

Rumbles

EARLY FORD V8 CLUB R.G. # 109

VANCOUVER ISLAND BRITISH COLUMBIA



SEPTEMBER 2024



“The 33” by Mike and Carol Mortimer.

www.earlyfordv8victoria.com

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Contributions are always welcome and sincerely appreciated.

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

Thank you in advance.

EARLY FORD V8 CLUB – R.G. # 109

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VICTORIA, B.C. V8X 5K2

109 Club Executive

2024



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DIRECTOR	Chris Chown	250 595 0312	cdchown@outlook.com

Regular Meeting Minutes – SEPTEMBER 10, 2024

Recorded by Heidi Bada, VP – Secretary. Approved by Mike Mortimer, President

Next regular meeting at Berwick House 7:00 PM October 15, 24

The September 10, 2024, meeting of the Early Ford V8 Club 109 was called to order by President Mike Mortimer at 7:05 p.m. at Berwick House, 4062 Shelbourne St., Victoria, B.C.

Guests: none

1. Agenda distributed for September 10, 2024, meeting.

a. Consent agenda approved.

2. Minutes of July 2024 meeting:

a. Distributed in Rumbles Newsletter. Consent agenda approved.

3. Presentation/guest speaker – none this month.

4. Old Business – no business from past minutes.

5. Correspondence – none.

6. Treasurer's Report:

a. Monthly report for period ending July 31 and August 30, 2024, presented by Treasurer Jim Banks. Motion to accept by Chris MacKay and seconded by Lew Williams.

7. Committee Reports:

a. Fords and Friends event 2024 post-event discussion:

- T-shirts were desired; a contact in Sidney was discussed
- Langley Car Show features were described; Mike recommended to attend if you never have
- Mike suggested \$5 Spectators admission next year, for bigger donation to charities
- Look into band rather than solo performer next year
- Bigger signage for donations
- Make better use of photos of big cheque being donated to charity, to be shared on social media
- Some preferred no charge at the gate; keeps gate simple, and visitors cheerful

- *Tony suggested improvement to sound system; Steve Peabody will research satellite speakers and DJ options*
- *This year's revenue was several thousand dollars lower than previous years, mainly associated with lack of entry fee for spectators.*

8. New Business:

- Membership Director position is now filled by Alan Barr, reported by Mike*

9. Announcements

- Selkirk Place car gathering event was a success. 14 cars were on display. Many waves of residents and staff visited. Coffee, donuts, and gift certificates for show car providers were donated by the facility.*
- Sooke Street Iron event September 14 at South Vancouver Island Ranger Station on Luxton Road, reported by Bob Mortimer. 9:00 a.m. to 3:00 p.m. roughly. Club members and their cars are welcome, no spectators, no dogs. Entry by donation.*
- Members in attendance offered thanks to Norrie and Rose for hosting the club BBQ on August 24, 2024. The event had great burgers, weather, and conversations.*
- CFB Esquimalt Club Tour September 14.*
 - *Meet at Canex Building between 1:15 and 1:45*
 - *Show ID and drive through base to park at Parade Square by museum*
 - *Note the email with event details was sent earlier with a typo; "Pride Square" should read "Parade Square"*
 - *Handouts with details were distributed at meeting*
 - *The club will pay admission for the participants*
- Blackstaff Farm near Ladysmith has open house on Sunday Sept. 15*

10. Buy and sell: None this month.

11. The Odd Spot – stories and memories by club members

- Vic Nordstrom told a story about being pulled over for noisy exhaust. After temporarily masking the problem, Vic's car left an unfortunate mark on the house.*

12. Meeting Adjourned 8:03 p.m. Refreshments and 50/50 draw.

- Pile of posters was made available by Norrie for take away*
- Winners included Rick Dubois, Chris MacKay, Don Friebe, Murray, Darryl, Al Wills*
 - \$45 cash 50/50 winner: Darryl*

2024 CALENDAR OF EVENTS

EARLY FORD V8 CLUB RG 109

As of SEPTEMBER 7TH, 2024. Subject to change.



