

RUMBLES

EARLY FORD V8 CLUB 109 JANUARY 2026



LEW WILLIAMS
MEMBER'S RIDES

SPARKS TO NUTS
DRIVE HOME
THE POINT

CLUB 109
NEWEXECUTIVE

WWW.EARLYFORDV8VICTORIA.COM

RUMBLES - THIS ISSUE

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

In this month's issue we feature details of the anniversary of the infamous Route 66. Plus, details of a 26 - Day group tour.

Plus, Ralf St. Clair drives home the point in this month's Sparks to Nuts article.

On the front cover - Blue Swallow Motel located at Tucumcari, New Mexico on Route 66

The Members' Ride feature returns with Club 109 member Lew Williams 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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REGULAR MEETING MINUTES

Regular Meeting Minutes - January 13th, 2026

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

Early Ford V-8 Club Regional Group 109 Vancouver Island
Minutes of Club Meeting January 13th, 2026

Meeting called to order at 7:03 pm

1. **Opening remarks**, Heidi Bada, President.

Heidi welcomed members and guests to the meeting.

2. **Minutes**

The October minutes, distributed in October Rumbles, were considered approved

3. **Old business**

None

4. **Correspondence.**

a. The club received word of a survey on collector vehicles from the Speciality Vehicle Association of BC. The link will be distributed to members.

5. **AGM** - President Heidi Bada called the AGM to order at 7:10pm.

a. **Treasurer's Report**

Temporary treasurer Bill Pritchard provided a financial report. The Christmas Dinner cost \$2997, to be taken form the high interest account. There remains \$665 to be disbursed from Fords and Friends income. Lew moved acceptance, seconded by Chris, unanimously carried.

b. **Director's activities**

There was an overall review of club activities and the state of play in various areas, including Ford and Friends and the three club swap meet. Questions were answered, and there was broad agreement that these activities would be revisited by the new directors following the AGM.



REGULAR MEETING MINUTES

1. Committee Reports

c. **Election of directors**

President: Bruce Somers
Vice-President: Lauri Stevens
Treasurer: Bill Pritchard
Secretary: Ralf St. Clair
Director at large: Dawson Valgardson.

Ralf will be bringing the club information up to date in the BC Societies Registry using these names.

A motion was unanimously carried to express appreciation and gratitude to outgoing President and directors for all they have done for the club.

d. **Adjourn AGM (7:35pm)**

6. Treasurer's Report.

Covered in AGM.

7. Committee Reports

No committee reports at this time.

1. Treasurer's Report.

Covered in AGM.

8. New business

a. School workshops. Bruce led brief discussion on what should be done about this program, which has reached the end of its cycle. Agreed that new directors should discuss and come back with a recommendation.

b. There need to be more pictures of Members Rides on our website. Pictures to Al please!

9. Announcements

Motions moved and accepted that Jim Banks and Bob Mortimer should be given lifetime membership to the club. Ralf to follow up.



REGULAR MEETING MINUTES

10. Buy and sell

a. Bruce is looking for a tiny little vent window thingy for a 1949 Mercury truck. Of course, Jim has one.

- **Adjourn**

At 7:50pm. Next meeting: Tuesday February 10th at Berwick House.

Social Section

We had an excellent presentation by Lew on his trip around Ford museums and Hot Rod shops in the Mid-West. Thanks to Lew for putting together a fascinating and inspiring show!

50/50 Winners: Denni, Rosalind, Murray and Bruce

As ever, the club expresses its appreciation to Berwick House for the hospitality and snacks.



MESSAGE FROM PRESIDENT - HEIDI BADA

As this term comes to a close, I want to take a moment to thank everyone for their support over the past year. It's been a privilege to serve the club, and I'm genuinely pleased with how smoothly things have gone.

One highlight for me was seeing real interest in the President's role this time around. Having multiple members step forward and an actual vote speaks volumes about the health and engagement of the club. That's a very good sign for our future.

I'm also happy to see continuity where it matters. Ralf continues as Secretary, and the club is extremely fortunate to have someone so capable, organized, and dependable in that role. His work behind the scenes keeps everything running as it should.

