

Rumbles Newsletter

JUNE 2023

Early Ford V8 Club RG # 109

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



Frances Riley hits the big time in her new 47 Coupe.

www.earlyfordv8victoria.com

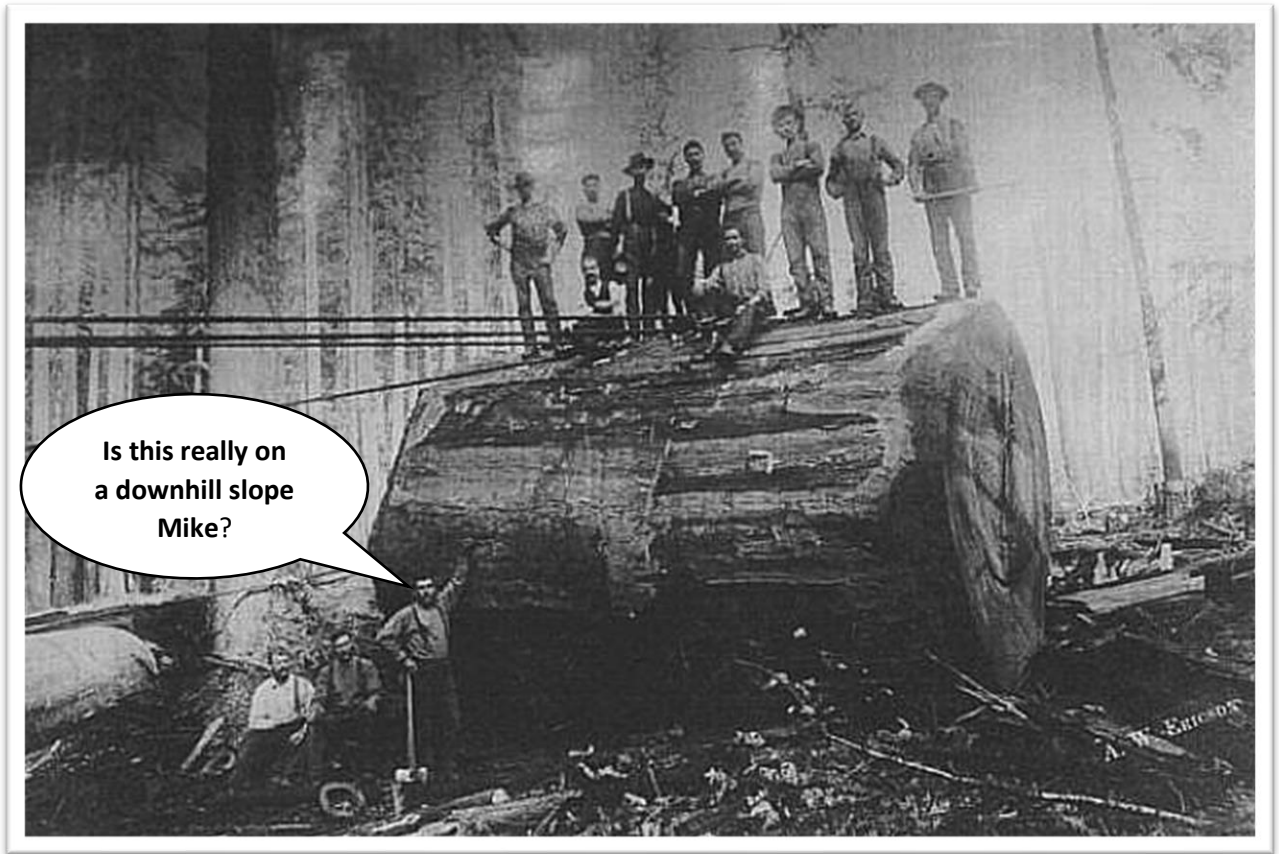
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- Committees – function, contacts.
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- Miscellaneous.

Contributions are always welcome and sincerely appreciated.

Please send submissions 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
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&bounce@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 9	REG CLUB MEEETING	MIKE MORTIMER
MAY 28	109 FAVORITE RIDES GROUP PHOTO – ST. ANNS 9:00 AM	CHRIS CHOWN
JUNE 13	REG CLUB MEEETING	MIKE MORTIMER
JUNE 25	VCC SWAP MEET	MARC BROWN, JANE THOMAS CHRIS CHOWN
JULY 16	FORDS & FRIENDS 2023	BRUCE SOMERS
JULY	RENO ROAD TRIP	GARY CLARKE

AUG	ANNUAL CLUB BBQ. TBA	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 –JUNE 13TH , 2023.



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

The June 13, 2023, meeting of the Early Ford V8 Club 109 was called to order by President Mike Mortimer at 7:12 p.m. at Saanich Baptist Church, 4347 Wilkinson Rd., Victoria, B.C.

