

Rumbles Newsletter

FEBRUARY 2024

Early Ford V8 Club RG # 109



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



**Victoria-restored 1956 Mercedes-Benz
sells for record \$3.5M at auction.**

www.earlyfordv8victoria.com

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- Ladies page: Great stuff from the ladies of the 109 & others.
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- Automotive History the ODD Spot.

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.

EARLY FORD V8 CLUB – R.G. # 109
PO BOX 53517 BROADMED RPO
VICTORIA, B.C. V8X 5K2

109 Club Executive 2024.

POSITION	NAME	TELEPHONE	EMAIL
PRESIDENT	Mike Mortimer	250 477 0547	Rockymort33@gmail.com
VICE PRES	Heidi Bada	250 479 4232	heidibada@gmail.com
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 7029	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	Chris Chown	250 595 0312	cdchown@outlook.com



2024 CALENDAR OF EVENTS

EARLY FORD V8 CLUB RG 109



THIS IS A WORKING DOCUMENT. SUBJECT TO CHANGE WHEN NECESSARY.

DATE	EVENT	LEADER	CONTACT
JAN 14	CHRISTMAS LUNCHEON	ROB VANZELLA	
FEB 13	REGULAR CLUB MEETING ELECTION OF EXECUTIVE OFFICERS. FOLLOWED BY AGM	MIKE NORTIMER Chris Chown	
MARCH 12	REGULAR CLUB MEETING Guest speaker ICBC insurance	Mike Mortimer Don Landels	New location pending
MARCH 17	ST ANNS GUIDED TOUR 11:00 /1:00	Chris Chown	
APRIL 9	REGULAR CLUB MEETING	Mike Mortimer	
APRIL 26	HIGHSCHOOL AUTO SHOP TOUR	BRUCE SOMMERS	Date to be confirmed
MAY 14	REGULAR CLUB MEETING	Mike Mortimer	
MAY 17	POKER RUN INVITATIONAL	GARY CLARKE	
MAY 25	ROAD TRIP – SALTSPRING ISLE	TBA	
JUNE 11	REGULAR CLUB MEETING	Mike Mortimer	
JUNE 22	109, VCC, TM SWAP MEET	MARC BROWN	
JULY 9	REGULAR CLUB MEETING GUEST SPEAKER Richard Green	Mike Mortimer Don Landels	
JULY 20	SHOP TOUR – Shawn Driver		
AUGUST 17	SHOP TOUR Steve Thompson	CHRIS CHOWN	Confirmation pending
AUGUST 25	ANNUAL CLUB BBQ WITH BIG BROTHERS & SISTERS	MIKE MORTIMER	
SEPT 10	REGULAR CLUB MEETING	Mike Mortimer	
SEPT 14	CFB NADEN TOUR	TONY COND	
SEPT 21	SHOP TOUR Lauri, Murray Anderson, Bruce	BRUCE SOMERS	
OCT 8	REGULAR CLUB MEETING	Mike Mortimer	
OCT 31	HALLOWEEN RUN – PRADE	Mike Mortimer	
NOV 12	REGULAR CLUB MEETING	Mike Mortimer	
DEC 14	CHRISTMAS LUNCHEON	OPEN	

REGULAR MEETING MINUTES – FEB 13

ANNUAL GENERAL MEETING 2023 – FEB. 13TH 2024



The February 13, 2024, meeting of the Early Ford V8 Club RG 109 was called to order by President Mike Mortimer at 7:10 p.m. at Saanich Baptist Church, 4347 Wilkinson Rd., Victoria, B.C. Minutes recorded by Heidi Bada. Minutes approved by Mike Mortimer

Welcome to guests in attendance.

Special welcome to new members: **RALF ST. CLAIR, CHRIS MACKAY.**

1. Agenda distributed for February 13, 2024, meeting.
 - a. Motion to approve the agenda by Lew Williams; seconded by Murray Anderson. Approved.
2. Minutes of November 14, 2023, meeting:
 - a. Motion to approve minutes by Rob Vanzella; seconded by Bruce Somers. Approved.
3. Business Arising from Minutes:
 - a. None currently.
4. Correspondence:
 - a. NAACC insurance for 2024 is up to date and paid for, with \$5 million coverage.
5. Treasurer's Report:
 - a. Monthly report for period ending January 31, 2024, by Jim Banks, and year-end 2023 summary distributed to those in attendance. Motion to accept by Bob Mortimer and seconded by Chris Chown. Approved.
6. Committee Reports:
 - a. **Reboot Steering Committee** presented by Mike Mortimer:
 - Calendar of events was put together with several events 2024; copies were distributed at meeting and ideas are still welcome. Calendar of events is now on the club website. Updated as needed.
7. New Business:
 - a. **Call for Nominations for 2024 club executive.**
 - The club normally has four executive positions and six directors.
 - **Secretary:** no nominations arose; incumbent Heidi Bada will continue. Approved.
 - **Treasurer:** no nominations arose; incumbent Jim Banks will continue. Approved.
 - **Vice-president:** Chris Chown nominated Heidi Bada; seconded by Murray Anderson. Approved.
 - **President:** no nominations arose; incumbent Mike Mortimer will continue. Approved.
 - **Directors:** six names received, and all agreed to serve; director positions are now filled by Lauri Stevens, Mike Mortimer, Chris Chown, John Shepherd, Don Landels, and Bill Pritchard. Approved.

