

# Early Ford V8 Club #109



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

P.O. Box 53517 Broadmead RPO  
Victoria, British Columbia V8X 5K2

## **Rumbles** MARCH 2022



*1947 MERCURY COUPE. NOW FOR SALE*

*TO EFV8 RG 109 CLUB MEMBERS.*

**PLEASE SUBMIT YOUR BID TO GARY CLARKE OR GORD THOMAS**

# **TABLE OF CONTENTS:**

1. Club Executive – contact information.
2. 2022 Club agenda & events.
3. Message from the President.
4. Minutes. March 8<sup>th</sup>, regular meeting
5. Club news – updates, breaking news. Member's input.
6. Tech talk – V8 members input, Q&A. Suggestions News.
7. Photos – Nostalgia EFV8 109, local and worldwide.
8. Buy & sell – parts, restorations, collections. Wanted dead or alive
9. Committees – contacts, functions, updates, help.
10. Fun page – caution, members contributing.
11. Miscellaneous – news and other interests.

*Contributions always appreciated.*

**Regular club meetings have resumed.**

**Scheduled for the second Tuesday of the  
month starting at 7:00 PM**

**Location TBD.**

# *The Executive Crew 2021*

*Who's really in charge at the 109.*



## **EARLY FORD V8 CLUB R.G. #109**

### **EXECUTIVE & DIRECTORS 2020.**

<b>Position</b>	<b>Name</b>	<b>Telephone</b>	<b>Email</b>
<b>President</b>	<b>Chris Chown</b>	<b>250 595 0312</b>	<b><a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a></b>
<b>Vice President</b>	<b>Mike Mortimer</b>	<b>250 477 0547</b>	<b><a href="mailto:Rockymort33@gmail.com">Rockymort33@gmail.com</a></b>
<b>Treasurer</b>	<b>Jim Banks</b>	<b>250 433 4021</b>	<b><a href="mailto:banksjim16@gmail.com">banksjim16@gmail.com</a></b>
<b>Secretary</b>	<b>Al Wills</b>	<b>250 474 4909</b>	<b><a href="mailto:al@archeryguy.com">al@archeryguy.com</a></b>
<b>Directors</b>	<b>Dennis Mounce</b>	<b>250 478 6440</b>	<b><a href="mailto:d&amp;bmounce@telus.net">d&amp;bmounce@telus.net</a></b>
	<b>Lauri Stevens</b>	<b>250 478 7565</b>	<b><a href="mailto:lauristevens@shaw.ca">lauristevens@shaw.ca</a></b>
	<b>Chris Chown</b>	<b>250 595 0312</b>	<b><a href="mailto:cdchown@outlook.com">cdchown@outlook.com</a></b>
	<b>Jim Jennings</b>	<b>250 477 5594</b>	<b><a href="mailto:jennings@telus.net">jennings@telus.net</a></b>
	<b>Bill Pritchard</b>	<b>250 656 7029</b>	<b><a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a></b>
	<b>Don Landels</b>	<b>250 588 1300</b>	<b><a href="mailto:don.landels@gmail.com">don.landels@gmail.com</a></b>
	<b>Al Wills</b>	<b>250 474 4909</b>	<b><a href="mailto:al@archeryguy.com">al@archeryguy.com</a></b>
<b>First Past President</b>	<b>Bill Pritchard</b>	<b>250 656 7029</b>	<b><a href="mailto:bpritchard@shaw.ca">bpritchard@shaw.ca</a></b>

**A Message from the President:**



***It is such a great experience to enjoy a partial lifting of the pandemic restrictions at long last. It has been a very long 2 years for all of us. My fingers are crossed that we finally have the worst of Covid in the rear-view mirror.***

***The March 8<sup>th</sup> meeting of the 109 club was very well attended and it sure was fantastic to see some folks that I hadn't seen for over a year. The meeting itself was loaded with lots of energy and we all benefited from great input from many members. Thank you all for coming out and doing such a good job of supporting the 109 club. It was a treat to see Ken Showers attend with his 35 pickup and first timer Carl Scott with his beautiful 30 Model A 2 door. Hope to see many more club cars at the next meeting on April 12.***

***A special thanks goes out to Rob Vanzella and Shawn Driver for stepping up and contributing excellent door prizes used in our 50/50 prize pool. Thanks to Mike Mortimer and John Shepherd for making things run so smoothly.***

