

# Rumbles Newsletter

***April 2023***

***Early Ford V8 Club RG # 109***

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



**A perfect 46 coupe at Gordie Alberg's.**

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

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- Fun page – humor, puzzles, quirks.
- Miscellaneous.

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.



Oak Bay April 13, 2023

Big helper in the garlic patch.

# 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		
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PAST PRES.	Chris Chown	250 595 0312	cdchown@outlook.com
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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.



<b>DATE</b>	<b>ITEM</b>	<b>CONTACT</b>
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
<b>MAY 8</b>	<b>REG CLUB MEEETING</b>	<b>MIKE MORTIMER</b>
<b>MAY 28</b>	<b>109 FAVORITE RIDES GROUP PHOTO – ST. ANNS 9:00 AM</b>	<b>CHRIS CHOWN</b>
JUNE 13	REG CLUB MEEETING	MIKE MORTIMER
JUNE	SHOP TOUR	GARY CLARKE
JUNE 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

## **REGULAR MEETING MINUTES –APRIL 11<sup>TH</sup> , 2023.**



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

The April 11, 2023, meeting was called to order by President Mike Mortimer at 7:06 p.m. at Saanich Baptist Church, 4347 Wilkinson Rd., Victoria, B.C.

Bruce Somers introduced a new member **CAM PRENEVOST**. Welcome to 109 Cam.

Welcome to new member **DAWSON VALGARDSON**, SPONSORED BY Vic Nordstrom

**1. Agenda distributed for April 11, 2023, meeting.**

- a. Motion to approve the agenda by Chris Chown; seconded by John Shepherd

**2. Minutes of March meeting**

- a. Motion to approve March 14, 2023, minutes by Bruce Somers; seconded by Al Willis

**3. Old business**

- a. Club nominations for President and Vice-president: none
- b. Other unfinished business: none

**4. Correspondence**

- a. Other correspondence: none

**5. Treasurer's Report**

- a. Jim Banks presented monthly report for period ending March 31, 2023. No outstanding payables or receivables.
- b. Motion to accept Treasurer's Report by Bob Mortimer; seconded by Don Landels

**6. Committee Reports**

- a. **VCC swap meet:** June 25, 2023, event planning report by Chris Chown
  - 8 volunteers signed up and suggested a club table could be beneficial.
  - Target date: the weekend after Father's Day
- b. **Shop tours** reported by Gary Clark
  - **Next tour** is this **Saturday, April 15** – noon at Gordie Alberg's place on Brookleigh Road near Elk Lake
    - Has room for 30 people; 28 signed up currently.
- c. **Fords and Friends 2023 update** by Bruce Somers
  - Organizing committee is formed already with several volunteers.
  - Car registrations are being taken now on FNF page of club website; payment by credit card method is available and preferred over e-transfer method.
  - Poster is ready to go to print; copies available for viewing; designed by club member Don Landels
  - Food service is organized.



- Search and rescue has been contacted for assistance with parking.
- Peninsula Co-op and other sponsors in place or pending.
- Currently seeking prizes; assistance is welcome from club members to reach out to businesses in the community.
- Trophy planning is underway.
- **Event date is July 16, 2023**
- Venue fits 19 cars outside the show area. these spots are reserved for club members' cars only at no charge. Limited space so first come first served. If members wish to be inside the compound, they must use the preregister system. Cost is \$20.00

#### 7. Guest speakers

- a. Seeking a chair to coordinate guest speakers.

#### 8. New Business

- a. **Club photo shoot update** by Chris Chown
  - St. Ann's is booked Sunday, May 28, 2023
  - Fits about 30 cars.
  - Booked to start 9:00 am and vacate by noon. Finished by noon.
  - Club has exclusive use of the grounds.
  - Handout of details was distributed.
  - Photographer is undetermined; club members are welcome to photograph.
  - ***Please let Chris Chown know if you want to attend***
  - A St. Ann's tour is available at a future date. Free of charge for 109 members.
- b. Lou Williams spoke about restrictions on ICBC collector plates; handout available

#### 9. Announcements

- a. Jane Thomas is in healing with broken leg, and now relocated to The Victorian on Feltham. The 109 club sent a card and an orchid with Best Wishes.

#### 10. Buy and Sell

- a. Update on parts donated by Gary Porter by Chris Chown:
  - Gary donated a large quantity of parts including Model A and B
  - Chris started documenting the parts; highlights of key items are available and available for consideration by club members first.
  - Income goes to the club.
  - Items can be viewed at Chris Chown's home. Call 250 595 0312 soon!
  - Preferred scenario is to sell everything as a lot.
  - See highlights in Rumbles newsletter.
- b. 1931 Ford Coupe coming up for sale soon.
  - If interested, contact Chris Chown
  - Owner prefers it to remain in local area.

