

RUMBLES

EARLY FORD V8 CLUB 109 APRIL 2025



DON
MACPHERSON
MEMBER'S RIDES

SPARKS TO NUTS
THEM'S THE
BRAKES

SHOP TOUR
WHIPLASH
CUSTOMS

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RUMBLES - THIS ISSUE

Welcome to the April edition of the Early Ford V8 Club 109 Rumbles Newsletter.

In this month's issue we feature Don MacPherson and his many vehicles that he has had over the years. It all started when he got his first ride at 16 years old, a 1936 Ford 3 window coupe!

Your events steering committee of Chris Chown, Gary Clarke and Mike Mortimer kept us busy with a tour of Whiplash Customs and some bowling fun. There are many more events ahead for the club.

Plus, Ralf is still on the topic of bakes. He is focused on the parking brake in this month's Sparks to Nuts article.

On the front cover - Gary Nordstrom with Whiplash Customs owner Al Lambeth.

We hope you continue to enjoy the Rumbles Newsletter.

The Rumbles Newsletter will only get better with your participation. If you come across a great article, tech tip, joke or video you think other members would like, please send them our way. Contributions are always welcome and sincerely appreciated.

Send submissions to Rumbles via email to don.landels@gmail.com

Cheers,

Don Landels & Ralf St. Clair



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A day behind the wheel of the big new Ford will show you what real comfort means! Here's a car with solid comfort on any road . . . a car that's easy to handle, fun to drive. The stabilized chassis rides steadily even in cross winds and on curves. New multi-leaf "Hot-ride" springs cushion the miles. Deep, soft, correct-pressure seats give you perfect relaxation. Plenty of room all around you. And that flexible, smoother, quieter, more powerful Ford V-8 engine levels the hills and thins on distance! See your friendly Ford Dealer today!

THERE'S A **Ford** IN YOUR FUTURE



REGULAR MEETING MINUTES

Regular Meeting Minutes - April 8th, 2025

Next regular meeting at Berwick House 7:00PM May 13th , 2025

Meeting called to order at 7:10pm

1. Opening remarks, Heidi Bada, President.

Heidi welcomed members to the meeting. Guests were present from the Vintage Car Club of Canada Victoria Chapter: Rod Forbes and Murray Firth. Ralf's inability to print an agenda the right way up was widely admired.

2. Minutes

The March minutes, distributed in March Rumbles, were considered approved with one change from Chris Chown: *"8-b states the Millar Race body. This should read Millar Race Car. The Millar is owned by Shawn Driver and is in his shop. Please remove reference to 'Rick's shop.' Rick is deceased a few years at least and his shop no longer exists."* Noted.

3. Old business

- a. There were two excellent events since the last meeting. The first was a visit to Al Lambeth's Whiplash Customs near Sidney. It was a superb visit, and thanks are due both to Al and to those who organised the event.

The second event was the Bowling Extravaganza, which 16 people attended. Don Landells turned out to have been genetically modified for bowling and won by 1,428 points. At the other end of the scale, the "Most Honest Bowler" award plus \$25 Lordco gift certificate went to Dawson's girlfriend Paige.

- b. Next event is at the Roost Restaurant, 9100 East Saanich Road, on Saturday April 19 at 10am. Plan is for 90 minutes of hanging out and car talk, with breakfast close at hand!

4. Correspondence.

- a. Tony Cond wrote to let us know that he has built a 3' x 6' sign stand that fits in the back of his truck. Tony is in a couple of parades, including Brentwood Bay on June 7, and would be happy to carry a sign advertising Ford and Friends at those events. Great idea, much appreciated, we'll get a sign organised.



REGULAR MEETING MINUTES - CONTINUED

- b. John Carlson wrote to let us know about Collector Car Appreciation Day on July 11. There will be proclamations in each province. Organised by the National Association of Automobile Clubs of Canada and SEMA Action Network.
 - c. One email confirming the date of Ford and Friends.
5. **Treasurer's Report.** No report.
6. **Committee Reports**
- a. Ford and Friends. Continuing discussion about online registration, to be carried to committee for decision. The committee asked if Alan Barr could attend meetings as treasurer, Alan said he would do so. Thanks to Alan. We also discussed the possibility of creating a position of Sponsor Coordinator to ensure sponsors are recognised, thanked, and that we get the sponsorship money. General idea was supported, nobody comfortable volunteering immediately.
7. **New business**
- a. Murray and Rod ran through the plan for the Saanich Fairground Swap Meet on June 22. There's a new sheriff in town and more effort being put into planning. By day:
 - i. Friday. Staging of field starting at 5:30/6:00pm. Help with this would be appreciated.
 - ii. Saturday. Need 6-8 people at 6:30am for lining. Vendors arrive around 10am. There will be no access through the main gate due to a market, so the West Gate will be open for car club people. Vendor tickets cover the stall and one admission—anybody else except volunteers need ticketed.
 - iii. Sunday. 109 to run West Gate (Torque Masters Main Gate, VCC parking). Open at 8am to public.

The administration tent will be at the main gate. Vendor parking in the main area of the site. There will be a BBQ on Saturday for volunteers. A large barbecue for all involved June 29 at the Torque Masters site. There will be a sales table next to the admin tent for any odds and ends.



REGULAR MEETING MINUTES - CONTINUED

- b. Alan Barr noted that several members had not yet paid dues and asked anybody not intending to pay to let him know so he could stop

hounding them.

- c. We need 12 vehicles for the May Day parade and so far, only 6 have signed up. Contact Alan please!
- d. Please send an email to Alan so we can check addresses. Tehre are about 8 emails bouncing repeatedly.
- e. We discussed members presenting their cars in the meetings, as we don't always know a lot about each other's rides. Mike Mortimer "volunteered" to go first, very bravely! Thank you, Mike.

8. Announcements

- a. Mike Mortimer shared the wonderful news that his oncologist doesn't want to see him for a while!