***The next actions for our club will be to expand our activities as much as we can. This will include a few road runs and attending other local auto related events. Of course, we are gearing up for hosting our 40<sup>th</sup> FORDS & FRIENDS in July. Gary Clark and Lew Williams are at the helm, and you are all encouraged to pitch in in any way you can to make this show one of the best we have ever had.***

***The renewal rate for membership is very strong and so good to see. Presently we rest at about 95% of the 2021 numbers. There are still a few late payers, and if you happen to be in this group, please contact Jane Thomas to close off the books.***

***Lastly, I wish to say thank you to all club members who pitched in in so many ways to help prepare the 47 Mercury coupe for sale. It has been one of the very best experiences I have ever had, and I will always be thankful to you all for your support. It is my most sincere hope that a current 109 club member will purchase this fine vehicle and enjoy it for years to come while participating in the 109 events. Don MacPherson would enjoy this as well!***

***Thanks again for everything you do so very well.***

***Cheers,***

***Chris Chown  
President & Editor EFV8 RG 109***





**Early Ford V8 Club R.G. # 109  
Meeting Minutes March 8<sup>th</sup>, 2022**

The meeting was called to order at 7:18PM by President Chown at the Saanich Baptist Church 4347 Wilkinson Rd., Victoria, BC. There were 32 members present.

**Opening Remarks:** The President welcomed members and guests and thanked Vic Nordstrom for securing the facility again.

**Agenda as Distributed:** Moved: Bruce Somers/Seconded Gary Nordstrom - Carried.

**December 2021 Meeting Minutes:** Moved Murray Anderson/Seconded Tony Cond - Carried.

**Business Arising:**

- **Christmas Luncheon** – The president outlined the necessity to cancel the event at the Oak Bay recreation center. He opened the floor to discussion on what we might want to do in its place. There was some consensus for a catered spring garden party/rally for the members and their cars perhaps at Heritage Acres.

**Correspondence:**

- **NAACC Membership & Insurance** – The President opened discussion after clarifying how the membership/insurance is applied to our members. A consensus was that we should stay with what we have, but perhaps investigate increasing the liability to 3 million or more.

**Treasurer's Report:** March 8, 2022 – Treasurer Jim Banks reported all accounts are current with no outstanding payables or receivables, positive report again this month. Moved Bruce Somers/2<sup>nd</sup> Tony Cond that the Treasurer's report be accepted as presented.

**Committee Reports:**

- **FNF 2022 developments. Lew :** Much is coming together – Location/Facilities, Food, Parking, Music is all looked after. Committee structure and meetings will be announced soon.



**Membership** – Jane Thomas reported that we have 42 members renewed for 2022, down from our final membership in 2021 of 64. The President encouraged all to renew, reminding them that they can pay via bank transfer, cheque or cash.

**Merc Coupe update** – The President reported on the ongoing work and distributed a booklet with information on the car and its updates. A team to review bids would be appointed (subsequently announced as Gary Clarke and Gord Thomas) to receive bids, which would close on March 31<sup>st</sup>.

#### **Guests Speaker:**

The President has been in touch with Elizabeth McKinnon to discuss ICBC and collector car she will be available after May 1, so will address the club at the May or later meeting. – Members are encouraged to suggest guest speakers to the president.

#### **New Business:**

- **Executive Positions** – There were no new volunteers for positions, so the present slate will remain in place for this year.
  - **Open Discussion on/review on the pandemic and actions by the 109** – the president reviewed our activities during COVID and hopes for the future.
- **Vintage Car Club. Swap meet 2022. Mark Brown** – Marc spoke to the Swap Meet planned for 26 June and outlined the need for help from outside the Vintage Car Club, there is a concern that without help, the event may not be able to be held. More than 20 members of the 109 said they could be available to assist. Mark can be contacted at: (250) 514-4468.
- **Announcements:**
- Regular meeting venue update. Chris Chown – Still awaiting word from Berwick house. Discussion opened on venues, with many in favour of staying at the present location.

#### **BUY & Sell. Wanted/Needed:**

- Jim Jennings 47 Monarch is still for sale.
- 47 Merc coupe – club members first call.
- Need a passenger side taillight lens. 47 Merc - Contact Chris Chown
- 6 steel rims 5x5 – 16” Ford – Contact Chris

#### **New Business**

- Shawn Driver moved that the 109 donated \$109.00 to the Canadian Red Cross in support of the Ukraine – carried Unanimously.

#### **Call to Adjourn / 50/50:**

Moved Gordy Thomas/Seconded Murray Anderson- Carried.

#### **50/50 Draws.**

President Chris, Denis Mounce and Bill Pritchard received mystery Goody Bags.

- \$60 – John Sheppard.