#### 11. Meeting Adjourned 7:48 p.m.

- a. 50/50 draw. Winners Ted Forbes, Bob Mortimer, Cam Prenevost. \$55.00 cash prize went to Gary Clarke who spent it all on Hawkins Cheezies.

## ***Presidents Message.***



***Mike Mortimer***



To all 109 members: Our April club meeting focused on some topics with great response and input from attending members. The great news is that the 109 gained two new members at the meeting. Our FNF2023 SHOW committee has made fantastic progress in organizing this event. A very special thank you to Bruce Sommers and the committee members.

In addition I would like to thank Gary Clarke for our most recent garage tour, what a fabulous tour, one of the best ever.

This year so far is showing more great things to come for the 109 CLUB and all our members. Once again thanks for all your support.

**Mike Mortimer**

***Live life, Be Happy***



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

***Chris Chown***

Thank you to everyone who continues to contribute items and articles to our newsletter. Without your help we are destined to mediocrity. I own a big shout out to **OLENA BADA** for a great photo of a special spot on the island. Always looking for new stuff for the Ladies Page so please don't be shy.

*In addition I want to single out FraserKaye & Kate Hill for sharing an incredible story about the heated floor in the dream shop. Thanks again to all of you, Chris Chown Editor*



# Club News:



## **FORDS & FRIENDS 2023. DON'T BE LATE!**



**EARLY Ford**  
VICTORIA, B.C.  
CANADA

# FORDS & FRIENDS

ANNUAL CAR SHOW  
2023

**FORDS & FRIENDS  
CAR SHOW & SHINE  
SINCE 1980**

**ALL NEW LOCATION FOR 2023!**  
**4495 Happy Valley Road in Metchosin**  
**9:00AM-3:00PM JULY 16TH**

**PRE-REGISTER Only!**  
 Open to all pre 1985 makes & models  
 Register today - [earlyfordv8victoria.com](http://earlyfordv8victoria.com)

**Show Cars \$20**  
 Show car entry 7am

Scan with phone to Register!

Presented by **CO-OP** **PENINSULA CO-OP**

**RONDEX** **DRIVERS** **GALAXYMOTORS** **W.C. WESCOR** **SMITH'S**

**EMERSON** **SEARLES** **Alpine** **AUTO** **100.5-Q** **Denman Point Motors**



***NEW MEMBERS:*** We are very pleased to welcome ***CAM PRENEVOST*** as the newest member of the 109. Cam has been sponsored by Bruce Somers and will add to our group energy right out of the gate. Cam currently has two favorite rides in his collection, a 46 Ford Flat deck and a 56 Ford Customline. Glad to have you aboard Cam!

We are also more than happy to welcome ***DAWSON VALGARDSON*** to 109. Dawson is now the proud owner of a 1941 Ford Super Deluxe recently purchased from our own Vic Nordstrom. So good to have you in the club!

### ***CLUB EXECUTIVE***

The 109 club continues our path of continuous improvement as we strive to fill executive positions. At present we are seeking two members to sit as President and Vice President. It's not as tough as it sounds and proves to be very personally rewarding. Please give serious consideration at your very first opportunity. Need more information? Call Chris Chown or Mike Mortimer. *Thanks in advance!*

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### ***CLUB PHOTO SHOOT***

***St Ann's is booked for MAY 28 starting at 9:00 AM. Please see below.***

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

- The 109 is in partnership with the VCC and Torque Masters 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 a little time and energy. We need to provide strong support to keep this important community event operating far into the future.

# 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)**

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The following link will take you to the website for THE SPECIALITY VEHICLE ASSOCIATION of BC. A very good site with excellent information about many things connected to specialty vehicles. Check it out.

[News \(sva.bc.ca\)](http://sva.bc.ca)

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**Gord & Sarah Alberg – Shop Tour April 15, a roaring success!**

***The shop tour at Gordie Alberg's property was excellent as expected. Great attendance by the 109 and invited guests. Details and photos will be included in the next issue of Rumbles.***



HEIDI BADA READY TO PLAY TENNIS.



