

Early Ford V8 Club #109



www.earlyfordv8victoria.com

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

Rumbles

Q1 - 2021



March 24, 1947.

Vancouver BC: Georgia Street Motor Vehicle Testing Garage

TABLE OF CONTENTS:

- 1. Club Executive – contact information.**
- 2. 2021 Club agenda & events.**
- 3. Minutes. Not available. Message from the 109 president**
- 4. Club news – updates, breaking news. Members input.**
- 5. Tech talk – V8 members input, Q&A. Suggestions News.**
- 6. Photos – Nostalgia EFV8 109, local and worldwide.**
- 7. Buy & sell – parts, restorations, collections. Wanted dead or alive.**
- 8. Committees – contacts, functions, updates, help.**
- 9. Fun page – caution, members contributing.**
- 10. Miscellaneous – news and other interests.**

Contributions always appreciated.

**Regular club meetings are postponed until
further notice.**

**We will keep you posted with changes as
soon as they happen.**

The Executive Crew 2021

All the good guys are sporting a mustache.



EARLY FORD V8 CLUB R.G. #109

EXECUTIVE & DIRECTORS 2020.

Position	Name	Telephone	Email
President	Chris Chown	250 595 0312	cdchown@outlook.com
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	Al Wills	250 474 4909	al@archeryguy.com
First Past President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca

2021 Club Agenda & Events

All events are on hold until further notice.

A Message from the President, RG #109.

The EFV8 club 109 continues to move forward as we fight the daily battle against the pandemic. Many members have found a wide variety of methods to be safe and allow for different forms of communication with friends and family. Collectively we should all be thankful and proud of the fact that we have an excellent provincial health officer in Dr. Bonnie Henry. The recent news about a possible lifting of some restriction at the end of February is welcome news and we keep our fingers crossed that things will improve. I am very pleased to report that the 109 has not had a single reported case of a Covid infection and I am totally confident that proper diligence will keep it that way.

The club is looking forward to being able to hold a meeting sometime in the spring if at all possible. Our venue will probably not be at Berwick House as they keep a tight control on protecting their residents. We have been told that when the coast is clear they would be happy to welcome the club back so we can hold regular meetings in their theater. Very good news indeed.

All clubs on the island have taken a responsible and respectful approach to safe activities as we deal with the pandemic. This is good news for everyone and it is a comfort that collectively island residents apply some straightforward common sense to respect the safety of others, especially the many seniors and high risk groups.

The 109 newsletter will carry on with a somewhat reduced publication volume, and I do hope you will continue with any content submissions you like. Thank you once again to all members who have helped along the way to keep us afloat.

Remember to "be kind, be considerate and be safe". CU soon!

Sincerely, Chris Chown.



Club News

A MESSAGE FROM THE RUMBLES EDITOR:

The following information updates have been provided free of charge by several 109 club members. Thank you to everyone who submitted items to Rumbles. Hopefully, we will be able to continue this format in future issues as we work our way back to normal times and club events.

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

Thanks in advance, Chris.



Jim Banks:

Work continues on Jim's 50 Meteor 4 door. Lots of adventure here with a little progress thrown in just to make it interesting. Recently Jim took the 50 to his favorite upholstery guys to have a new headliner installed. The "new" kit had been in Jim's possession for about 5 years and when it was opened up at the shop it was discovered that there was no headliner included! Sad day to be sure which was further aggravated by the fact that Jim had to drive home in the rain with no

windshield! Good news is that a replacement is on the way and the shop will make special arrangements to install so Jim won't have to wait in line again!



The Fleetwood Little Neighbour Library was officially open yesterday. It took me to long to build it and it needs some finishing touches. I'm a mechanic not a carpenter. Jim

Congratulations are in order once again as Jim displays what its really like to be a good community supporter.



Keith Smith: *Work is under way with solid progress on a major upgrade to Keith's shop. Big feature will include the addition of a large hoist and rearrangement of floor space/storage. The roof will have to be raised to accommodate require height. So far so good with hopes for full operation in spring.*



Don Friebe: *Don has just completed a major renovation to his shop which involved lifting the roof and installing a new hoist. After completion Don moved his 36 coupe into the shop so he could start working on the unfinished business. Other project cars (three of them) are now stored outside or in the basement of his home. Took a long time to get this happening but it was worth the wait and will prove to be great value for future projects.*

Congratulations are in order for having the cleanest shop floor on the island!