***Minutes recorded by club secretary Al Wills. Approved by Chris Chown.***

## 2022 Club Agenda & Events

DATE	EVENT	TIME	CONTACT
Jan. 8 <sup>th</sup>	<b>Annual Christmas Luncheon</b>	<b>12:00</b>	<b>Rob Vanzella</b>
Feb	<b>Regular club meeting</b>	<b>7:00 PM</b>	
March	<b>Regular club meeting</b>	<b>7:00 PM</b>	
<b>April 12</b>	<b>Regular club meeting</b>	<b>7:00 PM</b>	
Nay	<b>Regular club meeting</b>	<b>7:00 PM</b>	
June	<b>Regular club meeting</b>	<b>7:00 PM</b>	
July	<b>Fords &amp; Friends</b>	<b>8:00 AM</b>	<b>Gary Clarke Lew Williams</b>
August	<b>Annual club BBQ</b>		
September	<b>Regular club meeting</b>	<b>7:00 PM</b>	
October	<b>Regular club meeting</b>	<b>7:00 PM</b>	
November	<b>Regular club meeting</b>	<b>7:00 PM</b>	
December	<b>Regular club meeting</b>	<b>7:00 PM</b>	

## Club News



**The following information updates have been provided free of charge by several 109 club members. Thank you to everyone who submitted items to Rumbles.**

**Please send me any updates you would like to share with the 109 membership. Phone if you prefer.**

**Thanks in advance, Chris**

## **FORDS & FRIENDS 2022.**

Great news! Our 40<sup>th</sup> annual Fords and Friends is a go for July 2022 after a two year rest. Gary Clarke and Lew Williams are heading up the arrangements and have formed a primary activities committee to get things started. All 109 members are encouraged to help out in any way possible. Please contact Gary or Lew at your earliest convenience.

## **VINTAGE CAR CLUB SWAP MEET.**

The 109 club will join forces with the Vintage Car Club this year to assist in operating their annual Swap Meet at the Saanich Fair Grounds. VCC requested assistance with hands on bodies to bolster their ranks. It is good to know that we can help out and contribute to having this great swap meet continue for years to come. A show of hands at the last meeting indicated 20 109 members are willing to help. Please contact Marc Brown or Chris Chown if you need further information.

## **SPECIAL THANKS:**

- **Ken Showers:** For donating a large collection of magazines and 2 generators for the 109 to auction of sell.
- **Shawn Driver & Miss Daisy:** Contributing a very high quality “Drivers” tee shirt and face masks for Mr. Mikes fabulous 50/50.
- **Jim Banks:** Excellent coffee table books related to automotive interests. Used as surprize package contents for the 50/50.
- **Rob Vanzella:** Contributed a unique custom woodworking project. A custom turned wooden bowl made from a well used BC hydro pole.
- **Marc Brown:** For presenting an update on the Vintage Car Club Swap Meet in 2022.
- **Jane Thomas:** For all the dedicated hard work on collecting club dues for 2022.
- **Vic Nordstrom:** Thanks for booking the Saanich Baptist Church – again!





**TECH TALK.** *If you have any technical issues you would like to share, please submit to the Rumbles editor. Questions, suggestions always welcome!*

## *Nuts About Bolts: Aircraft Fasteners for Hot Rod and Race car Suspensions*



### **Keep Your Ride From Going Sideways—How To Select And Use Aircraft Fasteners For Shear Applications**

Bolts, nuts, and washers: They hold your ride together. But how well are they doing their job? Hopefully, you've read Part 1, which covered engine and driveline fasteners primarily subjected to tension loads: forces primarily exerted on a fastener's longitudinal axis. With the help of the good guys at ARP bolts, we explained why specialty bolts matter and how metallurgy, heat treating, and proper tightening procedures are critical for tension fastener survival. We also explained why common commercial hardware just doesn't cut it when used in critical tension applications. Most of us get the need for specialty hardware as it applies to a drivetrain's power-making and power-sustaining parts, which is the forte of the majority of ARP's bulletproof fastener bolts and studs. But what about a hot rod or race car's suspension and chassis? That's where aircraft fasteners have a role to play because things that fly in the sky—there's no pulling over onto the shoulder at 20,000 feet—also make great chassis and suspension bolts for a high-performance ground vehicle. Like many of the loads imposed on an airframe, suspension bolts and nuts are subject primarily to sideways or bending forces. Engineers term these bending forces, exerted perpendicular to a bolt's axis, "shear loads". Ground vehicle examples include most suspension bolts and nuts, but also fasteners used to retain pulleys, balancers, flywheels, timing sprockets, road wheels, anti-sway bar ends, rod ends, and the like. In this article, we'll give you a basic overview of shear applications, as well as covering the proper application and selection of high-quality aircraft fasteners that are particularly suited for many automotive shear applications. In this regard, we'll also touch on some problem-solvers available from ARP bolts.