ROB VANZELLA NEEDS MORE FUEL



**Gordie Thomas is in the pole position and ready to claim another victory!**

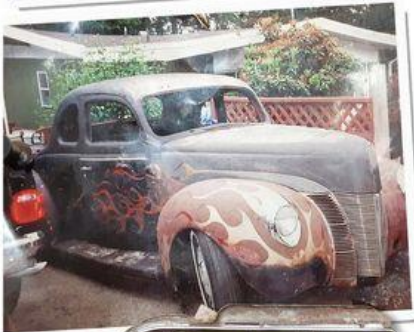


# 2023 Coastal Swap Meet



**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)

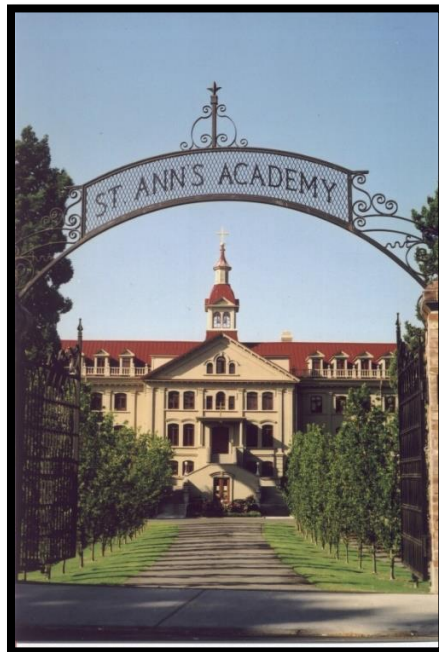
# EFV8 Club RG #109

## GROUP PHOTO SHOOT



**MAY 28<sup>TH</sup> SUNDAY 9:00 AM TO NOON.**

MAIN ENTRANCE AT ST. ANN'S 835 HUMBOLDT ST. **REGISTRATION IS STRONGLY ENCOURAGED**



On Sunday, May 28<sup>th</sup> the 109 club will hold a group photo shoot for our members' favorite rides. The location selected is the main gate entrance along the primary approach road facing the front elevation of St. Ann's. The gate is on Humboldt Street, shown in picture.

**The staging will start at 9:00 AM** with the space reserved for the 109 only so we won't conflict with others. We hope to have a professional photographer involved as well as any club member who wishes to take personal shots. We intend to post the updated photo on the club website as the current one is quite dated. Obviously, it is best for everyone if we have a strong turnout. Please mark your calendar!

**Please make sure you register at your very first opportunity so we can arrange for a great shoot. Please contact CHRIS CHOWN at [cdchown@outlook.com](mailto:cdchown@outlook.com) or 250 595 0312 for full details. Thank you all.**



# **An innovative Shop Floor Creation**

**By: Fraser Kaye, Nelson, B.C.**

Way back in about 2016 Fraser Kaye and Katie Hill pulled up stakes and relocated to a lovely new location in the Kootenays. The purpose of such a major shift in their life journey was to find new space where they could be with old friends and family while gaining enough room for personal lifestyle changes. So far so good!

One of the major items on the bucket list for Fraser was to build his own dream shop designed by him for his auto work, creations, and extensive hobbies. The new building is just about complete with final touches expected before next winter sets in. Really a plus to have a heated shop when the outside temp drops to -30° C.

A main feature of the new shop is the solar heated floor, designed and constructed by Fraser himself. The primary goal of the design was to heat the shop (three very large bays and office space) through the long cold winter without relying on expensive inconsistent hydro power. Hydro is hooked up to be used in emergencies. Power outages are frequent and extensive in the area due to winter storms that down huge trees and break power lines. Remote location causes delays for repair crews. The perfect solution was to build a sustainable heating system that would be inexpensive, efficient, and reliable, hence solar power. A very good investment for the long haul.

The patience and creativity employed by Kate and Fraser is simply amazing and stands as an example and inspiration for the rest of us.

The basic concept was to provide heated space via the concrete floor using solar power. Sunlight is collected by a parabolic dish mounted in a location to maximize the limited time of the sun's rays. The heat from the sun is transferred to a liquid into a collection box. At night the electric boiler is used because there is no sun. A boiler heats the glycol circulating in the piping in the middle of the floor slab. The concrete itself functions as a heat sink and will require minimal energy once it achieves the desired saturation.

Thermostats are used for temperature control pump activation. The circulating tubes are spaced evenly throughout the concrete and zap strapped to the steel reinforcing bar. The rebar is supported at a horizontal level in the center of the concrete slab. The rebar and circulating tubes are well supported by Frasers not very tasty “concrete cupcakes” a brilliant design for suspending the whole grid off the EPS insulation.



**The parabolic dish used to collect solar power.**

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**Shown before mounting and refurbishing.**



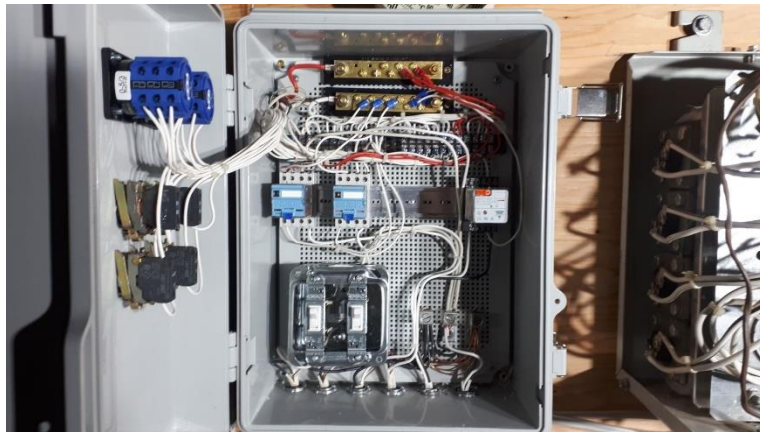
**This is the big bay, the dent in the floor is the extra foundation for the hoist.**