9. Buy and sell.

- a. Steve Peabody is looking for a wiper arm for a 1950. He'd also be interested to hear from anybody who has done a 12v conversion as he is considering having a go . . .

10. The Odd Spot.

- a. A few excellent jokes from Vic. Several really terrible jokes from Vic.

11. Adjourn and 50/50.

- a. Gift bags: Rod (guest), Don Friebe, Al.
- b. Money: Ralf Ct Clair

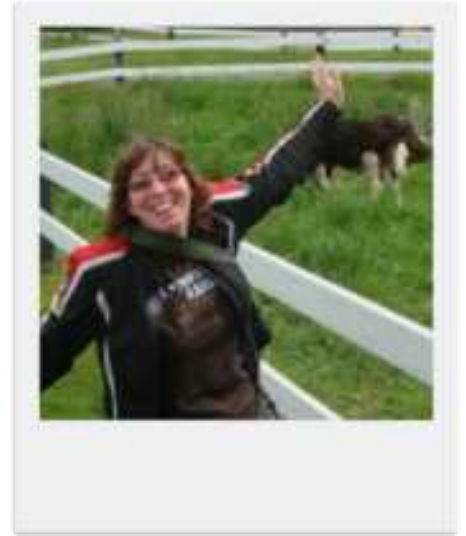
As ever, the club expresses its appreciation of Berwick House for the hospitality and snacks. Please note that a couple of members (Dawson and Ralf) parked in the wrong spots and need to be more careful. Thank you!



MESSAGE FROM PRESIDENT - HEIDI BADA

As the warmer weather rolls in, we can finally get those classic cars out of the garage and onto the road.

Whether you're repairing your car, going for a cruise around town, or just dusting off the chrome, spring brings new energy to our club.



I enjoy seeing the passion each of you brings to events and meetings. The club is more than just about cars. It's about the stories, the shared memories, and the friendships we continue.

Summer feels near enough now. Already this year, we've had a bowling event and one tour, plus more tours in the works. Big events are coming later in summer, with the swap meet in June, the club's own Fords and Friends event in July, then Deuce Days the following weekend. Meanwhile, impromptu gatherings like coffee shop outings give you a chance to interact with the public and show off your classic cars.

As you head out for your spring driving, I hope you enjoy every moment with your fellow club members and friends. Be safe, have fun, and don't be shy about sharing your latest projects, trips, and finds. I can't wait to hear about it!

Best regards,

Heidi Bada
President
EFV8 Club 109



109 CLUB EXECUTIVE 2025

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DISCOVERY / SHOP TOUR

Discovery Tour – Whiplash Customs – March 29, 2025.

The first Discovery Tour of the year saw 23 members descend upon Whiplash Customs in North Saanich. Whiplash Customs is so much more than a automotive shop as you realize the moment you arrive!

The club wishes to express a heartfelt thank you to Al and Wanda Lambeth for the tour and hospitality.

Whiplash Customs www.whiplashcustoms@shaw.ca

Custom Motorcycles, Hotrods, Body, Paint, and Restorations
Gas Pump Restorations, Custom and Restored Pedal Cars, Vintage Toys and
Machinery Restorations from Vancouver Island, BC.

Thank you to Gary Clarke and Chris Chown for organizing the tour.

Here are a small sample of photos that members shared for everyone to enjoy.



DISCOVERY / SHOP TOUR

Discovery Tour – Whiplash Customs – March 29, 2025.



Rumbles April 2025

DISCOVERY / SHOP TOUR

Discovery Tour – Whiplash Customs – March 29, 2025.



Rumbles April 2025

DISCOVERY / SHOP TOUR

Hamish Crawford Collection - April 19th



*You are cordially invited to the EFV8 Club Tour of the
Hamish Crawford collection APRIL 19 AT 10:00 AM
Roost Restaurant 9100 E. Saanich Rd. V8L 1H5*

Please RSVP to Gary Clarke at 250 652 9823 or 250 704 9823. Confirm attendance by April 17 or sooner.



Tour starts at 10:00 sharp in the shop located behind the restaurant.



The tour will be followed by lunch or coffee/Bakery break in the Roost Restaurant. Your choice to attend as you wish. Please let Gary know so he can inform The Roost staff how many will attend. They need to be prepared so they can be ready.! CU there.



Rumbles April 2025

SPARKS TO NUTS - RALF ST. CLAIR

Them's the brakes.

Last time I rattled on about the brakes in a general sort of way, so I thought it might be interesting to take a deep dive into two aspects of the early V-8 juice brakes. This time I'll write about the parking brake and next time we'll look at the way you gain access to the brakes to work on them.

I've had Phyllis the Ford in my life for almost two years now. As a very amateur mechanic I mostly learn how to fix things the same way as everybody else. By breaking things. But it seems to me that is not the best approach to something that could really be quite important, like brakes. So every time I meet somebody with a 1940s Ford I ask, "how's the parking brake?" The person I am asking usually turns a little pale and shakes their head sadly while walking away. Seriously, try it with Don the Esteemed Editor. The parking brake has been driving me nuts since I got the car. It has a manual transmission and a clunky clutch. When on a gentle incline, quite a few of which can be found around Victoria, it would be very luxurious to pull on the hand brake to hold the car while I feed in the power and clutch. Instead, I must do this bizarre three footed dance that usually results in very little forward motion and a lot of sweat. These are the times when I regret giving up smoking in 1984.

Surely, though, it can't be that hard to fix an emergency or hand or parking brake, can it? You wouldn't think so. On Phyllis the parking brake handle is a cool looking thing next to my left hand, a little like the sorts of levers they used to have on steam trains. It pulls a cable attached at the end, via a thread, to a u-shaped adjuster piece (to the right in Figure 1).

The cables running forward from the rear wheels are actually one long cable with each end attached to a lever in the wheel hub. They loop over the curved equalizer piece at the left of Figure 1.



