

# Rumbles Newsletter

*March 2023*

**Early Ford V8 Club RG # 109**

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



Donna & Robert Bada – All stock 1939 Ford Coupe.

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

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Contributions are always welcome and sincerely appreciated.

Please send submissions to the Rumbles editor via email at [cdchown@outlook.com](mailto:cdchown@outlook.com) or phone 250 595 0312 if you prefer.

Thank you in advance.



**Spring in Victoria at last**

# 109 Club Executive 2023.



<b>POSITION</b>	<b>NAME</b>	<b>TELEPHONE</b>	<b>EMAIL</b>
PRESIDENT	Mike Mortimer	250 477 0547	Rockymort33@gmail.com
VICE PRES	Vacant		
TREASURER	Jim Banks	604 351 4351	Banksjim16@gmail.com
SECRETARY	Heidi Bada	250 479 4232	heidibada@gmail.com
PAST PRES.	Chris Chown	250 595 0312	cdchown@outlook.com
DIRECTOR	Bill Pritchard	250 656 7929	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	Jim Jennings	250 477 5594	jennings@telus.net
DIRECTOR	Chris Chown	250 595 0312	cdchown@outlook.com



## **2023 CLUB AGENDA & SCHEDULED EVENTS.**

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
APR 15	SHOP TOUR = GORDY ALBERG	GARY CLARKE
MAY 5	REG CLUB MEEETING	MIKE MORTIMER
MAY	SHOP TOUR	GARY CLARKE
MAY 28	109 FAVORITE RIDES GROUP PHOTO – ST. ANNS Pending	CHRIS CHOWN
JUNE 13	REG CLUB MEEETING	MIKE MORTIMER
JUNE	SHOP TOUR	GARY CLARKE
JUNE	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

## **REGULAR MEETING MINUTES –MARCH 14<sup>TH</sup> , 2023.**



The meeting was called to order by President Mike Mortimer at 7:03 p.m. at Saanich Baptist Church, 4347 Wilkinson Rd., Victoria, B.C.

### **1. Agenda distributed for March 14, 2023, meeting**

a. Motion to approve the agenda by Bob Mortimer; seconded by Jim Jennings

### **2. Minutes of February meeting**

a. Motion to approve Feb. 14, 2023, minutes by Bruce Somers; seconded by Doug Peterson

### **3. Old business**

a. No unfinished business.

Financial review by Chris Chown regarding FNF 2022:

- Revenue from gate and sponsors
- Expenses included band, park, printing
- Net revenue was positive; the club did not lose money – excellent net results

**FULL FINANCIAL DETAILS SUPPLIED UPON WRITTEN REQUEST.**

### **4. Correspondence**

a. Membership dues: no correspondence

b. BC Societies registration filing is complete for club registration to 2024

### **5. Treasurer's Report**

a. Jim Banks presented monthly report for period ending Feb. 28, 2023

b. Motion to accept Treasurer's Report by Lou Williams; seconded by Bob Love

## **6. Committee Reports**

**a. Membership dues: 4 people still need to pay dues.**

**b. VCC swap meet: June 2023 event progress report by Chris Chown**

**9 club members are signed up and a few more are welcome**

**Target date: the weekend after Father's Day June 25<sup>th</sup>.**

**c. Shop tours reported by Gary Clark**

- Most recent tour BC Aviation Museum was well attended; 31 members**
- Next tour: April 15 – noon at Gordie Alborg's place on Brookleigh Road**
- Map will be distributed soon; location is near Elk Lake**
- Expect to see a variety of cars and engine blocks, etc.**
- Plans include chili dinner**
- Parking is across the street**

**d. Fords and Friends 2023 update by Bruce Somers**

- Club is committed; Metchosin council accepted and is looking forward to it**
- Event date: third Sunday of July 9:00 a.m. to 3:00 p.m.**
- Location: school grounds of the old Metchosin School on Happy Valley Road**
- The community is very supportive**
- Music will be canned like last year**
- 175 cars will be pre-registered, \$20 fee**
- Posters are currently being designed, incorporating last year's show winner**
- Volunteers have been organized into teams, e.g. parking, awards**
- The team will need to manage guest parking too, across the street in a municipal-owned lot**
- The search and rescue group was sought for helping with parking (for a reasonable fee) but no response received yet; Lions Club is another option**

**7. Guest speakers**

**a. Pending presenters for 2023: Fountain Tire in late fall; Dentex is pending; Saanich Police or Victoria Police regarding fraud protection is pending**

**8. New Business**

**a. None**

**9. Announcements**

**a. Jane Thomas is in hospital, suffered a broken leg, now on the mend.**

**b. Club positions are open for President and Vice-President; no nominations at this time**

**10. Buy and sell**

**a. Gary Porter has parts (including Model A and flathead) available; watch for updates in Rumbles newsletter.**

**b. Don Friebe has two tires available still: 245 60R14**

**11. Other business**

**a. Chris Chown recognized Gary Clarke for organizing this month's tour.**

**12. Meeting Adjourned 7:47 p.m.**

**a. 50/50 draw**

**Minutes recorded by Heidi Bada, 109 Club Secretary. Approved by Mike Mortimer.**

## ***Presidents Message.***



### ***Mike Mortimer***

(won the cash 50/50)

And got a new hat.