**Photo shows 3/4” EPS insulation on the bottom with rebar and circulating tubes zap strapped to the rebar.**



**A cupcake made with cement. They work as standoffs for the rebar.**

**Don't eat these, they really don't taste very good and are hard to digest.**



**The inside of the control box, designed and built by Fraser Kaye.**



**Nice compact layout and installation for the boiler and panel.**



**These are the hoses coming out of the floor and connected to the manifolds. Floor circulator pump shown at upper right.**



**Tubing is an oxygen barrier pex, made for floors. The circuit is at 12" on center. The pipes are zap strapped to the rebar. The white stuff in the background is 3 1/4" EPS board. Under that is 10 mil poly, should have been 12 mil but nobody here could supply**

**it. Six-inch deep 3/4" crush is the base. There is a 4" network of perforated PVC pipe in the gravel and it works as a passive radon gas vent.**





The boiler and control box connected and ready to go.

A fine example of superior workmanship with precise attention to countless details. Congratulations are in order for both Kate and Fraser for “getting it done”. Thank you for sharing such a great adventure.



One of the first projects for Fraser’s completion has been fitting all the new running gear to the modified frame for Chris Chown’s 47 Ford Tudor Deluxe 8.

Home soon!

Just in case you are wondering the frame and some of the body parts are coated in POR 15, Safety Red. Probably glows in the dark and you can warm your hands by touching it. You can buy this and other subtle colours from Shawn Driver in Sooke.



# *The Ladies page.*



*How's that for a great view? Thank you to [Olona Bada](#) for such a superb contribution! Check out the rainbow. Vancouver island at it's finest.*

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## The best “Nuts and Bolts” on the planet from Emily Chown.

Oven toast at 250° F for one hour.

½ cup melted butter

½ Tsp. Worcestershire sauce

¼ Tsp Garlic salt

¼ Tsp Celery salt

2 ½ cups Cheerios

2 cups Shreddies or Crispex

2 cups Fine pretzels

½ Lb. **Royal mixed nuts** (more if you wish)

Stir every 15 minutes until ready.

Adjust items and quantity to personal taste.

Instructions:

Place melted seasoned butter over ingredients and salt to taste.

Bake for 1 hour at 250° F

Stir thoroughly every 15 minutes.

Enjoy!

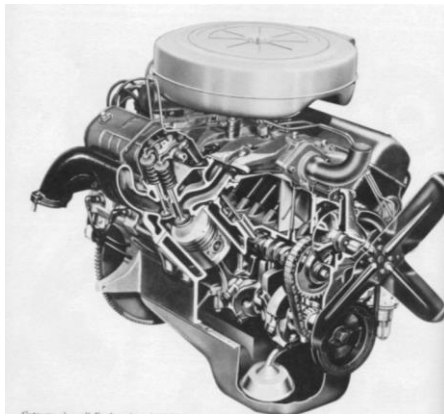




# Tech Talk.



## Ford Y-block V8 Engine



<b>Manufacturer</b>	Ford Motor Company
<b>Production</b>	1954-1964
<b>Predecessor</b>	Flathead V8
<b>Successor</b>	Ford Windsor engine Ford 335 Cleveland V8
<b>Configuration</b>	Small-block OHV V8

The Y-block engine is a family of overhead valve V8 automobile piston engines from Ford Motor Company. It was introduced in 1954 (1953 Trucks celebrated 50 years of Ford with a Flathead V8) on Ford trucks and in 1954 on Ford cars to replace the side-valved Ford Flathead engine and was replaced by the Ford FE engine (on medium cars) and the Ford Windsor engine (on small cars) in 1962 and lasted until 1964 in Ford trucks.

Note that Lincoln introduced a very different and larger Y-block engine in 1952 for use on large cars and on Ford heavy duty trucks.

### 239

The first Y-block on Ford automobiles was the 1954 239 in<sup>3</sup> (3.9 L) Ford engine; known for its deep skirting, which causes the engine to resemble a Y. Rated at 130 hp (97 kW), it replaced the 239 in<sup>3</sup> (3.9 L) flathead which was rated at 106 hp (79 kW). The Y-block was considered a major advancement over the flathead. It is known for having oiling problems in the rocker shafts due to the fact the oil first went to the crankshaft bearing, then to the camshaft bearings, then to



the rocker shafts. This problem plagued the entire Y-block family and could be remedied by running a copper line from the oil pump and then to the rocker shafts.

The oiling problem was caused by the passage from the center cam bearing to the cylinder head being offset by an inch and too small. The motor oils of the era were low in detergents, but high in coke; when combined with short trips and infrequent oil changes, this led to blockage of this passage. This left the lower end with ample oil while the rocker shaft assemblies literally burned up. The external oiler kit essentially provided oil to the rocker shafts from the oil pressure port on the outside of the engine.