SPARKS TO NUTS - RALF ST. CLAIR

Figure 1
Courtesy of Earlyfordparts.com



This is a very clever design, since it equalizes the force to the two rear wheels when the handbrake is pulled on. The adjuster and the equalizer are held together by a pin (at the bottom of Figure 1).

Adjusting the mis-behaving handbrake is easy! (Cue the manic laughter). You remove the pin so the U-shaped piece can revolve on the end of the cable and turn it clockwise a few turns to shorten the cable. Then you try to pop the pin back in. Now it has to be done from the top, so the entire car is in the way. Fine. But also, if you look at the brake illustration from last month, you'll notice there's a spring between the handbrake lever in the hub and the hub body. In other words, you need to compress this spring to be able to work out how far from the hub the shoe is. They are not trivial springs. Also, as will be described next time, there is absolutely no way to see what's happening inside the hubs while trying to get all of these parts set up correctly.

We can now imagine the poor Ford owner under their car, nose about 3/64" under the floor or transmission, pulling hard on the brake cable in its equalizer, holding up the end of the front cable and trying to insert the pin from above. It may actually be easier to work the footbrake, clutch and accelerator simultaneously than get this damn thing back together.

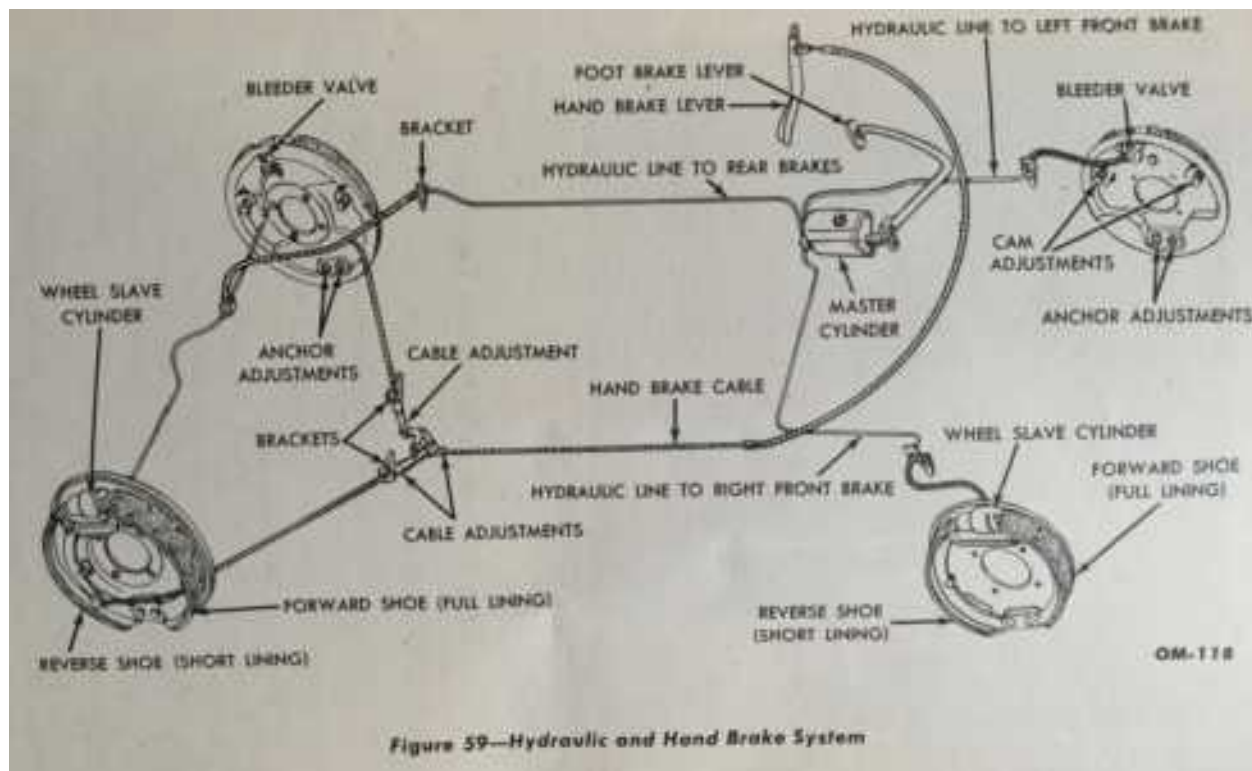
SPARKS TO NUTS - RALF ST. CLAIR

The final, wonderful twist of the knife is that it's not possible to judge if the handbrake is working until it's all back together. Then if—inevitably—it's not, you have to take it apart, twist the bracket further onto the end of the cable, and put it back together again. There is also the possibility that the cable has stretched too much for the available adjustment. The big looping cable at the back is long, and only a few percent of stretch is needed to make it useless. Though, to be fair, I suspect many people just decide it's stretched and give up on it rather than going through adjustment hell all over again.

I've searched the internet a fair amount trying to find tips on how to do this more easily, wondering what I'm missing. I can't find anything to make the job simpler or quicker. If anybody has any tips or tricks for getting these brakes set up properly, I'd certainly appreciate hearing. Until then I'll be the person in the maroon Super-Deluxe red in the face from the frantic three pedal waltz.

1942-1947 Ford ½ Ton Truck Brake Assembly

Courtesy of Ford Truck Enthusiasts



MEMBERS' RIDES

DON MACPHERSON

Don MacPherson has been a long time member of the Early Ford V8 Club 109 dating back to 1981. Many new members may know Don for his generous donation of his 1947 Mercury Sedan Coupe to the club which was purchased by club member Lauri Stevens. The funds from the sale of the '47 Mercury now support many club activities. It is known as the **Don MacPherson Activities Fund**.



Don and I have shared a few emails since I first became co-editor of RUMBLES in January. I asked if he would be open to being featured in RUMBLES and he kindly agreed. I decided to send him 7 questions to answer and ask that he send a few photos of his automobiles. What I received in return was an incredible story of family cars and more! I have decided to print this as presented by Don. It will cover a few pages, but it is worth it. - Enjoy! - Don L

My Rides - by Don MacPherson

In 1952 I turned 16, got my driver's license and my first car, a very nice 1936 Ford 3 Window coupe.