Dave Wallace: Things are poking along at Lazy Maple Farms as Dave and Judy take care of daily chores on the farm. Dogs are behaving and Dave's collection is resting comfortably. A slow but steady progress applies to the 36 2 dr coach and hopes are that it will be finished in the spring. Paint is all done along with the majority of the upholstery. The 36 has been in Dave's possession since the late 80s and now the push is on to complete so he can start another one!! We are looking forward to it.

Reg Ash: We have just learned that Lorraine and Reg both tested positive about 10 days ago. Neither displayed any symptoms. Both have been through the required isolation period and are now clear. Lorraine is in hospital with mobility problems with her knee and now looking toward the next steps. A tough time for both to be sure. Please take a moment and reach out to Reg and give him any support you can.



Mike Mortimore: News from Mike is incredibly good! Considerable progress with recovery from chemo treatments and stem cell treatment. Mike says even his hair is growing back and he took his 33 for a long ride last week. The road has not been an easy one but the path forward is quite bright indeed. We all wish Mike and Carol all the very best the rest of the way!



Ted Forbes: Ted has continued to work on his 57 Chev convert as expected. The rebuild is both difficult and complex with many unique challenges related to this ground up rebuild. Ted is currently waiting on a new wiring harness ordered out of the US and hopeful that it will arrive soon so he can get back at it. Work never really stops at Ted's it just changes pace some days!



Jim Jennings: If you ever want to see the epitome of a very busy person just pay a visit to Jim's house. He is currently reorganizing just about all of his extensive memorabilia collections. Health is good and recovery progress for the knee replacement gaining ground. Jim and Marie are both anxious to enjoy new outings this spring and exercise all their special rides! Aren't we all!



Rob Vanzella: Tremendous progress on the F-250 rebuild and expectations of completion within the next few weeks. Work completed with Rob and Landon at every available opportunity. Motor has been machined and improved and is now being reassembled. Paint and drive train ready to go. Looks amazing. Started before Christmas and is a complete ground up restoration.

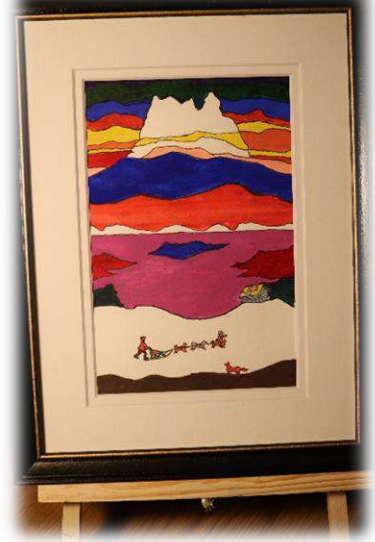
The 250 is exceptional & worth every minute.



Lew Williams: The update for Lew is very good news. Recovery is moving forward extremely well and Lew is almost back to full form. Both mobility and cognitive functions are solid and improvimng. Getting ready for tours , more golf and shop work as soon as weather permits! So glad to hear this!



Gary Clarke: Very good news from the Clarke household as Gary reports that his recent surgery to remove a tumor has been successful. Now resting at home and ready to get back into the swing of things as soon as possible. Gary says he is excited about future car club events and socializing.



Chris Chown: *New visor for the 47 is ready to go and will be installed as soon as the weather permits. Lots of other work planned for summer 2021. Including a trans!!*

Home life is good as both Chris and Emily venture into new and old hobbies. Keeping busy. A foray into watercolour painting (again) has been a good and satisfying experience and I hope for more to come. Picture on the right is an impression of Ted Harrison works.



Pay a big hello to new member: Gil Thormoe.

We are very pleased to welcome our newest members, Gil and Susan Thormoe, to the EFV8 109. Gil is the proud owner of this 1956 Ford F-100 pickup, with full Lincoln running gear, and a great addition to the 109. We all look forward to seeing Gil and Susan at future club events very soon.

