

# RUMBLES

EARLY FORD V8 CLUB 109 JANUARY 2025



FORDS &  
FRIENDS '91

SPARKS TO NUTS  
REAR AXEL T

SCHELLENBERG'S  
'56 MERCURY

[WWW.EARLYFORDV8VICTORIA.COM](http://WWW.EARLYFORDV8VICTORIA.COM)

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# RUMBLES - A NEW LOOK

We are excited to launch an all new look to the Early Ford V8 Club 109 Rumbles Newsletter for the January edition of 2025.

The Rumbles Newsletter has been a passion project for Past President Chris Chown. Chris's dedication to Rumbles for over 10 years is nothing short of outstanding. The Rumbles Newsletter has been recognized as a finalist amongst all Early Ford V8 Clubs worldwide by the Early Ford V8 Club Association. Many have contributed to the publication with articles and stories of interest, but none have put as much work into making sure we all receive Rumbles in our inboxes every month as Chris Chown. I'm very grateful and I know you all are for his hard work. Thank you Chris!

On November 23rd Chris sent out his last issue of Rumbles. Ralf St. Clair and I will be working together to ensure that Rumbles continues to be a source of information and entertainment for Club 109. We are pleased to have Chris help us along with the transition. Chris has agreed to continue provide photography from our events, and shop tours for Rumbles. I also convinced him to provide us with the odd joke or comic every month. 😊

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](mailto:don.landels@gmail.com)

Cheers,  
Don Landels & Ralf St. Clair

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## IN THIS ISSUE:

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# REGULAR MEETING MINUTES

## Regular Meeting Minutes - January 14th, 2025

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

The January 14, 2025, meeting of the Early Ford V8 Club 109 was called to order by President Mike Mortimer at 7:10 p.m. at Berwick House, 4062 Shelbourne St., Victoria, B.C. Minutes recorded by Heidi Bada.

**Guests:** None introduced.

1. Agenda distributed for November 12, 2024, meeting.
  - a. Consent agenda approved.
2. Minutes of November 2024 meeting:
  - a. Distributed in Rumbles Newsletter. Consent agenda approved.
3. Presentation/guest speaker – none this month.
4. Old Business
  - a. Nominations of club executive – Mike Mortimer asked for nominations from the floor.
    - Bruce Somers nominated himself as Vice-President.
    - Ralf St. Claire nominated Heidi Bada as President, and himself as Secretary or Treasurer, pending other nominations from the floor. Ralf prefers Treasurer position.
    - Dawson Valgardson nominated himself as Vice-President.
    - Lori Schellenberg was interested in Secretary position.
    - Conclusion: slate will be prepared for next meeting.
5. Correspondence – none.
6. Treasurer's Report:
  - a. Monthly report for period ending November 31 and December 31, 2024, presented by Treasurer Jim Banks. Motion to accept by Tony Cond and seconded by Lew Williams. Passed.
  - b. Mike reminded the members of the Don MacPherson memorial fund; it is for club activities. Al Wills suggested the new 2025 board should collect ideas and develop a plan for utilizing the fund.
7. Committee Reports:
  - a. Club dues are due by Jan. 31, 2025. Several members paid on site prior to and after the meeting. Information and cash collected by Jim Banks.
  - b. Further discussion of event idea in place of Christmas luncheon presented by Shawn Driver in a recent meeting. New discussion:
    - It's a VIP option at Langford Lanes
    - Shawn has contacted the operator and has booked this type of thing before
    - Members in attendance supported the event idea

# REGULAR MEETING MINUTES - CONTINUED

## 8. New Business:

- a. Fords and Friends event planning
  - Ralf St. Claire is organizing the event committee and called for participants to step up. Planning will occur earlier this year, and it will be easier as well.
  - Heritage Acres is available, as is catering.
  - Contact Ralf or Dawson within the next few weeks to join the committee.
  - Note Deuce Days is on this year, on the following weekend (July 20) while Fords and Friends is set for July 13.