Welcome to guests ***Marni Vistisen Hanwood and her sons Thane, Graysen, and Brennen.***

1. **Agenda** distributed for June 13, 2023, meeting.
 - a. Motion to approve the agenda by Bruce Somers; seconded by Murray Anderson
2. **Minutes** of May 9, 2023, meeting
 - a. Motion to approve minutes by Don Landels; seconded by Bob Mortimer
3. **Business Arising** from Minutes
 - a. No old business
4. **Correspondence**
 - a. **St. Ann's Academy tour** will be planned due to cancelling the club's photo shoot; likely in September or October; reported by Chris Chown
5. **Treasurer's Report**
 - a. Monthly report for period ending May 31, 2023, by Jim Banks; motion to accept by Robert Bada
 - b. Mike Mortimer presented flowers to Treasurer to welcome him back from absence last month
6. **Committee Reports**
 - a. **VCC swap meet:** June 25, 2023, event planning report by Marc Brown.

- Planning is going well; posters available thanks to Chris Chown's printing
 - Expecting heat could deter attendance.
- b. **Fords and Friends July 16, 2023, update** by Bruce Somers
- Sign-up sheets available at meeting
 - Organizing team is working well together.
 - Sponsors and prizes are organized and growing.
 - Copies of a map of the show grounds layout were distributed.
 - Tennis court on the map is the area for KMS and info booth.
 - Caution the area lacks shade so umbrellas/other solutions are suggested.
 - Lions are providing food; they & other vendors will have their own shade shelter.
 - Farmers' Market will be open nearby, along with the on-site pub.
 - Club members parking area is angled and limited; requires registration same as the 'in show' parking area.
 - Club parking area is ideal for easy access for club members to easily park and help out with the morning of the show.
 - Non-show cars will need to park across the road; that same area is used in the early morning to confirm registration and do staging of show cars which will then move across the road in an organized fashion to park in the show area (in small batches rather than a steady stream) to make it easier for volunteers to manage the activities.
 - **Looking for volunteers for setup** of signs and more on the Saturday before the show; more volunteers is better than too few.
 - An overnight volunteer is welcome to camp if they would be willing to keep an eye on the grounds.
 - **Registration is still open** for both the show area and the club member parking spots.
 - If you are volunteering, it may be wise to bring a safety vest (also called "high visibility vest") if you have one from previous volunteering
 - Note the club is not allowed to direct or stop traffic; we will simply be encouraging drivers to use caution when crossing the road
- c. **Shop tours** update by Don Friebe.
- A tour is being planned for the Roundhouse facility that still houses a few locomotives. Probable date is September or October
- d. Other: Vic Nordstrom presented a comical short story

7. Guest speakers

- a. New chair announced for guest speaker acquisition: Don Landels
- b. **Tony Cond presentation** on a repair product called Belzona.
- Tony is experienced in marine underwater and oily applications; usage also applies to automotive and household items.
 - Of interest to the club is its putty-like nature and ability to provide surface repair, adhesion, and weatherproofing of materials including metals, concrete, and wood.

- Examples included repairing items like engine block and carburetor, and resurfacing corroded and loose bearing casings.

8. New Business

- Chris Chown announced 109 club windshield stickers are available for distribution after the meeting.

9. Announcements

- New chair of guest speakers and presentations: Don Landels
- Plans to welcome Jane and Gordie Thomas back after health absence are delayed; they were not able to attend tonight, and the club members wish them good health.
- Club's donation to the Camosun College automotive apprentice program: a letter of thanks was received by the recipient Faris Tulbah

10. Buy and Sell

- 1931 Model A Ford 5-window Coupe for sale: appraised at \$50,000, in North Saanich; Chris Chown has contact info.
- Collection of shoebox parts: '50 to '51, asking \$200; contact Dylan Goddard
- A Beautiful Shoebox for sale: contact Lew and DJ Williams
- Set of 5 whitewall tires: contact Ian Gordon
- Tony Cond has woodworking tools for sale.
- Grease movie night event August 19 announcement by Bob Mortimer: Saanich Fairgrounds, hot-rods welcome.
- Marc Brown asked for help with King Sealy gas gauge; needs fluid for it.

11. Meeting Adjourned 9:06 p.m.

- Refreshments and 50/50 draw, winners:
 - Mystery bags: Bruce Somers, Vic Nordstrom, Bob Mortimer
 - Books: Tony Cond, David, Mike Mortimer, Ian Gordon
 - \$40 cash: Tony Cond.



Presidents Message.