As spring approaches and the days get longer hopefully we can blow the dust off and have all of our early fords ready for the warm and sunny days to come.

This year the 109 is still dealing with significant changes, the vice president's position is still vacant ,.to continue, the club needs this position filled ,sooner rather than later. The other big change is our FNF SHOW, however I am truly looking forward to the new venue for our 2023 FNF SHOW

Once again I would like to thank all our members for their support.

Mike Mortimer

***Live life, Be Happy***



## ***Message from the Editor.***

### ***Chris Chown***

*The great news of the day is that we have received several new postings slated for publication in our newsletter. It is absolutely great to have submissions for the "Ladies Page" from 109 club membebers. We all look forward to more in the near future. Special thanks to Heide Bada for submitting one of her wonderful photographs of a special spot on the island, featured in this issue.*

*Thee Rumbles is destined to get even better with your continued input in any section you wish, please keep it up! Thanks agsin to all of you, Chris Chown Editor*





## Club News:

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### **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.

- The Vice President position is open for nominations. Please jump right in!
- President position is currently set as an interim status. Nominations open.

### **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. ***St Ann's is booked for MAY 28 starting at 9:30 AM. Full details will follow shortly.***

### **RENO ROAD TRIP.**

- ***The Reno trip registration opportunity is now closed. We wish to express our sincere thanks to Gary and Ann Marie for putting the effort in to inform everyone about this incredible event. We also wish all the best of luck to all who attend.***

## **VCC, TORQUE MASTERS, 109 CLUB SWAP MEET**

- The 109 will join in with the VCC and Torque Masters as a working partner to help host the Annual Swap Meet at Saanich Fair Grounds, on June 25<sup>th</sup> . Please let Chris or Mike know how you can contribute.

## **Swap Meet 2023**

- Sponsored by:



**The Automotive Social Event of the Year!**

**Sunday, June 25, 2023 - Gates open at 7:00 AM  
Saanich Fairgrounds - 1528 Stellys Cross Road**

**Automobiles, Trucks, Parts, Literature, Tools & Collectibles**

**Open to the Public      Free Parking**

**Outdoor Stalls - First come, First served**

**Set-up starting on Sunday: 6:30 a.m.**

**\*\* Early set-up on Saturday starting at 10:00 a.m. \*\***

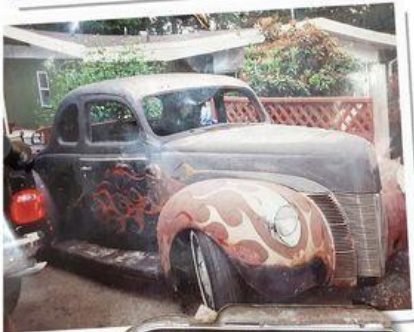
**(Enter the grounds via the West Gate only)**

# 2023 Coastal Swap Meet



**BRING THE KIDS!!!**

**TEST DRIVE THE  
"RC OF THE LOWER  
MAINLAND" RADIO  
CONTROLLED CRAWLERS**



**Held at  
Tradex**

**1190 Cornell St., Abbotsford,  
near the Abbotsford Airport**

**Fri. May 26th**

**-1:00 PM - 9:00PM**

**Sat. May 27th**

**-8:00AM - 3:00PM**

**Admission: \$12.00  
Kids under 16 Free**

**VINTAGE CARS & PARTS  
HOT RODS & CUSTOMS  
CLASSIC & MUSCLE  
ANTIQUES & COLLECTIBLE  
CAR CORRAL**



**Stall Rentals: \$55.00**

**Call: 604-612-0565**

**Email:**

**coastalswapmeet73@gmail.com**

**HOSTED BY**



[www.coastalswapmeet.com](http://www.coastalswapmeet.com)



# British Columbia Aviation Museum

## 109 Club Tour

*March 11<sup>th</sup> saw the first “Shop Tour” of 2023 and it was excellent of course. It has been quite some time since the 109 has been able to hold tours, mainly due to Covid precautions. The tour was well organized with four separate groups each with their own tour guide. There is always so much to see every time you visit and this tour was no exception. A very good tour with lunch at Mary’s after you were finished.*

*Just to make it even more perfect the entrance fee was covered by the 109 for members and guests of about 31 people total*

*Very special thanks go out to the club tour chairman, GARY CLARKE, for doing his usual stellar job of organizing! Thank you Gary Clarke.*

*Just a few photos in case you missed it.*







**Wallace Driving School Presentation to the 109 – Feb 14, 2023.**

**Do yourself a favor and give Wallace a call. No regrets to be sure!**

If you require more information, please visit [www.joanwallacedrivingschool.com](http://www.joanwallacedrivingschool.com)  
or call 250 383 7483.

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## The Ladies page.