# How to Start an Old Car That Hasn't Run in Years

CONTRIBUTED BY AL WILLS.

John Gilbert Author

In spite of government programs like "Cash for Clunkers" or "Com mies Seizing Cars," there's still a lot of good old cars out there to be found. But its buyer beware if you're hoping to find a car that will run again because the oldest one in the book is, "It ran when I parked it."

There's a simple field test for the seller wanting to squeeze out every dollar and prove their car will run again or for the buyer that's only interested if the car will start. Step No. 1: Don't be like the ignorant person on TV pouring gasoline down the carburetor. Pouring gasoline down a carburetor works great for a flame fueled backfire or contaminating the engine oil with gas, but it's a bad idea.

Starter fluid is more volatile and works better than gasoline, plus it's a lot safer to use. Step No. 2 is having a fully charged battery at hand that can spin the engine fast and long enough to start. Engines with hydraulic lifters have to fill back up with oil before they operate properly. OK, this article was specifically for how to do a field test. If you do buy the car and intend to drive it, you'll be in for performing a major service at the very least and that's a story for another time.



There are a few steps to take before spraying starting fluid into a car's carburetor or TBI when attempting to start a car that hasn't run in years



Fire safety first. Clear under the hood free from flammable debris left by rats or other vermin.

***Inspect the primary wiring to the ignition coil hasn't been chewed up by rats.***



Save time by not attempting to recharge the battery found in the car. Bring a strong battery that can crank the engine long enough to pump-up hydraulic lifters and build oil pressure.



Check the engine oil level and add if necessary. Caused by contaminants settling, oil in a car that has been parked for a long period of time can appear to be clean. Sludge will be found in the oil pan.



Running dry for a short period of time will not hurt anything. Don't worry if the radiator is empty, **and do not refill. Adding coolant can find a blown head gasket and foul the spark plugs with water.**



Starting fluid goes a long way and lasts a long-time. The black can of Valvoline Pyroil must be 20 years old and contains upper cylinder lubricants good for an old engine that sat for a long period of time.

## [Have you ever over filled your crankcase? What the heck is engine oil frothing?](#)

# Overfill Engine Oil Symptoms: How to Fix It?

Written by [Osuagwu Solomon](#) in [Mechanic Talk, Oil and Fluids](#) Last Updated October 31, 2021 Contributed by Chris Chown.

Have you heard of the saying that says too much of anything is bad? Too much of anything is bad for humans, and the same is likened to your car engine. A car engine cannot run without engine oil, but adding excess oil to your engine can cause hazardous effects. Engine oil is a vital lubricant to cushion the engine parts and keep them neat and clean, diminish friction of the moving parts and avoid overheating. Hence, it is imperative to do a scheduled oil change.

Excess oil in a car can cause engine oil overfill problems such as [clogged catalytic converters](#), fouled spark plugs, or engine damage. This is why it is important to know overfill engine oil symptoms and take the necessary steps to fix them before they escalate to bigger problems. This article will discuss oil levels too high symptoms and how to fix them at length.

## Overfill engine oil symptoms

Several symptoms will pop up when you overfilled your engine oil. The common overfill engine oil symptom is white smoke with grey or blue tint. You may see excess white smoke coming from your exhaust tailpipe due to too much oil that slips into the combustion chamber. However, there are other symptoms that you may notice.

**The smell of burning engine oil:** when you overfill engine oil, it will start looking for a way to escape. As a result, the oil may creep on hot engine components and burn. The smell of burning engine oil can be unpleasantly pungent. Suppose you smell it; there is a leak in the engine compartment.

**Oil puddle underneath your vehicle:** High oil pressure resulting from excess oil can damage weak seals and leak out. You may see a puddle of engine oil under your car, especially after an oil change. The oil leak can come from the dipstick compartment.

**High oil pressure:** high oil pressure indicates that the engine oil is not flowing as it should and it's not lubricating engine parts correctly. An engine that lacks proper lubrication can suffer engine wear due to friction, damage internal engine components, and in the worst scenario, it can lead to [engine Knocking](#). However, not all vehicles have an oil pressure indicator, but those with the indicator may display a high oil pressure light if the oil is overfilled.

