

RUMBLES

EARLY FORD V8 CLUB 109 MARCH 2025

EARLY FORD V8 CLUB #109

FORDS & FRIENDS

Car Show & Shine

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THANK YOU
MKE MORTIMER
JIM BANKS

SPARKS TO NUTS
BREAKING
BAD?

SHOP TOUR
BOWLING
& PARADES

WWW.EARLYFORDV8VICTORIA.COM

RUMBLES - THIS ISSUE

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

In this month's issue we have exciting news on the events front as many activities are filling up the 2025 calendar from shop tours to picnics. Your events steering committee of Chris Chown, Gary Clarke and Mike Mortimer are hard at work to make this a great year for EFV8 Club 109. Thank you guys!

Plus, Ralf is Breakin' Bad in this month's Sparks to Nuts article.

On the front cover - Fords & Friends 2025 poster design.

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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Oh Look!
THE 1950
Meteor!

Only last year Meteor first flashed along the highways of Canada. Its beauty, its comfort and its startling performance won warm friends everywhere. In just a few months it was right up with the leaders in the low-price field. Now the 1950 Meteor is here—with scores of new features to add to your comfort and enjoyment. Inside and out, this car is worth your close inspection. See the new Meteor today—at your Mercury-Lincoln-Meteor Dealer's.

1950 Meteor Custom Deluxe Two-Door Sedan—available in both Custom Deluxe and Deluxe Models.

1950 Meteor Custom Deluxe Club Coupe—the personal car that offers real distinction. New Deluxe Business Coupe also available.

1950 Meteor Custom Deluxe Convertible Club Coupe—youthfully styled with long, low, graceful lines. Available in the spring of 1950.

1950 Meteor Custom Deluxe Station Wagon—distinctive and practical. Wide, roomy seats for eight.

1950 Meteor Custom Deluxe Four-Door Sedan—beauty, performance and spacious comfort. Custom Deluxe and Deluxe Models.

Meteor "Touch-O-Matic" Overdrive (optional at extra cost) provides an extra fourth speed cruising gear. A release and touch of the accelerator at approximately 27 m.p.h. engages the overdrive and engine speed is reduced 30% while car speed remains the same. Savings up to 15% in gasoline.

Chrome wheel rim rings and white sidewall tires optional at extra cost.

BE MILES AHEAD WITH **Meteor**
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FORD MOTOR COMPANY OF CANADA, LIMITED

REGULAR MEETING MINUTES

Regular Meeting Minutes - March 11th, 2025

Next regular meeting at Berwick House 7:00PM April 8th, 2025

Meeting called to order at 7:10pm

1. **Opening remarks, Heidi Bada, President.**

Heidi welcomed members to the meeting. There were no guests to acknowledge.

2. **Minutes**

The February minutes, distributed in February Rumbles, were considered approved with one change. The Salmon Arm club badge was courtesy of Jim Banks. Thanks to Jim for his support of the club.

3. **Old business**

- a. Don MacPherson Activities Fund. Chris Chown shared the new annual calendar of activities, developed with help from Gary Clarke, including the aviation museum and Fisgard lighthouse. Mike Mortimer raised the question of how best to show our appreciation at the aviation museum and other visits. In the case of the museum, the club will be paying entrance fees. There was agreement that a Certificate of Appreciation would be appropriate and best delivered when we were there. For the upcoming visit to Whiplash, the club will be providing refreshments and snacks. These and the entrance fees will come from the Don MacPherson fund.

Mike Mortimer asked if guests could come along or if these were member only events? This really depends on cost and is a bit of a moving target, to be decided event by event.

The club thanks to Chris Chown and others for work on the activities. More ideas are welcome, contact Chris!



REGULAR MEETING MINUTES - CONTINUED

- b. Fords and Friends. The date of July 13 at Heritage Acres is confirmed, as is the band Late Shift. There was some discussion about pre-registration, with the weight of opinion being very cautious about this option. There was agreement that entry would be by donation once more. Don Landels confirmed that the major donor Peninsula Co-op would be supporting again (thanks to them!). Don also showed around a (excellent) mock poster and asked for contact information regarding the two cars shown.
- c. Members were asked to confirm their interest in providing 14-15 cars for a mini-show at Selkirk Place at 1-3 pm on September 6. It was confirmed. Steve Peabody organiser.

