

Rumbles Newsletter

January 2023

Early Ford V8 Club RG # 109

**PO Box 53517 Broadmead
Victoria, B.C. V8X 5K2**



www.earlyfordv8victoria.com

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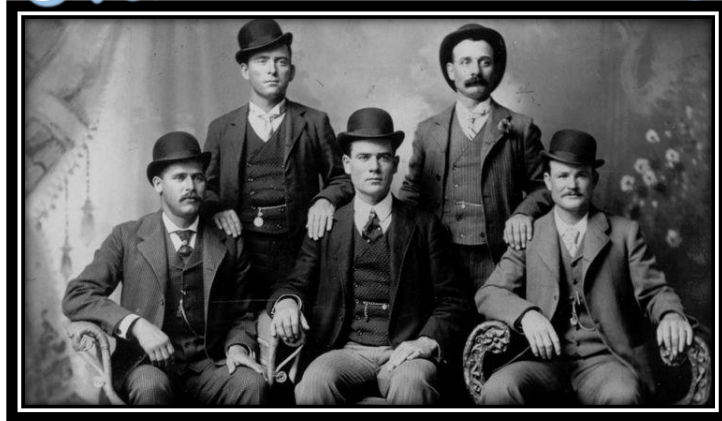
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Contributions are always welcome and sincerely appreciated.

Please send contributions to the Rumbles editor via email at cdchown@outlook.com or phone 250 595 0312 if you prefer.

Thank you in advance.

109 Club Executive 2023.



POSITION	NAME	TELEPHONE	EMAIL
PRESIDENT	Mike Mortimer	250 477 0547	Rockymort33@gmail.com
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DIRECTOR	Jim Jennings	250 477 5594	jennings@telus.net
DIRECTOR	Chris Chown	250 595 0312	cdchown@outlook.com

AGENDA & SCHEDULED EVENTS. 2023 CLUB



All events and dates are subject to change. Information updates issued as soon as possible.

DATE	ITEM	CONTACT
JAN 10	AGM/ & REGULAR CLUB MEETING	MIKE MORTIMER
FEB 14	REG CLUB MEEETING	MIKE MORTIMER
MAR 11	SHOP TOUR AVAITION MUSEUM	GARY CLARKE
MAR 14	REG CLUB MEEETING	MIKE MORTIMER
APR 11	REG CLUB MEEETING	MIKE MORTIMER
MAY 5	REG CLUB MEEETING	MIKE MORTIMER
MAY	SHOP TOUR	GARY CLARKE
MAY	109 FAVORITE RIDES GROUP PHOTO – ST. ANNS	CHRIS CHOWN
JUNE 13	REG CLUB MEEETING	MIKE MORTIMER
JUNE	SHOP TOUR	GARY CLARKE
JUNE 24/25	VCC SWAP MEET	MIKE MORTIMER CHRIS CHOWN
JULY 16	FORDS & FRIENDS 2023	CHRIS CHOWN
JULY	RENO ROAD TRIP	GARY CLARKE
AUG	ANNUAL CLUB BBQ.	MIKE MORTIMER
SEPT 12	REG CLUB MEEETING	MIKE MORTIMER
SEPT	SHOP TOUR	GARY CLARKE
SEPT	SPORTS DAY	ROB VANZELLA
OCT 10	REG CLUB MEEETING	MIKE MORTIMER
OCT	FINAL SHOP TOUR	GARY CLARKE
NOV 14	REG CLUB MEEETING	MIKE MORTIMER
DEC 16	ANNUAL CHRISTMAS PARTY	ROB VANZELLA CHRIS CHOWN

REGULAR MEETING MINUTES – JANUARY 2023.



Early Ford V8 Club R.G. # 109

Meeting Minutes January 11, 2023

The meeting was called to order at 7:20 PM by President Mike Mortimer at the Central Baptist Church 7577 Wallace Drive Central Saanich, BC. There were 28 members present.

Opening Remarks: The President welcomed everyone and begged their indulgence for his first meeting.

Agenda as Distributed: Moved: Don Landels/Tony Cond - Carried.

December 2022, Meeting Minutes: Moved Gary Clarke/Lauri Stevens - Carried.