Denny Mounce recently fielded an inquiry from the RG # 127 in England. Andy Maclean was seeking information on serial numbers for Canadian produced cars during 1935. Andy explained that his 1935 Fordor sedan was purchased in South Africa and moved to England where he is attempting to license it. A call out to the members and associates of the 109 produced excellent results thanks to Fraser Kaye, Jim Jennings and Dave Wallace. Serial number is C18 CF 18278.

C- Canadian built 18- All cars got this numbest up to 1937

C- Commonwealth, means that the unit was to be shipped out of Canada. They were shipped to Australia , New Zealand and South Africa.

F-Right Hand drive. 18278 was the consecutive units built.

So the car was shipped to South Africa by Ford Canada.

Possibly shipped in a crate for assembly at destination.



Andy was kind enough to send a copy of their newsletter, digital copy available upon request.

A note about 2021 club dues.

Thank you to all club members who have already paid full dues for 2021. We have managed to collect most but are still short by about 18 members. We respectfully request that if you have not already paid please do so at your first possible convenience. Mail a cheque to the club PO Box or contact Jim Jennings or Chris Chown to make other arrangements.

Thank you in advance for your attention to this matter.

EFV8 RG 109 NEW MEMBERSHIP ROSTER:

The revised 109 membership roster effective February 14, 2021 is now available and will be distributed electronically to all members. If you require a hard copy please let Chris Chown or Al Wills know.

What is a Continental Kit?



By the early fifties the Continental Kit was made and purchased for virtually every make of automobile on the North American market. In most cases it was an option directly from the car manufacturers. Because of its dramatic appearance, the Continental Kit has become a much sought-after accessory and to this day typifies the spirit of the fifties.

As many of you know one of the very best collections of cars with continental kits belongs to our own TED FORBES Hopefully when things get back to normal we may be able to enjoy a shop tour at Ted's to truly appreciate his fabulous collection



The Early Ford V8 Club of America encourages you to join the national group Full details are available at www.earlyfordv8.org

Call Chris Chown if you need more information!

You're invited to Join Early Ford V-8 Club of America An International Organization
MEMBERSHIP APPLICATION [] New Membership Check Box as Required [] Renewal
MEMBER NAME

NAME _____ JOINT

ADDRESS

CITY _____ STATE _____ ZIP

TELEPHONE _____ COUNTRY

CAR(S) OWNED YEAR MAKE TRIM
ENGINE BODY STYLE Sample: 1940 FORD DELUXE V-8 TUDOR SEDAN

Credit
Card: VISA MASTERCARD (circle one) CARD # _____ - _____ - _____

EXPIRATION DATE: _____ SIGNATURE: _____

United States [] Annual-Surface Mail Regular
Membership \$35, Joint Membership \$38 [] Three Year-Surface Mail Regular Membership \$100,
Joint Membership \$109 Mexico & South America [] Annual-Surface Mail Regular Membership \$70,
Joint Membership \$75 [] Three Year-Surface Mail Regular Membership \$200, Joint Membership
\$210

**Canada [] Annual-Surface Mail Regular Membership \$55, Joint Membership \$58 [] Three
Year-Surface Mail Regular Membership \$150, Joint Membership \$160**

Europe & Pacific Rim [] Annual-Surface Mail Regular Membership \$70, Joint Membership \$75 []
Three Year-Surface Mail Regular Membership \$200, Joint Membership \$210 Membership without
V8 TIMES Delivery One-Year Three-Year [] U.S. & All Foreign Countries: Regular \$15 Joint \$18
Regular \$45 Joint \$54 WITH Membership Roster only. [] U.S. & All Foreign Countries: Regular \$ 5
Joint \$ 5 Regular \$15 Joint \$15 WITHOUT Membership Roster. Thank you for Joining or Renewing
your membership in The Early Ford V-8 Club of America

TECH TALK.

If you have any technical issues you would like to share, please submit to the Rumbles editor.

Questions, suggestions always welcome!