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
MARCH 17	ST ANNS GUIDED TOUR 11:00 /1:00	Chris Chown	
APRIL 9	REGULAR CLUB MEETING Guest speaker — Island Prostrate Ctr	Mike Mortimer Bill Pritchard	
APRIL 26	HIGHSCHOOL AUTO SHOP TOUR On hold. To be rescheduled ASAP.	BRUCE SOMMERS	To be confirmed.
MAY 14	REGULAR CLUB MEETING	Mike Mortimer	
MAY 18	POKER RUN — 109 club cars.	GARY CLARKE	
MAY 25	ROAD TRIP — SALTSPRING ISLE	TBA	
JUNE 11	REGULAR CLUB MEETING	Mike Mortimer	
JUNE 15	ROUNDHOUSE TOUR — E&N	Chris Chown	
JUNE 23	109, VCC, TM SWAP MEET	MARC BROWN	Chris Mike
JUNE 29	BERWICK HOUSE Shelbourne.	Gary Clarke	Gary r Mike
JULY 9	REGULAR CLUB MEETING <i>Final prep for FNF 24</i>	Mike Mortimer Ralf St. Clair	
July 14	FORDS & FRIENDS HERITAGE ACRES	RALF ST. CLAIR	RALF OR DAWSON
AUGUST 17	SHOP TOUR Steve Thompson	CHRIS CHOWN	Postponed
AUGUST 24	ANNUAL CLUB BBQ Live Entertainment TBA.	MIKE & CAROL MORTIMER	
SEPT 7	109 SHOW AT SELKIRK PLACE	Steve Peabody	Steve /Chris
SEPT 10	REGULAR CLUB MEETING	Mike Mortimer	
SEPT 14	CFB NADEN TOUR	TONY COND	
SEPT 21	SHOP TOUR	Bruce Somers	Postponed
SEPT 22	MODEL RAILWAY TOUR	GARY CLARK	Weather depending
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	Needs a coordinator	

A MESSAGE FROM THE PRESIDENT.

MIKE MORTIMER



The 33 by Mike & Carol

Mike on left with Andy Anderson & special hats..

Good day fellow members,

Boy oh boy the months go by faster and faster. It seems like just the other day I was writing out the president's message for August! Well, it's time for September's message. It's been a little quieter so far this month, we had no club meeting in August so seeing everyone that attended our September meeting was much appreciated.

The club put on a small car show at Selkirk Care Home on the 7th. About 14 club members' rides were presented and well received by the residents. Thanks to club member Steve Peabody for making it all happen.

We had a great overall review about our 2024 FNF show at the meeting. Lots of good input and some fresh ideas from members to improve our show and to continue to make it the best it can be. We still have some good tours coming up on our 2024 calendar of events. Hopefully we can all get out and enjoy these fun and interesting events.

The 109 urgently requires a team leader to organizer & coordinate the Christmas Luncheon. Please step up and take on this important annual event as soon as you can. Direct contact with the executive group is best to get started quickly.

Thanks again to all our club members for their continuing input and support.

Flatheads Forever!

Regards, Mike Mortimer Live life, Be Happy



Message from the Editor

Chris Chown.

Thanks to everyone for all your time, energy, and great support.



Recent club events have exemplified the excellent personal value of membership in the 109. Good friends gathering to enjoy a wide variety of functions is not only entertaining but builds lifetime memories for everyone.

Our recent “Meet & Greet” at Selkirk Place is a great example of what can be achieved when we work together and venture down new roads. Such events do not have to be centered on collectable cars but is a big bonus when we can incorporate our favorite rides and share with others. A winner for all of us to be sure. We all owe a vote of thanks to Steve Peabody for his efforts to put the M&G together and are sincerely hopeful that he will continue his efforts toward teamwork and new ventures.

The washup notes for the Fords & Friends continue as we strive to follow the path of continuous improvement. I know many members are reluctant to voice their opinions and do not speak up. Please don't hesitate to express your considered opinion so we can all benefit from your input. Even more critical is to have the 109 members being involved with and contributing to club activities wherever they can.