A quick reference to the engine specifications for 1955-57 will show the Ford V-8s ahead of the Chevrolet counterparts in displacement, horsepower and torque. The real enemy of the Y-block was its displacement limit. The original architecture was very small and tight. Even with the benefit of today's technology (aftermarket rods and stroker cranks), the real limit of a Y-block is about 348 in<sup>3</sup>, while the Chevrolet could be modified well past the factory limit of 400 in<sup>3</sup>. The ever-increasing size and weight of the standard passenger car, the added parasitic losses for accessories (power steering, power brakes and air conditioning), cheap gasoline and the horsepower race all caused Ford to outgrow its first OHV V-8 engine. It is interesting to note that both Ford and Chevrolet went to optional "big block" engines for 1958, 352 in<sup>3</sup> (5.8 L) at Ford compared to 348 in<sup>3</sup> (5.7 L) at Chevrolet.

## 256

The original Mercury Y-block, introduced for the 1954 model year, displaced 256 in<sup>3</sup> (4.2 L). Advertised as the "V-161" engine, it ran a bore and stroke of 3-5/8" X 3-3/32". The compression ratio was 7.5:1, and the rated power was 161 hp (120 kW) at 4400 rpm. Torque was 238 lb-ft (323 N·m) at 2200 rpm. The engine breathed through a Holley model 2140 (4V) carburetor.

## 272

The 272 in<sup>3</sup> (4.5 L) version was introduced in 1955. Most standard Fords used this engine.

This engine, as well as the 292 version starting in 1956, was also produced by Ford of Brazil at its São Paulo plant facility (Ipiranga plant). A new building was opened on November 21, 1958 by the Brazilian President, Juscelino Kubitschek de Oliveira, to produce the first Ford engine in South America. The 272 version was used on Brazilian F-series trucks until 1977 and on the Brazilian Galaxie 500, launched in April 1967.

## 292

The 292 in<sup>3</sup> (4.8 L) was also introduced in 1955. It was used in the Ford Thunderbird, Mercury, and some high-end Ford cars. In 1956, it was an optional engine for Ford cars, was commonly used in high-end models, and called the "Thunderbird V8" (the optional larger 312 in<sup>3</sup> engine was called the "Thunderbird Special V8"). The 292 in<sup>3</sup> was also used in Ford trucks, namely the F-100, through 1964. The 292 forged steel crankshaft was popular with motor enthusiasts in increasing the performance potential of the 312. With some machine work, this part was used to upstroke the 312 V8 to 340 in<sup>3</sup> in combination with custom-made pistons and a .040 inch overbore (4.040 in. x 3.3 in.).

Ford Australia released this V8 motor as its only option in the 4-door *Customline* sedan from 1955-1959 (based on the Crown Victoria), and its utility, based on the same styling as the Customline, called a *Mainline*.

This particular version of the Y-Block engine was used in Argentina in the F-100 pick-up well into the 1960s, and was known as Fase I (Phase I). In 1971, the engine was modified to accept

a new-style cylinder head with a different valve arrangement (E-I-E-I-E-I-E-I versus E-I-I-E-E-I-I-E), new intake and exhaust manifolds and was renamed Fase II (Phase II). In this form, the 292 Fase II continued into the 1980s in the F-100, and was also used in the Argentine Ford Fairlane (built from 1969–1982, and based heavily on the U.S. 1968 model). All Argentine versions of this engine feature a cast crankshaft rather than the forged example that equipped US heavy duty engines. The 292 version was also produced by Ford of Brazil and equipped the Brazilian LTD starting in 1969. Both the 272 and 292 engines were replaced on Brazilian cars by the 302 engine starting on 1976 model year.

### 312

The 312 in<sup>3</sup> (5.1 L) engine came out for the 1956 model year and was again used in high-end Ford and Mercury cars, including the Thunderbird. Bore and stroke dimensions of the 312 V8 were 3.80" X 3.44". Depending on model year and application, the 312 was available with a single 2- or 4-barrel carburetor, two 4-barrel carburetors, and with". Depending on a McCulloch (Paxton) supercharger (1957 only).

All 1956 U.S. Mercury models were powered by the 312 in<sup>3</sup> (5.1 L) V8 breathing through a 4-barrel carburetor. At the beginning of the model year, a 210-horsepower version with 8.0:1 compression ratio powered Mercury cars with manual transmissions (including 3-speed plus overdrive), while a 225-horsepower version powered cars with automatic transmissions. The 225-horsepower version had an 8.4:1 compression ratio. Later in the model year, a 235-horsepower version with 9.0:1 compression ratio became available. All 1956 Mercury engines had gold-painted blocks and heads. The 210-horsepower version had red valve covers and air cleaner, while the 225-horsepower version had blue valve covers and air cleaner. The 235-horsepower version had argent silver valve covers and air cleaner. A dealer-installed "M 260" engine kit was released in January 1956. The kit consisted of a hotter camshaft, revised cylinder heads, and an intake manifold mounting two 4-barrel carburetors. The kit was advertised as boosting the Mercury 312 V8 to 260 horsepower.