Mike Mortimer



Mike with Mrs. A; Clark

To all # 109 Members. Our June club meeting was well received with members and guests. The meeting touched on various topics. The most important was our upcoming FNF SHOW. This show is very important to our club so we will need all hands-on deck the day of our show!! This is the biggest event we do each year, and everyone's help is

greatly appreciated. I personally am excited for our new venue location. The new location is very open to much sunshine so you might want to create your own shade. The club will not have a club meeting until September 2023, Hopefully we will be having our annual club barbeque sometime in August, date, and time to be announced later. At this time as your president, i would like to wish everyone to have a great time and enjoy our summer.

Mike Mortimer
Live life, Be Happy



***Message from
the Editor.
Chris Chown.***



Once again, I find myself so pleased with the response from several members who made high-quality contributions to the Rumbles newsletter. It is especially rewarding to have our new members step up with photo ops for their favorite rides and allow publication on the club website. We have a deep, incredibly rich history in the 109 and so many great stories to tell. Thank you all for continuing to make contributions and all your help to keep the 109 strong and lively. Keep it up!

We would love to have a co-editor to assist with publication and content as you wish. If you are interested, please give me a call anytime.

Cheers, Chris



Club News:



FORDS & FRIENDS 2023. REGISTER NOW.



FORDS & FRIENDS

ANNUAL CAR SHOW
2023



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

Show Cars \$20
Show car entry 7am



Scan with phone to Register!

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



Please note that everyone (including 109 club members) is required to pre-register online and pay the registration fee of \$20.00. This change is mandatory so efficient tracking and gate control is possible. If you need information or reimbursement contact Bruce Somers at your first convenience.

NEW MEMBERS: The 109 is very happy to welcome a new member - **MARNI VISTISEN-HANWOOD** - and her family effective immediately. **Marni and sons Brennan, Graysen and Thane** are fresh to the collector car experience and are sure to benefit from the wealth of experience available throughout the club.

The beautiful 1953 Meteor Sunliner shown below is a great addition to the 109 and a certain eye catcher at this year's Fords & Friends show.



CLUB EXECUTIVE: The search continues for good members to fill two executive positions as soon as possible. If you are interested or know of someone who is please give us a call. All inquiries will be held in confidence. Chris at 250 595 0312 or Mike at 250 477 0547.

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 25th** . 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)

Tony Cond makes a presentation. BELZONA



Our long serving member Tony Cond gave a very detailed presentation on the considerable applications and benefits of BELZONA at the June 13th meeting. There are many ways to apply this product while rebuilding or repairing your favorite ride or yacht. Tony is gracious enough to offer massive knowledge and experience to help you out.

Thank you Tony for so much effort and time. <https://www.belzona.com/en/index.aspx>

A very nice thank you from Camosun student, FARIS TULBAH.

Faris Tulbah
1216 Freshwater cres.
Victoria, B.C., V8B 2L9
fartulbah7@gmail.com

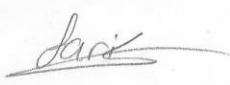
Dear Early Ford V8 Club,

Thank you for your generous donation. I am a highly motivated and progress-focused Automotive Apprentice with a recently developed background in the trade. Before this program, I was a university student studying statistics who dropped out because I lost interest and felt it wasn't for me. Soon after, I started working in construction. I worked in that field for two years, which helped me recognize how much I enjoy learning practical skills. I also enjoyed the personal connections I made in that line of work. I soon realized I wanted to enter the automotive trade because of my hobby of working on and learning about cars. However, while being a full-time student my savings slowly depleted, and finance was pretty tight. I barely had enough to get by the months and this put me in a predicament.

Thanks to the early ford club donation, I can start my apprentice career with increased finance. So thank you for helping me pursue my dreams of getting my red seal!

Kind Regards,

Faris Tulbah



A great new favorite ride has arrived at the 109.

Frances Riley has jumped into the deep end with the purchase of a new favorite ride. Her new 1947 Ford coupe was recently purchased in Kelowna after an extensive search for just the right coupe. Fran's previous coupe, a 41 mercury was sold to a fellow enthusiast on Pender Island.

Fran is looking forward to attending more club events and drag racing with John Aasen again. Looks like a great new addition to the 109 fleet! Make sure you check this out at FNF 23.



The Ladies page.

A quick thought from the desk of Emily Chown.

Grandmother....Is that you?

A woman goes to the local psychic in hopes of contacting her dearly departed grandmother. The psychic's eyelids begin fluttering, her voice begins warbling, her hands float up above the table, and she begins moaning. Eventually, a coherent voice emanates, saying, "Granddaughter? Are you there?"

The customer, wide-eyed and on the edge of her seat, responds, "Grandmother? Is that you?"

"Yes granddaughter, it's me."

"It's really, really you, grandmother?", the woman repeats.

"Yes, it's really me, granddaughter."

The woman looks puzzled, "You're sure it's you, grandmother?"

"Yes, granddaughter, I'm sure it's me."

The woman pauses a moment, "Grandmother, I have just one question for you."

"Anything, my child."

"Grandmother, when did you learn to speak English?"