**Engine misfire, Rough Idling, and stalling:** If you overfill engine oil by 1liter or above, you risk frothing the engine oil due to connecting rod and crankshaft whipping oil into it. This will cause fouled plugs and lead to rough idling and [engine misfire](#).

**Fluctuating Oil gauge:** If your dashboard oil gauge wiggles back and forth between empty and full, it may indicate an overfill engine oil. The gauge is designed to work properly within a certain level, so when the oil goes above that range, it will lead to a confused gauge.

**Overheating Engine:** Too much oil in the engine will turn to foamy oil and lose its lubricating power. Insufficient lubrication inside the engine compartment increases friction and leads to engine overheating.

**Noisy Driving:** This is one of the last symptoms that will pop up when you overfill and drive your vehicle for a long. The sound of metal-to-metal rubbing can be unpleasant. An overfilled engine will develop a screech, grind, or groan sound after long use.

**Poor acceleration or weak acceleration:** Overfilled engine oil can creep through the piston rings and soak the spark plugs, leading to greasy plugs and causing weak acceleration.

**Car won't start:** whether you're using [synthetic or normal oil](#), if the spark plug is coated with too much oil and can't provide the spark needed for the combustion process, the [car won't start](#).

## How do you fix Overfill engine oil symptoms?

The effects of overfilled engine oil can be easily fixed if you know exactly what to do. However, you should take your vehicle to a mechanic garage if you are not a DIYer. Keep in mind that in as much as overfilling engine oil by 1 quart is dangerous, not having enough engine oil is also dangerous. So, if you decide to reduce the oil yourself, you need to pay close attention to how much oil is left in the vehicle. There are two methods to reduce overfilled engine oil, and they are as follows:

**Removing the excess oil with an oil extractor:** The most simple and easy way of reducing Overfilled engine oil is by using an oil extractor pump. Aside from an oil extractor pump, you need a container to pour the excess oil, a clean rag, and a pair of gloves.

Open your hood and allow the engine to cool down. Remove the dipstick and place it on the clean rag to avoid contaminating dirt and debris. Read the manufacturer's instructions and set up the pump. Connect it to a power source and dip the extraction tube into the oil dipstick hole and position the oil pan. Turn on the oil extractor pump and pay close attention to the oil pan to keep track of how much oil you have removed. You need to check the oil level from time to time with the dipstick.

Once the oil level comes down to the normal gauge, switch off the oil extractor and plug in the dipstick. Hopefully, your vehicle should be running nice and smoothly – well, that depends on the effect it had already caused on the moving parts.

**Drain the engine oil manually:** As not every car owner and even mechanics have an oil extractor pump, which makes this method a general option. However, it is a bit complicated as you need to slide under the vehicle to drain out the engine oil. But before you start draining the oil, you need a [jack](#), jack stands, a socket that matches your oil sump, a ratchet handle, oil pan, a pair of gloves, and glasses.



Lift the vehicle and support it with Jack stands for safety, slide under the vehicle and place the oil pan directly under the oil sump. Now, take your socket and loosen the oil sump; you can decide to take off the sump halfway or remove it completely, but you need to be fast enough to plug it back once you have the quantity you intend to remove.

Before you torque the sump, remove the dipstick and check if the oil is on the normal gauge. If the oil is still above the full mark, repeat this process until it gets to the normal level. And if the oil is below the normal level, you need to top the engine oil.

In any case, you should keep in mind that draining Overfilled engine oil using any of these methods will not yield results if it had already caused damage to the engine parts. So, how long can I run my engine with too much oil? You don't need to drive your vehicle if the engine oil is Overfilled. You need to reduce the oil once you notice it's too much to avoid damages to your engine.

## Final word

Overfilled engine oil is a significant concern that can cause catastrophic engine damage. You need to ensure the engine oil stays close to the full level. However, Overfilled engine oil by 200ml will not cause any damage. In any case, do not exceed the full mark. You need to develop the habit of checking your engine oil regularly, especially after an oil change in the mechanic workshop. Those gearheads can make mistakes; they are not machines.

Never drive your car once you notice overfill engine oil symptoms. Suppose you notice these symptoms, pull your vehicle to one side and check the dipstick. Some of these symptoms may overlap with other [engine problems](#). So, it is ideal to always go for a scheduled inspection and maintenance.

---

## Potential headache ahead.



**Fun quiz for the deep thinkers and head scratchers in the 109.**

1. Two people played five hands of chess. Both won the same number of games and there was no draw. How is this possible?
2. What Can You Catch but Not Throw?
3. Can a man legally marry his widow's sister in the province of British Columbia?