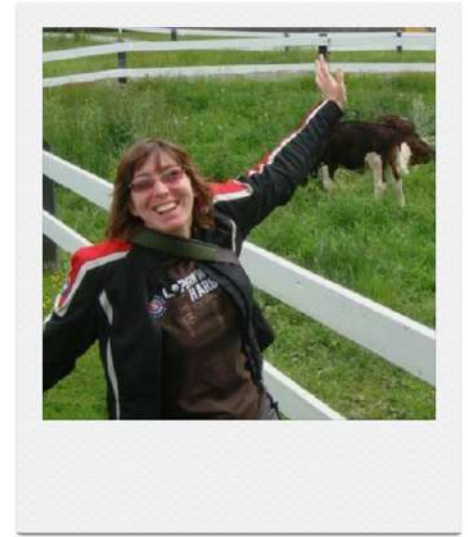
Congratulations as well to our new President, Bruce. He's well known to the membership, trusted, and brings a steady, practical approach to handling club business. I'm confident the club is in very good hands.

I'd also like to thank Lauri for stepping up as Vice President. It's great to see members willing to take on leadership roles, and I appreciate his willingness to support the club in this way.

And finally, a sincere thank you to Bill, who has agreed to stay on as Treasurer for one more year. Bill stepped up when the club needed him, and his commitment and reliability have been greatly appreciated. As we look ahead, it would be wise for us to begin thinking about a future transition in this role so that knowledge and responsibilities can be passed along smoothly.

Thank you again to everyone who contributes their time, enthusiasm, and ideas. I look forward to staying involved and enjoying the road ahead alongside you all.

All the best to you all,
Heidi Bada
Outgoing President
EFV8 Club 109



109 CLUB EXECUTIVE 2026

PRESIDENT	BRUCE SOMERS	250-478-9951 BSOMERS00@HOTMAIL.COM
VICE PRESIDENT	LAURI STEVENS	250-479-7565 LAURISTEVENS@SHAW.CA
SECRETARY	RALF ST. CLAIR	250-250-2502 RALF@SELKIE.CA
TREASURER	BILL PRITCHARD	250-656-7029 BPRITCHARD@SHAW.CA
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

“Driving home the point”

You bring home the car of your dreams, the 1935 Phaeton you’ve wanted ever since you were knee-high to an Edsel. It gleams in the early Spring sun on Vancouver Island (this is a joke) and purrs like a kitten. The newly redone upholstery is all beige mohair loveliness that makes you want to roll around on it without a shirt on. You’ve sold two cars, your collection of Marilyn Monroe memorabilia, and several children to afford it. You put a deckchair on your lawn just so you can sit and admire it. You buy a Rottweiler to guard it while you snatch a little sleep. And here’s the question—what’s the worst thing you can do to damage that car?

The obvious answer is draining the oil and drive it around town, but we’re all too smart for that. The more subtle, but more likely, answer is “nothing.” The worst thing you can do to a vehicle is not use it. This is a little counter-intuitive, since restoration or resto-mod is all about undoing the damage of the past driving. It’s easy to think “I’ll not drive it to Country Grocer today; I’ll wait for something special” and then something special enough never comes around and then suddenly it’s a year. And then five. And then your Phaeton is an immobile pile of rust needing restoration.

So why is that? Why is driving, which wears cars out, better than not driving, which kills them? There are a few reasons.

For rubber parts like seals and tyres the answer is flexing. Any car part made of rubber is designed to join or cover moving parts, otherwise it wouldn’t be rubber. That’s what it’s for. Rubber eventually cracks and needs replaced, as we all know. But the thing about rubber is that it sets, that is, it takes on the shape that it’s left in, eventually.

Tires are an especially dramatic example. If you leave tires for a couple of years, they can make a car undriveable because they are set in a non-round shape. There are different opinions on whether they soften off and turn round (ha!) again after a bit of driving, but I suspect that maybe nobody really knows because it is so bl**dy annoying to have squared off tyres that nobody gets that far.

Tires, like a lot of rubber things, will last longer if they are used and maintained properly than if they are left to sit.



SPARKS TO NUTS - RALF ST. CLAIR

The next issue is evaporation. Lots of the stuff we use to make cars run is partly composed of volatile chemicals and these will evaporate over time. One of the commonest examples is gas, which is well-known for varnishing up carbs if left too long, but the same sort of thing happens to grease. It turns hard as the more volatile elements evaporate off. If the car is used, then the grease gets mixed up and it's harder for these elements to leave your steering box.