## 9. Announcements

- a. Norrie Spencer spoke about an insurance contact Elizabeth McInnes at SeaFirst Insurance. She has come back to the Victoria area, and she is skilled with classic car insurance issues.
- b. Tony Cond asked for a contact for appraisals, and none were notable in the area. Members in attendance suggested starting with Elizabeth McInnes at SeaFirst.
- c. Vic Nordstrom reported that he is well and appreciated the card sent to him by the club.
- d. The club will send a card of encouragement to Dennis Mounce who is undergoing health treatment out of town. Al Wills has the address.

## 10. Buy and sell:

- a. Fan blade obtained by Jim Banks at a recent club meeting didn't fit so it's for sale again. Sold right away in the room.
- b. 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.
- c. Vic Nordstrom has Cougar emblems and pins for give away.

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

- a. Al Wills presented a Navy story, about a friend with an Impala that ran out of gas at the top of the Malahat and got run over by it.
- b. Jim Jennings told a joke involving a haircut.
- c. Vic Nordstrom talked about a 1940 Chevy pickup, dead in a field. Got it running with random parts. On way to Fort Chipewyan it blew out, got it fixed, and continued on the way in a saga of multiple parts trades and somehow made it to the destination and back home.
- d. Tony Cond told about his joining the Navy. He was asked to deliver a friend's Datsun from Toronto to Victoria within four days before attendance required at his new occupation. It overheated along the way, fixed it a few times, had some scary moments, and arrived somehow with time to spare.

## 12. Meeting Adjourned 8:13 p.m. Refreshments and 50/50 draw.

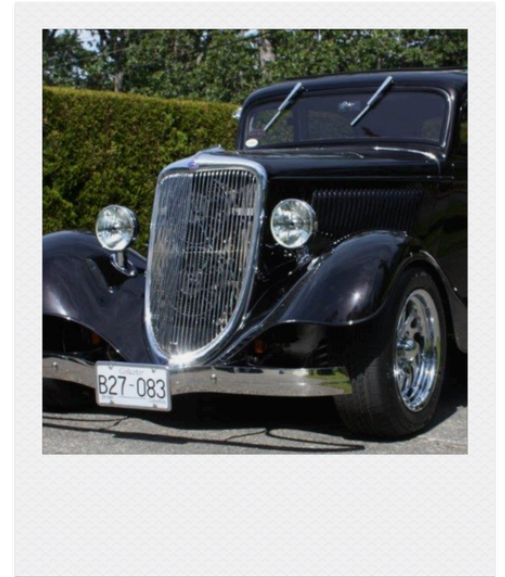
- a. Several members won goodie bags: Bruce Somers, Mike Mortimer, and Bill Pritchard.
- b. \$50 cash 50/50 winner: Robert Bada.



# MESSAGE FROM PAST PRESIDENT - MIKE MORTIMER

Well hello everyone, first off I would like to wish all #109 members a very HAPPY NEW YEAR welcome to 2025. It seems as we get older the years go by faster and faster.

As you all know I have stepped down from the club's presidents position as of the end of December 2024. It has been my pleasure to have served the club as vice president and president for a total of seven years.



Having being a blue collar worker and using my hands all my life stepping into executive positions was a challenge. Especially the keyboard! Being on the executive can be challenging and rewarding at the same time, however the pay sucks! Just Kidding!

Once again, I will remain an active member and try to be involved and helping out at all our clubs activities and main events. Volunteering plays a huge role in keeping a club like ours to stay strong to continue towards the future.

I would like to thank all our members for their support and input. A special thank you to Chris Chown for his patience and guidance throughout my term.

Happy Trails Everyone!!

Mike Mortimer  
Live life, Be Happy

# 109 CLUB EXECUTIVE 2024

To be updated following next regular meeting

PRESIDENT	MIKE MORTIMER	250-477-0547 ROCKYMORT22@GMAIL.COM
VICE PRESIDENT	HEIDI BADA	250-470-4232 HEIDIBADA@GMAIL.COM
TREASURER	JIM BANKS	604-351-4351 BANKSJIM16@GMAIL.COM
SECRETARY	HEIDI BADA	250-470-4232 HEIDIBADA@GMAIL.COM
PAST PRESIDENT	CHRIS CHOWN	250-5995-0312 CDCHOWN@OUTLOOK.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	250-5995-0312 CDCHOWN@OUTLOOK.COM



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## 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.