*My view from the Malahat. By Heide Bada 109 club secretary.*



## Tech Talk.



Ken Showers has shared some information about this product for 109 club members. This product has been popular with hot rod builders over several decades and is widely available through multiple custom parts vendors. It is a striking upgrade especially for flatheads as shown. Ken has pointed out that there may be a possibility that an ICBC claim for fire damage could be denied because this is a “plastic” product. If you would like to have more information, please give Ken a call when the opportunity strikes.

It is a good idea to check out the Helix website for options that may better suit your needs.



### Helix High-Pressure Fuel Line - Red - 1/4" - 3'

#### PRODUCT DETAILS Premium transparent polyurethane tubing

- 85 durometer provides superior abrasion, kink, tear, oxidation and chemical resistance.
- Includes a very strong nylon inner band yet remains flexible
- Operating temperature -40° F to 155°F; melting temperature 370°F
- Withstands up to 200 PSI
- Made in the U.S.A.
- NOTE: Do not use with fuel containing more than 10% alcohol.

Brand	Helix
MPN	140-3103
Product Name	Fuel Line
Type	High Pressure
Color/Finish	Red
Base Color	Red
Material	Nylon   Polyurethane
Outside Diameter	3/8"   9.5 mm
Inside Diameter	1/4"   6.4 mm
Length	3'   91 cm
Units	Each
Riding Style	ATV   Adventure Touring / Dual-Sport   Off-Road   Snow   Street   UTV   Watercraf

**Bet you didn't know all of this!**

A little bit of in-depth research by: ***GARY PORTER.***



**1932 Ford** □

1932 Ford Model B Standard Tudor 2-door sedan

Overview

**Manufacturer** [Ford](#)

**Production** 1932–1934

**Assembly** see list below

**Designer** [Edsel Ford](#)

## Body and chassis

**Class** [Full-size Ford](#)

**Body style** 2-door [roadster](#)  
2-door [coupe](#)  
2-door [sedan](#)  
4-door sedan  
2-door [cabriolet](#)  
4-door [phaeton](#)  
[Pickup](#)

**Layout** [FR layout](#)

**Related** [Ford Model Y](#)  
[Ford Köln](#)  
[Ford Rheinland](#)  
[GAZ-M1](#)

## Powertrain

**Engine** 201 cu in (3.3 L) [L-head-I4](#) (Model B)  
221 cu in (3.6 L) ["Flathead" V8](#) (Models 18 and 40)

**Transmission** 3-speed [sliding-mesh manual](#)

Dimensions	
<b>Wheelbase</b>	1932: 106.0 in (2,692 mm)
	1933: 112.0 in (2,845 mm)
	1934: 112.0 in (2,845 mm)
Chronology	
<b>Predecessor</b>	<a href="#">Ford Model A</a>
<b>Successor</b>	<a href="#">Ford Model 48</a>

The term **1932 Ford** may refer to three models of automobile produced by [Ford Motors](#) between 1932 and 1934: the **Model B**, the **Model 18**, and the **Model 40**. These succeeded the [Model A](#). The Model B had an updated four-cylinder engine and was available from 1932 to 1934. The V8 was available in the Model 18 in 1932, and in the Model 40 in 1933 & 1934. The 18 was the first Ford fitted with the [flathead V-8](#). The company also replaced the [Model AA](#) truck with the **Model BB**, available with either the four- or eight-cylinder engine.

The three car models were replaced by the streamlined [Model 48](#) in 1935 which used the same chassis as its predecessor. The [1937 Ford](#) would be the last to use the old 1932 chassis until 1940 when the car line of Ford was completely redesigned.

## Technical

Rather than just updating the [Model A](#), Ford launched a completely new vehicle for 1932. The V8 was marketed as the Model 18 in its initial year but was commonly known as the Ford V-8. It had the new [flathead V8](#) engine. The Model 18 was the first low-priced, mass-marketed car to have a V8 engine, an important milestone in [the American automotive industry](#). The 221 cu in (3.62 L) V8 was rated at 65 horsepower (48 kW; 66 PS), but power increased significantly with improvements to the carburetor and ignition in succeeding years. The V8 was more popular than the four-cylinder, which was essentially a variant of the Model A engine with improvements to balancing and lubrication.

Model B was derived with as few technical changes as possible to keep cost low. Other than the engine, and badging on headlamp support bar (later: grille) and hub caps, it was virtually indistinguishable from the V-8. Its intention was to be a price leader, and as it offered more than the popular Model A, this should have been a winning formula. In fact, the new and only slightly more expensive V-8 stole the show, and finally made it obsolete. The V8 engine was previously exclusive to [Lincoln](#) products, which in 1932 switched to V12 engines only.

Although there is a certain visual similarity with the predecessor [Model A](#), the car was new. While the Model A has a simple frame with two straight longitudinal members, the new car got a longer wheelbase, and an outward curved, double-dropped chassis. In both models the fuel tank is relocated from the cowl as in Model A and late Model T, where its back formed the dash, to the



lower rear of the car, as is typical in modern vehicles; thus requiring Ford to include an engine-driven fuel pump rather than rely on gravity feed. While the V8 was developed from scratch, the B just had an improved four-cylinder Model A engine of 201 cu in (3.29 L) [displacement](#) producing 50 horsepower (37 kW; 51 PS).