4. **Correspondence.** None to report.

5. **Treasurer's Report.** Alan Barr and Jim Banks presented. Copies available upon request.

6. Committee Reports

- a. Holiday luncheon. Shawn Driver and Chris are organising the event at Langford Lanes. Planning for April 5th but need 20 to avoid cancellation. One more call. [Note: Date subsequently changed to April 4 and then back to the 5th]

7. New business

Chris Chown led the club in expressing appreciation to Mike Mortimer and Jim Banks for years of dedicated service. Jim and Mike received plaques, and Mike thanked the club for the support in bringing his typing up to three fingers.



REGULAR MEETING MINUTES - CONTINUED

8. Announcements

- a. Reg Ash sent along some Early V-8 magazines for club members to have. Lew Williams contributed more for a very nice stash. Thank you!
- b. Tony Cond brought in some beautiful books on Miller Race Cars. It was decided they should go with the Miller Race body in Rick's shop. Thank you to Tony.
- c. Al Wills mentioned the South Vancouver Island Rangers land as a possible picnic site. It would be \$250 a day (booked through a member) and is a fantastic site on Buxton Road.
- d. Chris Chown announced the need for help with the Saanich Fairground swap meet, run by ourselves, Torque Masters and the Victoria Vintage Car Club. The event is June 22, and our role will mainly be set up on the 21st. This will require 6 or so people for 2-3 hours. There has been declining attendance, and the new organisers are determined to be more attentive to vendors to address this. Dawson took on the team leader role for this event, so if interested please let Dawson know.

9. **Buy and sell.** No announcements.

10. **The Odd Spot.** Jim Banks delivered a short address!

11. **Adjourn and 50/50.**

- a. Gift bags: Les, Don and Gary B.
- b. Raccoon tails (courtesy of Jim Banks): Bruce and Steve
- c. Money: Gary B.

As ever, the club expresses its appreciation of Berwick House for the hospitality and snacks.

Thank you!



MESSAGE FROM PRESIDENT - HEIDI BADA

Just a quick note this month as it has been a busy time with both club activities and at work.

I'm pleased that Spring is finally here and happy to see the it has brought with it a flurry of activities for the club in the days ahead. Thank you to the hard work of the Club Activities steering committee of Chris Chown, Gary Clark and Mike Mortimer.



Our first event is just a few days away with a shop tour of Whiplash Customs in North Saanich. The event takes place Saturday! Please be sure to reach out to Chris and let him know if you can make it. If you missed the last tour to Whiplash a number of years ago, I encourage you not to miss it this time around. Hot on the heels of this tour is our VIP Bowling event at Langford Lanes on April 5th. Full details of upcoming events are highlighted in this month's Rumbles.

It was a special Club meeting this month as we recognized Past President Mike Mortimer and Treasurer Jim Banks for their service and dedication to the club for the past number of years. Thank you, gentleman.

Best regards,

Heidi Bada
President
EFV8 Club 109

109 CLUB EXECUTIVE 2025

PRESIDENT	HEIDI BADA	250-470-4232 HEIDIBADA@GMAIL.COM
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DIRECTOR	DON LANDELS	250-588-1300 DON.LANDELS@GMAIL.COM
DIRECTOR	AL WILLS	250-474-4909 AL@ARCHERYGUY.COM
DIRECTOR	JIM BANKS	604-351-4351 BANKSJIM16@GMAIL.COM
DIRECTOR	CHRIS CHOWN	250-595-0312 CDCHOWN@OUTLOOK.COM



DISCOVERY / SHOP TOUR

Discovery Tour – Whiplash Customs – March 29, 2025.