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## SPARKS TO NUTS - RALF ST. CLAIR

The new editorial team would like to include some technical content in each issue of Rumbles. We don't want to get too much into depth about the number of thou to take out of a suspension mount on your lathe in order to fit a modern shock or how to fit a high-pressure oil pump to a 1935 flattie. There are many places to get that sort of information, including some excellent internet groups and chat boards. Instead, we thought it would be interesting to have content from members with a bit of a technical flavour. **We'd welcome a paragraph or two, or more, on your technical speciality!**

To get things rolling I have written a few notes on one of the things I have learned about my 1942 Super Deluxe (Phyllis) in the last couple of years. 1942 is an unusual year for Ford production. It started in September (as usual) but ended by the beginning of February as war work took over the Ford factory and many other mechanical plants across the States. The attack on Pearl Harbor was a devastating shock to North America, but the US had been expecting to enter the war for some time. Car manufacturers debated whether they should put out 1942 models at all, and they remain uncommon (both editors of Rumbles have 1942s, proving that we are special. Not necessarily in a good way). Generally 1942s were minor tweaks of 1941 models.

For Canadians it's important to note that we'd already been in the war for two full years at this point. It would be interesting to know more about the effects of the conflict on Canadian production, but information seems hard to find. The Ford Canada website suggests that there were no Canadian Super Deluxes in 1942, so perhaps mine wandered North before ending up in a field in Saskatchewan more than twenty years ago. More likely the factories used up the parts they had on hand and just got the cars out the door before everything halted.

When civilian production started up again with the 1946 model year, and then fully with the 1947s, the 1942s were modified only slightly (for example, the more modern grille and a modest horsepower increase). Then in 1949 the breadbox arrived and everything changed.



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## SPARKS TO NUTS - RALF ST. CLAIR

Given this history, I thought it would be fun to look at one of the things that I really wish Henry had done differently with the 1942s. Some of these things come from the limits of technology available at the time, some of them just straight from Ford Cussedness™. It seems likely that, knowing the war was on the way, some technical details were not as worked out as they could have been.

### **Why, Henry, why?**

This technical issue took me a lot of time to sort out and made me very happy in the process (this is ironic). Early Ford V-8s and several other models used a torque tube rear axle system. For anybody who has remained in blissful ignorance of this device, designed by some kind of particularly malicious demon, I will explain. Under the car the axle tubes are joined to the differential and then the front of the differential joined to a tube joined to the back of the gearbox. It's like a massive "T" under the car. The drive shaft is inside the tube running forward, nicely protected.

This design itself is not a terrible one. It prevents the differential twisting around the rear axles. For an experiment to see how it works, put a fork on a table on its side. It's pretty tippy and easy to roll. Now put a knife blade between the tines of the fork. It's extremely stable. The fork is the axle and the knife is the torque tube. One of the side benefits is that the stability of the T allows soft suspension springs to be used. It does mean there's a lot of unsprung weight under the car, making for exciting moments on rutted surfaces, but with the soft suspension we're not going racing anyway.

The rear axle still needs to be able to move, and there needs to be a joint permitting this. At the back of the transmission there's a single universal joint. It's like having a hinge at the handle end of the knife allowing the whole rigid structure to rise and fall and turn slightly. The universal joint lives in a torque ball, or clamshell, that helps everything to move but keeps dirt and water out. Whenever there is a need to drop the transmission (which it seems like there is on a weekly basis) the whole torque tube, including rear axles and differential, needs to come off the car. It costs hundreds of dollars in tools, lifts, hoists, stands and gaskets just to replace a transmission oil seal. The real Ford fun comes when you try to put it all back together.



## SPARKS TO NUTS - RALF ST. CLAIR

Figure 1 shows some of the parts. The left-hand piece goes on the back of the transmission to cover the universal joint, convex side out. Then the drive shaft slides into the hole in that piece. The shaft has a very similar metal “bowl” on it, sealing off the hole but allowing movement when the two bowls slide over each other. Good tacky grease will live quite happily in there on the universal joint.



Then, finally, the right-hand piece clamps the whole thing together. This piece has six bolts, two vertical and six horizontal. Those who are paying attention will note that there is the universal joint, the left-hand piece, the driveshaft, and the right-hand piece, all of which can move. So both of your hands, your chin, the stick the dog was chewing, a bungy cord and last year’s chewing gum are already holding the pieces together when you have to insert the bolts.