## 1932 [\[edit\]](#)



1932 Ford V8 Standard Tudor Model 18 with optional color-keyed wheels, white wall tires, and side mounts

When Ford introduced the Model A in late 1927, there were several competitors also offering four-cylinder cars, among them [Chevrolet](#), [Dodge](#), [Durant](#), and [Willys](#). That changed within a few years, soon leaving the new Plymouth the sole major make in the Ford's price class with a four.

Although sharing a common platform, Model Bs and Model 18s came not only in Standard and Deluxe trim, they were available in a large variety of body styles. Some of them, such as the commercial cars described below, were only available as Standards, and a few other came only in Deluxe trim. There were two-door [roadster](#), two-door cabriolet, four-door phaeton, two and four-door sedans, four-door "woodie" station wagon, two-door convertible sedan, panel and [sedan deliveries](#), five-window [coupe](#), a sport coupe (stationary softtop), the three-window Deluxe Coupe, and pickup. The wooden panels were manufactured at the [Ford Iron Mountain Plant](#) in the Michigan Upper Peninsula from Ford owned lumber. One of the more well known and popular models was the two-door Victoria, which was largely designed by [Edsel Ford](#). It was a smaller version of the Lincoln Victoria coupe, built on the [Lincoln K-series](#) chassis with a V8 engine; by 1933 Lincoln no longer used a V8 and only offered the V12, with the V8 now exclusive to Ford branded vehicles.<sup>[1]</sup>

Prices ranged from [US\\$495](#)<sup>[2]</sup> (\$9,831 in 2021 dollars <sup>[3]</sup>) for the roadster, \$490 for the coupes (\$9,732 in 2021 dollars <sup>[3]</sup>), and \$650 for the convertible sedan (\$12,910 in 2021 dollars <sup>[3]</sup>). Production totals numbered from 12,597 for the roadster to 124,101 for the two-door sedan. Ford sold 298,647 V8-powered 18s in 1932,<sup>[4]</sup> and except for the fact Ford could not keep up with V8 demand, the essentially identical four-cylinder B would have been a sales disaster: dealers switched customers to them from the V8, and even then sold only 133,539,<sup>[4]</sup> in part because the V8 cost just US\$10 more (\$199 in 2021 dollars <sup>[3]</sup>).<sup>[4]</sup>

The B was discontinued because buyers disliked four-cylinder models in general, and because of the huge success of the V8, not for being an inferior car. In fact, it persisted a little longer in Europe, where in many countries the tax system heavily favored smaller-displacement engines.

Today, the 1932 Model B, although always a little bit in the shadow of the V8, is a highly collectible car and people will pay thousands of dollars to restore one to original specification, which is ironic, as they were once cheap "throwaway" cars popular with [hot rodders](#) who would tear them apart

and use them as the basis for a "build", which is partly why it is so hard to find an unaltered specimen today.<sup>[[citation needed](#)]</sup>

All 1932 Fords—V8-8s and Model Bs—came with black fenders, wire wheels, and a rear-mounted spare wheel (side mounted on cars equipped with a [tail gate](#)). Options included single or twin sidemounts, luggage rack, clock, interior and exterior mirrors, and choice of leather or Broadcloth (closed cars) interior material.

Paints were [Pyroxylin lacquer](#).<sup>[[5](#)]</sup>



**1932 Ford B 400**

One special type was the flathead V8-engined B 400 bodystyle, of which only 842 were made.<sup>[[6](#)]</sup> This was a two-door [cabrio coach](#), a convertible coupe with fixed side window frames. Most of them were exported for overseas markets or ambassador use. Since sales were poor it was soon discontinued, becoming the rarest of 1932 Fords. The B 400 bodystyle was replaced by a more expensive full convertible.<sup>[[6](#)]</sup>

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## *How Much Power Can A Flathead V8 Handle?*

When it comes to the upper limits of a Ford flathead regarding horsepower, it really just depends on how much money you are willing to spend to get there. The physical limit of a flathead Ford is really dictated by airflow limitations and the fact that they are three-bolt main rather than five-bolt main engines. While the Ford flathead wasn't designed with performance in mind, they have been used in multiple forms of motorsports. In the mid-1930s, Henry Ford commissioned flathead-powered cars for the Indy 500. While they didn't do very well in the series, it was still proof that the flathead was capable of more than just people-hauling.

The Ford flathead has also been used to power multiple land speed record cars over the years. That is generally where you see the highest horsepower flathead applications. The legacy of Ford flatheads at Bonneville is still alive and well to this day, with an entire class dedicated to flathead V8 records. It isn't uncommon to see heavily modified flathead V8s pushing 300 horsepower, over three times what they produced from the factory. ***However, the fastest flathead on Earth is a 700-horsepower supercharged monster built by Ron Main in California. It set the record for the Bonneville flathead class at 302.2 mph.***

## ***Best Ford Flathead V8 Speed Parts***

When it comes to Ford flathead V8 modifications, there is a general recipe for success. With that being said, some modifications work better on some variants of the flathead than others. If you are planning on building out a Ford flathead for a hotrod application, it is important to consider which variant will work best for your application. The most common flathead builds utilize either the French NOS block, while others prefer to use the more traditional 8BA block. Both have benefits and shortcomings. The French flathead block is preferable due to its more modern casting, resilience to block cracking, thicker decks, and larger main bearing caps. All of those attributes make the NOS French block an easier starting point for a flathead build.