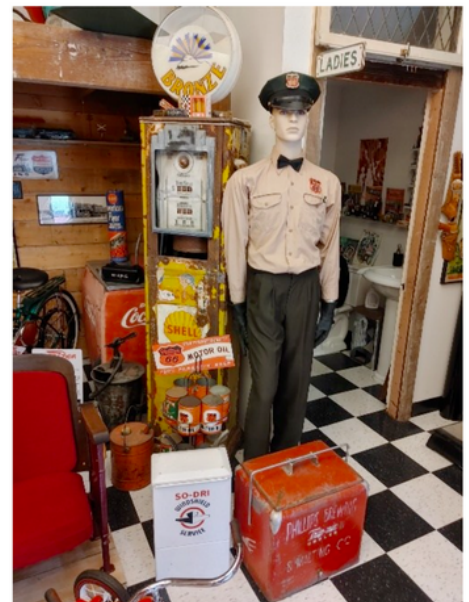
The 109 club will host our first Discovery Tour of 2025 at Whiplash Customs on Saturday March 29 in North Saanich - weather permitting. Staging is set for the Canadian Tire store in North Saanich at **10:30 AM**. Tour starts at Whiplash at **11:00**.

Please let Gary Clark or Chris Chown know if you plan to attend!
Thanks for your support!

Refreshments supplied by the 109. Whiplash located at 1423 Laurel, North Saanich.

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.



SPARKS TO NUTS - RALF ST. CLAIR

Ralf's best friend
Amy



Breaking: Bad?

When the Rouge engineers sat down to design the braking systems for the early Ford V-8s, the conditions were very different from today. Amongst other things, there were far fewer cars on the road, generally travelling at a slower speed (except Jim Banks). The roads were rougher, twistier and dirtier than today. Most people drove fewer miles in a year. Windshield wipers were not nearly as good, and lights were . . . decorative. All of this meant that the brakes could be less effective without causing a massive death toll, simply because the need to stop quickly from a high speed was far less common. Added to this, tyre compounds were not really designed to be grippy for braking, but to be soft for a nice cushy ride. Modern brakes on those tyres would most likely lead to more skids under braking rather than a rapid, controlled loss of velocity.

It's not surprising, then, that early Ford brakes were less effective than even an economy car nowadays. What is surprising is how similar the systems are to modern hydraulic brake systems. The three main differences are the switch from drums to disks, which give much more power but used the same hydraulic systems, the addition of vacuum boosters, again for more power, and the development of anti-lock braking, which helps control that power at the cost of very much increased complexity. The concept of having a foot pedal that works a piston that pumps fluid to a second piston that applies pressure between linings and braking surfaces has not been improved upon.

The drum brakes of the 1930s do have some foibles, however. The first thing to note is that DOT-5 should never be used in older systems unless the system has been completely rebuilt with new seals. DOT-5 does not mix with older formulations very well. Luckily DOT-5 isn't necessary for these old braking systems.



SPARKS TO NUTS - RALF ST. CLAIR

The system introduced in the late 1930s and running up to about 1948 is a solid system, but it takes a bit of work to get the most stopping power out of it. The system is very simple, which is what you want in brakes! The attached diagram (Figure 1, from the chassis parts catalogue) shows what's going on. Each wheel has a single brake cylinder. When you step on the brakes, fluid is pumped to this cylinder, which pushes outwards at each end, moving the shoe into contact with the drum. When you let up, the spring pulls the springs together and the lining away from the drum. The top left of the diagram shows this most clearly.

When working on your brakes, ensure that you use the best quality parts you can find. For example, the shoe retainer pins (parts 2125 and 2105 if you have a microscope) are specific parts with a special design of clip. They are spendy (\$60US for four pins) but the wrong parts will allow too much movement and reduce braking efficiency—and safety. The clips on the pins are heavy duty, designed to hold the shoes exactly where they need to be.

There are a couple of wrinkles. The first is the “leading shoe” effect. The leading shoe is the one where braking pressure grabs the lining and pulls it into the drum. Going forward on a Ford this is the front shoe. Looking again at the top left, let's imagine this is a driver's side wheel. When we are zooming along Pat Bay Highway at 120 km/h the wheel is turning anticlockwise. This means the left-hand shoe (the one towards the front of the car) will be dragged anticlockwise when the brakes engage. This will tend to pull the shoe onto the drum. On the other side, however, the wheel's rotation will tend to push the shoe away from the drum. Any easy way to experience this effect is to stroke a local dog (Figure 2). When you go with the fur there's not much friction and you end up at the tail before you know it. Going against the fur there's a lot of friction. It's not exactly the same effect, but it's similar to what's happening in your brakes.