You may have noticed in previous issues of Rumbles that I am seeking a co-editor in the immediate future. The task is not as hard as it might appear, the co-editor (or new editor) would be provided with all the help I could possibly manage. The pay is rather meager, but the accolades are worth it!! I will buy you lunch as well. Please reach out directly if you are interested or have any questions. 250 595 0312

Many thanks in advance for your support and especially your contributions to the 109 club.

Cheers, Chris Chown

CLUB NEWS AT LAST!



Selkirk Place

A very warm club tour.

The 109 club members that participated in the “Selkirk Place” meet and great om September 7th were truly privileged to experience such a heart-warming event. We had about 14 favorite “109” rides attend, and everyone was extended an exceptionally warm welcome. Members spent about 3 hours showing off their favorite rides and exchanging loads of stories with Selkirk residents. This event was made even more special when we discovered that the majority of the residents required porter assistance by Selkirk staff so they could join in. Hats off to the entire group!

Special mention is due to new member STEVE PEABODY (yes that’s his real name) for putting this all together. A very good job and truly enjoyable. Hope to do more of this kind of thing long into the future so if you have suggestions please bring them forward.

Photos by Richard Green and Chris Chown.







Managed by

Thank you all for attending the Meet & Greet at Selkirk Place.

Special thanks to management and staff at Selkirk for such wonderful hospitality.

TIMELY UPDATE!

We have just had confirmation of a new club tour available on Sunday September 22nd in North Saanich. The 109 is invited to the home of Werner Grundmann, to view his superb exterior model train garden set up. This display is a functional one built over decades with countless hours of TLC in every area.

The timeline is very short and now dependent on favorable weather of course.

Full details will be available in a day or two. If you have any questions before that please call Gary Clarke 250 652 9823.

September meeting winners and support team.

The "lucky winners" of the 50/50 grab bags and cash
At the September 10 regular club meeting.
Congratulations to you all.



L to R Murray Anderson, Lew Williams and Shawn Driver buying more tickets again!



Rick Dubois (far right) happy to win the first grab bag at long last.



Chris MacKay digs deep to draw next winner after taking the second draw.



Long time supporter Don Friebe is the third winner of grab bag number three.



Darryl Randolph wins the cash portion of the 50/50. Can no longer say he never wins! First in line next time for sure.

The front cover.

The 33 2 door owned and operated by Mike and Carol Mortimer is truly an excellent example of a very high-end build. This beautiful favorite originally came out of the US and has been extended a large degree of TLC by both Mike and Carol as they attend many car events throughout the province. A special feature of this show piece is the leather upholstery that is simply as good as it gets in light grey and as soft as the baby's bottom.

As always seems to be the case the 33 is currently undergoing upgrades to the transmission and a few other minor adjustments. We are looking forward to seeing Mike & Carol back on the road very soon.



The Ladies page.

Good, bad and the others.



The Good – Mary Anning

Mary Anning (21 May 1799 – 9 March 1847) was an English fossil collector, dealer, and paleontologist. She became known internationally for her discoveries in Jurassic marine fossil beds in the cliffs along the English Channel at Lyme Regis in the county of Dorset, Southwest England. Anning's findings contributed to changes in scientific thinking about prehistoric life and the history of the Earth

The Bad – Elizabeth Holmes (b.1984)



The jury is still out over whether Elizabeth Holmes deserves to be on this list. Some believe Holmes was a genius who only did what any entrepreneur would do on their way to the top in the ever-competitive Silicon Valley. Others – including the American justice system, which successfully convicted her for conspiracy and wire fraud in 2022 – see her as a fraudster and liar who put hundreds of lives at risk through promising biomedical technology that her company could not

provide.

Holmes' company Theranos was once worth \$9 billion. It claimed to have devised simple blood tests that would provide users with a range of results from a very small amount of blood. The idea was to cut out the middleman: imagine how much cheaper it could be, and how many lives could be saved, if people could do their own blood tests for a range of issues illnesses including cancer, kidney disease and diabetes. Undoubtedly an inspired proposal, the issue was that Theranos was not able to create the technology.