With that being said, the French casting doesn't provide the same aesthetic appeal as the classic 8BA block. The 8BA is also around 30 pounds lighter than its French counterpart. Once you have decided on a good starting platform, you'll have to decide on whether or not you want to keep the engine modifications period correct or use modern aftermarket parts.

## ***The Next Shop Tour! Gordy Alberg.***

**Our next shop tour is set for Saturday APRIL 15<sup>TH</sup> starting at 12 noon. Gordy's address is 680 Brookleigh Road. Extra special bonus for this tour is that we will be served lunch especially prepared by Sahra Alberg.**

**Godr has a very impressive collection of 1960's Chevy muscle cars along with several historic race cars. Just to top it off Gordy's shop is loaded with top of the line equipment and tools used for rebuilds. His collection of "spare" engines is world class with many 348 cu. In. ready to go. Even has a few flatheads.**

**Along with dozens of very unique GM muscle cars is a beautiful 1946 Ford coupe, completely rebuilt with a few speed upgrades to the flathead. A must see for sure for 109 members. Might be for sale!!**

**Special arrangements are being made for 109 parking across Brookleigh Rd. For those who are experiencing mobility issues will be available on Gordy's property.**

**You are strongly advised to RSVP directly with Gary Clarke via email at [monty57@telus.net](mailto:monty57@telus.net) without delay. Space is limited so please let Gary know ASAP.**



## VICTORIA AUTO RACING HALL OF FAME AND MUSEUM



### **GORDY ALBERG 2012 INDUCTEE**

Gordy Alberg's auto racing involvement began in 1962. He was a Western Speedway crew member for Jim Gallagher on the #56 '34 Ford stockcar. 1963 was his first year as a race car driver. His car was a 1934 Ford 5 window coupe Stock Car. Driving that season, he spent many hours with George "Spin" Sheridan and Donny Wilson from Wilson and Proctor Company building Ford Flathead V8 engines with all the tricks to making a flathead stock perform. He also admitted that he was living his dream racing against the guys he idolized when he was 12 and 13 years old. They were Dave Cooper, Dick Varley, Gary Kershaw, Gerry Sylvester, Al Smith, Billy Foster and others. After an unfortunate accident in the mid season at Western, he had to sit out for a couple of weeks. The next weekend, Billy Foster drove his car. He had 4th fast time and a clean sweep with winning the dash, the fast heat and the main event. Dave Cooper drove it in Nanaimo on the Wednesday night and won the main event. The following weekend he went to the Haney, Vancouver track on a Sunday afternoon and Tom Eardley drove it and won the main event. He returned to driving the next week and continued on.

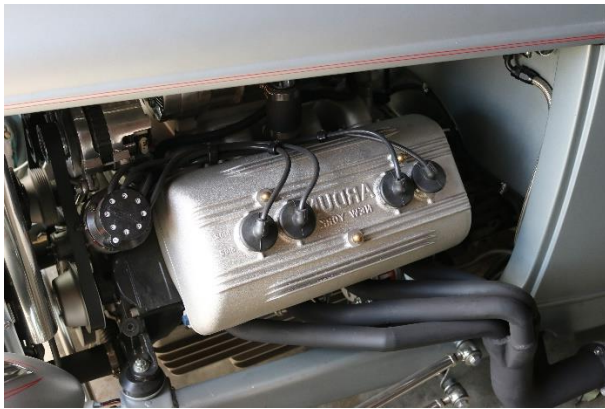
On July 20th, 1963, the Stock Cars travelled to the SeaTac Speedway in Seattle to put on their own program. He drove his #56 car and won the main event. Another big night for him was the 50 lap Stock Car Championship race at Western Speedway where he ran very competitively except for a last lap shot that he received. He ended the 1963 season 9th in points and also received the Western Speedway Rookie of the Year award. After competing in the Stock Car class, he upgraded into a B-Modified racecar built by Bob Vantreight. As well as driving it for two years, he was also very involved with building parts and equipment for many racers. His first "B" Modified race was in Nanaimo. He set fast time, won the dash and was second in the main event. After six weeks, he went to Boise Idaho with Reg and Anne Midgley accompanying Billy Foster. He decided to assist and crew for Billy at Boise, Pocatello, Salt Lake, Denver, then back to Pocatello and Boise again. Their second trip was Edmonton, Salt Lake City and Denver. Billy had won all main events except three and had clean sweeps at four of the tracks.

He had continued for many years with lots of accomplishments being involved with building and supplying lots of racing parts and equipment for many well-known folks as well as his own updated goodies.