MEMBERS' RIDES

DON MACPHERSON

As nice as it was, I had the chance to live every V8er's dream when I acquired a deuce coupe.



It was sweet. It had an original 21 stud flathead that started and ran like a little sewing machine and it took me anywhere I wanted to go. I graduated from Lord Byng High School on June 19, 1954 and went to work for the NorthWest Telephone Company the following Monday on June 21. I was on a special crew that travelled all over the Province building radio repeater sites, so my little coupe was abandoned for lengthy periods. It was kept in a garage of some friends and, when they told me they were moving, I had to clean out the garage. I told a friend he could have everything in the garage for \$100. He got more than my coupe. Lots of tools and parts. I was carless!

My dad, who was living in Toronto, had passed away on June 19. My mom and my dad's sister went back to collect his stuff and they drove back in his brand new 1954 Buick Roadmaster Riviera. It was his company car, so his business partner came out and picked it up - eventually. My girlfriend and I had the use of it for the summer whenever I was in town.



We sure loved hitting the White Spot in that baby!

It was sad to see it go back to Toronto.



MEMBERS' RIDES

DON MACPHERSON

My next car was a 1947 Chrysler Windsor Convertible. I don't recall exactly when I got it - late '54, maybe, but I had it until May of 1956.



In May I took my girlfriend to the bus depot so she could visit her folks in Ontario. On the way home I passed a used car lot and saw this gorgeous 1954 Buick Century Riviera. The Chrysler was history and, sadly, so was my girlfriend.



Fast forward now through a marriage, a bunch of kids, a divorce, a new lady and a rekindling of the car hobby. Linda and I took up residence on the Little Shuswap Lake and we spotted the derelict 1935 Ford 2 Ton truck (on the next page)

MEMBERS' RIDES

DON MACPHERSON

Don's 1935 Ford 2 Ton truck



It was a basket case, but we bought it and a year or two later, when we moved to the Island in 1981, we took it with us to Shawnigan Lake. That same year I joined EFV8 Club RG 109. Wayne Fisher was selling Early Ford parts from his home in Cobble Hill. I picked him up and took him to club meeting nights. I found a good 1935 2 Ton in Maple Bay and bought it. It had been babied and kept under cover all it's life, but, Peter Duke, the owner had forgotten to drain the block and it cracked. I pulled the engine apart and discovered it had babbitt bearings. Someone, maybe Colin Horton, gave me the name of a guy in Saanich who did babbitting. He said he could weld the block but wouldn't do any babbitting until he had several to do.

One of my techs at BC Tel, Archie Millar, was a volunteer at Heritage Acres, so I donated the '35 basket case. I don't know if they ever did anything with it.

I had a very nice '73 F100 pickup that I had bought in Kamloops.

In 1985 I transferred to Nanaimo. The '35 Truck took up the whole 2-car garage.

In 1986, my eldest son, David, was going to the U of A in Edmonton. He had a '64 Fairlane Sport Coupe with many miles and had seen some better days. We swapped - my F100 for his Sport Coupe. I loved that car but, when our daughter, Marnie, moved to Calgary, I gave it to her.

Once again I was carless, so I bought a well-used rusty '73 F250 off one of my techs.

In 1987 Linda and I had a new home built on the Nanaimo oceanfront. The '35 truck filled half the new garage.



MEMBERS' RIDES

DON MACPHERSON

I got rid of the F250 and was, once again carless.

But, not for long. I bought this original, well-maintained '47 Tudor off a guy named Bill Laird.



I put a Vintage license on it, so I was really restricted in how, when and where I drove it. I took it on several RG 109 outings.

We moved to the Okanagan Lakefront in Vernon in early 1996. The 2 Ton was in one U Haul truck with our furniture. The '47 Tudor was on a U Haul trailer behind the second U Haul truck also full of furniture. I joined the North Okanagan Chapter of the Vintage Car Club and was able to take the '47 to meetings and events. I finally had room to work on the '35 Truck. In 2000 we left the Okanagan Lakefront and moved into a brand new strata with a 2 car garage. The '35 occupied half of the garage.

A local car dealer, Bob Shillam, who specialized in dealing old cars, had a buyer for my '47. His name - Bill Laird, just like the guy I bought it from.

A local V8 hot rodder heard about my truck. He and his don had opened up a hot rod shop and were looking for an old truck to take to swap meets.

They made me an offer I couldn't refuse. Once again I was carless!



MEMBERS' RIDES

DON MACPHERSON

One of my fellow members in the VCCC had just done a frame-off resto on an American '58 Pontiac Star Chief. He wanted to start on a 50's something Olds, so I picked up the Pontiac for \$14,000. No kidding!



This car was an amazing show stopper. I took it to many outings, shows, parades, etc. Some U.S. movie folks were making a movie in the Okanagan and were looking for a '58 Bonneville. Bob Shillam told them about my Star Chief, the same size and appearance as the Bonneville, so, the price was right and once again, I was carless.

Sometime, on one of our trips to the Coast, I saw an ad for a '35 Ford for sale. I had long-believed that, of all the flathead years, the 1935 was the nicest. We looked at the Deluxe Tudor Touring Sedan, loved it, bought it and scrambled around to find a trailer to haul it home.



MEMBERS' RIDES

DON MACPHERSON

Don's '35 Deluxe Tudor Touring Sedan



It was my baby. I just loved it and so did everyone who saw it. I took it on many activities, but also spent a lot of out-of-service time while I made it better with hydraulic brakes, turn signals, electric wipers and more. To keep me mobile while the '35 was up on blocks, Bob Shillam sold me a boring '68 Galaxie 500 hardtop.