- **Solutions are found on the last page, just in case you don't get them all.**

**LIVE LIFE TO THE FULLEST!**

## The Ant and the Dove

An ant went to a fountain to quench his thirst and, tumbling in, was almost drowned. But a dove that happened to be sitting on a neighboring tree saw the ant's danger and, plucking off a leaf, let it drop into the water before him. The ant mounting upon it, was presently wafted safely ashore.

Just at that time, a fowler was spreading his net and was in the act of ensnaring the dove, when the ant, perceiving his object, bit his heel. The start this gave the man made him drop his net and the dove, aroused to a sense of her danger, flew safely away.

One good turn deserves another.

---

***Buy & Sell.***

***For Sale to EFV8 Club members only.***

***1947 MERCURY COUPE VIN 01H47-68886***











**PLEASE SUBMIT YOUR BID TO GARY CLARKE OR GORD THOMAS BY MARCH 31, 2022.**



### **THE UPGRADES AND SPECIFICATION AS OF MARCH 7<sup>TH</sup>, 2022**

*This Mercury 2 door coupe is Canadian built in Windsor, Ontario. It is a model 01 coupe featuring a model 69M flathead. Running a 2-barrel 94 carb and a standard 3 speed transmission with a steering column shift. Over the years there have been several upgrades to the vehicle including the interior cabin. The body is all steel in solid condition. The undercarriage has been coated with an anti-rust coating. Exterior paint is black with some red pinstriping. Badges are original with 1 or two minor exceptions. Trim pieces are original in reasonable shape considering the age.*

*Upgrades completed by Don Macpherson and several members of the EFV8 club RG 109.*

- *Full conversion to 12-volt system.*
- *New 12V starter, flame thrower coil, 12 V solenoid, Petronix electronic ignition.*
- *New Coker Classic wide whites 6.00 x 16 bias ply tires. Four spare wheels included.*
- *Refurbished distributor. Ford post war round type 59A-12127*
- *New plugs gapped at .030*
- *New RF spark plug wires. Not solid copper core to work with Petronix electronics.*
- *Rebuilt carburetor. Cleaned and refurbished by Sid Morehouse.*
- *New RNL electric fuel pump. 2 – 4.5 pounds. New fuel filter and flex fuel line.*
- *New radiator cap – 4 pounds. Coolant good to -40°*
- *New halogen 12V headlights.*
- *New 12V bulbs throughout.*
- *Total new wiring and upgrades from stem to stern. Includes reducers and relay switches.*
- *New high end turn signal lights with a four-way flasher.*
- *Oil change using straight 30 weight.*
- *New brakes, wheel cylinders, master cylinder, lines.*
- *New floor carpet in cabin and trunk*
- *New batter box mounted in trunk.*
- *Refurbished original trumpet horns.*
- *Twin spots, 4" peep mirrors each side. Fuzzy dice on request!*

***This auto will be listed for tenders for EFV8 club members exclusively EFFECTIVE TODAY. Bids will be in confidence submitted to a bid committee only. Should you wish to inspect the coupe personally please contact Chris Chown at 250 595 0312 or [cdchown@outlook.com](mailto:cdchown@outlook.com).***

***Reserved bid value is \$14,000 CDN.***

***Thank you and Good Luck!***





**WANTED:** Looking for old outboards about 10 hp. Would prefer Johnson or Even rude but happy to look at others. Will consider anything running or not. Please call FRASER KAYE at 778 529 0014 or text 250 514 8529.

---

***Wanted:*** DON FRIEBE is still on the hunt for grille for a 1935 Ford Coupe. Not interested in after market products as he already has one that doesn't fit. Please call Don at 250 592 6330 or cell 250 881 2785 if you can help.

---

The next time gas drops to under \$2.00 per liter put some in the freezer.

---

The older I get the longer I stay in my car before going into the house.

---

Where's your homework?

Johnny, where's your homework?" Miss Martin said sternly to the little boy while holding out her hand. "My dog ate it," was his solemn response.

"Johnny, I've been a teacher for eighteen years. Do you really expect me to believe that?"

"It's true, Miss Martin, I swear," insisted Johnny. "I had to force him, but he ate it!"