DON CUNNINGHAM'S -

TECH FACTS



Olly

OLLY AND MOLLY AND THEIR SPARK PLUG HEAT RANGE



Molly

Spark plug heat ranges have been built into the spark plugs by engineers for specific engines. Hot and cold spark plugs have their purpose. What does it mean, spark plug *heat range*? When do we need a cold plug or a hot plug? When an engine is designed, it must run efficiently with a certain type spark plug under all driving conditions. Well, a hot spark plug transfers heat from the electrode insulator area to the cylinder head, slowly; a cold spark plug does the same thing, quickly.

This heat is dissipated through the (1) spark plug insulator, (2) steel shell, and (3) the gasket, toward the relatively cool cylinder head. The rate at which this heat is transferred, quickly or slowly, is what determines the heat range of the spark plug. Our Ford engines use a Champion H-10, for instance. An H-11 would be a hotter range plug. The H-10 is for "normal" driving. Now, what about Olly and Molly?

Olly drives his '38 Ford V-8 very fast and hard down the highway. He thinks his accelerator pedal is part of the floorboard. Molly, on the other hand, drives her '38 Ford V-8 very slowly and only on short trips. She hardly pushes on the accelerator pedal with her high heels. Olly needs a colder spark plug!! Molly needs a hotter spark plug - - -

Olly must install a colder set of plugs to prevent the standard heat range ones from burning and blistering. Molly must have her mechanic install eight hotter spark plugs to keep them from carboning and fouling, and eventually shorting out. If Olly is driving hard and fast, the engine is running hotter and needs colder spark plugs. When Molly is driving slowly and feathering the accelerator pedal, the engine is running cooler and needs hotter spark plugs.

For normal driving, whatever that is (probably something in between Olly and Molly's driving habits), our H-10 plug can be installed. It is a good all-around spark plug heat range. By the way, have you noticed the spark plug gasket? It usually is small diameter on one surface and

larger on the other surface. My old college Auto Shop teacher (*he* wasn't old, my *class* is) said there is a difference; install the smaller diameter surface against the cylinder head. It makes a difference of five degrees in heat transfer. I guess I believe him; I could never find a spark plug thermometer tool. Maybe, if I just touched each plug while the engine was running, I could tell - - - Nah, I've done that before and I know what will happen. It's not a reliable method. The test results would probably shock me.



Happy V-8'ing — Don Cunningham



✓ 33 Do's & Don'ts FOR THE AMATEUR RESTORER

By Sig Caswell

Based on notes from Mr. Caswell's Auto Restoration Course

Reprinted from *Skinned Knuckles*

BASICS OF BUYING

1. Don't buy a car from a picture. See the car, then decide.
2. Don't buy a car unless you really want it for yourself. Don't let enthusiasm overcome your judgment.
3. Cars are a good investment; however, it takes time to learn what to buy and how much to pay. Most of the time they aren't worth what you think, or what the asking price is. Learn to dicker.
4. Resist the temptation to buy it on the first look. Go have a cup of coffee and come back a little later. It may look a little different the second time.
5. Look for empty holes that may indicate missing parts.
6. Look at the fit of doors, windows, fenders. Do they look like they belong?
7. Are the wheels correct? Sometimes you can tell by the clearance between wheels and fenders. Stand back and look to see if fit is normal.
8. If it's really what you want don't worry about a few minor parts; you can find them or improvise.
9. Look for thick sections in body panels and fenders which may indicate rustouts that have been repaired.

Look under the carpets for corrosion. Plastic repairs are O.K. if done properly. Even a poor lead job will come through the paint in a short time due to acids not properly cleaned up.

10. Classified ads and club papers will give guidelines about prices and values. Ask others, too. Published price guide books are not recommended as they are based on auctions and asking prices don't reflect true sales prices. Some auction prices reflect enthusiasm buying. We repeat, "Don't let enthusiasm buy your car."

11. Review restoration costs in your mind as you look at a car. Consider (1) Upholstery; (2) Body/fender work; (3) Paint. Even if you do it yourself it will cost \$100 or more; (4) Mechanical restoration.

12. Good cars to buy: (1) any convertible; (2) nearly any Ford; (3) all roadsters and tourings; (4) any low production car; (5) any classic if you can afford it (I define a classic as any car not built for the masses).

13. Headlights are becoming very hard to find, except for most Ford cars. Brass lights should be examined very carefully as most have a lot of fatigue cracks and won't stand up to repair. Seek expert advice if necessary.