The Others – Shirley Muldowney:

Drag Racer



Shirley Muldowney performs a burnout in her Top Fuel dragster during the 1988 NHRA Southern Nationals on April 24, 1988 at Atlanta Dragway, Georgia.

Shirley Roque embraced the newly popular sport of drag racing in the late 1950s, as a teenager in Schenectady, New York, where she met and married local hot rodder Jack Muldowney. While the National Hot Rod Association (NHRA) dragged its heels in letting her compete in its elite events, Shirley racked up amateur victories, finally

becoming the first woman to race in the “Top Gas” category in 1968. Muldowney continued advancing through the NHRA ranks despite widespread opposition, surviving several car fires and a serious crash in 1984, when the front tire on her dragster failed at an event in Montreal, causing her to hit a wall at over 250 mph. Undaunted, the “First Lady of Drag Racing” (also known as “Cha Cha”) recovered to race again, winning her 18th NHRA event in 1989. After four decades of competition, Muldowney retired in 2003.

Tech Talk

Solving a difficult, unusual problem with wide whitewall wraps.



My newly installed wide whitewall wraps experienced serious stains which were impossible to remove. I believe the stains resulted from excessive brake dust that was liquified by highway road travel during rainy conditions. The stains penetrated the backside of the wrap migrating right through to the outside exposed surface. In short, the discoloration was heavy and permanent.

Several attempts to remove did little or nothing to eliminate the very unsatisfactory appearance. I tried Magic Market, steel wool, SOS pads, POR 15 degreaser and household bleach, nothing worked.

My solution was to surface clean thoroughly and dry completely. Next step was to apply two coats of sprayed vinyl gloss white paint. I admit I was tempted to try red but managed to avoid it.

So far so good with decent results. Fingers crossed until I invest in WWW from Coker or Lucas. Keep you posted.



Final results after two coats and 24 hours drying. Will keep you posted.

What is High Oil Pressure?

High oil pressure is a situation where the oil pressure in your car's engine rises above the normal operating range. Typically, your car will have an oil pressure gauge on the dashboard. A reading well above the 'normal' range marked on the gauge is a clear sign of high oil pressure. Most modern cars are also equipped with [warning lights](#) to indicate low or high oil pressure, typically in red or yellow.

If your oil pressure is too high, you might also notice other symptoms unrelated to your gauge and warning lights. These can include:

- Loud ticking or knocking noises, especially on startup
- Oil leaks or loss, which can be caused by the increased pressure forcing oil through seals or gaskets
- Smoke from the exhaust, when high oil pressure causes oil to burn in the combustion chamber

What is the ideal oil pressure? The normal oil pressure for most cars at idle is around 25 to 30 psi (pounds per square inch). When accelerated, this can reach up to 60 to 70 psi, depending on the vehicle and driving conditions. However, it's important to note that what's normal can vary from car to car, especially in high-performance vehicles, where 70 psi might be normal.

Understanding the risks of leaving high oil pressure unaddressed is crucial. In the short term, you may damage engine components such as the [oil filter](#), its gasket, and the engine's other gaskets due to the high pressure. Over the long term, high oil pressure can lead to more severe engine part failure, including the [oil pump](#) itself. The stakes are high, and you should take swift action.

What are the Causes of High Oil Pressure?

Various mechanical factors can lead to high oil pressure relayed through your gauge. It could be a blockage or malfunction that's causing the oil system to operate at higher pressures than normal.

- *A dirty oil filter is a common cause. When oil filters are well past due for replacement, soot, rust, and other contaminants that have been filtered out of the oil clog the filter, and the restriction causes high oil pressure.*
- *Blocked oil passages can also cause the oil pressure to exceed normal readings. Gunk builds up in oil passages, blocking lubrication to parts of the engine, and the backed-up oil increases pressure.*
- *A faulty oil pump with a stuck bypass valve can increase oil pressure.*
- *Oil filter relief valve failures can also contribute to high oil pressure. If the relief valve is blocked or fails, oil can't pass through the filter media fast enough to normalize the pressure.*
- *The choice of [engine oil](#) can also be a factor if it's thicker than recommended. It naturally doesn't flow as well, increasing the oil pressure. It's especially noticeable in cold temperatures.*

In some cases, the issue may not lie with the oil pump or engine but with the oil pressure sensor itself giving a false reading. This sensor tells the car's computer to trigger the warning light. If the sensor is malfunctioning, you might need to replace it.