Some parts of the car have the opposite problem. Brake fluid, of course, likes water more than Popeye likes spinach. If you use the car, the brakes heat up, which heats up the fluid and can help to boil water off. In this case, evaporation is your friend! The way to keep a battery alive is to pass a current through it. A battery tender or trickle charger can do this job to some extent, but driving the car puts the battery under varying load. It discharges quite a lot starting the car and then fills up again with lots of little ups and downs as you play with the radio, flash your headlights at inattentive BC Transit drivers, and hoot at deer. Again, a well-maintained, well-used battery will last longest.

Rust is always a concern. Of course, keeping Fiona Phaeton in the warm and well-ventilated back of your 7-car garage will not lead to much surface rust. But there are parts of the car that always have water around, such as the radiator, cooling jacket and so on. The cylinder walls don't have water as such, but they are shiny steel exposed to the atmosphere to some degree, and as the gas in the cylinders eventually evaporates and the oil pools, that steel can rust. In both cases, running the motor is the best insurance.

Finally, there is the extreme case. We know that most motor wear occurs on cold start. This is exaggerated if the engine hasn't run for a while. Oil won't be where it needs to be and the surfaces will be cold. Not running your motor for a while means that you are scraping cold steel against cold steel when you do. The plain bearings that rely on an oil film won't have one.

Putting this all together could sound like bad news if there wasn't an easy cure for all of it. Drive your car! We live in the mildest climate in Canada where you can literally drive vintage vehicles all winter (except for a week or two). Getting out there is good for our lovely cars, good for us physically, and good for us mentally. **Let's do it!**



MEMBER'S RIDE - LEW WILLIAMS

I'm excited to have our Member's Ride feature return after a couple of busy month's. I enjoy learning about our club member's passion for the vehicles they have owned through the years. To simplify the process of sharing this passion, we have come up with the Member's Rides - 7 Questions. Let's jump into those questions with Lew Williams.

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

In 1962 my sister was dating a fellow named Colin Clark (Al Clark of Deuce Days fame) he was member of the Victoria Quarter Milers Club, he own the neatest 49 Meteor I had ever seen, it was sectioned and had a custom grill. (See below). At 15 I was too young to drive but I did buy a 1950 Ford coupe with my paper delivery money. \$95.00 for the car and \$125.00 for insurance.



MEMBER'S RIDE - LEW WILLIAMS

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

I bought my wife a 50 Meteor and did the body and painted and drove it to the Penticton car show her home town. My 1938 Ford is my pride and joy!



MEMBER'S RIDE - LEW WILLIAMS

Lew's pride and joy - 1938 Ford



MEMBER'S RIDE - LEW WILLIAMS

What are some of the biggest challenges you've faced while maintaining or restoring your classic car, and what have you learned from them?

My biggest challenge is right now with my 38 is as a piston with a hole in it, I have had great pleasure with the help of friends restoring it. It had sat in Dick Hansen garage for 12 years and ran on a soup can for a gas tank. Over the year I had body work and painted done. changer the motor, front and rear end, also changed the brakes to hydraulic.

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?!

I love the fat fender Fords they are real art to me. Yes I still own one!

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?

From a teenager to now in my 70s I have always had a love for cars, to a young person my advise is follow your feeling for cars, the pleasure is your alone, but you will find car people are always helpful and caring.

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

Meeting people that are caring and helpful with lots of good advise.

Classic / collector cars that you own or have owned

1950 Ford Coupe, 1939 Dodge Coupe, 1953 Ford Conv., 1965 MG, 1969 Firebird, 1950 Meteor Coupe, & 1938 Ford Coupe



DJ's and Lew's Rides at Fords and Friends



CLUB NEWS

Route 66 - 100 Years!

Newly appointed Lifetime Member - Jim Banks shared news of a unique tour of Route 66 during this it's Centennial Anniversary. Tour Dates: April 15th to May 8th, 2026

"The very best tour of Route 66 in the world"

We have a late opportunity to participate in this April's, 26-Day Group Tour with Gilligans!

Our 26-Day "Official Tour" arrives in Chicago on April 15th. You'll enjoy a 3-night stay in Chicago, before collecting your rental car and making your way out to the Santa Monica pier via old Route 66.

Averaging just 145 miles a day - you'll experience a few of the oldest alignments (some that remain unsealed to this day) of this famous highway, stopping and visiting at historic places of interest along the way. You'll meet some great locals, enjoy nights out with new friends and find your way easily with our supplied iPhone & APP, along with our 170+ page Route Book.