MEMBERS' RIDES

DON MACPHERSON

It was nice, but it didn't do a thing for me, so I got the '35 back on the road as soon as I could and unloaded the '68. Linda and I had spent years in the Shuswap and in 2004, it lured us back. We were looking at a big house up on the hill in Celista. It had an L-shaped 3-car garage containing 3 Cadillacs; a new Sedan DeVille, a new Escalade and a new-looking '54 Sedan. I bought the '54 Caddie for \$20,000



It had been in the family since new as an every day driver and had undergone a recent restoration. It was a dream to drive and we took it on several tours with the North Okanagan VCCC. Plus, I was still getting the '35 out to club events.

One Sunday, Don Roper, a fellow club member, hosted a barbeque. Don is an amazing car builder who does it all. We toured his shop, but he also had a nice '47 Deluxe Tudor for sale. I had to have it. it looks familiar, it's because Chris Chown bought it off me a few years later.



MEMBERS' RIDES

DON MACPHERSON

I now had three cars in our 3-car garage, so our daily driver, a Ford Explorer, sat outside - of course.

Every Fathers' Day the North Okanagan VCCC hosted a huge show'n shine in the big mall in Vernon. I think it was the 2007 show when I had the Caddie over there and some guy from Logan Lake made me an offer I couldn't refuse. Now, with only 2 cars, the Explorer got to go in the garage.

I was now a member of the Shuswap Chapter of the VCCC in Salmon Arm.

Linda is a long-time competitive Master swimmer and, getting her into the pool in Salmon Arm, particularly in the winter, was a problem, so, in 2010, we moved directly across the lake to Blind Bay - a 20 minute drive into Salmon Arm.

The Shuswap Chapter was a car guy's heaven, but we also had our little hot bed of car builders in Blind Bay and we had weekly garage tour/ coffee parties all year round.

Linda's sister, Joanne, died in 2012. Her husband, my life-long best friend, Moe Johnson, had recently acquired a drop dead gorgeous '40 coupe, all Cheviated out and ready to drive anywhere. He needed to get rid of his other car; a '57 Fairlane Retractable Hardtop.

When I was a teen-ager, working in the Shell station in West Point Grey, all the new '50's convertibles were driven by old white-haired guys. Now I'm an old white-haired guy, I finally get my '50's convertible. That sounds about right. What a car! Talk about a magnet!



MEMBERS' RIDES

DON MACPHERSON

One of our guys in Blind Bay, Lou Toop, was a master engine builder. I had bought a complete '51 flathead to replace the original 31 stud flathead in my '35 Tudor. Lou re-built it for me but, before I had a chance to do the engine swap, we decided to move back to the Island. I was faced with moving 3 cars plus an engine. But, the 11th hour, I sold (gave away 😞) the '35 to a guy in Kamloops who had been bugging me for years. We moved to French Creek just before Christmas of 2013 and, in the spring of 2014, I made 3 trips to bring the retractable, the '47 and my utility trailer with the engine. I took the Retractable to the Qualicum Beach Fathers' Day show in 2014 and for three years after. I took grads and brides and grooms to their ceremonies and photo ops for 4 years. I was now a member of the Nanaimo Chapter of the VCCC.

Chris Chown came up to look at my engine. He bought it for a pickup project he and another guy were working on, but he also took a liking to my '47 and a bit later, he bought that too!

When Linda swims in the early morning in Qualicum, I walk the streets and, one morning, I spotted a nice-looking '47 Merc Sedan Coupe. I bought it, but, on the day I went to pick it up, it was in total brake failure. I got BCAA to haul it home for me. I took the Collector Plate photos then put it up on blocks. As I got into the brake job I discovered lots of bad amateurish maintenance, so I ended up replacing all the brake cylinders, brake lines, brake cable, bearings and seals and on and on.

I was experiencing some health issues. I couldn't work in, on or under the car without getting sick. When I was working under the hood or dash, I couldn't focus my eyes so I couldn't see what I was doing. I managed to get the car to the 2018 Fathers' Day show. When I got it home I put it up on stands and started working on converting it to 12 volts, electronic ignition, moving the battery into the trunk and totally re-wiring the car, but I was having more health issues and was diagnosed with Myasthenia Gravis, an incurable neuromuscular auto-immune disease. We decided to down-size and move to a smaller home. I donated the Merc to the club where it now has a new home (with Lauri Stevens)



MEMBERS' RIDES

DON MACPHERSON

So, now there are 89 candles on my birthday cake. I'm not sure if I'm at or past my 'best before' date 🥳🥳 It may seem like the car hobby has filled my time, but, in 1968, my eldest son, David, became Cub age and I joined the Scout organization as a Cub leader then a Scout leader, trainer, Commissioner and now 57 years later, I'm still involved. Too old to work with kids, but a bunch of us old farts get together in the pub once a month and socialize.

But, back to my cars, it's tough to pick a favourite. My '36 3 Window coupe, my deuce coupe, my '47 Chrysler and my '54 Buick were my daily drivers, and, at the time, they were still pretty new, so they don't count. My '35 Deluxe Tudor was my baby. I did the most work on it. I really enjoyed taking it out and I always knew it would get me home. The '47's took me back to a sweet time when my dad brought a new '47 Ford Deluxe Four Door home from the dealer. The Caddie was a dream to drive, but the Retractable was the most fun.

Solving problems or fixing glitches with my cars was the thing I enjoyed more than driving them. After I bought the '47 off Don Roper, I noticed a glitch in the steering. The drag link was rubbing on the bottom of the strange oil pan and would have rubbed through. When I checked with Don, he told me the engine was out of a pickup and didn't have the same pan as on the cars with a relief on the front to allow the drag link to clear. He had lowered the front end with long shackles, so I replaced them with stock shackles and that solved the problem.

