front and 4.5 rear
- Custom metal work: replaced rocker panels and trunk floor, new transmission tunnel, custom nose by welding seams and french'ed the headlights, and rounded hood corner
- Made custom tail lights from 1990's mustang lenses
- Customized the quarter panels to create flush mounted fended skirts
- Installed new crate GM 350 engine, 700 R4 transmission, and 3.73 posi 10 bolt differential
- Custom made the air-ride setup using AccuAir Kit with fully polished stainless lines
- Customized cups to work with GM suspension



MEMBER'S RIDE - JOHN SHEPHERD



- Powder coated hundreds of components using the Home Eastwood setup
- Installed x-mat sound deadening mats (floor, roof, doors, & trunk)
- Installed American auto wire kit
- Built polished aluminum window trim to accommodate the chopped top



MEMBER'S RIDE - JOHN SHEPHERD



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40TH

ANNUAL CAR SHOW



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Rumbles Feb. 2026

MEMBER'S RIDE - JOHN SHEPHERD



- Custom front and side window glass by Ken Smith to accommodate the chopped top; and installed rear window
- Painted customized deep blackberry pearl by Rick Trenton
- Interior white tuck'n-roll done by Lee Grant at LG Speed and Kustom
- Etc. etc.
- Whitewalls mounted and then rolled out in 2019



The Hayes Truck Story: Built in Vancouver, Shaped by the Coast.

Jim Banks shared the his story of visitnig the Hayes Truck factory in Vancouver and watching them almost assemble a complete truck in truck in 1 day. He aslo shared the history of the company with members.

Hayes trucks were built in Vancouver, British Columbia, and became known for their strength, durability, and ability to handle the toughest jobs on the West Coast. For decades, Hayes was a proud Canadian manufacturer, producing heavy-duty trucks designed specifically for logging, hauling, and industrial work in rugged terrain.

The company began in 1920 as the Hayes-Anderson Motor Company in Vancouver. At first, the business sold American-made trucks and parts. However, it quickly became clear that imported trucks were not built to withstand the demanding conditions of British Columbia's logging industry. Steep grades, muddy roads, heavy loads, and harsh weather required something stronger. Hayes responded by designing and building its own trucks, engineered specifically for West Coast conditions.

Throughout the 1920s and 1930s, Hayes established a reputation for innovation. The company adopted diesel engines early and introduced heavy-duty dual-axle configurations to improve traction and load capacity. These features made Hayes trucks especially popular with logging operators, where reliability was critical and breakdowns were costly.

In 1928, Hayes moved into a larger manufacturing plant on 2nd Avenue in Vancouver. From this facility, the company expanded its product line beyond logging trucks. During the 1930s, Hayes experimented with streamlined bus designs, and after World War II, it broadened production to include highway tractors and semi-trucks as transportation networks expanded across Canada and the United States.