Congratulations to all nominated and elected. Thank you for stepping up!

8. Meeting adjourned for 2023 Annual General Meeting.

2023 Annual General Meeting convened February 13, 2024

Chaired by Mike Mortimer. Minutes recorded by Heidi Bada.

1. Executive officer slate presented. Motion to approve by Murray Anderson; seconded by Bruce Somers. Approved.
 2. Director slate presented. Motion to approve by Rob Vanzella; seconded by Chris Chown. Approved.
 3. Year-end (December 31, 2023) financial report distributed to those in attendance and presented by Treasurer Jim Banks. Motion to accept 2023 year-end financial statement as presented by Lew Williams; seconded by Bob Mortimer. Approved.
 4. Meeting adjourned at 7:30 p.m.
-

February regular meeting of club **reconvened**.

9. Announcements:
 - a. None this month.
10. Buy and sell:
 - a. For sale: Richard Green's pickup coming soon; Richard was in attendance to answer questions after meeting.
 - b. For sale: 8RT flathead, needs work; contact Chris Chown.
 - c. For sale: Sun test instruments; contact Rob Bada for photos and information.
 - d. Wanted: Tire for 17" wheel 1933-34 and intake manifold for flathead engine for two carburetors; contact Bruce Somers.
 - e. For sale: manual for 1967 Ford Falcon; contact Richard Green.
11. The Odd Spot – members share stories of cars, trips, people, and adventures:
 - a. A new roster of club members will be printed and distributed soon; hard copies available at next meeting. Final draft will be emailed to all members.
 - b. Members with dues outstanding can follow up with Chris Chown.
 - c. Chris Chown added information about the calendar of events: it is a living document, with some confirmed dates and adjustments can be made to accommodate new opportunities. It hasn't been emailed but will appear in the newsletter soon. **Regarding March 12 speaker, email Don Landels questions related to ICBC insurance for collector cars ahead of time if you have any.****
 - d. Bruce Somers reported he has a contact with an art group in Metchosin that offers a pinstripping class. He will update the club with dates and cost when available.
 - e. Chris Chown announced the club received 2nd place award in the International Newsletter Competition. Received from The Early Ford V8 of America. Jim Banks thanked Chris for his work on the newsletter.

- f. Marc Brown announced date of this year's **swap meet June 22, 2024**. Looking for volunteer help from club members. Torque Masters is also involved in the event.
 - g. Keith Smith reported that Bob Love was injured after a fall, and not currently receiving visitors at this time. Bruce Somers suggested sending a card; Shawn Driver suggested signing an agenda by those in attendance for Keith to take to Bob, with a card from the club later.
12. Meeting Adjourned 7:52 p.m.
- a. Refreshments and 50/50 draw; winners:
 - i. Pliers: Mar Brown, Roz Jordan.
 - ii. Mystery bags: Shawn Driver and a few others
 - iii. \$69 cash: Steve Peabody
 - b. Several classic car prints available for \$5 after meeting. Compliments of Eddy Polinsky.

February 13th minutes recorded by Heidi Bada. Approved by Mike Mortimer -



Presidents Message. Mike Mortimer

We have a great calendar of events planned for this year. These events should be enjoyed by all members. So, on that note, get your rides tuned up, cleaned up, filled up and explore our beautiful city and have a fun filled day. Flatheads forever! Thanks for your continuous support and input.

Regards, Mike Mortimer



Message from the Editor. Chris Chown.

I am so very pleased to congratulate new members elected to the 2024 2035 executive and board of directors. 109 is truly blessed to have such great people willing to accept the challenge. Thank you all for stepping up!

On another note I wish to inform you that I am amazed and delighted that the Rumbles newsletter was awarded second place in the International Newsletter competition sponsored by the Early Ford V8 Club of America. Again, the 109 has had input from several members to make this happen. My personal thanks goes out to all of you for helping the club earn this award for the very first time!

Lastly I want to remind you that the need for an assistant editor is still alive and well! Just let me know if you are interested please. 250 595 0312 anytime.