*A few photos at Gordy's. March 2023.*





## ***BUY & Sell.***

### ***Heads up!***



***Ford cast iron heads - 24 bolt. Excellent shape and very clean inside. New gasket set included. Make Chris Chown an offer please.***



***Side mount wheel cover - complete. Fit for 1932 to 36 Ford. Call Chris Chown at 250 595 0312.***





*Matching set of sealed beams for a 6v. Includes pots and gaskets. Make an offer to Chris please. 250 595 0312.*

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*Early Ford exhaust manifolds.  
Great to see them go as a package!  
Offers??*

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*No decent buy and sell would be complete without several great transmission parts. Perfect for those extraordinary events like weddings and birthdays. You know who to call for details and negotiations.*







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Call **JIM BANKS 604 351 4351** GM alternator Good condition - **FREE.**

39 to 53 Ford rear shocks. Only used once. \$25.00 (Christmas gifts are solved)

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***For Sale. 1941 Ford Super Deluxe Coupe***

***Bone stock original. Asking \$22,000. CDN.***

The vehicle has had extensive mechanical work 5,000 miles ago (\$14,000 parts/labor) and has 51,000 miles showing on the odometer. Rust free undercarriage, frame and wheel wells and no dents... all original steel in great condition. The car is insured and can be test driven anytime. My car is an original survivor car...and the classic 239ci (100hp) Ford V8 flathead runs like a top with its beautiful natural hot rod rumble lol! [RUTOO@hotmail.com](mailto:RUTOO@hotmail.com).





To view or make an offer please contact Frances Riley at 250 888 6654

Email ! [RUTOO@hotmail.com](mailto:RUTOO@hotmail.com)



**Sold by Vicnordstrom. Close to asking.**

*Congratulations to Vic & Alice on a good deal for everyone involved.*

*Hello, my name is Steve Shupe , I live in Halifax, Nova Scotia, I'm looking for a 1935 Three window (902 225 7366 thanks in advance.*

## ***2023 Committees:***



***“Always glad to have your help!!”***

<b>Fords &amp; Friends 2023</b>	<b>Bruce Somers</b>	<b>Primary Committee,</b>	<b>2023</b>
<b>High School Shop Awards</b>	<b>Bruce Somers</b>	<b>Appointed by Bruce S.</b>	<b>Oct 2019</b>
<b>Newsletter</b>	<b>Chris Chown</b>	<b>all members</b>	<b>2014</b>
<b>Phone Committee</b>	<b>Norrie Spencer, Dave Wallace, Bob Mortimer</b>	<b>As needed</b>	<b>Jurassic period</b>
<b>Website development</b>	<b><i>Al Wills</i></b>	<b><i>Heidi Bada</i></b>	<b>2017</b>
<b>Membership</b>	<b>Jane Thomas</b>	<b>Chris Chown</b>	<b>2022</b>
<b>Christmas Luncheon</b>	<b>Rob Vanzella</b>	<b>Chris Chown</b>	<b>2020</b>
<b>5/50 Refreshments</b>	<b>Mike Mortimer</b>	<b>John Shepherd</b>	
	<b>Jim Banks</b>		<b>2017</b>
<b>Community Liaison</b>	<b>Lew Williams</b>	<b>As needed.</b>	<b>2018</b>



## ***The FUN Page.***



### ***Bet you didn't know this!***

Where did the term **“Loophole”** ....a way out, come from?

A nautical “loophole” was a small aperture in the bulkhead and other parts of a merchant ship through which small arms could be fired at an enemy trying to board her. Metaphorically a loophole is an ambiguity in the law that creates an opportunity escaping the true legal intent. The expression and the practice of finding such convenient ambiguities was even noted by the founding fathers (USA). In 1807, Thomas Jefferson commented, “what loophole they will find in the case when it comes to trials, we cannot foresee.”

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Or this. **“Grog Blossum”** ...red nose.

This colourful term is the sailors description for the bulbous red nose frequently seen on grog aficionados such as Sam Swipes.

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### ***A little Hot Rod slang. Impress your friends and amaze your enemies!***

- **Baby Moons:** small, chromed hubcaps that only cover the center of the wheel.
- **Banjo:** an early style rear-end that resembles the shape of a banjo.
- **Business Coupe:** a simple two-door coupe, without a rumble seat, built in the mid- to late-thirties. (Also referred to as a Businessman's Coupe).



***A simple riddle or two. (answers on next pages somewhere.)***

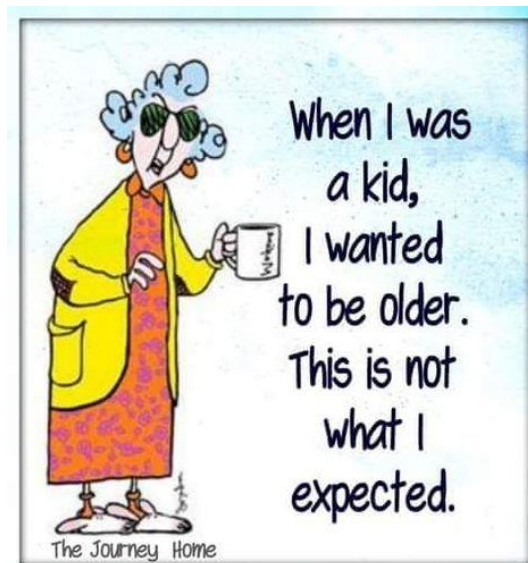
1. **Riddle:** What has to be broken before you can use it?
  2. **Riddle:** I shave every day, but my beard stays the same. What am I?
  3. **Riddle:** What goes up but never comes down?
- 



My wife asked me what I was going to do today.  
I told her, "Nothing".