The last regular application of the 312 V8 in the U.S. was for certain 1960 Mercury models. Though considered to be a high performance engine in 1956 and 1957, it was downgraded to an "economy" engine with low compression and 2-barrel carburetor by 1960.

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<https://www.nationalgeographic.co.uk/video/tv/the-james-bond-cars>

***If you want a fun time check out this link to Car SOS. I am sure you will enjoy the series from National Geographic about car restoration. Cheers, Chris***

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***BUY & Sell.***

***Heads up!***

**SALE**



*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*



**SORRY BUT IT'S SOLD**



*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.*







*There are many more items that are not shown here due to a lack of space. Some mechanical and some cosmetic. Many thanks once again to Gary Porter for his wonderful generosity.*







*If you would like to check out the collection [please call Chris Chown at 250 595 0312 anytime. Opportunities to review will close off April 30.*

*We will accept and prefer bids for the entire collection and would award the package to the highest bidder on May 1<sup>st</sup>. Please be reminded that all proceeds go to the EFV8 109 club.*

*Good luck,*

*Chris Chown*

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**Call JIM BANKS 604 3514351 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. Price reduced ask Fran for details.***

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 Vic Nordstrom. Close to asking.**

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

**New owner is Dawson Valgardson.**

**41 Ford SOLD.**

# ***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>2017</b>
<b>Community Liaison</b>	<b>Lew Williams</b>	<b>As needed.</b>	<b>2018</b>



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

### **Who Knew?**

**What does this mean?**

***Touch it with a 10 foot pole ,,,,,, (to keep at a distance)***

***The origin of the expression “I wouldn’t touch it with a ten foot pole” is uncertain. It is thought to derive from the 10 – foot long barge poles that rivermen used to push their craft along in shallow water. While a subordinate use of the poles is to fend off things, there is no real evidence to support this theory.***

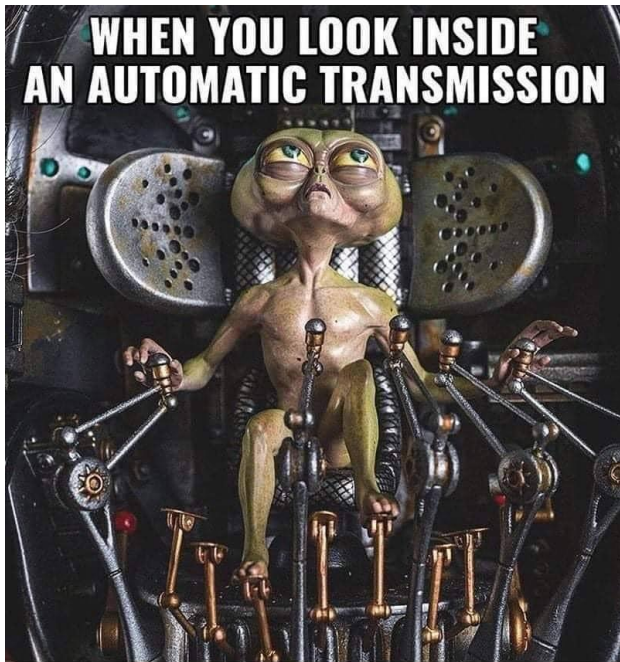
***By and large....(for the most part)***

***To sail a vessel by and large means to sail her as close to the wind as she can go without being hard on it. On shore when a person doesn’t want to “sail” directly into a subject by and large serves as a circumspect expression meaning “for the most part.” In the British Broadcasting Company’s highly acclaimed screen adaptation of Jane Austin’s novel Pride & Prejudice, Miss Mary Bennet remarked on the betrothal of Mr. Wickham to the freckled, odious Miss King (“bay and large it was to be expected.”***

***Deep Six....(to get rid of)***

***To deep six is a sailor’s expression for throwing something overboard. The “six” refers to the six foot nautical fathom, the standard unit of measurement for sea depth. In contemporary usage the phrase now means to kill something, or to send it to the bottom, as in “deep sixing” a request for funds.***

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*What's not to love about  
transmissions?*



Compliments of EFV8 RG 149  
S. Ontario.

Thank you, Lloyd, and friends.



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

**Shaved** “Shaved” is a hot rod term that refers to eliminating door handles, locks, badges, emblems and trim from the exterior sheet metal of the vehicle. Modders will also fill holes for a clean, “shaven” look. Having a shaven hot rod can also mean you’ve eliminated the visible fasteners from outside bumpers – you don’t always have to go all out.