USEFUL HINTS

1. Decide whether you want to drive or show or both. If you just want a car to drive, perhaps a partial restoration will suffice.
2. Make notes when you disassemble. Box and identify all parts. Don't rely on your memory alone.
3. Don't get depressed. Keep in touch and see what others are doing. It will prove to be inspirational.
4. Don't throw anything away. Parts that look like junk may turn out to be useful later.
5. Learn to improvise. I have made one fender from three.
6. With fender, rough straighten on the car and weld up tears or cracks to hold shape. Remove for finishing, then dip or sandblast.
7. Don't braze cracks or tears in fenders or other body sheet metal subject to vibration. It will crack later. Use parent metal for welding thin sections.
8. It will pay to buy a gas welding set, but take a lesson in safety so you will be around to complete the car. Before buying a used set, have it checked out by a reputable dealer or shop, or see it in use. There is a lot of junky welding equipment on the market.
9. Professionals and suppliers can give you guidelines on their products but will never discuss shortcuts because if they fail, you blame them and their products.
10. Don't be afraid to experiment. Learn and practice with the various epoxies, spot putties, primers, and

paints. Don't put anything on the car until you have tried it out personally. The expert amateur restorer is one who has tried everything for himself and takes nothing for granted.

11. In refinishing, the secret is clean metal. The finished surface won't look any better than the one you start with. Don't rely on paint to fill cracks and pits. It won't.

12. Use good quality primer/surfacer on the bare metal and block sand. Wet sanding should be used for a good finish. Use 400/600 paper for final sanding. Minute dents will show up on the wet surface. Use spot putty to fill small dings and imperfections.

13. With a little practice and a good dust free area, hot enamel applications of top coats can be mastered by the amateur. Use about a jigger of thinner to a quart of enamel and heat till the paint starts to swirl on top (don't heat over an open flame—use a double boiler with water). Put a tacky coat on first, followed by two heavy coats. The hot enamel resists sagging because of the small amount of thinner used. Do top, under hood, and door jams first; then go over rest of the car. Enamel never requires rubbing to shine. Wet down the yard first if you are spraying out of doors. Make sure that overspray does not hit another car in the vicinity.

14. If using lacquer, mix about 2 to 1 with thinner or follow instructions by manufacturer. Put on two or three heavy coats, then wet sand with 400/600 paper. Follow

with two or three more coats, then wet sand with 600 paper and rubbing compound. Finally lay on a heavy coat for more shine with less rubbing. Lacquer should be a little easier for the amateur to handle but is more work.

15. Remember that the final finish isn't going to be better than the primer coat. Put the maximum effort into the quality of the primer/finisher coat.

16. Surface must be clean and free of dust before starting the finish coat. Use a tack rag.

17. If you get a small run in the finish, sometimes you can spray lightly under the run and blend it into the rest of the finish.

18. Never spray lacquer over enamel as it will probably lift the finish. If you are uncertain what you are spraying on, ask your paint store for a primer to go over the enamel. In some cases the enamel may not lift if you fog over it and build up slowly. There is no problem putting enamel on over lacquer.

19. When refinishing, be sure surface is absolutely free of polishes, waxes, and oils.

20. Don't be afraid to tackle a job. You can do more than you think you can. Practice, practice, and practice and you will be surprised how fast you can pick up valuable skills. You improve each time you do a job. The restorer who gets things done is the one who spends at least a little time each day on the job, even if only 20 minutes.



Dick Flynn's **Tech Tips**

HOW TO AIM YOUR HEADLIGHTS

It is very important that your headlights be aimed correctly so you don't blind oncoming traffic. Also so you can see the road in front of you.

Correctly aimed headlights light up to about 350-feet of the road ahead on low beam, but if they are tipped one-half degree lower, visibility is cut to about 250-ft. High beams nearly double the low beam seeing distance.

Keeping headlights properly aimed is no real problem. You need 35-40 ft. of flat or constantly sloped driveway in front of garage doors:

1. Shine the low beams on the garage door from two- to three-feet away
2. Outline the bright spots on the door with tape.
3. Back the car to about 25-feet from the garage door. The top of the low beams should shine no higher than the top of the marks on the door or lower than the center of the marked circle.
4. You can adjust so this works out by moving the adjusting screws.