The gap between the flange to which everything bolts and the transmission body is about an inch. The bolts are one and a half inches. They can’t go in from the other side because there’s no way to fit them in. The genius of the engineers was realising that actually it was still possible to make it work. So they moved the whole thing snug to the frame cross member. The replacement of the clamshell becomes some sort of test of your ability to maintain zen-like calm while bleeding on your universal joint and hoping that 2 ft-lbs is enough torque on the bl\*\*dy bolt because no way are you going back under there.

## SPARKS TO NUTS - RALF ST. CLAIR

Apparently in later years they moved the frame cross member and while it's still a bit awkward it's not as bad as the 1941-42 design. It remains, however, a good example of how something that makes a lot of sense in theory turns into a bit of a challenge on a cold garage floor 80 years later.

I'd love to finish with wisdom-filled advice on how to make this work. I don't have that, but I have a couple of observations. First, Ford kept designs pretty simple and easy to work on. There are very few special tools needed. The idea was that ingenuity and farm-based common sense would get you through. This means, at least for me, that stopping and thinking is often a good idea before rushing off to KMS for a specialist doohickey (though I love KMS and their specialist doohickeys).

Second, if you are replacing fasteners (bolts in this case) make sure the size is exactly the same as the original. Ford used bolts with heads and nuts that were smaller than standard for the head size (generally one step down on wrench size). So if you have the right thread size and a standard bolt or nut, you'll be dealing with an oversized head which often makes it really hard to get things into tight spaces. I'd say "ask me how I know" but I think you probably can work out pretty well how I learned that!



Ralf's 1942 Super Deluxe - Phyllis

## MEMBERS' RIDES

### ERNIE SCHELLENBERG'S

#### '56 MERCURY

Ernie Schellenberg's 1956 Mercury has come a long way from the truck that he purchased 8 years ago. It is now a beautiful truck and a multi show winner.

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

#### **When did you first come across the pickup?**

Oh, S\$%^, That's about seven or eight years ago. Yeah! Over in Langley.

#### **What did it look like at that point?**

Pretty ugly! I drove it home from there, but it didn't run very good.

#### **Was it a barn find?**

No, uh, it, uh, it it had three shades of red on it and a little bit of orange, and it had a six cylinder three speed in it when I bought it. And then there was a 292 y-block with an automatic cruise-o-matic in the box. So, when I got it home, I had to decide which one I was going to rebuild because they both needed rebuilding.

#### **So, it was the bigger engine one, right?**

Yeah. The bigger engine one and the automatic.

#### **Nice. So how long did it take you to to rebuild the engine? Is that where you started?**

I took it over to,Key2. They rebuilt it for me. And, then I built the rest from there. I had, Andrew Smith do the body work for me, and Rick Trenton painted it.

#### **Rick's painted a few cars around town, hasn't he?**

Yes, he has! He did John Shepherd's '49 Mercury.



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## MEMBERS' RIDES

### ERNIE SCHELLENBERG'S

#### '56 MERCURY

**You've got some, some pretty cool features that you've added to it, right?**

Right. Uh, I lowered it because I put a mustang two front end in it. And when those trucks were built, when you looked at the side of them, the front wheels always looked as though they were too far back in the fenders. So I moved the front axle ahead a inch and a half to sort of centered in the wheel well.

**So, they were shipped out of the factory with that original issue?**

Yes! On the prairies, everybody always got mad when it got muddy because with the axle being back further, you'd drive into the mud. Well, it would just sink away because the, the engine was that much further forward, especially if you had a V8, a little bit more weight and it would just sink. And then there you would sit and spin.

**Have you had other classic vehicles before this one?**

Nope. That was my first. I've done some since.

**You did some work with your son on a vehicle?**

Yeah, I did a 54 GMC for my son Gord. We won the Oak Bay (show) with the GMC and I won the Oak Bay with my Merc, also. And now, if ICBC ever gets their act together, I have a 66 Bronco in my garage right now that is waiting for license.

**What's the delay?**

Well, it's it's just about stock, I guess. But it was it was all in pieces when I bought it. The frame didn't match the body. And the registration we had was in Alberta. So then you have to do all that, and they take forever to do that. I built this one for our daughter.