Business Arising:

- There was no business arising.

Correspondence:

- Annual Dues paid to NAACC – Past President Chown explained that we are in a credit situation with the NAACC, due to some confusion on our paying our dues plus insurance, where they should have been paid separately.

Treasurer's Report: January 2023 – Treasurer Jim Banks presented the report.

- Moved Tony Cond/John Sheppard – to accept the Treasurer's report – Carried.

Committee Reports:

- **2023 Membership** – Jane Thomas reported we have 34 paid members for 2023, which is about half of last year, she would be on hand after the meeting to accept payments.
- **2023 Fords and Friends Show** – Past President Chown presented the results of the special Fords & Friends committee meeting held January 5th at Oak Bay Recreation. The committee discussed the future of the event and came to 2 recommendations
 - if no chairman/men could be found for the event, it could not go forward
 - Heritage acres was not an appropriate site without significant changes from them.
 - Basically – No Chair – No Event.

Guests Speakers: Pending Updates

- Fountain Tire will make a presentation in the fall.

- Wallace Driving will present February 14th and will contribute her knowledge of insuring/registering classic vehicles.
- Dentex may present in late spring.

New Business:

- **Bowser Update** – Gary Clarke updated the membership on the fire and losses with the garage in Bowser and asked that members join him in donating tools they no longer have use for or have duplicates. He would like to organize a trip up there to present the donations. Cash donations can be made – put the cash in an envelope and Gary will present .
- **Hot August Nights:** Gary also spoke on the plans for participation in this events, he asked interested members to contact him directly.
- **Shop Tours** Gary also spoke on planned shop tours along with Past President Chris:
 - March 11 – plan for the Aviation Museum
 - April – Gord Alberg
 - May Bob Peyton
 - Hoping for something at Shawn Drivers' in Sooke when he isn't racing and too busy.
 - He is open to suggestions – we could do poker runs or just an ice cream run.

Announcements:

- EFV8 Club Nominations for all executive positions in 2023
 - The president opened nominations for all positions:
 - Past President Chris nominated Heidi Baba for Secretary – Approved.

BUY & Sell Wanted/Needed:

- Vic Nordstrom 41 Ford still for sale.

Call to Adjourn / 50/50: The meeting was adjourned at 8:40PM with the 50/50 draw.

Minutes recorded by Al Wills January 10, 2023.

Please notify Al Wills of any errors or omission

Presidents Message. Mike Mortimer

To all 109 car club members

I will be acting as the temporary club President effective January 2023. Just to let everyone know my personal computer skills are not the best, so I will struggle with some of this. I am a Blue-Collar guy who likes to get things done. I have stepped up to be the " interim "President as no one has been nominated or elected for the past six years. I would like to have all club members pitch in and help me with their input and ideas in all areas related to our club. I believe it will take all the #109 members to keep a great, well-known club like ours to continue. Once again this is a temporary position for me.

I am looking forward to the experience and thank you all in advance for your support.

Regards,

Mike Mortimer

Club News:

CLUB EXECUTIVE

- **The Early Ford V8 Club is currently undergoing a restructuring of the club directors and officers for the term of 2023 – 2024. We are indeed fortunate to have Mike Mortimer step up as the new President effective January 1, 2023. Mike replaces the outgoing president, Chris Chown, who is sitting down after six years in the chair.**

We are also blessed to welcome Heidi Bada as the new secretary effective February 2023. Heidi joins in to help with a great skill set and wonderful enthusiasm. Heidi is replacing Al Wills who has served the club so well as secretary for several years. Al will continue to build the club website and hopefully be able to share some of the workload with other club members soon.