Cheers, Chris Chown

Thank you to everyone who has paid their annual dues for 2024. If you are still waiting to pay please do so ASAP. Payment of \$30.00 can be made by cheque mailed to the club PO box, by cheque or cash at the Mar 12th meeting or by e-transfer to cdchown@outlook.com

Thank you for a prompt response.



2024 Spring Swap Meet & Car Corral



Discover a wide range of vintage auto parts and accessories

Connect with fellow enthusiasts and collectors

Become a Vendor

May 2-4, 2024

Begins at 7.00 am.

2181 Rotunda Dr. Auburn, IN



2024 Spring Swap Meet! Join us May 2nd-4th for 3 days filled with treasure hunting and excitement. Whether you're on the hunt for rare vintage pieces, upgrading your ride with modern innovations, or seeking that elusive part to complete your project, our swap meet is the place to be. Connect with fellow enthusiasts, trade insights, and unearth automotive treasures you've been searching for.



Club News:

Petition to the Canadian Federal Government to allow Ethanol Free Gasoline to be re-instated As you may already know the Federal government mandated that all grades of Gasoline sold in Canada be required to have an Ethanol blend by the end of 2023. No more Ethanol-Free Premium Gas. You know the detrimental effects of Ethanol on older carbureted engines, gasoline marine engines and other small gasoline engines. Over the past several days an approved petition through the House of Commons Web Site was built, asking that the Federal Government reverse this decision and make pure gas in higher octane grades once again available in Canada. This petition is supported by the NAACC who are also sending it out through their network. The petition is the work of Ian Smale, President & webmaster of the Vancouver Island Region WPC Club. - <https://viwpc.chryslerclub.org> Please consider supporting this petition - it only takes a couple of minutes to sign. It went live on Dec 19th, and will be closed on April 17th, 2024. Please post this petition link on your web site, on your Facebook Page if you have one, and if possible email the link and forward this message to all your members and anyone else you can think of who would potentially support it. As Car Hobbyists we cannot just sit here without fighting back.

This petition has the potential to reach 50,000 plus people in Canada for signatures. Here is the link to the petition <https://www.ourcommons.ca/petitions/en/Petition/Sign/e-4735>

Bob and Carol Leggett have sold their lovely 1951 Ford 4 door to the good folks at Searles Automotive. Very sad to see it go but happy with the knowledge that the new home is a great one that they will keep the 51 in perfect condition.

Bob Love (also known as Dr. Love on special occasions) is currently recuperating in hospital after a fall while shoveling snow. We all extend our best wishes for a full and speedy recovery. At this time visitors are asked to wait for updates before visiting.

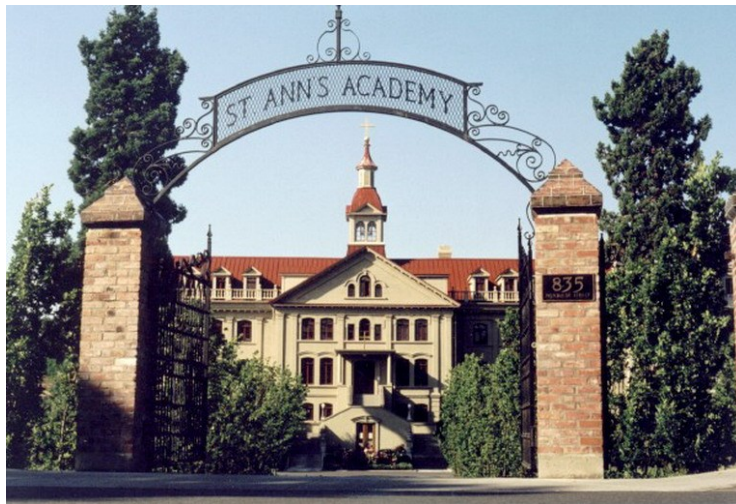
The next tour don't miss it.



*The first club tour of 2024 will take place on **MARCH 17 starting at 11:00 AM and finishing at 1:00PM.** The venue is St. Ann's Academy National Historic Site, 835 Humboldt Street Victoria.*

This fully guided tour is funded by the 109 club that includes interior, exterior and grounds at St. Ann's. If you wish to bring your favorite ride you are encouraged to do so please. Photos will be taken and posted on the 109 websites. If you wish to invite friends you are welcome to do so, a donation to the 109 club would be most welcome to help defray hard costs. Full details will be available at the March 12 regular meeting.

Looking forward to seeing you there!



The front cover.

Victoria-restored 1956 Mercedes-Benz sells for record \$3.5M at auction.

The purchaser, who wanted to remain anonymous, is an 80-year-old car collector from Minnesota.



A classic 1956 Mercedes-Benz that underwent a complete restoration in Victoria has sold for a record \$3.4 million US at a collector-car auction in Scottsdale, Arizona.

Only 311 examples of the 300SL gullwing coupe left the factory in 1956.