The accessories on the Caddie were vacuum operated. The wipers were weak, so I replaced the vacuum motor with the 'Official' conversion electric motor. It wasn't and I had to make some unsatisfactory changes to the dashboard. Years later, I discovered that the wiper motor in the '57 Fairlane would have been perfect for the Caddie. The '57 Fairlane Retractable was standard with a 312c.i. Y Block engine. When my brother-in-law bought the Retractable, he discovered it had a smaller 272 c.i. Y Block engine. He ordered a 312 crate engine and replaced the smaller engine. When the 272 was put in some changes had to be made, so when Moe put the 312 in a few things didn't quite fit. Our engine guy, Lou Toop, had a '57 Fairlane hardtop with the correct 312 in it and was able to spot and fix the problems in the Retractable. When I was converting the '47 Merc to 12 volts I read article after article about how the 6 volt starter motors worked like a dream on 12 volts. It took about 3 seconds of cranking in the Merc before the starter went up in smoke.

Doncha just love this stuff 🥳🥳 Flatheads forever ❤️❤️



MARKETPLACE

Have some extra parts or a transmission or two? Send us an email to have them listed in the Marketplace.

FOR SALE - Oxygen/acetylene kit. (hoses, regulators torch, tips, cutting torch)
In good condition. \$50.00. Call Tony Cond 250-532-7420

FOR SALE - Steamer Trunk. For more details call Gary Barlow 250-479-4736

Regulation shuffleboard for sale by Jim Jennings who is not able to take it in an upcoming move. Asking \$575. Also, lots of car books available. Call Jim

Found on the web - Need a few bucks to snag this one!

Each month we'll feature a classic found on the internet for sale. This month's car is a [1933 Ford Coupe](#) and it's yours for (hang on to your hat!) \$397,000 USD.

The private seller is looking for an avid collector who appreciates Art! This a very special automobile that belongs in a museum. Won every show entered, and the story behind the car is as intriguing as the build.

When Innovation and Antiquity Collides, it Produce a Unique 1933 Ford Steampunk Hot Rod! Just as all craft smiths are not the same neither is this One-Of-A-Kind Masterpiece. The infamous Chris Miranda created this Powerhouse in his prime, the engine is custom-crafted by Freight Train, the Race-Car Engine Tycoons. You can clearly see how over \$500,000.00 was carefully crafted into this Work of Art. Every single piece of this vehicle is custom designed and built.



MARKETPLACE

FOR SALE - call Chris Chown -250.595.0312 | cell 778-679-7937 | cdchown@outlook.com



Professional Spark Plug Wire set 8 cylinders. Brand new, still in the box.

\$65.00 CDN.



Distributor with new cap. Excellent condition works well on a flathead.

\$80.00 CDN



12V coil by Select unit 1003. For use with external resistor. Is not unused but was run for very few hours .

\$50.00 CDN

SALE

Prices as marked or buy the whole package for \$175.00



Rumbles April 2025

MARKETPLACE

FOR SALE - call Alan Barr -250-896-8620 | a.barr@shaw.ca

Jet ¾ inch Model No SW7521 Socket set : \$250.00



Motomaster Eliminator Battery Charger.,
Intelligent Battery Charger with Engine start : \$175.00



UPCOMING EVENTS

CALENDAR OF EVENTS – EFV8 RG 109 – **AT NAR 12, 2025.**



Primary Steering Committee: Gary Clarke, Mike Mortimer, Chris Chown

DATE	EVENT	Notes	Contact
Jan. 14	Regular meeting	7:00 Berwick	
Feb. 11	Regular meeting. Executive elections	7:00 Berwick	
Mar. 11	Regular meeting	7:00 Berwick	Ralf St. Clair
Mar. 29	Shop tour – Al Lambeth Whiplash Custom 10:30 at CT Sidney	N. Saanich	Gary Clarke
Apr 5	Bowling Blowout	TBD Hosted by 109	Steve Peabody
Apr. 8	Regular Meeting	7:00 Berwick	Ralf St. Clair
Apr. 19	Roost Discovery Tour – START AT 10:00AM – no host lunch at 11:15	Spectacular collection	Gary C Chris C
May. 9	Shop Tour	TBD	Open
May 13	Regular Meeting	7:00 Berwick	Ralf St. Clair
May 17	BC Aviation Tour – Mars Martin 11:00	TBD	Gary C. Chris C
June 10	Regular Meeting	7:00 Berwick	Ralf St. Clair
June 21	VCC. TM, 109 Swap Meet	TBD	Open
June 29	Poker Run	TBD	Gary C Chris C
July 8	Regular Meeting	7:00 Berwick	Ralf St. Clair
July 13	FNF 2025	Heritage Acres	Ralf S. Dawson V
July 20	Deuce Days	Victoria	
Aug. 9	Berwick House meet & greet	Berwick on Shelbourne	Chris C.
Aug. 16	Shop Tour	TBA	Open
Aug. 23	Club BBQ at Rosemead Farms	TBD	Open
Sept. 6	Selkirk Place meet & greet. 1:00 PM	TBD	Steve Peabody
Sept 7	Fort Rodd Hill - Tour	TBD	Chris C
Sept 9	Regular Meeting	7:00 Berwick	Ralf St. Clair
Sept 14	Garden Railroad tour	TBD	Gary C
Sept 20	Shop Tour Lauri Stevens, Murray Anderson, Bruce Somers	To be announced	Bruce Somers
Oct. 14	Regular Meeting	7:00 Berwick	Ralf St. Clair
Nov. 11	Regular Meeting	7:00 Berwick	Ralf St. Clair
Dec. 13	Christmas Luncheon	TBD.	Open

Please note that all dates and details are subject to change. Change notification will be communicated as quickly as possible.

Any and all suggestions are welcome so please contact any member of the club executive with your ideas.



Thank you for your continued support.

Looking forward to seeing you there.



Rumbles April 2025

UP COMING EVENTS / VICTORIA DAY PARADE

Victoria Day Parade – May 19, 2025.

We have secured 12 entries in the May Day Parade on May 19 to Showcase the Early Fords V8 Club 109 and Fords & Friends 2025.