BOWSER FIRE – UPDATE

- **Gary Clarke reports that we are still seeking club member donations of tools and/or shop equipment to help out the massive fire victim in Bowser. Some members have already pitched in and hopefully more will do so before we make a run up island to make a presentation. Please call Gary if you are able to contribute any automotive tools or shop gear. Phone Gary at 250 652 9823.**

CLUB PHOTO SHOOT

- **We are very hopeful that we will be able to hold a great photo shoot for all the 109 members favorite rides in May. The target location is on the grounds of St. Ann's Academy. Ideally, we would have perfect weather with the spring bloom and St. Ann's as a backdrop. Please stay tuned and keep the date in mind so you can join in.**

RENO ROAD TRIP

- **A great road trip in in the works to attend Hot August Nights in Reno Nevada in late July. This is an excellent opportunity to see a fantastic show with a good group and tick something off your bucket list. Give Gary a call for more information and book your spot. Time is short as hotels sell out very quickly.**

VCC, TORQUE MASTERS, 109 CLUB SWAP MEET

- The 109 is currently reviewing options to join in with the VCC as a working partner to help host the Annual Swap Meet at Saanich Fair Grounds. It is quite likely that members of the 109 will be asked to volunteer some time and energy to assist.
- Say hello to a great member DAVID HALL from Armstrong BC.



The Ladies page.

Naomi Parker, 1940s



This photo of Parker bending over machinery with her hair pulled back in a red bandana was the inspiration behind "[Rosie the Riveter](#) (opens in new tab)." A version of Rosie was published in *The Saturday Evening Post* in 1943 in a patriotic campaign to get women into the workforce, but the iconic photo was originally created as a poster for Westinghouse Electric Corporation with the now-popular phrase, "We Can Do It."

Now you know -

Elizabeth Taylor, 1990s



The actress—formerly known for her scandalous love affairs—started the [Elizabeth Taylor HIV/AIDS Foundation](#) in 1991 after her close friend, Rock Hudson, died from the disease. The foundation lends support to those who are sick, and funds research for more advanced treatments. Taylor was a pioneer at a time when many celebrities and most politicians were not talking about the AIDS crisis.

Tech Talk just for all curious folks.

Transmission Cooler Guide & How To Install an Inline Transmission Cooler



No, not the ones with the beverages in them - the ones that help save you the cost of a transmission rebuild. Truth is, all that stop-and-go traffic generates heat inside your automatic transmission. Heat kills transmissions. More specifically, heat kills the transmission fluid.

Cooler Transmissions Equal Longer Fluid Life

Most automatic transmissions will run effectively at a range of 170-175 degrees Fahrenheit. If the temps are maintained at that level, your fluid could last up to 100,000 miles. Unfortunately, if that temp increases by just 10 degrees, your fluid life could decrease by up to 50%. Most stock vehicles have some form or another of a cooler for the transmission fluid. There are several ways you can help this cooling process.

A Deep Finned Transmission Pan Can Dissipate Heat



First, change the [transmission filter](#). Even a filter that is slightly clogged will reduce the flow of fluid, resulting in higher friction, and friction builds heat. Next, consider changing the smooth transmission pan to a [finned automatic transmission pan](#). By building fins into the pan, you increase the surface area that cool air passes by and in turn increase the cooling capacity of the pan. Derales offers a series of [transmission cooling pans](#) that incorporate built-in cooling tubes which flow cool air through the ATF. Combined with their 2-quart increased capacity and heat-dissipating coating, these pans can reduce fluid temperatures 20-50 degrees. Every little bit helps, right?

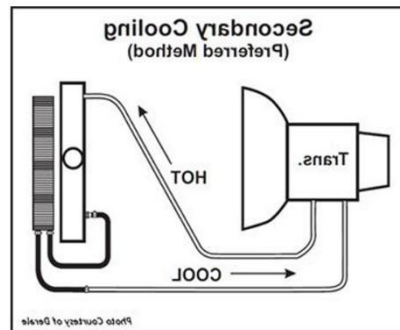
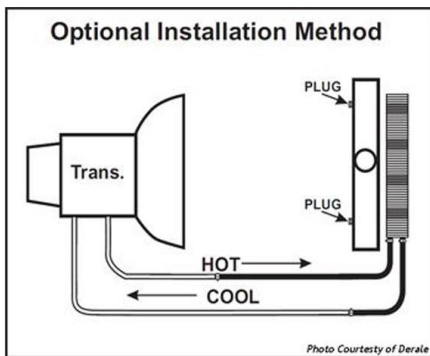
If those aren't doing the trick to help, an auxiliary [transmission oil cooler](#) may be the next best option. Speedway Motors offers several options for you to choose from, from a single pass inline unit to four pass and even [multi-pass kits](#) like one from Derales that comes complete with cooler, hose, brackets and mounting hardware.