If you have only two headlights on your car the high beams are automatically aimed when you aim the low beams.

If your car has four headlights, aim the low beams first. They are the outer or upper two lights. Then adjust the high beams until the center of the high beam is at the top of the low beam.

To check the sideways aim, sight thru the center of your rear window at 25-feet. If your lights are cross-eyed or wall-eyed, adjust until the beams appear straight ahead and distance between them matches the distance between the headlights.

This is just a rough way to check without headlight adjusters, but will come out very close and will give you an idea how your lights are and where they're pointing.

The Little Grey cell Destroyer page!

Just a few simple questions to test your brain power!, Good luck.

Question #1. Chicken or the egg?

Can you answer the ancient question Which came first the chicken or the egg?

Question #2. Handshakes?

At a business meeting each person shook hands with every other person exactly once. If there were fifteen handshakes can you tell how many people attended the meeting?

Question #3. Ladybug Rendezvous.

Mr. Ladybug meets Miss ladybug on a petal of a flower. "I'm a boy," says the one with the red dots. "I'm a girl," says the one with the yellow dots.

Then they both laugh because at least one of them is lying. From this information can you tell which one has the red dots and which one has the yellow?

IF YOU NEED IT THE ANSWERS MIGHT BE ON THE LAST PAGE.

Bob Marley said:

Love the life you live. Live the life you love.

Lauri Stevens said:

He who learns but does not think is lost! He who thinks but does not learn is in great danger.

BUY & SELL.

Wanted: Gary Clarke needs a good radiator to hook up to an 8BA flathead. Two hoses on top and two on the bottom If you can help please call Gary at 250 652 9823.

Wanted: David Cronkhite has sold his 29 Model A roadster and is now searching for a new car. Preference is for a 1950s vintage **convertible** in good running condition. If you know of such a vehicle please call David at 778 265 1920 or cell 403 813 7227.

For Sale: 2005 Lincoln Town Car:

This luxury classic is a rare find and in superb condition. Features a special-order pearl paint. The Town Car's 4.6-liter V-8 develops 239 horsepower and 287 pounds-feet of torque. A four-speed automatic is the sole transmission available. This car has been well cared for and is clean as a whistle inside and out. Runs like a top and would be an excellent cruiser for long road trips. Fully loaded and serviced by the crew at Drivers Welding. Asking \$5,000 or possible trades. Call Shawn Driver at 250 213 7923 for full details and negotiations!



FOR SALE – 1947 Merc Sedan Coupe. 79M-77A

Don MacPherson. Parksville, B.C. please contact donlinda4@telus.net

A rare Merc with factory flathead, rebuilt at least once. Conversion to 12V mostly complete along with upgrades to new wiring. Great body all steel.

Open to reasonable offers.



2020 Committees:

“Always glad to have your help!!”

DON'T BE SHY, STEP UP ANYTIME.