She said, "You did that yesterday".  
I said, "I wasn't finished".



## **Somebody said:**

After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him... The moral: When you're full of bull, keep your mouth shut. Will Rogers

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Kind words can be short and easy to speak but their echoes are truly endless. Mother Teresa

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## **THE PERILS OF DO-IT-YOURSELF HOME BUILDING**



### **Diary of a Mad Home Builder.**

*Written by A. William Carson and published as a public service by the Indiana Builders Association, the following "Diary of a Mad Home Builder" is a dramatized example of how Murphy's Law can and too often does come into play in do-it-yourself home building.*

**April 1 (Fool's Day)** – My banker was very friendly. Said he wished I would get a builder because I didn't know what I was doing. Best rate I could get was four points above prime because I was too marginal with no experience. Also said I'd get the money in stages after I showed proof of payment to subs. What nerve! I didn't realize there would be this much paperwork. Missed three hours of work. He gave me a calendar though.

**April 26** – Took 25 days to finally agree on house plans. Never dreamed there were so many details. Discovered that my wife is a very nasty person. Think I'm getting a nervous condition.

**May 4** – Finally swung the deal on the lot. The developer said, "Take it or leave it!" Said the builders buy several lots at a time and that's why they get discounts and that I didn't qualify. I know I paid too much but I'll easily save enough to offset it later. He didn't show me much respect.

**May 6** – Somebody's going to pay for this on election day. You need a Ph.D. just to fill out all the forms for permits and licenses and to go to all the various government offices. There was less red tape when I joined the Navy. Somebody will pay. Missed five hours of work.

**May 7** – Staked out my lot as best I could. I didn't have one of those tapes, so I just stepped it off. Wonder how builders square the house on the lot? I guess it's no big deal.

**May 8** – Met excavator early in the a.m. He said only a fool would build a basement on that lot. Too low! I let him know in no uncertain terms that it was my money and to dig. He was grinning when I left for work.

**May 10** – The excavation was filled with water. I told him to fill the damn thing back up and I chalked my loss up to “experience.” I’m a nervous wreck.

**May 11** – The foundation guys told me it would be at least three weeks before they could get to my job. They had to take care of their builders first. I hate delays.

**May 12** – The lumber man said that I could qualify for discounts as soon as I bought at least \$250,000 worth of materials. I told him that was discrimination. He agreed. He also would not guarantee any prices because lumber prices were fluctuating almost daily. Told him I wouldn’t stand for that kind of treatment and would shop around. Missed two days of work getting bids. Returned to original lumber man and signed up.

**May 15** – When the framing carpenter told me his price, I told him to go to hell. Told him there were doctors making his kind of money and that there were plenty of others where he came from. Said he dropped out of medical school to become a carpenter.

**May 24** – Hired original framer.

**July 2** – Foundation man finally showed four weeks late. Foreman called me an idiot. Said that no blocks on the site, no work. I thought they brought their own blocks. I told him if he set foot off my property it would be his last step. He beat me half to death. Missed two days of work due to stitches and bruises. Had to reschedule everything. Those subs are mean.

**July 11** – Lumber finally came. Called framing carpenter and he said he had to frame a house for one of his builders first. It would be about three weeks. I kicked my dog for the first time.

**July 12** – Most of the lumber was stolen. Insurance company very cooperative. Lumber man said it would take about four weeks to replace items. Decided not to tell the carpenter for fear he would take another job. I’m sick.

**August 13** – Lumber delivered. Called carpenter and said the timing was not so good. He would start in four days. An extra delay because his daughter was getting married.

**August 14** – Made a list of everybody who has lied to me. Got writer cramps.

**August 18** – Carpenter finally showed. I almost went berserk when he pointed out that I needed a sawbox from the power company or he couldn’t run his equipment. He said I’d have to pay him for as long as it took to get one or he’d have to go to another project. I mumbled, yes, I’d pay. How was I supposed to know about sawboxes? Missed more work. Decided it’s not fun to build a house.

**October 3** – Structure looks beautiful. At least it will be closed up for the oncoming winter. Neighbor told me the house looked off-center on the lot. I told him to mind his own business and get off my property. I accused him of stealing some of my lumber.

**October 6** – Roofer fell off the house today and was injured. More delays. My wife just keeps nagging. Told her to leave me alone and that I never loved her anyway.

**October 12** – Moved family to a motel. New owners just moved into our house. Thought it would be long done before now. I have wasted a lot of money.

**October 14** – Noticed red tag on my house. The Building Commissioner explained that the framer had not built according to the code and some small details would have to be corrected. I told him that I was “big” in the party and I wouldn’t stand for this and neither would my friends in high places. He urged me to continue my political involvement and to make the corrections or no more construction.