**Oh, gosh. Do you have any other kids or can I drive my truck over now?**

I don't have any more kids, but I'm getting too old for this. 😊

I want to take the time to thank Ernie for his time. He was a lot of fun to chat with. Ernie had some interesting stories about the rebuild on the Bronco's engine that went sideways, after start up. Plus, a lot more details about his '56 Mercury. Be sure to ask him about his builds next time you see Ernie at a show. They are incredible rides!

# MEMBERS' RIDES

## ENRIE SCHELLENBERG'S

### '56 MERCURY

Heading home to Victoria with the '56 Mercury



Before



After



Torque Masters 2019 "Best 50's"



Oak Bay 2019 - 56 Merc & 2022 - '54 GMC Best Pick Up



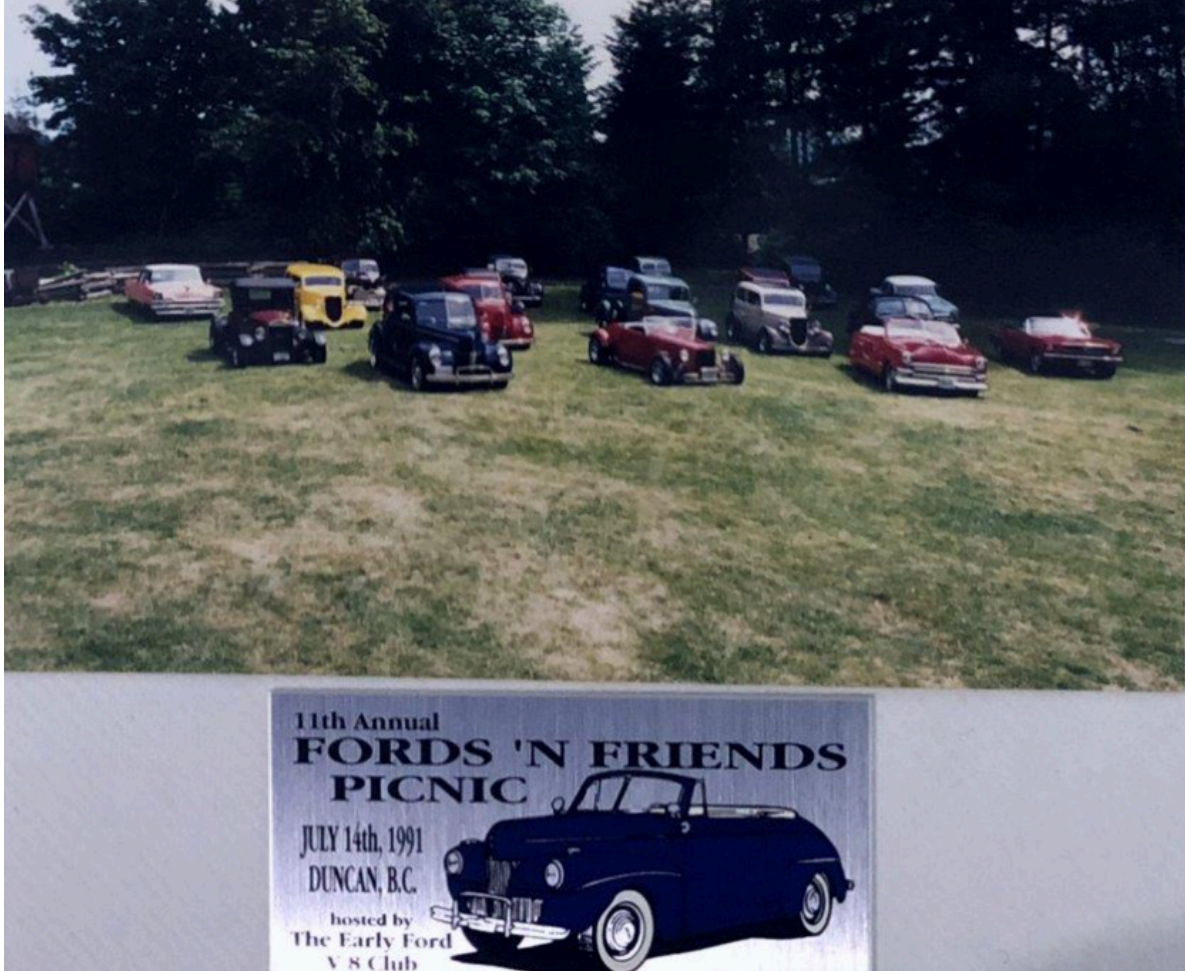
Gord's 1954 GMC



Lori's 1966 Bronco

# EARLY FORD V8 CLUB #109 - HISTORY

Early Ford V8 Club 109 - Fords & Friends at the Duncan Forest Museum





# EARLY FORD V8 CLUB #109 - HISTORY

## Early Ford V8 Club 109 - Fords & Friends at the Duncan Forest Museum



The Fords and Friends Picnics were held at different locations over the years. There was the University of Victoria (1981-1983); the British Columbia Forest Museum (1984-1996); and, the Saanich Fairgrounds (1997-2004) where progressively more cars, trucks and specialty vehicles of all makes and models were invited by the Early Ford V8 Club and encouraged to attend the ever-popular picnic. Since 2005, the Picnic has been proudly held at the Saanich Historical Artifacts Society, locally known as Heritage Acres where the old vehicles fit naturally into the industrial and agricultural displays of the past. Fords and Friends Car Show and Shine was held post covid in Metchosin 2023 and returned to Heritage Acres in 2024

**credit - Tony Cond**

[earlyfordv8victoria.com](http://earlyfordv8victoria.com)

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# MARKETPLACE

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

WANTED. FULL SET OF 14" WHEELS THAT WILL FIT A Ford Thunderbird. Bolt pattern 5 x 4 ½ . Call Chris Mackay on 250 360 7539.

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

Vic Nordstrom has Cougar emblems and pins for give away.

## **Found on the web.**

Each month we'll feature a classic found on the internet for sale. This month's car is a [1932 Ford Roadster](#) and it's yours for only \$78,000 USD.