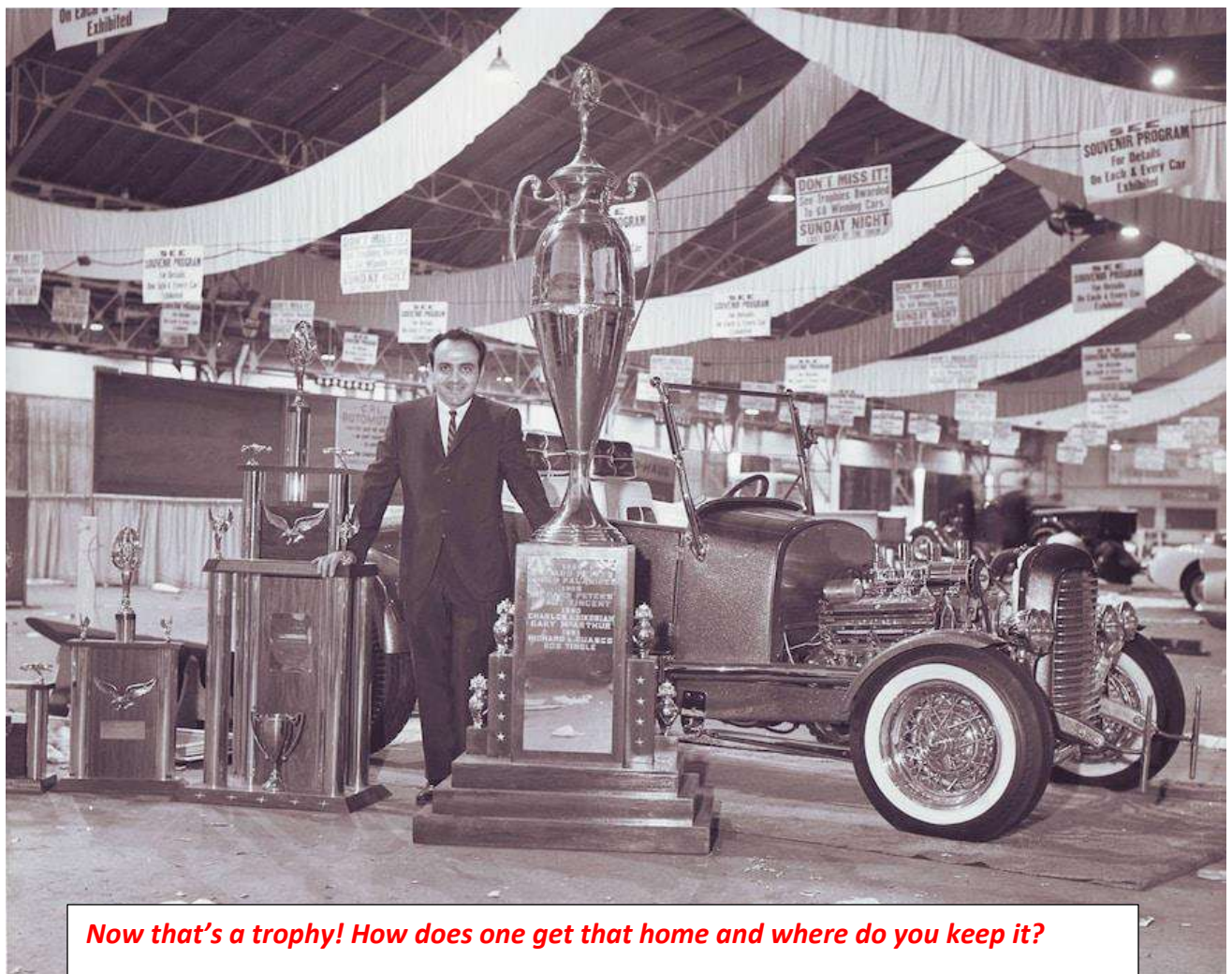
THERE'S ALWAYS ROOM FOR YOU.



Name	Lead Hands	Supporting members	Date Formed.
Fords & Friends 2020	Gary Clarke, Lew Williams	Primary Committee, 2B set.	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	Jim Jennings	Lew Williams	2016
Christmas Luncheon	Rob Vanzella Deanna Pfeifer	Chris Chown Mike Mortimer	2020
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

TRIVIA



Now that's a trophy! How does one get that home and where do you keep it?

Rib Ticklers:

Contributed by the chief of hi jinks for the 109 club, MARIE JENNINGS

The Irish and Wit:

Father O'Malley rose from his bed one morning

It was a fine spring day in his new parish.

He walked to the window of his bedroom to get a deep breath of the beautiful day outside.

He then noticed there was a donkey lying dead in the middle of his front lawn.

He promptly called the local police station.

The conversation went like this:

"Good morning. This is Sergeant Jones. How might I help you?" "And the best of the day te yerself. This is Father O'Malley at St Ann's Catholic Church. There's a donkey lying dead in me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit and recognizing the Irish accent, thought he would have a little fun with the good father, so he replied: "Well now Father, it was always my impression that you people took care of the last rites!"

There was a small silence on the line for a moment.

Father O'Malley then replied: "Aye, 'tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call."

If 2020 was a beer.



IF 2020 WAS A SCENTED CANDLE...



IF 2020 WAS A BOAT



IF 2020 WAS A MATH PROBLEM

If you're going down a river at 2 MPH and your canoe loses a wheel, how much pancake mix would you need to re-shingle your roof?