The seller was Victoria-based Tim Quocksister, owner of Silver Arrow Cars, who deals primarily in rare luxury cars.

The purchaser, who wanted to remain anonymous, is an 80-year-old car collector from Minnesota.

He has 130 vehicles in his collection and the 300SL was the last car on his bucket list, said Quocksister, who bills himself as the go-to person when it comes to the 300SL, usually selling 12 to 15 of them a year to customers throughout North America.

The car was sold at the Barrett-Jackson Scottsdale auction, which took place Jan. 20 to 28 and sold a record-breaking \$207.6 million worth of vehicles.

“This car sold so well because of a perfect storm with four major bidders,” said Craig Jackson, president and CEO of the auction house.

“Quocksister has always brought us quality cars, but this one has certainly raised the bar. We in turn appreciate him trusting us with getting the highest dollar for them.”

Quocksister had purchased the 1956 Mercedes from the estate of a collector in 2020.

While the car was in relatively good condition for its age, he decided it could be better. He handed the car over to Coachwerks, a Victoria automotive restoration shop that specializes in hand-built and limited-production collector cars, for a three-year frame-off restoration that saw the car disassembled to its nuts and bolts.

After 4,000 hours of work by a team of 30 specialists, it’s considered to be in “better-than-new” condition. More than 3,000 pictures were taken of the vehicle during its transformation.

“It was restored to absolute perfection,” said Quocksister, who has been in the automotive industry since 1997.

David Hargraves, manager at Coachwerks, said he remembers the day Quocksister brought in his first 300SL, more than 20 years ago. “I also remember celebrating when one of our cars first broke a world record, selling for \$525,000 in 2005. We thought that record would stand for eternity – and here we are today.”

The current car’s selling price has broken every world record, said Quocksister, with the last 300SL selling for \$1 million less.

He attributes the record price to the high restoration level, for which he credits Coachwerks. “While I am happy, I am happiest for the folks at Coachwerks. This sale recognizes their talent and helps put them on the national stage.”

Of the 1,200 Mercedes-Benz 300SLs still in existence, more than 100 from all corners of North America have found their way to Victoria for maintenance, repair or restoration.

Owners in Europe typically take their cars to Mercedes-Benz's in-house restoration shop in Fellbach, Germany.

Not many 300SLs come up for sale because they mostly are in private collections – and people seldom give them up.

“They are an investment for some people – they are more rare than a blue-chip investment,” said Neil Gurton, restoration co-ordinator at Coachwerks. “They are seen as the best in the world, with every serious collector wanting to have one in their collection.”

The restoration company typically has about 60 projects on the go, with three 300SLs in various stages of restoration in the shop currently.

Dan Hargraves is the well-deserved winner of the Best Flathead at the 2023 Fords & Friends Show. Congratulations to Dave and the team at Coachwerks.



Photo at the Roundhouse in Esquimalt.

Welcome new members:

CHRIS MACKAY. *New to 109 in February 2024, all the way from Munn Road. Welcome aboard Chris and Colleen.*

RALF ST. CLAIR. *We are looking forward to seeing Ralf's 1942 Ford Super Deluxe in the near future. Glad to have you with us.*

MATT SAGER. Matt is a new member of the 109 effective January 14. A welcome guest at the Christmas luncheon and sponsored to the club by Shawn Driver. The History channel show "Lost Car Rescue" is a most recent adventure by Matt and partners, check out the attached link and enjoy. Glad to have you on board Matt.

<https://www.bing.com/ck/a?!&&p=310d028ee49a0ca7JmItdHM9MTcwNTc5NTIwMCZpZ3VpZD0wYzU0ZjAyMi03M2E4LTYzNDMtMDhkMC1IM2JhNzI1OTYyMWEmaW5zaWQ9NTI0Mg&ptn=3&ver=2&hsh=3&fclid=0c54f022-73a8-6343-08d0-e3ba7259621a&psq=lost+car+rescue&u=a1aHR0cHM6Ly93d3cuaW1kYi5jb20vdGI0bGUvdHQxNzcxNjg3OC8&ntb=1>

Say hello to BRUCE SPURRELL, *another new member as of December 2023. Bruce lives in Port Coquitlam and is currently in the middle of restoring a 1951 Mercury M3 pickup. In addition to sharing great enthusiasm Bruce is on the hunt for expertise and many parts to rebuild his pickup. The 109 is more than happy to gain a project M3 into the club. Bruces contact information will be added to the February issue of the club roster. Welcome on deck Bruce, glad you are with us!*

2023 Newsletter Awards Announced

By Bill Wilson - Judge

Jan. 5, 2024

Dear Fellow V-8'ers;

I am proud and honored to announce to you the winners of the 2023 National and International Early Ford V-8 Club of America Newsletter competition.