The tour includes a day to visit the Grand Canyon, A fun two-night side trip to Fabulous Las Vegas! PLUS - you'll take part in the 37th Annual Route 66 Fun Run: A classic car run featuring over 900+ vehicles across Route 66 in Arizona.

If this tour isn't an option - our next available tour is SEPTEMBER 2027. All are filling up - so use the button above to get all the information!

All the best for 2026!

Sam

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Email me directly:

sam@gilliganstours.com



Route 66 - 100 Years!

The Mother Road at 100: A Century of Neon, Grit, and the American Soul

There is a specific kind of magic that happens when rubber meets the asphalt of the American West. It's the hum of the tires changing pitch as you cross from the Illinois prairies into the Ozarks, the scent of cedar in New Mexico, and the first glimpse of the Pacific Ocean after two thousand miles of dust. This year, we aren't just driving; we are celebrating. 2026 marks the 100th anniversary of Route 66, the most iconic ribbon of highway in the world. Established on November 11, 1926, Route 66—the "Main Street of America"—became more than a transit point. It became a character in the American story. It was the artery that pumped the lifeblood of a growing nation from Chicago to Santa Monica, stretching across eight states and three time zones.

A Path of Survival and Hope

The history of Route 66 is inextricably linked to the resilience of the American spirit. During the Dust Bowl of the 1930s, the road earned another name, coined by John Steinbeck in *The Grapes of Wrath*: The Mother Road. For hundreds of thousands of "Okies" fleeing the ecological disaster of the Great Plains, Route 66 was a literal lifeline to the promised land of California. It was the road of flight, paved with the desperation and hope of families seeking a second chance.

The Golden Age of the Road Trip

Following World War II, the mood of the road shifted from survival to celebration. The 1950s and 60s transformed Route 66 into a neon-soaked playground. This was the era of the family station wagon, the "no-tell motel," and the rise of the American diner. It was during this time that the road became a cultural phenomenon, immortalized by Bobby Troup's rhythm-and-blues standard "(Get Your Kicks on) Route 66" and the hit television series of the same name.

This golden age gave us the architectural whimsy we still love today: the Blue Whale of Catoosa, the Wigwam Motels, and the towering Gemini Giant. These landmarks weren't just roadside attractions; they were the landmarks of a new, mobile middle class discovering the vastness of their own country.



Route 66 - 100 Years!

Decommissioning and Rebirth

The decline of Route 66 began with the passage of the Federal Aid Highway Act of 1956, which championed the Interstate Highway System. High-speed, bypass-heavy freeways eventually choked out the small-town businesses that relied on the Mother Road's traffic. By 1985, Route 66 was officially decommissioned, removed from the United States Highway System.

However, you can't kill a legend. The 100th anniversary finds Route 66 in the midst of a massive cultural renaissance. From the restoration of the Cuervo Creek Bridge to the thriving vintage shops in Seligman, Arizona, the road has been preserved by "roadies" and preservationists who refuse to let the history fade.

Celebrating the Centennial

As you look back on 100 years, Route 66 remains a testament to the journey being more important than the destination. Whether you are stopping for a burger at Lou Mitchell's in Chicago or watching the sunset at the Santa Monica Pier, you are driving through a century of history.

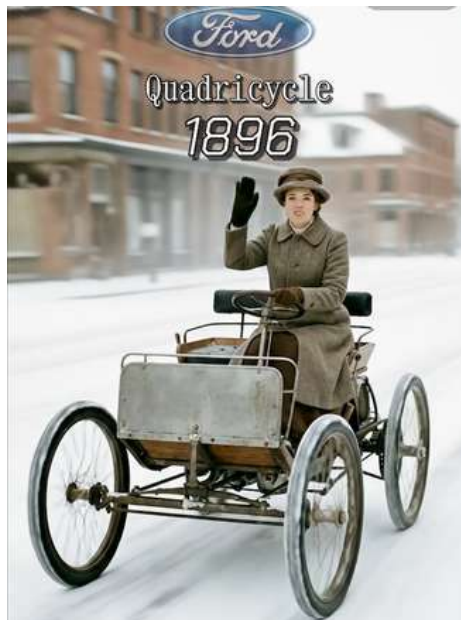
In 2026, we don't just celebrate a road; we celebrate the motels, the diners, the characters, and the freedom that only 2,448 miles of open pavement can provide. Here's to the next hundred years of getting our kicks.

Would you like me to create a 10-day itinerary for a Route 66 centennial road trip, including the must-see historic stops?