Along with the warning light, gauge reading, or message, you might also notice symptoms related to excessive oil pressure. It can include reduced engine performance, due to the higher-than-necessary effort required by engine components bathed in the excess oil. You might also find oily or wet spark plugs, which could occur if high oil pressure causes oil to get into the combustion chamber.

How to Address High Oil Pressure

Starting with the simplest solutions is often wise. Here are some DIY steps to take if you suspect a minor problem:

- ***Change the oil and filter.*** *Sometimes, the issue is as simple as needing an oil change. Old oil could be clogging up and causing the high pressure.*
- ***Inspect the oil cooler.*** *For vehicles with an oil cooler, a problem here could lead to high oil pressure. Look for leaks, corrosion, or other signs of damage.*

- **Check the crankcase ventilation system.** An obstructed [PCV valve](#) or hose are a couple examples of what can cause high oil pressure. Ensure that it's clear of any debris.

If you've checked the above and you still have high oil pressure, it's time to consult a professional. More serious issues could involve a malfunctioning oil pump, blocked oil galleries, or internal engine problems that need expert diagnosis and repair.

Thanks to [Rosalind Jordan](#) for submitting this article from NY Times

AUTOMOBILES

Ford and Mazda Warn Of Dangerous Airbags

Ford and Mazda are warning the owners of more than 475,000 older vehicles in the U.S. not to drive them because they have dangerous Takata airbag inflators that have to be replaced.

The warning issued Tuesday covers more than 374,000 Ford, Lincoln and Mercury vehicles and nearly 83,000 Mazdas.

Ford models include 2004 to 2011 Ranger pickups, 2005

through 2014 Mustangs, 2005 and 2006 Ford GTs, 2006 through 2012 Fusions and 2007 through 2010 Edge SUVs.

Affected Mercury and Lincoln models include the Milan, MKZ and Zephyr from 2006 through 2012, and the MKX from 2007 through 2010.

Mazdas include the 2004 to 2009 B-Series pickup, 2003 to 2013 Mazda 6, the 2006 and 2007 Speed6 and the 2004 to 2011 RX-8. Also the 2004 through 2006 MPV, the 2007 through 2012 CX-7 and the 2007 through 2015 CX-9.

ASSOCIATED PRESS

N.Y. Times

Aug. 14, 2024

How to read an Early Ford V8 serial number.



*This VIN plate is mounted on the firewall of Steve Peabody's 1950 Ford post shown above. The serial number reads **0473H50-79945**. This indicates that the car was built in Windsor, Ontario Canada in 1950. The letter H stands for Home Office representing Windsor.*

Commencing with the first 1946 car and truck models, the identification code numbering system was changed as follows:

CODE (IDENTIFICATION) EXAMPLE 3 46 H 2430

3 – MODEL NUMBER

46 – MODEL YEAR 1946

H – WHERE BUILT H – HOME OFFICE

T – TORONTO

W – WINNIPEG

V – VANCOUVER

2430 SERIAL NUMBER JOB NUMBER 2430.

Prior to 1946 the ID system was a little more complex.

For example code number C 598 T 81 H1 would read as follows:

C CANADIAN

5 YEAR OF MANUFACTURE 1945

9 HORSEPOWER

8 WHEELBASE – 158 ½”

T VEHICLE TYPE – TRUCK

81 CAB TYPE – CLOSED CAB

H WHERE BUILT – HOME OFFICE

1 SERIAL NUMBER – JOB 1.



Cars were scarce during WW2 and in 1946, people would gather at dealers during car deliveries, anxious to get a new car.

Now you know.

The FUN Page.