This '32 Ford roadster is a highboy hot rod that was built in 2016 by Adams Hot Rod Shop of Georgia. The car utilizes a fiberglass body from Kaenan in addition to frame rails from American Stamping, and it is also equipped with a dropped front axle, front disc brakes, a Rootlieb hood with vented side panels, and a removable black soft top.

Power is provided by a forged 383ci Chevrolet V8 backed by a TH350 automatic transmission and a 9" rear end. You will need to head to Gladwin, Michigan to pick this one up!



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# 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>

## **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 - Brits On The Beach / Ladysmith

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

Sunday July 20 - Deuce Days / Downtown Victoria



## EFV8 Club 109 Call for Nominations for Executive Positions - 2025

The nominations for executive position are still open. The current executive want to encourage all EFV8 Club 109 members to consider stepping forward and stand for election.

As of our publication date, the following members have put their names forward for executive positions:

President - Heidi Bada

Vice President - Bruce Somers, Dawson Valgardson

Treasurer - Ralf St. Clair

Secretary - Lori Schellenberg

If you wish to add your name to a position and stand for election, please send an email to Heidi Bada at [heidibada@gmail.com](mailto:heidibada@gmail.com) or Mike Mortimer at [rockymort22@gmail.com](mailto:rockymort22@gmail.com)

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# CLUB NEWS

## **Club #109 recognized for Website & The Rumbles Newsletter from EFV8 National.**

### 2024 Website Contest Winners

Once again, I have had the honor of reviewing dozens of Regional Groups' websites. It has been a pleasure to see the individual presentations and matters of importance to each Regional Group. All share the same love of the Early Ford V-8 Club and the continuing support of our great hobby. Thanks for allowing me to be of service. - Jerry Littner, RG Website Competition Chair

### Winners of the 2024 Best Club Websites

First Place: San Diego, RG #19

Chosen for its friendly, informative and humorous content and layout. Great photo gallery and appealing calendar and tech tip information. A real stand-out!

Second Place: Western New York, RG #3

Chosen for a nice layout, informative 'print outs' of interesting subjects such as 'Pre-Tour Checklist,' really nice photos and welcoming of new members.