ODDS AND ENDS FROM CLUB MEMBERS

Lew Williams shared a pretty neat Youtube video worth a watch "Ford Evolution (1896–2024) From the First Car to the Future 🚗" [Click here to watch!](#)



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.

EARLY FORD V8 CLUB #109

[FORDS & FRIENDS](#) [OUR EVENTS & ARCHIVES](#) [CLUB HISTORY](#) [MEMBER'S RIDES](#) [RUMBLES \(OUR NEWSLETTER\)](#) [LINKS](#)

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MEMBERS' RIDES



VICTORIA EARLY FORD V8 CLUB MEMBERS' RIDES

Click on the image to see more of each ride (if no link, no more photos or info)



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 [1938 1/2 TON PICKUP](#) FROM OHIO AND IT'S YOURS FOR \$26,900 USD.

1938 FORD 1/2 TON PICK UP TRUCK. RESTORED WITH ORIGINAL FLATHEAD V-8 ENGINE, 3 SPEED MANUAL TRANSMISSION ON THE FLOOR AND HYDRAULIC BRAKES. RUNS AND DRIVES GOOD.

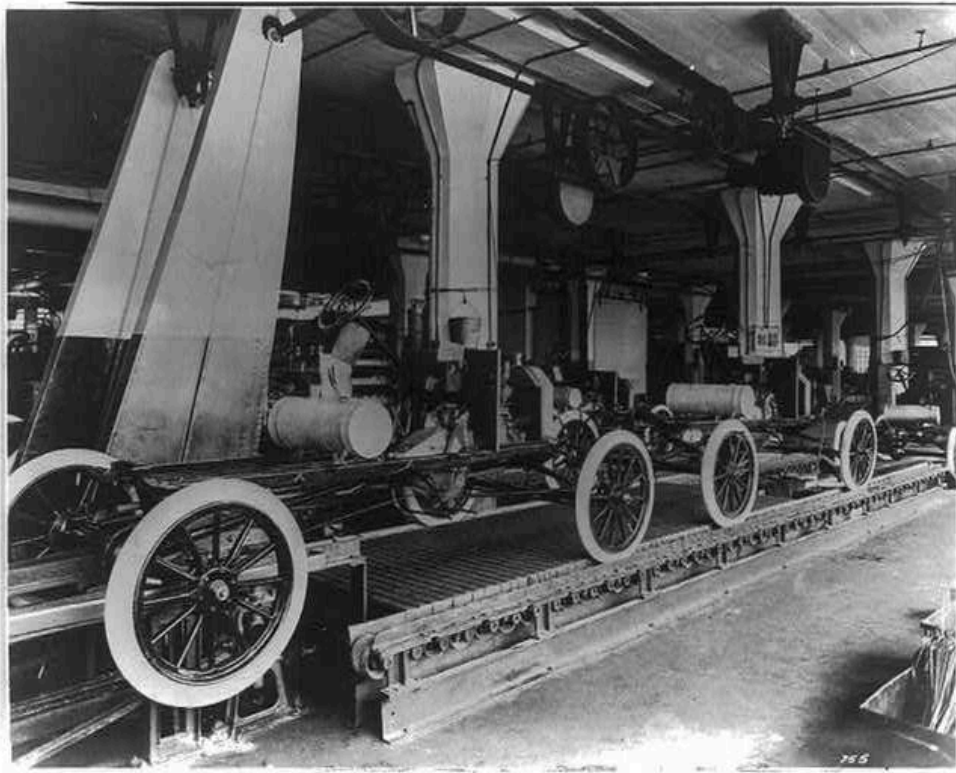


THIS MONTH IN FORD HISTORY

In January, specifically on January 5, 1914, Ford Motor Company changed labor history by introducing the "[\\$5 day](#)," doubling the minimum wage to \$5 for an eight-hour workday. This revolutionary move boosted productivity and enabled workers to buy the cars they produced.

Other historical Ford Motor Co. events in January:

- January 1903: Shortly before the company's official June incorporation, Henry Ford was finalizing the design of his second car, the "999" racer, which would set the stage for the Ford Motor Company's launch.
- January 1910: The Ford Highland Park plant, which later housed the first moving assembly line, was partially operational.
- January 1941: Production for the U.S. military increased as the company shifted toward defense efforts during that period.



Assembly line at the Ford Motor Company's Highland Park plant. ca.1913. Library of Congress Prints and Photographs Division.



RUMBLES- JANUARY 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.