Your husband will always be
your biggest and oldest child
that requires the most adult supervision





Tech Talk.

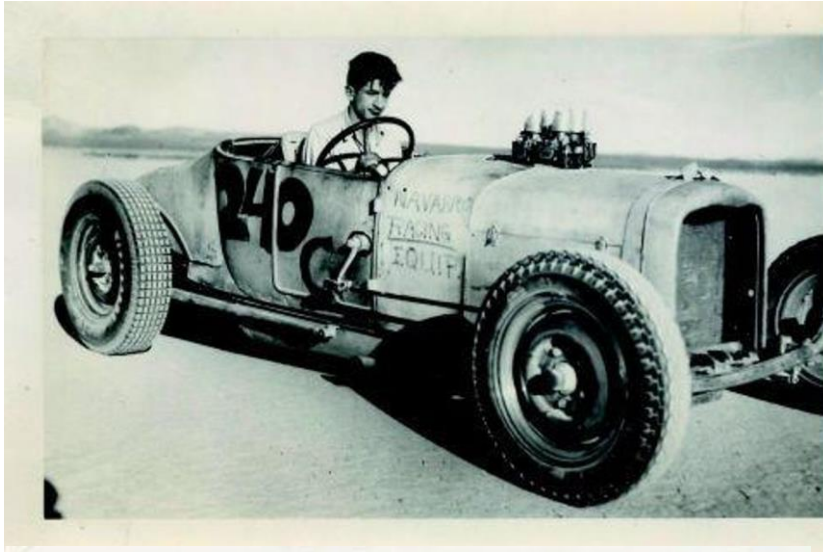


How about this for a very fancy flathead! Barney Navarro made the very best heads for a flathead, and they are still a sought-after item today. Not only do they look great they have superior performance features to improve compression and reduce heat.

Barney Navarro

Unconventional thinking and hard work put his products in the record books.

[Daniel Strohl](#)



Up until two or three years ago, you'd be more likely than not to find Barney Navarro, 80-something years old, still making hop-up parts for the flathead Ford from his Glendale, California-based business, Navarro Engineering.



When we say "making," we mean it literally. He'd be at his lathe or CNC machine with his hands on the high-compression heads and intake manifolds, not just sitting in a front office, schmoozing with other hot rodders his age. If he had any down time, he'd use it thinking--always thinking--about how to continually improve the internal combustion engine.

"He was way too smart," said Mike Herman, now the owner of Navarro Engineering and the man that Navarro himself chose to continue the legacy. "He knew everything about an engine, why things happened, how to make them better. He was so smart about every single inch of his engines."

Born in 1919, Navarro became enamored early on with hot rodding and with building hot rods to test out his theories on how to extract more power from an engine. In 1941, he took a relatively new 1939 Ford flathead V-8 engine, fitted with heads of his own design and a Weiand high-rise dual-carburetor intake manifold, installed it in a borrowed Model T roadster, and clocked 107 mph at Muroc Dry Lake.

That Weiand connection got Navarro started in the hot rod parts business. According to Herman, Navarro started out by machining intake manifolds for Phil Weiand. "He wanted to make some changes to Phil's design, but Phil told him, 'No, go build your own,' which is just what Barney did," Herman said.

Specifically, Navarro considered the timing sequence of the Ford flathead V-8 engine, then redesigned the intake manifold's passages to improve the fuel mixture distribution for a dual-carburetor setup. Weiand's design, as well as other multiple-carburetor intake manifolds at the time, simply added the additional carburetor mounting flanges without considering the paths taken from the carburetor to the cylinder.

Navarro eventually designed his own aluminum cylinder heads with improved combustion chambers, but his major claim to fame came when he became the first hot rodder to place a GMC supercharger on a flathead Ford V-8 and race it, eventually recording a 147 mph pass with the engine and influencing generations of supercharger addicts after him.

Herman said Navarro rarely advertised the company, which he started in 1947. "He wrote a few tech articles for the magazines, but he found that those took away from his real focus," Herman said. "He believed in true work, and he wasn't into hot rodding to be as famous as possible. He wasn't a buddy-buddy, joke-around type of guy."

The lack of advertising probably led to Navarro's pursuit of other forms of racing and other engineering pursuits when the popularity of flatheads waned during the 1950s. He built engines for boat racing with partner Ken St. Oegger in the 1950s, including a Hemi-powered boat that he built and raced for Henry Kaiser. That particular enterprise led to Navarro's development of a heart pump for use in Kaiser's hospitals. During this time, Navarro also owned a concrete business and developed a type of concrete saw that remains in use today.