### **Third Place: Vancouver Island, Canada, RG #109**

Chosen for great photos. Fun to read, with very current events and upcoming event updates. A pleasing presentation and a good read.

Honorable Mention: United Kingdom, RG #127

Chosen for a good layout, with nice photo presentations – including 'The Team' of officers and board members. Interesting pages of cars and parts wanted and for sale.

***Congratulations Al Wills!***

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# CLUB NEWS

## 2024 Newsletter “Best of the Best Awards

Congratulations to our Gold Medal Awardees in the Early Ford V-8 Club’s 2024 Newsletter Recognition Program. Newsletters are important communication tools for our Regional Groups; and it takes a great deal of dedication and effort to produce one on a monthly basis. - Les Kotouch, RG Newsletter Competition Chair

Hoosier Views, Indiana RG #56 John & Robin Emmering, Editors

Road Chatter, Northern Illinois RG#8 Ken & Carolyn Bounds, Editors

Uncle Henry’s Bullsheet, Central San Joaquin RG #29 Debbie Sanders, Editor

The Deuce News, Mission Trails RG #32 Vern Solberg, Editor

The Rumble Sheet, Twin Cities RG #46 Bill Gillies, Editor

Flathead Times, Oklahoma City RG #64 Marguerite & Earl Claybaugh, Editors

V-8 Views, South Australia RG #94 Shirley Tonkin, Editor

**Rumbles, Vancouver Island RG #109 Chris Chown, Editor**

The Script, Dallas RG #115 Mike Gerhold, Editor

The Southern, Southern Kiwi RG #117 Dave Warman, John Dudson & Karen Ashworth, Editors

The Lions Gate Vee-Eight, Vancouver Fraser Valley RG #120 Neva Ledlin, Editor

The Crankshaft, Peach State RG #160 Bill Wilson, Editor

***Congratulations Chris Chown!***



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# CLUB NEWS

## EFV8 Club 109 Members Dues - Alan Barr

Hello Everyone... I hope that 2025 bring Happiness and Health to all...  
January is ending for another year and Dues are payable on or before the 30th of the month. On behalf of The 109, I would like to thank all of those member for submitting their dues.

A reminder to others to submit their dues as soon as possible so that we can close the book. You can either contact me to submit payment or contact Chris Chown to make a E-Transfer...

I would like to thank you as we look forward to the 2025 season...Alan Barr

## Get Well Soon Denis

AL Wills contacted Denis Mounce after hearing he was down in Bellingham Washington getting Radiation treatment for prostate cancer (the same treatment I got in October). Anyway, he is doing well, comfortable in the hotel down there getting a short treatment every day until the 27th. Cheers, Al

## SVABC Newsletter

Bob Kelly SVABC VP passed along the following with well wishes for the New Year  
The Specialty Vehicle Association of BC (SVABC) Annual Newsletter is ready for your viewing pleasure on our website.

Sign into the web site, click on Reports, scroll down and click on the 2024 Annual Newsletter or the Annual Newsletter link page.

The link page is a add to enhance some of the Report material.

Web site [www.sva.bc.ca](http://www.sva.bc.ca)

Password Vibrant2025! V is upper case/capital



# CLUB NEWS

**Now this is a car collection!**

Check out this video sent to us by Lew Williams.

[https://youtu.be/hw2GSuoPdc8?si=bF6H-o\\_-758mdkEf](https://youtu.be/hw2GSuoPdc8?si=bF6H-o_-758mdkEf)



## **Gift Bags**

Bruce Somers, Mike Mortimer, & Bill Pritchard

## **Money Winner!**

\$50 - Robert Bada



### **A 17-year-old boy, who works part-time at Romeo's Pizza, pulls up to his house in a stunning Porsche!**

His parents are immediately suspicious, knowing there's no way his after-school job could have paid for such an expensive car. "Where did you get that car?" they shout, astonished. "I bought it today," the boy replied calmly.

"With what money?" his mom demands. "We know how much a Porsche costs, and there's no way you can afford it!" The boy shrugs. "It's used, and I got a great deal. I only paid \$20 for it."

His parents are even more shocked. "Who would sell a Porsche for \$20?!"

"The woman up the street," the boy explains. "She just moved in. I delivered a pizza to her, and she offered to sell me the Porsche for \$20."