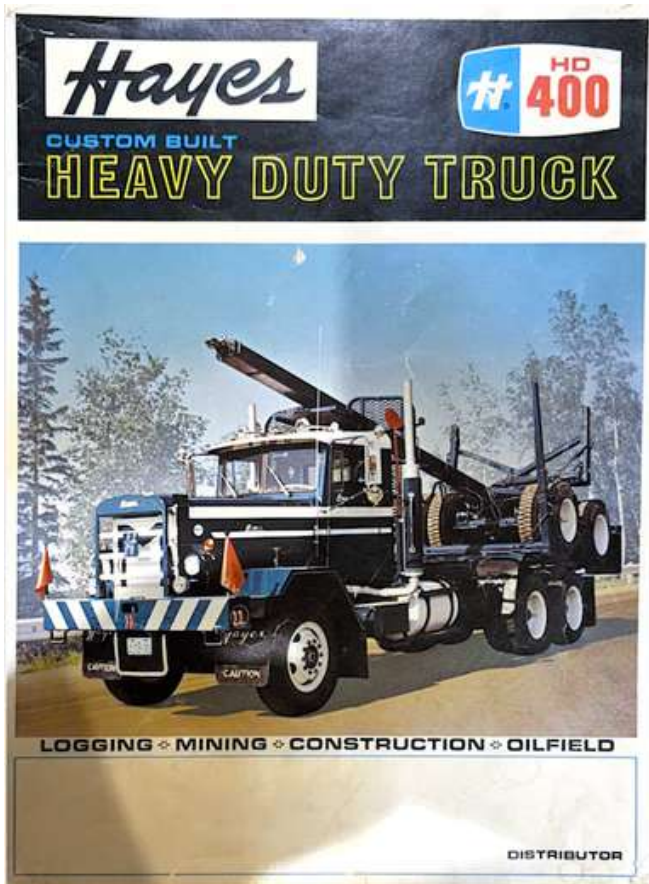
CLUB NEWS

The Hayes Truck Story: Built in Vancouver, Shaped by the Coast.

By the late 1960s, Hayes had become a respected name in the heavy truck industry. In 1969, Mack Trucks acquired a controlling interest in the company. Under this ownership, production increased and the company was officially renamed Hayes Trucks in 1971. There was optimism about growth and expansion during this period.

However, changing market conditions and economic uncertainty soon affected the industry. In 1974, Mack sold Hayes to Gearmatic, a company associated with PACCAR. The transition marked the beginning of the end for Hayes manufacturing in Vancouver. Production was gradually wound down, and by 1975, the Vancouver plant had closed, ending one of Canada's most distinctive heavy-truck legacies.

Although the company's operations ended, Hayes trucks remain an important part of Canadian industrial history. Many restored models still appear at truck shows and in private collections, serving as reminders of a time when Vancouver-built machines helped power the logging and hauling industries of the Pacific Northwest.



ODDS AND ENDS FROM CLUB MEMBERS

A post on Facebook by the Roadmen Club of Vancouver - Westcoast Sawp Meet returns May 29th & 30th at the Abbotsford Agriplex.

Roadmen Car Club, Vancouver B.C. · Follow
20h · 🌐

THE BCHRA PRESENTS THE
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Swap Meet
AGRIPLEX

May 29 & 30 2026
Vendor Booths \$60 May 29 7 am -12 Set up
Inside 10' x 10' Outside 10' x 20' Friday May 29 1pm -9pm
Public Entry \$14 Sat May 30 9am -3pm
Register at www.bchra.ca

👍 44 4 comments 4 shares

👍 Like 💬 Comment ➦ Share

Just in case you forgot how to do this. Driving a twin stick Mac.

<https://youtu.be/c-lhRyclbys>

EARLYFORDVICTORIA.COM - AL WILLS

Al Wills our esteemed club webmaster is encouraging all member's to take a look at the [Member's Rides](#) page and send me new or updates to their stable.



ODDS AND ENDS FROM CLUB MEMBERS & OTHERS

Past Club President, Chris Chown shared an interesting story about the 1958 Fageol TC Cargoliner. A very interesting read. Thanks, Chris!

The Fageol 1950 TC CargoLiner – A Trailer Without A Tractor



William B. Fageol and his brother Frank began the Fageol Motors Company in 1916 at a location in Oakland, California. The First vehicle built was the sensational 1917 130hp [Fageol Supercar](#) that was an unfortunate casualty of World War I. Postwar the Company focused on the impressive [Fageol Safety Coach](#) and a line of [Fageol trucks](#).

Louis J. Fageol, Frank's son, ended up managing the renamed "Twin Coach" Company by himself after his brother Oren died in 1943. In addition to running the business, Louis was a well-known speedboat racer who won the Gold Cup in 1951 with his hydroplane "Slo-Mo-Shun V." He also constructed racing cars to run at Indianapolis and bought the unfinished Art Sparks coupe built for Joe Thorne, and completed it with one of his own engines and named it the Fageol "Super Sonic."

Sales of buses at Twin Coach and other bus builders dropped when General Motors began to dominate the market in the late forties. Needing a new product to bring to market in October of 1950 the firm introduced a new concept vehicle the Fageol "Super Freighter." This unique truck was a self-propelled trailer minus the tractor with the driver's compartment located up front, and the engine mounted in the middle of the vehicle below the floor.