**Hot Rod** If you’re going to learn hot rod slang, you better know what the term “hot rod” means in the first place. Hot rods go back as early as the 1920s, but the modern definition of a hot rod exploded into the popular lexicon sometime in the ‘50s. “Hot” refers to “hotting up” a car, as in making it way faster. “Rod” is either a slang term for a roadster, the car that was the original blueprint for hot rods, or the engine’s camshaft, a rod that often was a base upgrade for improved power. Put them together, and you get a hot rod – a classic vehicle that has been specially customized and modified for extra power and speed.

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## An update addition to “Baby Moons” by Fraser Kaye

Hi. Peanut gallery here...On "The fun page" regarding hot rod slag. Baby Moons are a registered trade make, owned by Moon equipment and on the shelf every day. **Hub cap slag is dog bowels. dog dish, nut covers, nut catchers and rattle buckets. Just chewing the fat...regards PG**

**Fat Fendered:** *Fords built between 1935 and 1948 that were wide and rounded in appearance.*

**Land Yacht:** *a large, luxury car, usually referring to the chromed, finned, oversized vehicles of the late fifties to early sixties.*

**Raked:** *a design in which the front end has been lowered more than the back.*



**Just in time for the summer camping season.**



“Boy, that takes me back! I haven’t seen a suit like that for 30 years.”



“I don’t know what you’re eating, but you gave the dog a can of spaghetti sauce!”

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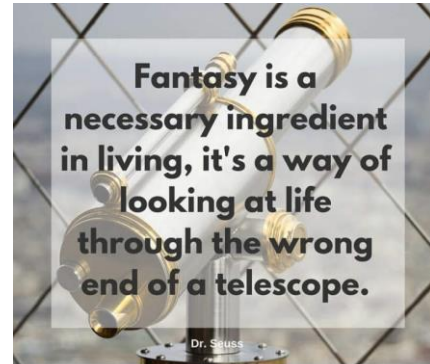
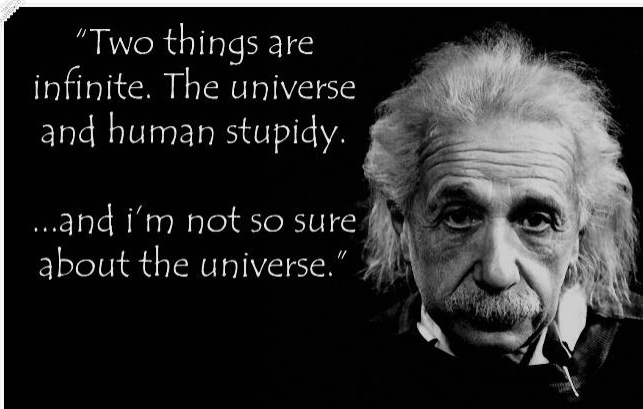
***A simple riddle or two. (answers on next pages somewhere.)***

**1. Riddle:** I can be hot or cold. I can run and be still. I can be hard and soft. What am I?

**2. Riddle:** I have four wings but cannot fly. I never laugh and never cry. On the same spot, I’m always found, toiling away with little sound. What am I?

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## Somebody said:



KeepInspiring.me

**Albert E.**

**Dr. Seuss**

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

1. Answer: **Water**
  2. Answer: **A windmill.**
- 

*Ready for a little more Henry Ford history?*

## Ford City, Ontario



Ford plant and Ford City in 1920

**Ford City** was a community in the [Canadian province](#) of [Ontario](#), located within the municipal boundaries of [Windsor](#). The community was founded by the [Ford Motor Company](#) in the early 1900s as a separate [company town](#) where Ford had a big plant at

the corner of Riverside Drive and Drouillard Road, which at one point employed 14,000 people.

The boundaries east to west were Pillette Avenue to Walker Road, and the north and south boundaries were Riverside Drive to Grand Marais Boulevard. Ford City's downtown main street was Drouillard Avenue, named after François Drouillard (an early settler who owned a farm along the general location of the street, which evolved from a private path on his property). The last remaining building of Ford is the engine plant.

The town was sparsely-populated and mostly farmland until the Walkerville Wagon Works partnered with [Henry Ford](#) (the namesake of the town) to build and import automobiles to Canada at a lower tariff rate by having the [Ford Motor Company](#) provide them with the incomplete automobiles and their parts, with Walkerville Wagon Works performing final assembly for domestic (Canadian) purchase. This partnership was [Ford Motor Company of Canada](#), and by 1910, it would move to an even bigger facility in Ford City. By 1913, the community was incorporated as a village with Charles Montreuil as its first mayor, reaching town status just two years later. In 1928, the town legally changed its name to **East Windsor** and incorporated itself as a city in 1929, though the [Great Depression](#) took its toll on the community. With the town facing bankruptcy in 1935, Ford City was merged into the City of Windsor by the provincial government, along with the towns of [Sandwich](#) and [Walkerville](#).<sup>[1]</sup>