To Participate in the event and be one of the possible 12 entries you must register your ride with Alan Barr. At press time we still have room for 5 more. Email Alan if you are interested a.barr@shaw.ca or call 250-896-8620

Tony Cond has constructed a sign holder for his pickup to display a sign promoting our upcoming Fors & Friends Car Show and Shine 2025 at Heritage Acres in Saanichton

The Club will cover the cost of the entries fee to the Parade!

"No Cost TO YOU"



UPCOMING EVENTS / CAR SHOWS

A selection of local upcoming events!

For more details, check out the excellent Vancouver Island Hot Rod calendar

<http://www.vihr.ca/show-calendar>

May

Sunday May 4 - Duncan Vintage Machinery Swap Meet / Cowichan Exhibition Grounds

Sunday May 25 - West Coast Mopars Car Show / Coombs Fairgrounds

June

Sunday June 1 - British Car Restoration Fair & Swap Meet / Saanich (Heritage Acres)

Sunday June 8 - Union Bay Classic Car Show Family Fun Day & Classic Car Show (Bay Days)

Sunday June 15 - Seaside Cruisers Father's Day Show n Shine / Downtown Qualicum Beach

Saturday June 21 - Saratoga Swap Meet / Show n Shine / Saratoga Motorsports park

Sunday June 22 - Victoria Swap meet / Saanich Fairgrounds

Sunday June 22 - Chemainus Rotary Car Show

July

Tuesday July 1 - Saltspring Cruisers /Rainbow Road and Jackson Ave

Sunday July 13 - FORDS & FRIENDS 2025 / HERITAGE ACRES

Sunday July 13 - Brits On The Beach / Ladysmith

Sunday July 13 - Oak Bay Collector Car Festival / Oak Bay Village

Sunday July 20 - Deuce Days / Downtown Victoria





Fords & Friends 2025

The third committee meeting was held on April 15th. The meeting was hosted by Co-chairs Dawson Valgardson and Ralf St. Clair.

Among the many items on the agenda at the meeting, the decision was made to move forward with pre-registration for Fords & Friends. The majority car clubs on the Island have made the move to pre-registration for their shows using the platform Car Show Pro. We will also be using this platform, which is easy to use and also allows for participants and spectators to vote easily for their favourite cars on the app. It also makes the jobs for our judges a lot easier.

Your committee is now working hard to secure our sponsors for the 2025 show and we will be printing the posters for distribution in early May.

The show will take place July 13th at Heritage Acres.

All members are encouraged to get involved in the committee and help shape this year's show. **Keep an eye open for an email from Ralf announcing the next committee meeting date.**

CLUB NEWS

Bowling Blowout!

The first annual Blowing Blowout was held April 5th at Langford Lanes and by all accounts it was a great success and a lot of fun. I'm not saying that just because I had the high score! Congratulations to Paige for winning the Most Honest Bowler distinction. Nice to see the good turn out and share some laughs. 😊

Thank you Shawn Driver for the idea and to Chris Chown for organizing and the photos.



CLUB NEWS

Bowling Blowout!



Specialty Vehicle Association of BC

We have a bit of news from Bob Kelly from the SVABC. "Great news, we received the approved SVABC Proclamation for Collector Car Appreciation Month July 2025." the SVABC is also looking for any suggestions for windsheild decal. If you can help, reach out to Bob at bobsuek@shaw.ca



Canada Province of British Columbia

A Proclamation

CHARLES THE THIRD, by the Grace of God, King of Canada
and His other Realms and Territories, Head of the Commonwealth

To all to whom these presents shall come – Greeting

WHEREAS the Specialty Vehicle Association of BC (SVABC), established in 1980, is a provincial non-profit association dedicated to preserving the collector vehicle hobby in the province, and

WHEREAS the SVABC advocates for the collector vehicle community in British Columbia, working on behalf of specialty vehicle enthusiasts of all vehicle types, and

WHEREAS British Columbia's collector vehicle community donates profits from provincial fundraising efforts to local charities, hospitals, seniors' programs and school projects, including breakfast programs and bursaries, and

WHEREAS July 12, 2025, marks the SVABC's 12th province-wide celebration of Collector Car Appreciation Day, an annual event to raise awareness of the collector vehicle hobby in British Columbia, and

WHEREAS Collector Car Appreciation Month is an opportunity to publicly acknowledge the present and past contributions of British Columbia's collector vehicle community to the economic, social and cultural development of this province;

NOW KNOW YE THAT We do by these presents proclaim and declare that July 2025, shall be known as

"Collector Car Appreciation Month"

in the Province of British Columbia.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Our Province of British Columbia to be hereunto affixed.

WITNESS, The Honourable Wendy Cochrane, Lieutenant Governor of Our Province of British Columbia, in Our City of Victoria, in Our Province, this fourteenth day of March, two thousand twenty-five and in the third year of Our Reign.

BY COMMAND.


Minister General
and Deputy Premier


Lieutenant Governor

Patience off of the Green

The nurse noticed a man in golf attire pacing up and down outside the emergency room where another golfer, who had a golf ball driven down his throat, was being treated by a doctor.

"Is he a relative of yours?" the nurse, stepping outside the room, asked the pacing golfer. "No," replied the man. "It's my ball."

Beautiful Daughter

Once there was a millionaire, who collected live alligators. He kept them in the pool behind his mansion. The millionaire also had a beautiful daughter who was single. One day he decides to throw a huge party, and during the party he announces, "My dear guests . . . I have a proposition to every man here. I will give one million dollars or my daughter to the man who can swim across this pool full of alligators and emerge alive!"

As soon as he finished his last word, there was the sound of a large splash!! There was one guy in the pool swimming with all he could and screaming out of fear. The crowd cheered him on as he kept stroking as though he was running for his life. Finally, he made it to the other side with only a torn shirt and some minor injuries. The millionaire was impressed.