Exactly who designed this new truck is not known, but Louis J. Fageol filed a patent application for the renamed [Fageol "TC CargoLiner"](#) on November 30, 1950. It used an under-floor diesel engine and transmission (seen in the last photo below) that drove through a rear drive axle, both apparently were built by International Harvester.



ODDS AND ENDS FROM CLUB MEMBERS & OTHERS

The demonstrator, fabricated in 1950 as part of an effort to land an Army contract for 1,650 vehicles. The Fruehauf Trailer Corporation constructed the stainless body, and the front of it was mounted on a steerable bogey axle with hydraulically actuated controls. This front axle assembly is visible in the third photo below.

It appears the effort only resulted in one “Cargoliner” being built, but at about the same time Twin Coach won a contract to build over 1500 F-32-F “Convertible” buses for the US Army. This was followed in 1952 by the production of the Twin Coach “Fageoliner”, a civilian bus. You can learn more about the Fageol Company and the vehicles it produced at Coachbilt.com. The photos are courtesy of the W.B. Fageol Collection.



MARKETPLACE

FOR SALE - Norrie has a list of items for sale. Call Norrie Spencer (250) 652 1862

- ESSO 55kg trans/rear end gear oil pump on castors \$100
- Chain blocks \$75
- Engine stand \$75
- Glass bead blaster \$125
- Ping-pong table (with net and paddles) \$125
- 6.Parts washer \$60
- Alloy wheels 5" x 4 ¼" \$100
- 1932-37 engine parts (pistons, rings, etc.). Call for details.
- 6-volt electric fuel pumps. Call for details.
- 1932-37 Ignition parts. Call for details.

FOR SALE - Past Member Steve Butler has for sale his 1939 Ford 4-Door for \$15,000. Tony Cond mentioned the car and flathead are in very good condition. Contact Tony for more information. 250-532-7420

Wanted - Friends from the 100 Mile Cruisers need a good quality radiator to fit a 1928 Ford Model A. Will consider options that would fit the original design. Please call Rob Vanzella at 250-589-9130

FOR SALE - Roberta Bada has numerous items for sale. Give Robert a call at 250-881-2220

- 1939 Ford Std Coupe, electronic ignition, asking \$35,000
- Complete dual exhaust system including tail pipes, exhaust pipes & mufflers to fit 1938 - 1939 Ford. New, never installed, asking \$1,000
- Delta 16 1/2 inch floor model drill press complete with large drill press in new condition. Made in Canada. Asking \$500
- Snap-on overhead retractable air hose, new, asking \$150



MARKETPLACE

FREE! - Flathead block. Contact Steve Barlow for more information. 250-479-4736

Found on the web.

EACH MONTH WE'LL FEATURE A CLASSIC FOUND ON THE INTERNET FOR SALE. THIS MONTH'S CAR IS A [1939 4 DR SEDAN](#) FROM MICHIGAN AND IT'S YOURS FOR \$19,500 OBO USD.

1939 FORD STANDARD DELUXE FORDOR 4DR SEDAN. SUPER CLEAN INTERIOR AND EXTERIOR. A BEAUTIFULLY RUNNING ORIGINAL 85 HP V-8 FLATHEAD MOTOR. VEHICLE WAS RECENTLY RE-WIRED AND CORRECTED TO A POLARIZED POSITIVE GROUND 6-VOLT SYSTEM.



THIS MONTH IN FORD HISTORY

In February has been a critical month in Ford history, marked by major milestones, including the acquisition of [Lincoln Motor Company](#) on Feb 4, 1922, the 27 millionth car in 1939, and the 1954 debut of the Thunderbird.

Other historical Ford Motor Co. events in February:

- Feb 4, 1922: Ford acquires the Lincoln Motor Company, moving into the luxury market.
- Feb 4, 1929: The 1 millionth Ford Model A is produced.
- Feb 10, 1942: Civilian automobile production is halted due to World War II.
- Feb 15, 1939: The 27 millionth Ford vehicle rolls off the assembly line.
- Feb 19, 1932: The first "Baby Ford" Model Y, designed for the British market, is unveiled.
- Feb 19, 1954: The Ford Thunderbird prototype is completed.



RUMBLES- FEBRUARY 2026

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.