Baffled, his parents rush to the neighbor's house, ready for an explanation. They find her calmly planting flowers in her yard. "I'm the father of the boy you sold a Porsche to for \$20," the dad says. "We need to know why you sold it so cheap!"

The woman, without looking up, responds, "I got a call from my husband this morning. I thought he was on a business trip in Florida, but it turns out he ran off to Hawaii with his secretary and doesn't plan on coming back."

The boy's mom, still confused, asks, "But what does that have to do with selling our son a Porsche for \$20?"

With a satisfied smile, the woman replies, "My husband told me to sell his new Porsche and send him the money—so I did."

## A SMALL BRAIN TEASER OR TWO.

A sundial has the fewest moving parts of any timepiece. Which has the most?

Your parents have six sons including you and each son has one sister. How many people are in the family?

*\*Answers on the next page*

## A man walks into a bar and orders a glass of 21-year-old whiskey...

A man walks into a bar and orders a glass of 21-year-old whiskey. He takes a sip, then immediately spits it out.

"I asked for a 21-year-old whiskey! This is only 18 years. I'm not paying for this! Bring me a 12-year-old cognac instead."

The bartender complies, but again, the man spits it out.

"This is only 10 years old! I'm not paying for that either!"

Frustrated after several rounds of the same routine, the bartender pours another drink and says, "This one's on the house."

The man takes a sip, spits it out once more.

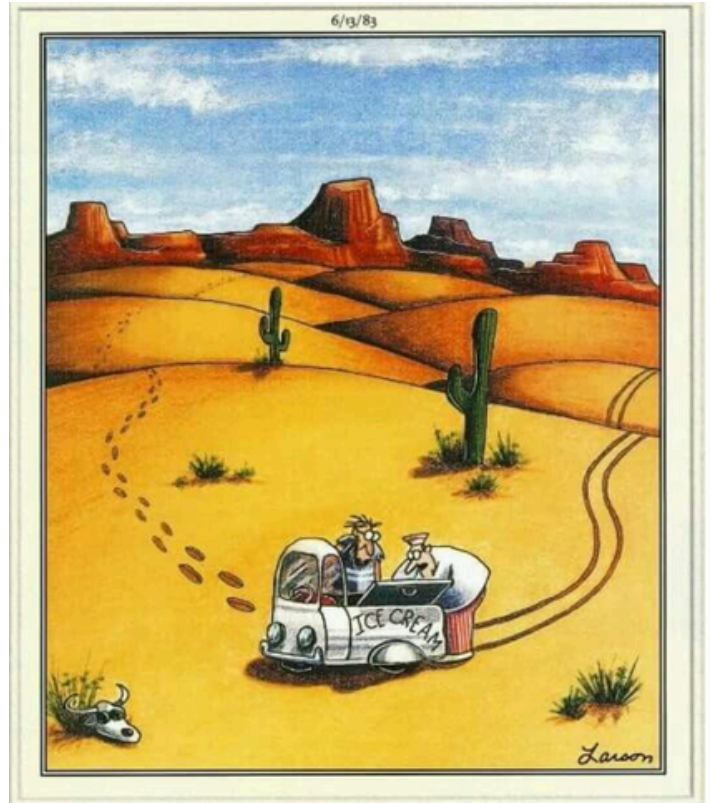
"This tastes like piss!"

The bartender sighs and replies, "Alright, genius, now guess how old I am?"

# FUN PAGES - CHRIS CHOWN



“I want you to take one of these every six months and come back and see me next Wednesday.”



“Let’s see. ... No orange ... no root beer ... no fudgesickles. ... Well, for crying out loud! ... Am I out of everything?”

## A SMALL BRAIN TEASER OR TWO. - ANSWERS!

A sundial has the fewest moving parts of any timepiece. Which has the most?

Answer: An hourglass—It has thousands of grains of sand.

Your parents have six sons including you and each son has one sister. How many people are in the family?

Answer: Nine—two parents, six sons, and one daughter.

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# RUMBLES- JANUARY 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](mailto:don.landels@gmail.com) or Ralf St. Clair at [ralf@selkie.ca](mailto:ralf@selkie.ca)

All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit [www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com)

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Thank you all for your support and participation!