The community of Ford City first made national headlines on August 22, 1917, when hundreds of [French Canadian](#) parishioners mourning the death of their nationalist pastor, Fr. Lucien Alexandre Beaudoin, formed a blockade refusing to admit their newly appointed priest, Fr. François Xavier Laurendeau, on the pretext that they believed he was in favour of the provincial school policy, Regulation XVII, which had severely restricted the use of [French](#) in the area's bilingual schools. For more than two weeks, the parishioners mounted an around the clock blockade refusing the priest's admission to the parish grounds and residence. On September 3, the [Catholic Bishop of London](#), Michael Francis Fallon, sent the parishioners an ultimatum: accept the new priest or face the closure of the church. The warning failed to produce any results. On Saturday, September 8, 1917, Fr. Laurendeau returned to the parish with a police escort of 12 constables. The protesters, who were tipped off by a phone call of their pastor's impending return, rang the church bells, and the grounds were soon occupied by more than 3000 parishioners. When Laurendeau and his police escort arrived they faced a sizeable blockade. The police escort pulled out their billy clubs to make their path through the crowd. Amid the pushing, shoving and shouting, someone threw the first blow and a full-scale riot broke out. Through a shower of bricks, rocks, fists, brooms and clubs, the constables managed to reach the church residence. The mayor, Albert Maisonville was forced to read the [Riot Act](#) and call upon the military for back up. When the riot finally settled down, nine men had been arrested, and nine people had been seriously injured, including two elderly women who fiercely resisted the policy on the front steps of the church rectory with broomsticks. For more than a year, the parishioners boycotted masses celebrated by Laurendeau and appealed to [Pope Benedict XV](#) to replace him. In October 1918, the Vatican ordered the parishioners to accept the new pastor under pain of [excommunication](#), ending the boycott. These events came to represent the culmination of the French-speaking community's



resistance to Bishop Fallon and his vocal support of the Ontario Government's imposition of Regulation 17.

The area is also famous for the historic 99-day 1945 Ford Strike during which the workers fought to be unionized, and set up a blockade around the plant. The [Rand Formula](#) was created at the end of the strike where workers would have to pay union dues for having a union in their workplaces, which set the standard for all unions in Canada. Ford left Windsor for [Oakville](#) in 1953, closing the Riverside Drive plant by 1960 and leaving thousands unemployed as only the casting and engine plants remained.

## **Nain's 90-year-old snowmobile fully restored, ready to ride**

### **1927 Ford Model T outfitted with skis, abandoned by scientists in Labrador wilderness**

[Bailey White](#) · CBC News · Posted: Jan 07, 2018 2:30 PM PST | Last Updated: January 7, 2018



This 1927 Ford Model T tops out around 70 km/h, but don't try landing any jumps in it. (Submitted)

The fuel lines were clear. The gas tank was full. Every bolt had been tightened one more time.

Jamie Brake spent hours before the test drive making minor adjustments, and he was pretty sure the 1927 Ford Model T would start when he turned the key.

**When she fired up ... it was just like a dream. It was awesome.** - *Jamie Brake*

Nine decades earlier, the machine — outfitted with skis and tracks — was abandoned by American scientists in the wilderness outside Nain.

Now, after years of restoration, what's been dubbed Labrador's first snowmobile is back in action.



Archival footage shows Labrador children hitching a ride on the Model T around 1928. (File photo)

"We figured it should work but we didn't know for sure if it would," said Brake, an archeologist with the Nunatsiavut government.

"So when she fired up and actually was rolling and operating the way that it should it was just like a dream. It was awesome."

Brake [led an effort](#) in 2014 to recover the Model T, which he said was in relatively good condition for all its time outside.

The Nunatsiavut team sent the snowmobile to machinist Frank Noseworthy of Port au Choix, on Newfoundland's Northern Peninsula.

Noseworthy worked for three years restoring the 1927 Model T to its original state, using most of the original hardware; the engine, transmission and skis.



The real deal: Brake says most parts are original to the Model T, including the engine, transmission, chassis and skis. (Submitted)

"It looks absolutely beautiful. Frank did a fantastic job," Brake said. "But this is the real deal."

### How to drive a Model T

The snowmobile landed back in Nain in November 2017, but the test drive didn't happen until the new year.

There's a learning curve to driving a Model T, said Brake. There's no neutral gear, so the driver has to be aware the machine could start moving as soon as it's started.



Jamie Brake says there's a learning curve to driving a Model T. 'We learned a whole lot about things not to do,' he says. (Submitted)

It also needs at least a quarter-tank of gas to make it up any kind of incline.

"We learned a whole lot about things not to do," Brake laughed.

Despite its age, the snowmobile's top speed is thought to be about 70 kilometres an hour, although Brake hasn't tested that himself.

**I think it's absolutely amazing. There's nothing else like it.** - *Jamie Brake, archeologist*

And while it spent nine decades outdoors, from now on the Nunatsiavut government, which owns the machine, will store it inside.

"On special occasions, the plan is to take it out and ride it around town," said Brake, who is still awed by the Model T.

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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!*