---



# ***2020 Committees:***

***“Always glad to have your help!!”***

***DON'T BE SHY, STEP UP ANYTIME.***

***THERE'S ALWAYS ROOM FOR YOU.***



<b>Name</b>	<b>Lead Hands</b>	<b>Supporting members</b>	<b>Date Formed.</b>
Fords & Friends 2022	Gary Clarke, Lew Williams	Primary Committee, Set March 14	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	Al Wills, all members	2014
Tours	Gary Clarke	All welcome	2016
Phone Committee	Norrie Spencer, Dave Wallace, Bob Mortimer	As needed	Jurassic period
Website development	<i>Al Wills</i>	Chris Chown	2017
Membership	Jane Thomas	Lew Williams	2022
Christmas Luncheon	Rob Vanzella Deanna Pfeifer	Chris Chown Mike Mortimer	2020
50/50 Refreshments	Mike Mortimer	John Shepherd	2017
Community Liaison	Lew Williams	As needed.	2018

# JUST FOR FUN

## TRIVIA

---

### ***What Was The First Car Launched Into Space?***

---

Answer    Tesla Roadster

[Elon Musk](#) was, of course, the mastermind behind this operation, and it was an amazing accomplishment. Today, Musk's SpaceX company is one of the leading innovators in aerospace.

---

### ***What's The Most Stolen Car In America?***

---

Answer    Honda Civic

The fact that the Civic is the most stolen car in the States has more to do with its widespread usage than any particular weakness in regards to thieves. It's also cheap, which means it's more likely to be found in poorer, crime-ridden areas.

# *Rib Ticklers:*

**The following is a courtroom exchange between a defense attorney and a farmer with a bodily injury claim.**

The following is a courtroom exchange between a defense attorney and a farmer with a bodily injury claim. It came from a Houston, Texas insurance agent. Attorney: "At the scene of the accident, did you tell the constable you had never felt better in your life?" Farmer: "That's right." Attorney: "Well, then, how is it that you are now claiming you were seriously injured when my client's auto hit your wagon?" Farmer: "When the constable arrived, he went over to my horse, who had a broken leg, and shot him. Then he went over to Rover, my dog, who was all banged up, and shot him. When he asked me how I felt, I just thought under the circumstances, it was a wise choice of words to say."

---

**One day an auto mechanic was working under a car...**

One day an auto mechanic was working under a car... and some brake fluid accidentally dripped into his mouth.

"Wow," he thought to himself. "That stuff tastes good!"

The next day he told a friend about his amazing discovery.

"It's really good," he said. "I think I'll have a little more today."

His friend was concerned but didn't say anything. The next day the mechanic told his friend he'd drunk an entire cup full of the brake fluid.

"It's great stuff!"

A few days later he was up to a bottle a day. And now his friend was really worried.

"Don't you know brake fluid is toxic? It's very bad for you," said the friend. "You'd better stop drinking it."

"Hey, no problem," he said. "I can stop any time."

## The first computer dates back to Adam and Eve.

The first computer dates back to Adam and Eve. It was an Apple with limited memory, just one byte. And then everything crashed.

---

# History 101

---

1904 January 12



## Henry Ford sets speed record

On January 12, 1904, [Henry Ford](#) sets a land-speed record of 91.37 mph on the frozen surface of Michigan's Lake St. Clair. He was driving a four-wheel vehicle, dubbed the "999," with a wooden chassis but no body or hood. Ford's record was broken within a month at Ormond Beach, Florida, by a driver named William K. Vanderbilt; even so, the publicity surrounding Ford's achievement was valuable to the auto pioneer, who in June of the previous year had incorporated the Ford Motor Company, which would eventually go on to become one of America's Big Three automakers.

Henry Ford was born on a farm in present-day Dearborn, Michigan, on July 30, 1863. In 1896, Ford, then an engineer in Detroit, built a four-wheel, self-propelled vehicle with a gasoline engine that he called the Quadricycle. Three years later, he founded the Detroit Automobile Company; however, by early 1901 the business failed. That same year, Henry Ford became involved in auto racing as a means to promote himself and gather investors for future



automaking ventures. Late that year, the Henry Ford Company was established. The following year, Ford left the business after clashing with Henry Leland, who had been hired as a consultant. (Leland subsequently gave Ford's company a new name: the Cadillac Automobile Company.)

On June 16, 1903, Ford incorporated a new company: the Ford Motor Company. In January of the following year, Ford set his record at Lake St. Clair, racing 1 mile in 39.4 seconds for a record speed of 91.37 mph. For the next several years, Ford continued to build race cars that met with varying degrees of success. In 1908, Ford launched a car for the masses, the [Model T](#), which revolutionized the automotive industry—and American society in general—by providing affordable, reliable transportation for the average person. To promote the Model T, Ford entered it in races. In 1909, the Model T won a New York-to-Seattle race and although it was later disqualified due to a technicality, the event provided great advertising for Ford. Over the next few years, the Model T won a variety of races around the U.S. In 1913, Ford, who was reportedly unhappy with certain rules of auto racing, quit the sport. (Now that his company was a success, he didn't require the publicity from racing anyway.)