The winners for 2023 are:

NATIONAL AWARDS --

First Place: HOOSIER VIEWS, Indiana RG # 56, John Emmering, Editor

Second Place: ROAD CHATTER, Northern Illinois RG #8, Ken & Carolyn Bounds, Editors

Third Place: UNCLE HENRY'S BULLSHEET, Central San Joaquin RG #29 California, Debbie Sanders, Editor

Honorable Mention: THE COLUMBIA OVERDRIVE, Columbia River RG #10 Oregon, Kathy Brunscheon, Editor

FLATHEAD TIMES, Oklahoma City RG #64, Marguerite Claybaugh, Editor

INTERNATIONAL AWARDS --

First Place: SIDE VALVE V-8 TIMES, Victoria RG #151 Australia, Peter "Carpy" Carpenter. Editor

Second Place: RUMBLES, Vancouver Island RG #109 British Columbia, Chris Chown, Editor

Third Place: EARLY V-8 UPDATE, Queensland RG #157 Australia, Dave Healey, Editor

International Awards of Merit: V-8 FORUM, Norway RG #102, Kare Foss, Editor

FORD V-8 SIDORNA, EFV-8 Club of Sweden #58, Uffe Carlen, Editor

Congratulations to all editors that submitted their Regional Groups Newsletters. The Newsletter Contest continues for 2024. Please check the V-8 TIMES for Judge's address.

The Ladies page.



Emily Murphy (1868–1933)

Women’s rights activist, jurist, author, and first female magistrate in Canada and the British Empire. Murphy was a self-taught legal expert and her tireless work helped to pass the 1911 Dower Act in Alberta. This legislation protected a woman’s right to one-third of her husband’s property. When she and a group of women were not allowed to attend a prostitution trial in Edmonton because it was seen as “not fit for mixed company,” Murphy protested. In response, she was appointed as the first female police magistrate in the British Empire. Murphy also spent twelve years fighting for women to be declared “persons,” after being challenged on this when she became a magistrate. Murphy and four of her friends — the “Famous Five” — finally won their fight in 1929 when the Privy Council in Britain declared women as legal “persons” who were eligible to serve in the Senate.



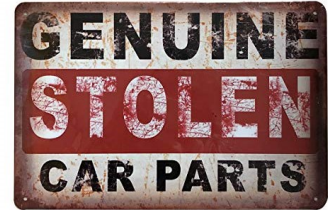
Elsie MacGill (1905–1980)

First Canadian woman to earn a degree in electrical engineering, the first woman in North America to earn a master’s degree in aeronautical engineering, and the world’s first female aircraft designer. MacGill graduated from the University of Toronto with a degree in electrical engineering in 1927. She earned her aeronautical degree from the University of Michigan two years later. During the Second World War, she was chief engineer for the Canadian Car and Foundry Company, overseeing the production of the Hawker Hurricane in Canada and designing modifications to the aircraft for cold weather flying. In 1942, a comic book series about MacGill dubbed her the “Queen of the Hurricanes.” After the war, MacGill worked in aeronautical consulting and was active in women’s rights issues. She was named to the Royal Commission on the Status of Women in 1967.



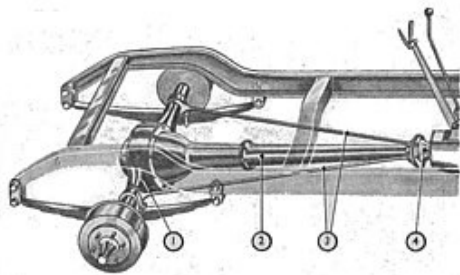
The Hawker Hurricane

Tech Talk.



What the heck is a Torque Tube??

Torque tube.



Scan from 1937 Manual of Driving and Maintenance for Mechanical Vehicles (Wheeled), via HMSO, part of [OPSI](#). The diagonal radius arms are discretionary.

A torque tube system is a power transmission and braking technology that involves a stationary housing around the drive shaft, often used in automobiles with a front engine and rear drive. The torque tube consists of a large diameter stationary housing between the transmission and rear end that fully encloses a rotating tubular steel or small-diameter solid drive shaft (known colloquially in the U.S. as a "rope drive"^[1]) that transmits the power of the engine to a regular or limited-slip differential.^[2] The purpose of a torque tube is to hold the rear end in place during acceleration and braking. Otherwise, the axle housing would suffer axle wrap, such that the front of the differential would lift up excessively during acceleration and sink down during braking. Its use is not as widespread in modern automobiles^[3] as is the Hotchkiss drive, which holds the rear end in place and prevents it from flipping up or down, during acceleration and braking, by anchoring the axle housings to the leaf springs using spring perches.