Looks about right.

A RIDDLE or two. Answers on the last page if needed.

Carnival Trick Riddle

#1 A boy was at a carnival and went to a booth where a man said to the boy, "If I write your exact weight on this piece of paper then you have to give me \$50, but if I cannot, I will pay you \$50." The boy looked around and saw no scale so he agrees, thinking no matter what



DON'T DO THIS AT HOME. (or anywhere else for that matter)

BUY & SELL.



Please call ALAN BARR - 250 896 8620 OR a.barr@shaw.ca

2 x Rim Size 15 inch

Front Rims 15x7

Bolt Pattern 5 X 4.5

Back Space 3.75

Offset -06

2 x Rim Size 15 inch

Rear Rims 15X8

Bolt Pattern 5 X 4.5

Back Space 3.75

Offset -25

Rims for Sale Tires not included

Asking Price \$ 700.00

Sold as a unit.



FOR SALE



For Sale.

Cole-Herssee battery kill switch.

A gret way to prevent vehicle theft for a very small cost. Easy to install.

First \$30.00 takes it

Chris 250 595 0312.

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

FOR SALE OR TRADE:

Two brand new water pumps for an 8BA flathead. Still in the boxes. Open to offers. Please call Chris at 250 595 0312.

SOLD TO NORRIE SPENCER.

Wanted! Robert Bada is looking for a quality painter to paint his 39 coupee. Willing to pay cash to the right person at the right price. Please call Robert at 250 478 5167.

Odd History Spot.



All British tanks since 1945 have included equipment to make tea.

What a great idea! The navy had rum of course.



1968 Oldsmobile/American Quality Coach Jetway 707

In the course of human endeavor, few questions are more pressing than, "How shall we get to the airport?" Back in the 1960s and '70s, the answer was often an airport limousine, generally a station wagon stretched to a ridiculous length. But stretching an Olds Toronado ? GM's personal luxury sports coupe? That was the 1968 equivalent of building an airport limo out of a Lexus LC . We suppose we can see the sense of it: The Toro was front-wheel-drive, so using it as the basis for a limousine eliminated the need to engineer an extended driveshaft to get power to the rear wheels. Instead, American Quality Coach merely had to engineer new front doors, a new vista roof, a new station wagon body with tailgate and side glass, and a new suspension and braking system for the new third axle—but, hey, no new driveshaft! We're sure that made the job *much* easier.



1911 Reeves-Overland Octoauto

Needs wide whitewalls!

If four wheels are good, eight wheels must be better, right? Milton Reeves thought he could smooth out the ride on primitive rutted roads by mimicking the equalizing suspensions used on railroad cars, so he modified what was once a perfectly good 1910 Overland to create this eight-wheeled weirdo. Unfortunately, this resulted in a 20-foot-long car that sat only four people—and its price of \$3,200 (well over \$90K today) certainly didn't help its popularity. Reeves tried building a six-axle version called the Sextauto, but despite its way more alluring name, it was no more successful. No Octoautos or Sextoautos exist today, probably because nobody has room to park them.



109 Members on the road. Richard Green.

Another afternoon chasing salmon. Calm seas and warm weather made for a great trip. Saw a US submarine heading out to sea escorted by a few ships, a river otter chasing bait fish and an unusual landing barge towed by a tug boat.

Caught and released 8 wild coho (can't keep wild ones), lost four others and released about four more as they were too small.

Sitting by my first campfire of the year at the Pedder Bay RV park, whiskey in hand.



Rain on the way!



Rob Vanzella – Moonlight at Deka Lake.



We would love to share your photos in the newsletter, so send in your favorites please.

The Riddle answers at last!:

#1 Answer: The man did exactly as he said he would and wrote "your exact weight" on the paper.

#2 Answer: Charcoal.

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.

We are looking for a 109 member to step up and coauthor future issues of the newsletter. Please contact Mike Mortimer or Chris Chown if you are interested.

Your feedback and comments are always appreciated. Input is used to improve the quality and diversify. Don't be shy.

Thank you all for your support and participation!

So long until next time!