Auxiliary Transmission Oil Coolers Provide Maximum Transmission Cooling



If you intend to mount an inline cooler for your transmission, there are a couple things that you need to keep in mind. First, make sure you use a barbed fitting to tie into your existing lines. Transmission lines are pressure lines, and without that barbed fitting you can blow a line off and drain your transmission (not good!). Next, install it on the return side, after the factory cooler. This reduces the heat being introduced

to the radiator, which is usually where the factory cooler is located. Lastly, location is also important. Please don't bolt the cooler to your exhaust. We've seen it happen. Try and locate the cooler where it will achieve maximum airflow.



Auxiliary coolers are usually rated in Gross Vehicle Weight, and this figure can be found on the Vehicle ID plate that is mounted to the doorjamb of most American vehicles. In comparison to the cost of a transmission rebuild, these options are by far the most beneficial.

Historic Engines – The Fabulous Ford Flathead

By [JEFF ZURSCHMEIDE](#) MARCH 01, 2017



In the history of automotive engines, it's impossible to overstate the importance of the V8 design. By dividing the eight cylinders into two banks of four, engineers achieved a powerful, yet compact unit that could fit into the vast majority of engine bays also sized to fit four or six-cylinder engines.

Ford did not invent the V8 engine, but it can be fairly said that they brought it into everyday use. Some European marques and Cadillac had V8 engines decades before

Ford developed the engine that would yield affordable performance and create the basis for hot rodding.

First Generation – 1932-1938



The first of the Ford L-head (flathead) V8 engines left the factory on March 9, 1932. This engine used a 90-degree block, with the valves located next to the pistons, pointed upwards. The heads are not truly flat, having four spade-shaped combustion chambers to accommodate the motion of the valves. The gear-driven cam was located in the engine block above the crankshaft and between the cylinder banks, driving solid lifters that acted directly on the valves. There

were two water pumps – one for each cylinder head.

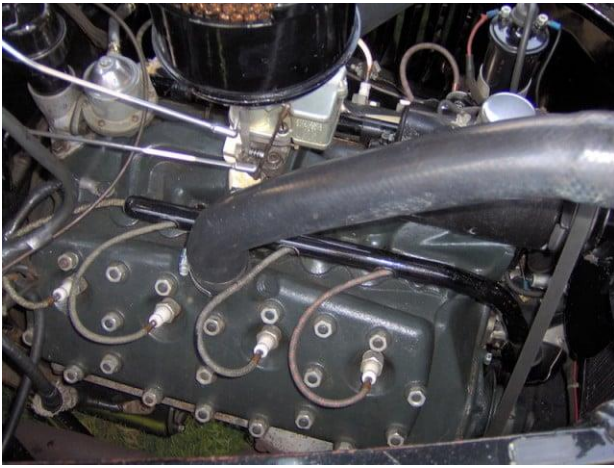
The piston bore was 3.0625 inches, and the crank gave a stroke of 3.750 inches, for a total displacement of 221 cubic inches. Compression with stock heads was a conservative 5.5:1, which yielded 65 horsepower at 3,400 RPM.

Stock induction on the new flathead V8 was by a single throat downdraft carburetor and an aluminum intake manifold that sat between the banks of cylinders. A typical stock 65-horsepower flathead V8 should yield fuel economy at about 20 MPG.

This engine can be identified in the field by counting the cylinder head studs, of which there are 21 per side. Later improvements reduced the number of studs to 17.

The flathead V8 was very much under development in the early years, and modifications came annually. Early 1932 Model 18 engines had a reputation for using oil, porous castings, and cooling problems. In 1933, a change to aluminum heads raised the horsepower rating to 75 for the Model 40. Cooling was also revised and improved.

1934 saw the advent of a two-barrel Stromberg carburetor, raising output to 85 horsepower in the Model 40A. A cast steel crankshaft improved reliability. This was the generation of the V8 famously praised by bank robber Clyde Barrow in a letter to Henry Ford.