By the late 1960s, he decided to get into racing again, but in a different medium and using an entirely different engine. "He chose to race at Indy at first because it was just another avenue to racing," Herman said. "But as more people said he couldn't do it, it drove him to say, 'Yes, I can.' "

Navarro also chose an engine that had never before run in the Indianapolis 500--the Rambler overhead-valve 199-cu.in. six-cylinder, due both to its strong bottom end and thick cylinder walls. Navarro built both a fuel-injection setup for the engine and a variety of single- and double-turbocharger setups, eventually wringing in excess of 600hp from the little six-cylinder engine. According to Herman, Navarro tried to qualify at Indy with some form of that engine for three years, starting in 1968, but never actually qualified due to problems with drivers and with the suspensions of the cars.

During the years, Navarro Engineering remained in Glendale, where Navarro attended high school and vocational school, and continued to produce flathead speed equipment in increasing quantities as the nostalgia hot rodding movement gained steam. Herman said he first met Navarro several years ago when the business he and his father ran, H&H Flatheads, started carrying products from Navarro Engineering.

"He was always willing to help and offer solutions to problems, answer the questions that nobody else could," Herman said. "You ask him a simple question, and he'd eventually explain the turbulence in the flow of gas when the fuel mixture came into contact with the valves. He could have been a rocket scientist if he wanted to be.

"And all the way to the end, his favorite quote was 'There's nothing more fun than learning.' When he was in the hospital, he asked me for the instruction booklet for an MSD electronic ignition unit because he wanted to read up on it."

Navarro died August 20, 2007, on his 88th birthday.

BUY & Sell.

SALE



Need some wide whites? Ian Gordon has a set of 5 bias ply originals he is looking to move. Great for a roller. 250 392 0537. (not exactly as shown)

New listing by DJ & Lew Williams.

1950 Meteor Coupe. Asking \$24,000. CDN.

A freshly refurbished classic 50 Meteor coupe located in Victoria. Multiple upgrades including paint and upholstery. Solid running gear with loads of power when you need it make this daily driver a real head turner. Call Lew Williams at 250 661 2092.

Features:

- ✓ 1950 Canadian Meteor
- ✓ Chevy front clip Skirts
- ✓ LED lights complete
- SBC 350 – 350 automatic trans
- Chrome reverse rims
- New paint with matching interior.



SOLD

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

49 - 51 Shoebox parts (just in case). First \$200.00 takes it all. Contact Dylan dylangoddard@shaw.ca

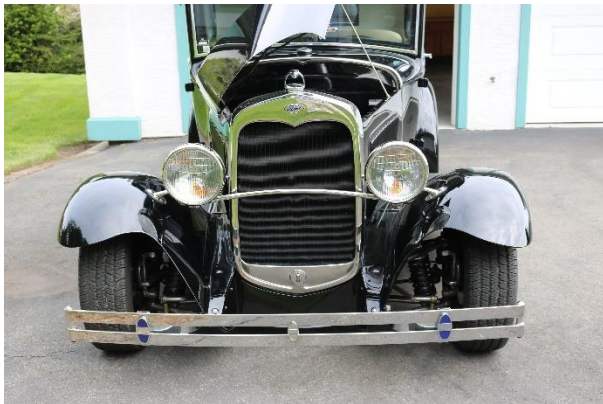


The following list has been presented by TONYCOND. All items are for sale on a first come first serve basis. To view or bid please contact Tony directly at 250 389 1369.

Jann's Work Shop		21-May-23	V
Item	Description	Additions	
1	table saw - General 220V	10 inch c/w fence, miter gauge, blades	
2	wod lathe Rockwell Beaver	c/w stand, lathe tools 8" -42" bed	
3	Thickness planer Dewalt	12" like new	
4	drill press Mastercraft 8"	standing c/w vice	
5	bandsaw Johnsoncraft	10" c/w two extra blades	
6	radial arm saw Tecomaster	10" c/w extra blades and stand	
7	Scroll saw 16" dremel grinder 6" King	c/w cabinet and grinder	
8	workmate benches x 2	good condition	
9	roll out support x 2	one is with rollers, one solid	
10	wood vice 6"	Richardson Wilcox	
11	hand drill stand and drill		
12	shop vac XVS2		
13	shop vac ultra		
14	air filter ceiling mount		
15	dremel saw max c/w case		
16	morising kit for drill press	c/w case	
17	compass set Alpha		
18	drill and battery c/w case	Mastercraft	
19	ear protectors x2	yellow and black	
20	pipe clamps 48" x2		
21	bar clamps x2	2- threaded handles	
22	bar clamps 30" x2	threaded	
23	bar clamp 14"	treaded	
24	bar clamp 40"	quick clamp	
25	sanding disc 12"	mastercraft c/w extra disc	
26	wood clamps 12" x2	Mastercraft like Jorgenson	
27	grinder 4"	General, no motor	
28	drywll and painting tools	box of misc	
29	belt sander	3" masstercraft c/w lots of belts	
30	router	craftsman c/w table	
31	dolly shop	heavy duty	
32	screw drivers	misc, lots	
33	palm sander		
34	electric hand planer		
35	small clamps	misc box with lots	

For Sale and ready to roll.