The "torque" that is referred to in the name is not that of the driveshaft, along the axis of the car, but that applied by the wheels. The engineering problem that the torque tube solves is how to get the traction forces generated by the wheels to the car frame. The torque moving the wheels and axles in a forward direction is met with an "equal and opposite" reaction of the axle housing and differential, making the differential want to spin in a reverse direction, in the same way that a cyclist "pops a wheelie", lifting the bicycle in the air in the opposite direction from the turn of the wheel. The essential problem is how to keep the differential from rotating during acceleration and braking. The torque tube solves that problem by coupling the differential housing to the transmission housing and therefore propels the car forward by pushing up on the engine/transmission and then through the engine mounts to the car frame, with the

reverse happening during braking. In contrast, the Hotchkiss drive transmits the traction forces to the car frame by using suspension components such as leaf springs or trailing arms.^[4]

A type of ball and socket joint called a "torque ball" is used at one end of the torque tube to allow relative motion between the axle and transmission due to suspension travel. Later American Motors Rambler models (1962 through 1966) used a flange and cushion mount in place of the ball and socket.^[5] Since the torque tube does not constrain the car's body to the axle in the lateral (side-to-side) direction a panhard rod is often used for this purpose. The combination of the panhard rod and the torque tube allows the easy implementation of soft coil springs in the rear to give good ride quality, as in Buicks after 1937. Before 1937, Buicks used leaf springs, so the panhard rod was not used, though the torque tube allowed a cantilever spring suspension, which gives a softer ride than a center-mount axle on the leaf spring, as required by the Hotchkiss setup.

In addition to transmitting traction forces, the torque tube is hollow and contains the rotating driveshaft. Inside the hollow torque ball is the universal joint of the driveshaft that allows relative motion between the two ends of the driveshaft. In most applications the drive shaft uses a single universal joint which has the disadvantage that it causes speed fluctuations in the driveshaft when the shaft is not straight. The Hotchkiss drive uses two universal joints, which has the effect of canceling the speed fluctuations and gives a constant speed even when the shaft is no longer straight^[citation needed]. V8-powered models of the 1963-1966 AMC Rambler used a double-Cardan constant velocity joint to eliminate driveshaft fluctuations, though six-cylinder and earlier V8 models used only one standard universal joint.^[6]

The torque tube design is typically heavier and securely ties the rear end together, thus providing for a rigid rear end and assuring good alignment under all conditions. However, because of the greater unsprung weight of the torque tube and radius rods, there may be a "little hopping around of the rear end when cornering fast or on washboard roads".^[7]

BUY & SELL



This is a SUN Scope, Engine Analyzer Model 1020 in untested but good condition. Offers please. ROBERT BADA robertbada58@gmail.com

I am at 250-478-5167, cell 250-881-2220



WANTED: Left and Right running boards to fir a 51 long box Mercury pickup. Call Bruce Spurrell at 604 464 0744 Port Coquitlam.

FOR SALE: Full set of 17" split rims to fit a Ford 3 ton. Open to offers or possible trades. Please call Bruce at 604 464 0744.

For Sale - 2 - 14" rear brake drums for Ford F3 or Mercury M3. Good clean condition, \$50.00. Call Tony Cond 250-532-7420

WANTED REAR BUMPER FOR A 47 FORD. CALL FRAN RILEY 250 888 6654.

For Sale: 1952 Mercury M1 Pickup.



This lovely Mercury M1 pickup is up for sale as of today. First chance to bid goes to EFV8 109 members exclusively. The truck is in very good shape and operates today as a daily driver. Engine is a solid 8BA flathead with a 3 speed Ford stock trans. Floor shift. The body and box is all steel without any rust. Interior is refreshed to original standard. Still operates on a 6 volt system Brakes are excellent and shocks have been converted.

Richard Green is open to reasonable offers now. He may be reached by text or phone at 250 883 5718. Viewing is by appointment please. Serious offers only please.

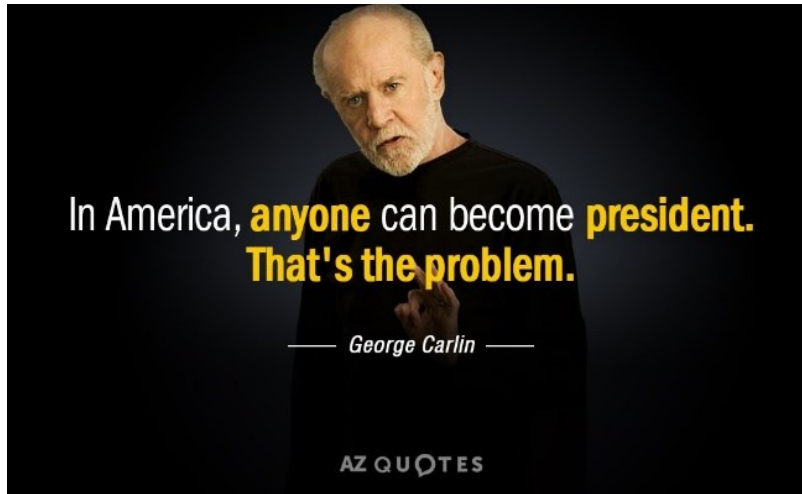


WANTED:

A small Eastwood trim anvil with stand, a small [4-6 once] cross pean hammer, and a small Ball pean [4-6 once] trim hammer. I hope to take the dents out of the SS trim on the 49 Merc PU. CONTACT Bruce Somers at 250 478 9951 or Bsomers00@hotmail.com

Wanted: Heater for a Ford car or truck approx. 1946 to 1953, in good working order. Call Chris Chown 250 595 0312.

Somebody said:



The greatest wealth is to live content with little. Plato.

All we have to decide is what to do with the time that is given us.

J. R. R. Tolkien

Here's another one of those silly puzzles, made to get you out of your rocker. What does this say?



Can you solve this puzzle? Hint: Focus on the word here. **Answer is on the last page if you give up.**

How about a tongue twister or two? Good luck.?



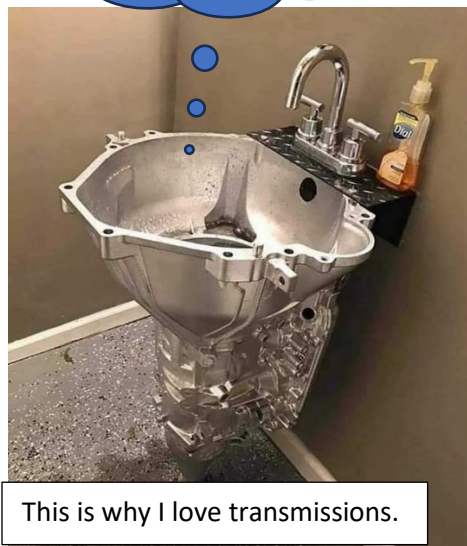
Mad cow

“If you must cross a coarse, cross cow across a crowded cow crossing, cross the cross, coarse cow across the crowded cow crossing carefully.”

Butter for Betty

“Betty bought a bit of butter. But the butter Betty bought was bitter. So Betty bought a better butter, and it was better than the butter Betty bought before.”

Just for Fun:





Kissing Blarney Stone

A group of Americans were touring Ireland.

One woman in the group was constantly grumbling: The bus seats are uncomfortable. The food is terrible. It's too hot. It's too cold. The accommodations are awful.

The group reached the site of the famous Blarney Stone. "Kissing the Blarney Stone brings good luck all your life," the guide explained. "Unfortunately, it's being cleaned today, so no one can kiss it. Maybe we can return tomorrow."

"We can't be here tomorrow," the cantankerous woman snapped. "We have another dull tour to attend. So, I guess we can't kiss that silly stone."

"Well," the guide replied, "it's said that if you kiss someone who has kissed the stone, you'll receive the same good fortune."

"I suppose you've kissed the stone," the woman scoffed.

"No, ma'am," the exasperated guide responded, "but I've sat on it."

Compliments of Tony Cond! Thank you Tony, great choice.



Not ALL of you will remember these....

Thought you would get a kick out of this! No offense intended.

I know some of you will not understand this message,

but I bet you know someone who might.

I came across this phrase yesterday

- 'FENDER SKIRTS'



A term I haven't heard in a long time, and thinking about 'fender skirts' started me thinking about other words that quietly disappear from our language with hardly a notice like 'curb feelers.'

Shawn Driver told me that these are really installed so you can listen to the underground radio stations.



And 'steering knobs'

I know these as suicide knobs, but I have no idea why the tag applies. Any insight would be very welcome.





109 Members on the road.



Lew Williams has shared this excellent discovery of a unique restaurant. The design copies the famous Route 66 US concept in the USA. Lew said he asked the service staff what Route 66 stands for and was told they had no idea! This might be explained by the fact that the restaurant is in **Christchurch New ZEALAND.**

Came upon this beautiful Hudson in Rotorua on our trip to New Zealand. He said it was to be a donor car for his Hudson convertible he was restoring.

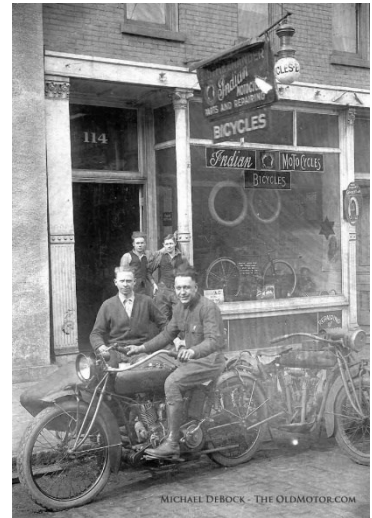


**A few members photo submissions.
Compliments of Don MacPherson.**



The Fraser Canyon highway is a little better these days, thank heavens. So beautiful and well worth an extensive exploration. Can you imagine driving this in a model A?