For 1935, the Model 38 received an updated camshaft. By this point, over 2 million Ford flathead V8 engines had been produced for Ford automobiles and trucks, and for commercial use in other vehicles. By 1936, the engine was called a Model 68 and production passed the 3 million marks.

In the 1937 model year, the Ford V8 buyer was offered a choice of aluminum or cast-iron heads on the Model 78 engine. The cast iron heads offered a higher compression ratio of 7.5:1 and resulted in 94 horsepower compared to 6.2:1 and 85 horsepower with aluminum heads.

Also in 1937, Ford brought out the smaller 136 cubic inch Model 74 engine, rated at 60 horsepower and 94 pound-feet of torque. This engine became known as the V8-60 and can be identified by the 17 head studs. This engine became popular in racing and for general use because it provided better fuel economy than the larger engine. 1938 saw continued production of both the V8-85 and the V8-60.

Second Generation – 1939-1942



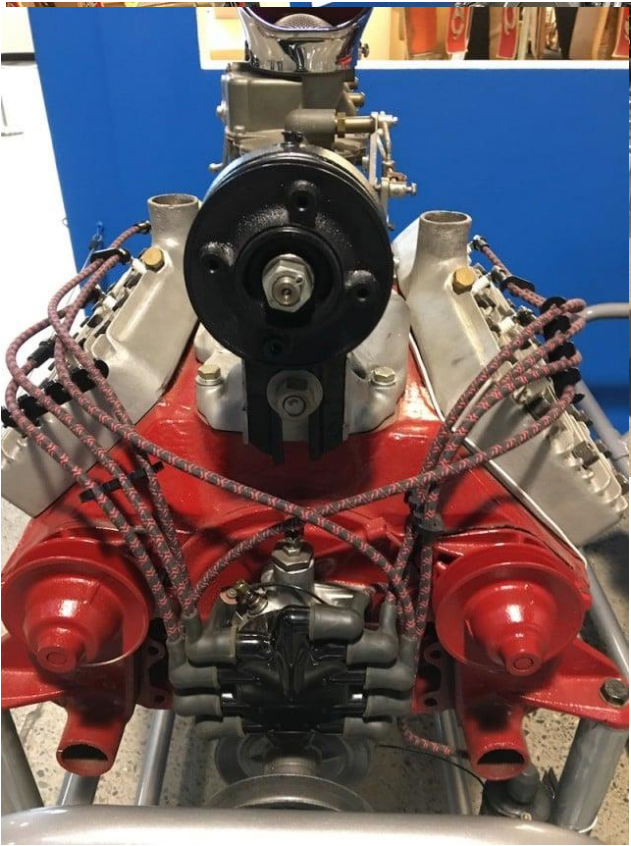
For 1939, Mercury added a new variant of the Ford flathead V8 design. The new engine was larger, displacing 239.4 cubic inches by virtue of a longer 3.1875-inch stroke. At a stock compression ratio of 6.3:1, the new Model 99A offered 95 horsepower. V8 production passed the 6-million-unit mark during this year.

Both the 239 and 221 cubic inch engines switched to a 24-stud head bolt pattern for 1939, making them visually distinct from engines made prior to this time. Production continued in 1940 and 1941 with few changes. Mercury buyers received the 239, and Ford buyers got the V8-85.

By the beginning of 1942, America had entered the Second World War, and very few civilian cars of any kind were produced before Ford transitioned all its facilities to the war effort. Of course, many engines including V8s were produced throughout the war to power various military vehicles, but further development essentially ceased until the end of the war.

The period right after the war was a boom time for automakers as pent-up demand for new cars was satisfied. However, automakers simply cranked up production of 1942 designs until new cars could be developed. Ford abandoned the V8-85, giving all Ford and Mercury vehicles the 239 cubic inch engine, now compressing at 6.8:1 and rated at 100 horsepower.

Third Generation – 1948-1953



As Ford was producing cars to meet postwar demand, no changes to the engine came until 1948, when a new large truck version of the flathead V8 was released. Displacing a whopping 336.7 cubic inches, the new engine featured a 3.5-inch bore and 4.38-inch stroke. This engine produced 145 horsepower and 225 pound-feet of torque.