A show stopper 1931 5 window coupe.





This beautiful Model A is a once in a lifetime opportunity to purchase a very special Ford with a wonderful pedigree and a lovely history to go with it.

The coupe features several custom modifications created and installed by Bruce Bowman (deceased) and his wife Rosie. The attention to detail is truly impressive and it is easy to see all the TLC that went into the build.

Main Features:

- ★ *Engine – 350 cu.in. Chev Carburation*
 - ★ *Transmission – GM automatic*
 - ★ *Steering – Manual*
 - ★ *Brakes – vented front disc / rear drum.*
 - ★ *Exhaust – all custom*
 - ★ *Radial tires – all rated 5 excellent*
 - ★ *Paint quality Black – rated as 5 excellent.*
 - ★ *Upholstery – custom leather. Bench seat. Matching trunk panels & carpet.*
 - ★ *Car audio – included but not yet installed.*
 - ★ *Mileage – 002473 KMS.*
 - ★ *Documentation – Extensive documents available on all rebuild components.*
- and mechanical applications.*

This vehicle has been appraised for sale in February 2020 at \$50,000.00 CDN. Appraisal was done by Oceanside Auto Appraisers of Qualicum Beach. The car is fully licensed and has seen limited use over the past several years. It fires on demand and runs smoothly with the excellent carbureted engine dual exhaust pipes.

If you wish to view this coupe, please contact Chris Chown at cdchown@outlook.com or Rosie Bowman at rosiebowman@shaw.ca .

Please respect the owner's privacy. Serious buyers only. Thank you.

2023 Committees:

“Always glad to have your help!!”

ACTIVITY	LEADER	SUPPORT	DATE
Fords & Friends 2023	Bruce Somers	Primary Committee,	2023
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	all members	2014
Guest Speakers	Don Landels		2023
Shop Tours	Chris Chown Temporary	Gary Clarke	2023
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	Mike Mortimer	John Shepherd	
Refreshments	Jim Banks		2017
Community Liaison	Lew Williams	As needed.	2018



The FUN Page.

Lew Williams says he just sold this!! Check it out. Congrats when you see him. Just one click away.

<https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DpljN9bGnfCE&data=05%7C01%7C%7C9b92c95fef6143a8bdef08db6baf9ac0%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638222174196498080%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=j%2Be5%2BN1asRRyLmXfHVZVnQqN35lfQZVgpUE9nEljtr8%3D&reserved=0>

Who Knew?

What does this mean? A few terms from the logging industry.

Logging Chocker—The sling used to encircle the end of a log for yarding. One end goes around the load and through a loop eye, while there is a device at the other end of the string. This device is hooked onto equipment that lifts or pulls the log.

Kick-Back— A strong thrust of the saw back toward the individual. This causes a loss of control of the saw.

Loggers and Their Lore: Becoming a Tree Topper If you care to learn more please search the title to see a video of a “topper” who spent 30 years in the bush topping trees. Hope you enjoy it.



Topping—Cutting off the top section of a standing tree.

When you have had enough of working on your flathead you could always find a new job in the logging industry.

Make sure you see what this guy is doing before you apply!

Health care coverage is a little sketchy.



This is a genuine Ad from 1964 when WD-40 was first released. If you don't read anything else today this one just might make you laugh out loud.

Compliments of Lew Williams.



A corny joke, just for you.

It was July 17, 1946

The temperature in Detroit was 97 degrees.

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, had invented the first automobile air-conditioner.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office.

They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Jewish, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show --

Lo, Norm, Hi, and Max -- on the controls.

Ford History.

1903 Ford Motor Company incorporated.

At 9:30 in the morning on June 16, 1903, [Henry Ford](#) and other prospective stockholders in the Ford Motor Company meet in Detroit to sign the official paperwork required to create a new corporation. Twelve stockholders were listed on the forms, which were signed, notarized and sent to the office of Michigan's secretary of state. The company was officially incorporated the following day, when the secretary of state's office received the articles of association.