He said, "My boy that was incredible! Fantastic! I didn't think it could be done! Well I must keep my end of the bargain. Do you want my daughter or the one million dollars?"

The guy says, "Listen, I don't want your money, nor do I want your daughter! I want the person who pushed me in that water!"



FUN PAGES - CHRIS CHOWN

Riddles to test your grey cells.

#1 Riddle: You walk up to a mountain that has two paths. One leads to the other side of the mountain, and the other will get you lost forever. Two twins know the path that leads to the other side. You can ask them only one question. Except! One lies and one tells the truth, and you don't know which is which. So, What do you ask?

#2 Riddle: Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?

#3 Riddle: I am not alive, but I grow; I don't have lungs, but I need air; I don't have a mouth, but water kills me.

**Answers on next page*



"I haven't changed much since I was 18, have I?"



"For crying out loud! Look at this place! — Well, this is one little satanic ritual that's coming to an end!"



FUN PAGES - CHRIS CHOWN

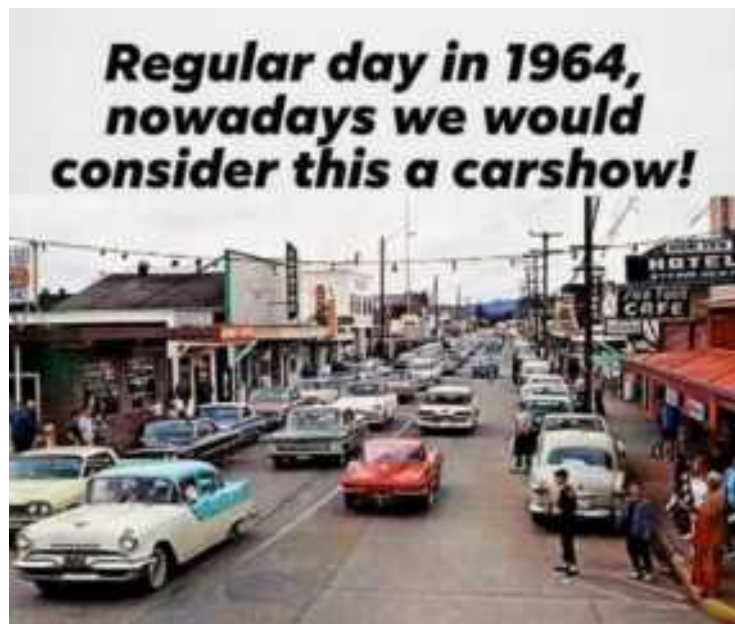
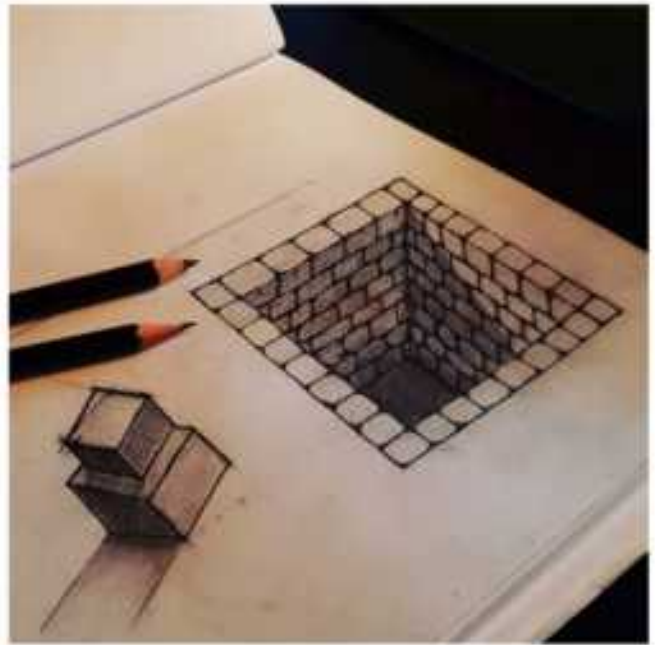
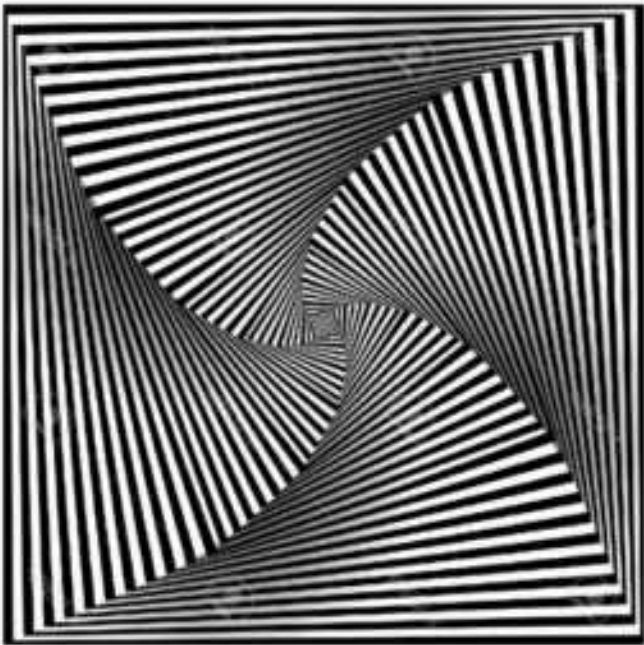
Riddles to test your grey cells. Answers

#1 Answer: You ask one twin, "Are you twins?". If he says "Yes", he is telling the truth. Therefore, you ask the other twin which way to go and go the opposite way because he is lying. If he says "No", he is the liar, and you ask the other twin which way to go because he is telling the truth.

#2 Answer: Asparagus and rhubarb.

#3 Answer: Fire.

Optical investigations Can you duplicate? Good Luck.



Courtesy of Jim Banks



Rumbles April 2025

RUMBLES- APRIL 2025

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 Don Landels at don.landels@gmail.com or Ralf St. Clair at ralf@selkie.ca

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

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!