For 1949, Lincoln took up the 336 cubic inch engine and produced 152 horsepower and boosted torque to 265 pound-feet. Mercury added a quarter inch of stroke to the 239, raising total displacement to 255.4 cubic inches and achieving 112 horsepower.

All Ford V8 engine designs changed substantially in this year, reflecting the first fruits of postwar engineering development. Visually, you can spot these engines easily because the bell housing is no longer part of the engine block casting, but rather a separate piece. These engines also use a modern distributor design mounted at the front of the engine.



Performance got a bump for the 1952 model year, up to 125 horsepower in the 255, and up to 110 horsepower for the 239, but by this point in history, the Y-block overhead valve V8 engine was in development, and the flathead V8 was dropped for 1954 models in the United States.



Members Photos /Miscellaneous.

Gordie Thomas – walks around Victoria / CRD.




An excellent adventure walk on the east side of Todd Inlet. Easy entrance off Wallace Drive through a beautiful historical park. Site of the old Canada Cement works just behind Butchart Gardens Check it out.



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***A great book on this fascinating place is available through the Royal BC Museum. Look for
"Deep and Sheltered Waters" by David R. Gray.***

BUY & Sell.

FOR SALE: 1955 PONTIAC 2 DOOR HAEDTOP. \$22,000 C This beautiful 55 is up forsale by6 club member KEITH SMITH.. Extensive high quality restoration on a rare true classic.

If you are interested please call Keith at 250 479 3618 or email at smithks@shaw.c



FOR SALE. VIC NORDSTROM.

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

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2023 Committees:

“Always glad to have your help!!”



Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2023	Open Is it you?	Primary Committee,	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	all members	2014
Tours	Gary Clarke	All welcome	2016
Phone Committee	Norrie Spencer, Dave Wallace, Bob Mortimer	As needed	Jurassic period
Website development	<i>Al Wills</i>	<i>Heidi Bada</i>	2017
Membership	Jane Thomas	Chris Chown	2022
Christmas Luncheon	Rob Vanzella	Chris Chown	2020
5/50 Refreshments	Mike Mortimer	John Shepherd	
	Jim Banks		2017
Community Liaison	Lew Williams	As needed.	2018

The FUN Page.

The juggler

A juggler, driving to his next performance, is stopped by the police. "What are these matches and lighter fluid doing in your car?" asks the cop.

"I'm a juggler and I juggle flaming torches in my act."

"Oh yeah?" says the doubtful cop. "Let's see you do it." The juggler gets out and starts juggling the blazing torches masterfully.

A couple driving by slows down to watch. "Wow," says the driver to his wife. "I'm glad I quit drinking. Look at the test they're giving now!"

Catsup

A woman was trying hard to get the catsup to come out of the bottle. During her struggle the phone rang so she asked her four-year-old daughter to answer the phone.

"It's the minister, Mommy" the child said to her mother.

Then she added, "Mommy can't come to the phone right now. She's hitting the bottle."

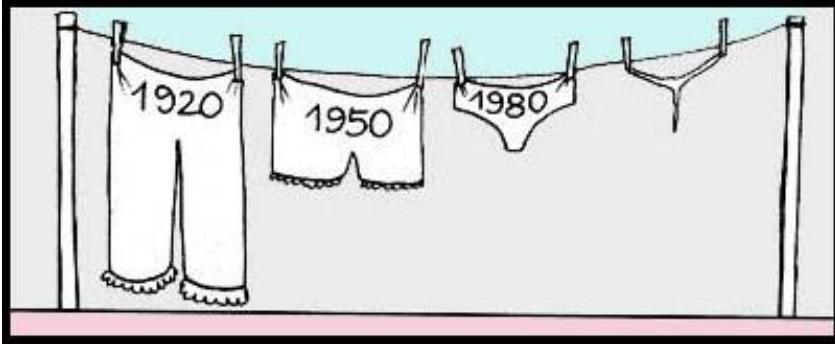
The race

Two natural gas company service personnel, a senior training supervisor and a young trainee, were out checking meters in a suburban neighborhood. They parked their truck at the end of an alley and worked their way to the other end.