**October 14** – Had some terse words for the carpenter, but didn’t know what to tell him to correct. Told him to work it out with the inspector. Felt like an idiot.

**October 23** – Scheduled plumbing, cabinets, wiring, fireplace man and heat man – all of them at the same time. I just didn't care anymore.

**November 16** – They all showed up on the same day and it was total chaos. I didn't care. Missed work again.

**November 17** – O.S.H.A. inspector closed down project. Cited 21 safety hazards. Told him someone was going to pay "big" for this because I've got strong political connections. My doctor told me I have high blood pressure.

**November 22** – All safety requirements met. Work is in progress and all going well. Scheduled dry wall company. I'm drinking too much now, I know it. Missed three more days of work.

**December 4** – Dry wall men asked me why I didn't insulate the house. To save face, I told him he showed up on the wrong date. He was very disgusted. The insulation company said it would be at least four weeks due to backlog of orders. I threatened him with physical harm and then I relented and begged.

**December 5** – Received certified letter that foundation man was suing me and received two irate calls from subs I hadn't had time to pay. Told the boss to "get off my case" that same day.

**December 6** – Discovered that vandals had broken all the windows in the house. The insurance people said the policy did not cover broken glass. I went berserk.

**December 9** – Started going to an analyst. He advised that I needed to be better organized. Told him the only way his fee schedule could be any higher is for him to become a carpenter.

**December 10** – Painter splashed paint all over the woodwork and carpet. I smiled at him and told him that I'd see to it that he'd never get another job. I keep a flask in my glove compartment now to ward off the cold chills of winter.

**December 25** – Told the family the reason there was no gift exchange this year was because I had a sizeable overrun on the house. I promised next year would be better. My wife mumbled something about ignoring her advice in getting a builder in the first place. I retorted that if she was so smart why did she even stay married to me?

**December 26** – My wife sued me for divorce today. Said she couldn't live any longer with a man of my temperament and drinking habits. Said she was going to sue for the "House" and that she wanted it furnished. I headed for the glove compartment.

**December 28** – Showed up at work with an awful headache. Boss told me that I should begin the new year by utilizing my talents elsewhere. Said he'd give me a good recommendation as a builder. Smart aleck.

### ***AND THEY TOLD ME I COULDN'T BUILD MY OWN HOUSE!***

A submission from **Emily Chown** as she was cleaning up her files!

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**Riddle Answers.** Always easy when you already know the answers!

1. **Answer:** An egg.
  2. **Answer:** A barber
  3. **Answer:** Your age
-



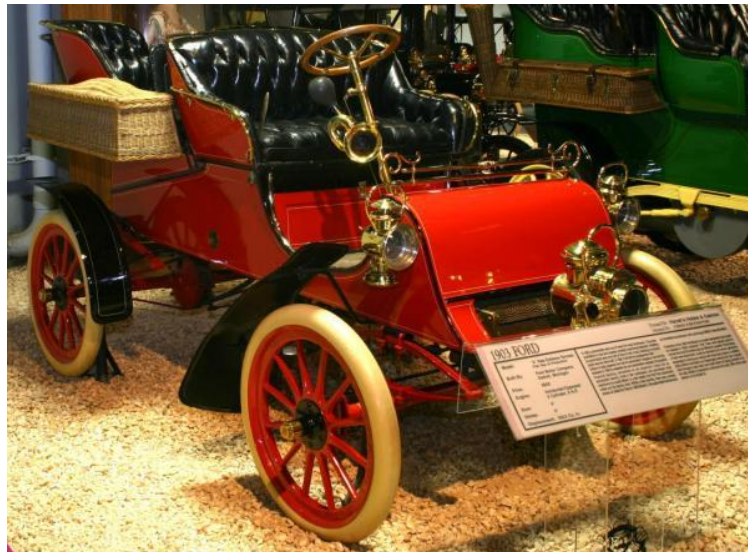
*Ready for a little more Henry Ford history?*

*The first Model series. By Henry Ford*

Henry Ford did not invent the first automobile though; the invention is generally credited to Karl Benz of Germany. However, the Ford Motor Company did produce a line of automobiles starting from 1903 and eventually evolved into modern Ford models that we know today. Let's take a look at the early model series produced by the Ford Motor Company up to the Model T which is considered to be the first affordable model to be produced because of Ford's development of the assembly line. The manufacturing evolution of Ford's automobile company gave middle-class Americans the convenience of transportation.

#### Model A

Ford Model A is the first car produced by Ford's automobile company in 1903. The A series has three models: the Model A Roundabout (1903-1904), Model A Tonneau (1903-04) and the Model A Roadster (1904). Overall, there were 1,750 Model A cars made between 1903 to 1904 in the first Ford facility called the Ford Mack Avenue Plant in Detroit.



**The Model A reached a maximum speed of 28mph and was introduced as the "most reliable machine in the world" at that time. However, it suffered from overheating and slipping transmission bands and was superseded by the Model C.**

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](mailto:cdchown@outlook.com)

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

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

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*Thank you all for your support and participation!*

*So long until next time!*