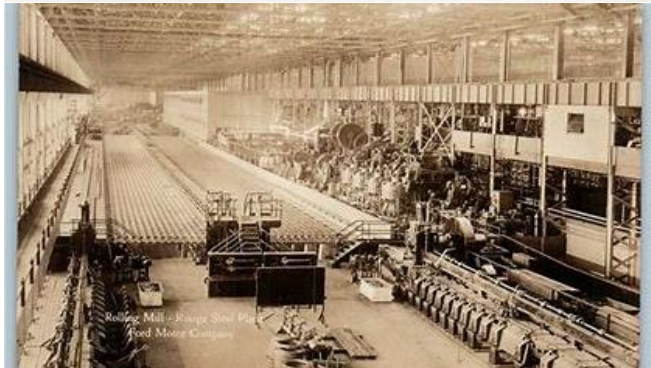
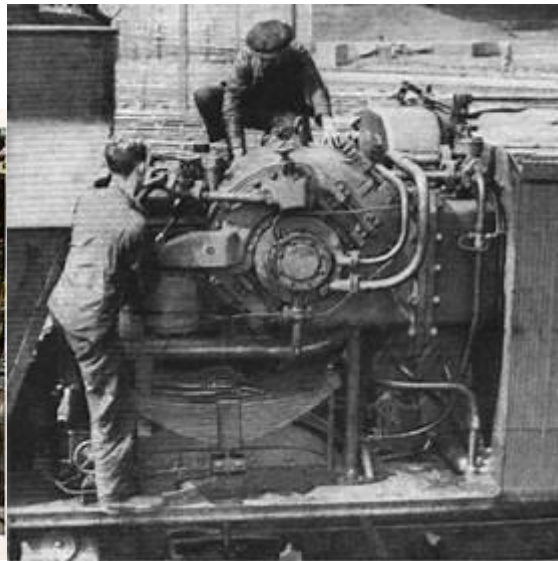
Ford had built his first gasoline-powered vehicle—which he called the [Quadricycle](#)—in a workshop behind his home in 1896, while he was working as the chief engineer for the main plant of the Edison Illuminating

Company in Detroit. He made two unsuccessful attempts to start a company to manufacture automobiles before 1903. A month after the Ford Motor Company was established, the first Ford car was assembled at a plant on Mack Avenue in Detroit

In the early days of Ford, only a few cars were assembled per day, and they were built by hand by small groups of workers from parts made to order by other companies. With the introduction of the [Model T](#) in 1908, Ford succeeded in his mission to produce an affordable, efficient and reliable automobile for everyone: within a decade, nearly half the cars in America were Model Ts. The sensational demand for the “Tin Lizzie” led Ford to develop mass-production methods, including large production plants, the use of standardized, interchangeable parts and, in 1913, the world’s first moving assembly line for cars. In 1914, to further improve productivity, Ford introduced the \$5 daily wage for an eight-hour day for his workers (up from \$2.34 for nine hours), setting a standard for the industry.

During the late 1910s and early 1920s, Ford began construction of a massive industrial complex along the banks of the River Rouge in Dearborn, [Michigan](#). The plant combined all the components necessary for auto production, including a glass factory, steel mill and assembly line. When Ford Motor’s other stockholders resisted the idea of building the River Rouge plant due to its enormous costs, Henry Ford (who as early as 1906 owned 58.5 percent of the company) bought them out, installing his son Edsel as president of the company in 1919. The elder Ford retained full control of the company’s operations, however, and returned to the presidency briefly after Edsel died in 1943, before handing it over to his grandson, Henry Ford II, in 1945. Two years later, the legendary automaker died at his Dearborn home at the age of 83.

A few photos of Ford production in the early years. Thanks to David Cronkhite and several other club members for sending these if.



There is a vast amount of quality photos to see here. If you look closely you might find Bob Love and Keith Smith searching for parts.

To see them all just click the link.

https://www.bing.com/ck/a?!&&p=94a2f1935e65a93dJmItdHM9MTY4NzIxOTlwMCZpZ3VpZD0zYzI0NTUyNy1jNGY5LTlxMDItMTlkYy00N2I1YzU1YTYwNjAmaW5zaWQ9NTY2OA&ptn=3&hsh=3&fclid=3c245527-c4f9-6102-19dc-47b5c55a6060&u=a1L3Nob3A_cT1mb3JkK3BsYW50K3Bvc3RjYXJkcyZGT1JNPU1PUFQwMSZvcmlnaW5JR1VJRD1CMTJBNUEyRkZCMUU0NzhEODEzM0QwQjc5NzUxRDhFNA&ntb=1

ODD HISTORY: **Zoot Suit Riots begin in Los Angeles**



On June 3, 1943, a group of U.S. sailors marches through downtown Los Angeles, carrying clubs and other makeshift weapons and attacking anyone wearing a “zoot suit”—the baggy wool pants, oversized coats and porkpie hats favored by many young men of color at the time.

Over the next week, the so-called [Zoot Suit Riots](#) spread throughout the city, including the largely Mexican-American neighborhood of East Los Angeles and the largely Black neighborhood of Watts. The riots marked the culmination of simmering racial tensions in Los Angeles, set against the backdrop of [World War II](#).

How Anti-Mexican Racism in L.A. Caused the Zoot Suit Riots

After originating in Harlem jazz clubs in the 1930s, the zoot suit style had become popular with young men in Black and Latino communities across the country. In Los Angeles, which had a large Mexican-American population, many more conservative citizens (including both older Mexican Americans and whites) objected to the young zoot-suiters who called themselves “pachucos,” associating them not only with cultural rebellion but also with criminality and gangsterism.