SPARKS TO NUTS - RALF ST. CLAIR

The leading shoe is towards the front of the car when the wheel cylinder is at the top, and Ford made the front shoe bigger (in the sense of having a longer lining) than the rear shoe, because the leading shoe does most of the braking. Before the adoption of disk brakes, you could get “twin-leading shoe” brakes, which used linkages to make both shoes work as leading shoe brakes with dramatically increased results. The point of all of this is that when checking brakes, very often most wear will be at the top of the leading shoe, and that’s where you should be especially observant.

Another interesting thing that’s going on in the brakes is the various radii involved. The brake drum is circular (hopefully! If not, it needs to be fixed). The brakes shoes are arcs (part-circles) but to fit inside the drums they are made with a different radius. In other words the curve of the linings does not match the curve of the drums. Imagine a banana on a dinner plate, sitting near the left-hand curve of the plate, say an inch away. If you hold the bottom of the fruit and move the top towards the edge of the plate (EXACTLY what the wheel cylinder does) only the very top of the yellow bit touches the edge of the plate. If you hold the bottom of the fruit as near as possible to the edge of the plate, say $\frac{1}{4}$ inch, then the top has to move less and more of the yellow touches the edge. In brake terms this means more lining on the hub, therefore more friction and more brakes. **LEGAL NOTICE:** The author bears no responsibility for any negative outcomes from fitting bananas to your brakes.

Ford engineers were aware of this, of course, and had a few different ways of handling the different arcs. In the early system (top of Figure 1) as used by Don, Dawson and myself, the bottom of each shoe is adjustable just like a banana. We have cams there (2027) to move the pivot point closer to the hub. This must be completed before the top is adjusted. It’s an extra step and frankly a bit of a pain to get right since it needs to be done with pressure on the pedal. The instructions are full of things like “until it just touches,” which is not easy to achieve in a brake drum.