TIME FOR A LITTLE HISTORY.



The Harland Krause Motorcycle Photo Album: Today we take a second look into the photo album of the avid motorcycle hill climber at photos of an early endurance run, and Claude Smith's Indian Agency. See some exceptional early motorcycling images at: <http://theoldmotor.com/?p=128005>

The Harland Krause Motorcycle Photo Album

September 16, 2014

This is our second post covering images from the Harland Krause photo album. He was active in motorcycling and the sport of hill climbing for twenty or thirty years in both the Beloit, Wisconsin and Rockford, Illinois areas. It appears he may have been friends with, or later rode a hill climb machine for Claude Smith, who was a motorcycle dealer. Smith is seen (above) during an early endurance run of some sort on a Harley-Davidson, and in the (bottom) photo of the post, posing out in front of the Indian Motorcycle shop he was a partner in.

Just below are two riders named Manz and Connors who were in the same endurance run with Smith, as he can be seen standing just to the right of the Harley-Davidson and sidecar rig they used in the run. The middle photo (below) appears to be the earliest photo of Krause showing him at the age of twelve years old posing on an early Indian Twin. You can take a look back at the *earlier photos here* in this series that are courtesy of Michael DeBock. If you can date any of the machines seen here, please send us a comment.



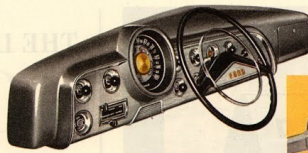
MICHAEL DEBEEK - THE OLD MOTOR.COM



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For the years ahead

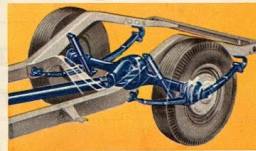
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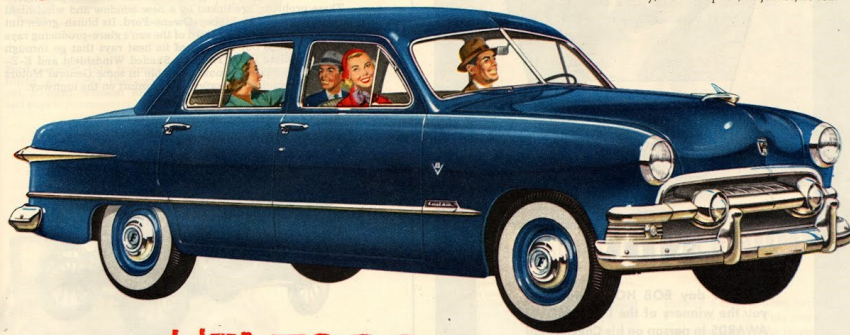
It's America's newest, most completely automatic transmission—combines flashing "jet-away" performance with traditional Ford driving economy. And your "take-off" is as you like it—fast or gradual—but always smooth and *always under your control!*

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A three-way "partnership" of Advanced "Hydra-Coil" Front Springs, new Variable-Rate Rear Spring Suspension and "Viscous Control" Shock Absorbers! Automatically adjusts to road conditions. Your ride is easy, level—no pitch, no jounce, no roll!



the '51 **FORD**



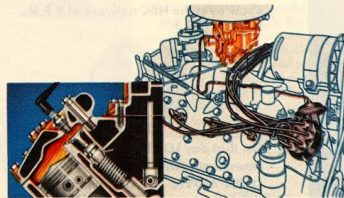
with **NEW AUTOMATIC KEY-RELEASE LID LATCH**

Turn the key—counter-balancing hinges spring the lid open automatically! Nothing could be easier.

• When you buy for the future... buy the '51 Ford! With new Fordomatic Drive, with 43 new "Look Ahead" features—*this* car is built not just for this year and next, but for the years ahead! Why not stop in at your Ford Dealer's soon? "Test Drive" the '51 Ford—any way you like. You'll find that feature for feature you can pay more but you can't buy better!

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Touch a lever and the front seat moves forward automatically—rising and tilting forward for shorter drivers. Move it back—it adjusts for taller drivers. And for comfort the non-sag seat is cushioned with foam rubber!

IF YOU HAVE NOT YET PAID YOUR ANNUAL DUES FOR 2024 PLEASE SUBMIT BEFORE THE END OF MARCH 2024. FEE IS \$30. PAYABLE BY CHEQUE TO THE CLUB PO BOX, CASH OR CHEQUE AT THE MARCH 12 MEETING OR BY E-TRANSFER TO cdchown@outlook.com.

Many thanks for your continuing support.

Answer: Split pea soup.



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

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

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!