These negative views only increased during World War II, when the rationing of wool in early 1942 led the manufacturing of zoot suits to be banned and the wearing of them to be seen as unpatriotic. The Los Angeles news media in particular devoted itself to portraying pachucos as dangerous, especially after the so-called [Sleepy Lagoon Murder](#) of August 1942. In that notorious case, hundreds of Mexican-American youths were rounded up and 22 of them tried and convicted in the murder of another young Mexican-American man, Jose Diaz—a decision that was later overturned, and viewed as a major miscarriage of justice.

On May 30, 1943, a verbal confrontation between a group of U.S. sailors and a group of zoot-suiters ended in the beating of one of the sailors. In retaliation, about 50 sailors left the local U.S. Navy Reserve Armory on the evening of June 3, armed with makeshift weapons and targeting zoot-suiters (even those as young as 12 or 13 years old). On the second night of rioting, the sailors headed into the city's Mexican-American communities, barging into cafes, bars and theaters to seek out and attack their victims.

Military personnel and civilians joined in the violence, some traveling to Los Angeles from elsewhere to take part. While news reports portrayed such rioters as heroes fighting against a supposed Mexican crime wave, many of their attacks were clearly racist in nature, targeting Latinos, African Americans and other minorities even when they weren't wearing zoot suits. Meanwhile, police arrested hundreds of young Mexican Americans—many of whom had been attacked themselves—compared with comparatively few sailors or civilians involved in the rioting.

The Zoot Suit Riots finally died down after June 8, when military officials banned all military personnel from Los Angeles and called on military police to patrol the city. The L.A. City Council subsequently passed a resolution prohibiting the wearing of zoot suits on city streets.

No one was killed during the Zoot Suit Riots, though many people were injured. In the aftermath, Governor Earl Warren tasked an independent citizens' committee with investigating the riots and determining their cause. Though several factors were involved, the committee concluded that racism was the central cause, exacerbated by inflammatory, biased media coverage and an uneven response by the Los Angeles Police Department.



The Zoot Suit Riots were a series of violent clashes during which mobs of U.S. servicemen, off-duty police officers and civilians brawled with young Latinos and other minorities in Los Angeles. Noe Vasquez (left) and Joe Vasquez, (unrelated), are shown at the Los Angeles Police Department on June 10, 1943 after being attacked near Union Station by a gang of sailors, who had slashed their clothing.

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

- 1. What can you put in a bucket to make it weigh less?**
- 2. What starts with T, ends with T, and has T in it?**

Somebody said:

Everyone you admire was once a beginner. Jack Butcher

It takes courage to grow up and become who you really are. E. E. Cummings

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

1. Answer: A hole
 2. Answer: A teapot.
-

Experimental Pill

A lady goes to the doctor and complains her husband is losing interest in sex. He gives her a pill but warns her that it's still experimental. He tells her to slip it in his mashed potatoes at dinner. At dinner that night, she does just that.

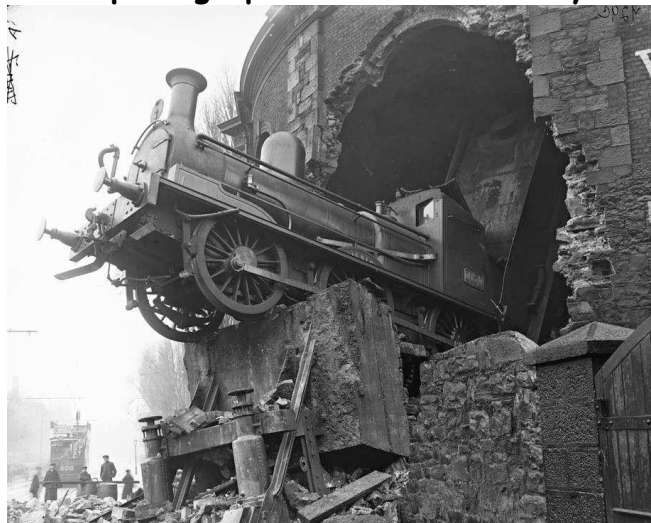
About a week later she's back at the doctor and tells him, "The pill worked great! I put it in his mashed potatoes like you said.

It wasn't five minutes later that he jumped up, pushed all the food and dishes to the floor, grabbed me, ripped off all my clothes and ravaged me right there on the table."

The doctor says, "Oh dear -- I'm sorry, we didn't realize the pill was that strong. The foundation will be glad to pay for any damages."

The lady replied, "That's very kind - but I don't think the restaurant will let us back in anyway."

Yes this is a real photograph! Sort of a bad day for railroading.



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

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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!