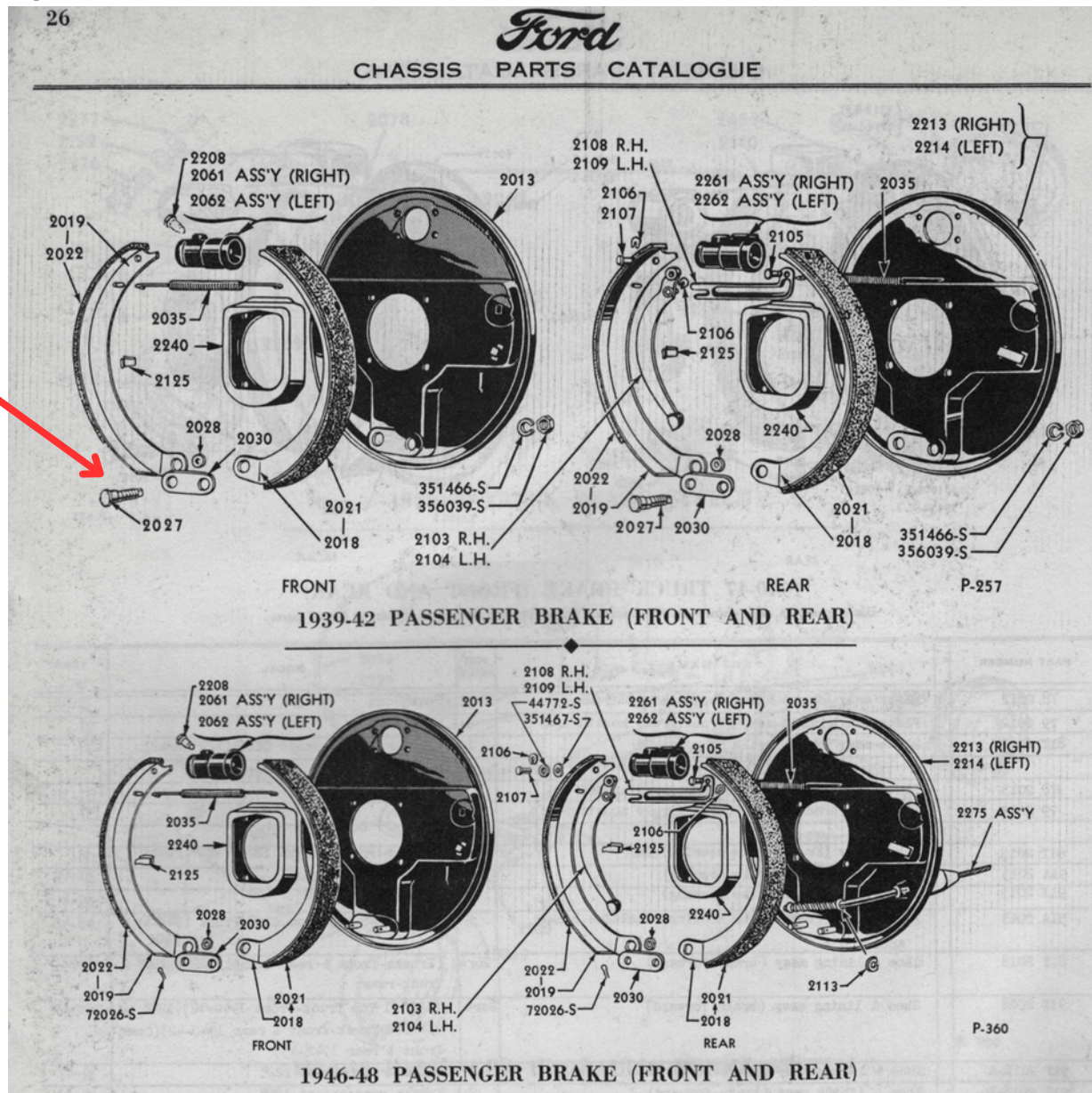


SPARKS TO NUTS - RALF ST. CLAIR

The Ford engineers must have realised this wasn't the way to go, as the later brakes did away with this feature. However, they added an extra requirement, which was the arcing of brake shoes. This means that for optimal stoppage the brake linings need to be ground to fit the drums exactly. It's like bending the banana to make more of it touch the edge of the plate. I've never had this done and don't know if anybody even does it locally. If anybody has a lead, we'd be happy to publish the tip here.

Next time: the hand brake!

Figure 1



EARLY FORD V8 CLUB #109 - HISTORY

An excerpt from the Early Ford V8 Club Newsletter - July 2002 by Ken McKinnon.

Fords and Friends Picnic - July 14, 2002

Once again, we did it successfully. Show car count was 216. Spectator count was not known at quitting time, but appeared awesome. As usual, some of our members were left all alone sweating at their assigned post well beyond their shift time because of no-shows among the roster list. I thought we had this licked, but apparently not. A highlight, was watching a solid line of 32 of the Puget Sound Group make a concentrated entrance, followed by 11 of the Chevelle Beaumont club.. The food was good and we seemed to have a happy crowd. Seen in passing, Reg Ash actually letting someone pinstripe that Merc. -or Bob Miller's show-stopper "T",s. And on a good note, to see Norrie Spencer and Ted Jennings at the show. Good on 'ya lads. I won't mention Marg's question to me upon my arrival home at 4. "What colour shorts are you wearing?". me, looking confused as usual - "navy blue plaid". her - "with white slacks?" pause, "again"! me "arrrrrrh.... Duh!" Another in a long list of fashion faux pas.



2002 Fords and Friends Picnic

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 - Award winner can be yours!

Each month we'll feature a classic found on the internet for sale. This month's car is a [1950 Mercury](#) and it's yours for \$28,500 USD.

Beautiful 1952 Mercury Two-Door Sedan Step back in time with this stunning 1952 Mercury Two-Door Sedan, a classic beauty that captures the essence of a bygone era. Immerse yourself in the allure of its Lucerne Blue exterior paired with a tasteful beige cloth interior, meticulously restored to original condition and ready to grace the roads with its timeless charm.