In 1913, Ford Motor Company began employing the moving assembly line at its plant in Highland Park, Michigan, which reduced the assembly speed of a chassis from 12 hours and eight minutes to one hour and 33 minutes. The following year, Ford produced over 308,000 vehicles, more than the output of all other carmakers combined. The Model T, which was in production until 1927, became the world's top-selling vehicle until the Volkswagen Beetle surpassed it in 1972. Henry Ford died at the age of 83 on April 7, 1947.



## Post-War Fords - Mercury 114



In 1939, the 703 Ford dealers across Canada sold both Fords and Mercurys. A few dealers sold Lincolns. After World War II, Ford of Canada split their dealer network into two divisions. Existing dealers sold Ford, the new Monarch, and Ford trucks. A new branch of dealers sold Mercurys, imported Lincolns, and a new line of Mercury trucks. By 1947, Ford Motor Company of Canada had 1,113 dealers, 353 of which were Mercury-Lincoln outlets.

Because Ford was in the low-priced field, it was more popular in Canada than the medium-priced Mercury. So that the new Mercury dealers could get a piece of the low-priced action, a smaller lower cost Mercury line emerged. This new Mercury needed a name to set it apart from its larger sibling. So, it bore the title Mercury 114 - a reference to its Ford wheelbase in inches. Therefore, the larger Mercury was known in Canada as the Mercury 118, its wheelbase length.

This new car was really a Ford, but with Mercury-style grille, taillights and trim. For the grille to fit onto the Ford front, it had a totally different frame around the vertical Mercury bars. Below this grille was a chrome section with two long openings which substituted the lower air-intakes of the Mercury 118 design.

A unique point on the 114's grille was an embossed head of the god Mercury just below the "Mercury" nameplate. Another 114 grille feature was the lack of E-I-G-H-T spelled down the middle.

There were small round parking lights below the headlights of the Mercury 114. The shape and location of these lights bore no likeness to either the 1946 Ford or Mercury 118 parking lights. For 1947 and 1948 however, Ford used the Mercury 114 type parking lights.

Chrome trim on the 114's fenders consisted of double strips which were more like the 1942 Mercury than the 1946. Because of the pucker on Ford's front fenders, these chrome strips did not come all the way forward to the headlight rims as on the 118.

The Mercury 114 used tail-lights like those on the 118. But there were no chrome strips across the trunk door, which the 118 had. Instead, there was a chrome embellished trunk handle below the license plate bracket. A Mercury nameplate appeared above it.

Ford V-8 engines powered the Mercury 114. Displacement started at 221 cubic inches. After June 1946, 1/8th inch was added to the bore for a 239.4 cu. in. displacement. There were some unexplained discrepancies about output. Horsepower ratings were in the area of 93 to 100, unaffected by displacement changes.

Like Ford, the Mercury 114 came in DeLuxe and Super DeLuxe editions. DeLuxe offered Fordor Sedan, Tudor Sedan, and business coupe. Super DeLuxe (aka Mercury 114X) added a 6-passenger Sedan Coupe, convertible, and station wagon.

List prices for the 1946 Mercury 114 ranged from \$1166 to \$1583. These were about \$25 more than similar Ford models. Production totalled 4573 for calendar 1946. That was not a large number, but all car-makers failed to reach desired production levels due to shifting to a peacetime economy.

**In 1947, 10,393 Mercury 114's drove off Ford's Windsor, Ontario assembly line. There were few changes for 1947, but a couple appearance revisions separated 1946 from later models. The 47's lacked the chrome strip surrounding the side windows. Also, the hubcaps, the same as on the Mercury 118, had a different design.**

For 1948, there were virtually no changes made. Calendar year production amounted to only 2,716. Production ended early for the radically different Ford introduced in June 1948. There was no 1949 Mercury 114. However, a similar model succeeded it.

---

### **The answers you have been looking for!**

---

- 1. They don't play each other.**
  - 2. A common cold.**
  - 3. If the guy's wife is a widow he's dead! No time for marriage.**
-

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

---

*All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit [www.earlyfordv8victoria.com](http://www.earlyfordv8victoria.com) and enjoy as much as you want.*

*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!*



RATHTREVOR BEACH SUNSET 2019.