At the last house, a woman looking out her kitchen window watched the two men as they checked her gas meter. When they finished, the senior supervisor, proud of his physical condition, challenged his younger co-worker to a foot race back to their truck.

As they approached the truck, they realized that the woman from the last house they checked was huffing and puffing right behind them. They stopped and asked her what was wrong.

Gasping for breath, she replied, "When I saw two gas men running as hard as you two were, I figured I'd better run, too!"



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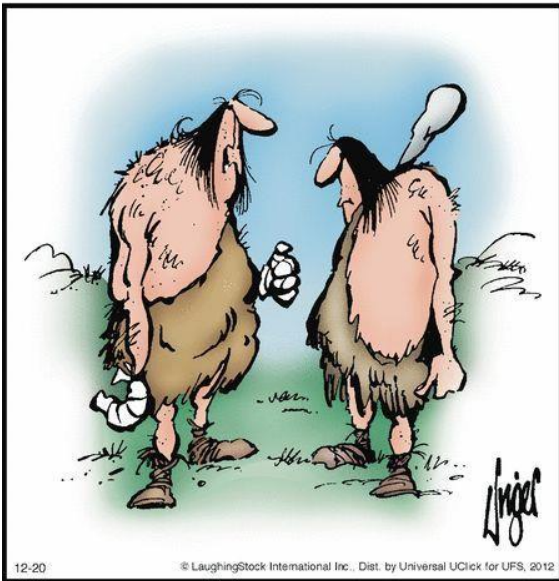
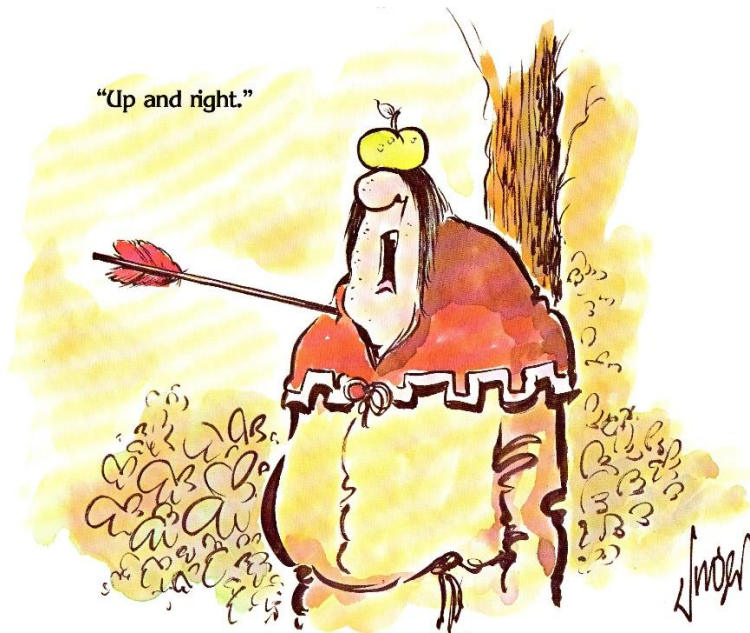


The Mustard Family

Author: [Anonymous](#)

1. **Riddle:** Mr. and Mrs. Mustard have six daughters and each daughter has one brother. How many people are in the Mustard family?
2. **Riddle:** Two fathers and two sons went fishing one day. They were there the whole day and only caught 3 fish. One father said, that is enough for all of us, we will have one each. How can this be possible?

See next page for the answer, if needed.



This guy always has the right answer!

Answer number 1.: There are nine Mustards in the family. Since each daughter shares the same brother, there are six girls, one boy and Mr. and Mrs. Mustard.

Answer number 2. There was the father, his son, and his son's son. This equals 2 fathers and 2 sons for a total of 3!

This newsletter is provided to EFV8 109 members and associates of the Early Ford V8 Club R.G.109. Should you wish to contribute an item or offer comments please contact Chris Chown via email at cdchown@outlook.com

All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit www.earlyfordv8victoria.com and enjoy as much as you want.

Your feedback and comments are always appreciated. Input is used to improve the quality and diversify.

Thank you all for your support and participation!

So long until next time!