This meticulously cared-for gem has not just been restored; it has triumphed on the stage. Claiming a well-deserved first place at AACA National Judging meet, scored 960 out of 1000 points at the National Early Ford V8 Club meet, won the Dearborn award and the Dearborn Medallion award.



MARKETPLACE - CONTINUED

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 March 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 12 entries you must register your ride with Alan Barr prior to **April 1st**. Email Alan if you are interested a.barr@shaw.ca

"Early registration recommended to ensure a spot"

We will require at least 1 Vintage 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



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 – followed by Lunch	Hosted by 109	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.



Rumbles March 2025

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



CLUB NEWS

Mike Mortimer & Jim Banks Recognition

At the March 11th club meeting, Past President Mike Mortimer and long-term Treasurer Jim Banks received well deserved recognition for their service to the Early Ford V8 Club 109. Past President Chris Chown spoke to the club members of the many accomplishments and dedication these two gentleman brought to our car club.

Chris and Club President Heidi Bada presented each with a plaque recognizing their service.



L to R - Chris Chown, Jim Banks, & Mike Mortimer



Heidi Bada & Mike Mortimer



Heidi Bada & Jim Banks

Fords & Friends 2025



The second committee meeting was held on March 25th. Co-chairs Dawson Valgardson and Ralf St. Clair outlined some developments in the last month. We are excited to announce that Peninsula Co-op is returning as our title sponsor for 2025. The committee is working on securing the rest of the sponsors for year's Fords & Friends Car Show & Shine. The poster design has been revealed and Don Landels reports that both of last year's winners, Ann McIntyre and Stan Coppen are thrilled to have their show cars featured.

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.**

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Car Show & Shine

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2024 SHOW WINNERS
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1927 FORD MODEL T PICK UP ROD

ANN MCINTYRE
1949 F1 PICK UP

FUN FOR THE ENTIRE FAMILY!
TRAIN RIDES BY DONATION

PRESENTED BY **CO-OP** **PENINSULA CO-OP**

HERITAGE ACRES

7321 LOCHSIDE DRIVE, SAANICHTON, BC
9AM TO 3PM

★ JULY **13** 2025 ★

SHOW CARS \$20 CAR SHOW ENTRY 7AM

LIVE MUSIC FEATURING **Lateshift**



FOR MORE INFORMATION 250.661.9471

WWW.EARLYFORDV8VICTORIA.COM



Where are we?

Two tourists were driving through Louisiana. As they were approaching Natchitoches, they started arguing about the pronunciation of the town. They argued back and forth until they stopped for lunch. As they stood at the counter, one tourist asked the employee,

"Before we order, could you please settle an argument for us? Would you please pronounce where we are...very slowly?"

The employee leaned over the counter and said, "Burrrrrrrr, gerrrrrrr, Kiiiiing."

Flies in a pint

"An Englishman, a Scotsman and an Irishman walk into a pub in Belfast. Each man orders a pint of Guinness. After the pints have been poured and placed on the bar, the men notice that each has a fly floating inside.

The Englishman gags and leaves the pub.

The Scot reaches in and picks the fly out.

The Irishman reaches in, picks the fly out, holds it up close to his face and shouts, "Spit it out you thieving bastard."

Guinness is getting a little fancy

This pint with a picture of Don was from our editorial meeting this month at the Penny Farthing in Oak Bay.



FUN PAGES - CHRIS CHOWN

Riddles to test your grey cells.

You're at a fork in the road in which one direction leads to the City of Lies (where everyone always lies) and the other to the City of Truth (where everyone always tells the truth). There's a person at the fork who lives in one of the cities, but you're not sure which one. What question could you ask the person to find out which road leads to the City of Truth?

**Answer below*



Riddle to test your grey cells. Answer

"Which direction do you live?" Someone from the City of Lies will lie and point to the City of Truth; someone from the City of Truth would tell the truth and also point to the City of Truth.

RUMBLES- MARCH 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!