A good golf joke.

A married couple were golfing when all of a sudden the wife asks,

Wife: "Babe, if I die will you marry again?"

Husband: "Of course not."

Wife: "I think you would."

Husband: "Fine, I probably will"

Wife: "Will you let her sleep in our bed?"

Husband: "Yeah, probably I guess."

Wife: "Would you even let her use my golf clubs?"

Husband: "No way, she is left-handed."

Little Johnny was struggling with his school grades. One day he surprises his teacher with an announcement. He walks up to her and says, "I don't want to scare you, but my daddy says if I don't start getting better grades, somebody is going to get a spanking!"

A pirate and a sailor were exchanging stories. The sailor pointed to the pirate's peg leg and asked, "How did you get that?"

The pirate said, "Aye, I wrestled a shark and lost me leg."

The sailor pointed to the pirate's hook and asked, "How did you get that?"

The pirate said: "Aye, I fought Red Beard's crew and lost me hand."

The sailor pointed to the pirate's eye patch and asked, "How did you get that?"

The pirate said, "Aye, a bird came by and left droppings in me eye."

The sailor said, "That's not as impressive as the other two. ..."

"Aye," the pirate answered. "It was me first day with the hook."

THIS GEM HAS BEEN CONTRIBUTED BY: MIKE ROY & FRASER KAYE.

Couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember ..

Later that night, while watching TV, the old man gets up from his chair 'Want anything while I'm in the kitchen?' he asks.

'Will you get me a bowl of ice cream?'

'Sure.'

'Don't you think you should write it down so you can remember it?' she asks

'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?'

He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

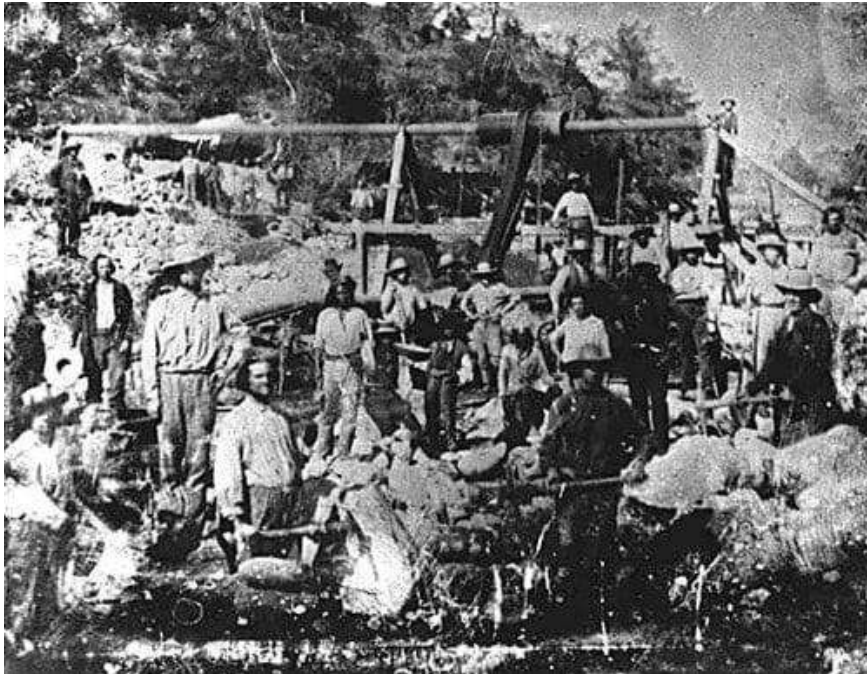
'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.

Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I got it, for goodness sake!'

Then he toddles into the kitchen. After about 20 minutes, the old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment.

'Where's my toast?'

HISTORY



California Gold Rush

The story of the California Gold Rush is a fascinating tale of adventure, greed and obsession unmatched in today's world. The following information is a very brief outline of the whole story that I hope you will find interesting. Try and imagine yourself in your 20s at that time, what would you have done? Love to hear your thoughts. Cheers, Chris

CONTENTS

1. [Discovery at Sutter's Mill](#)
2. [Effects of the California Gold Rush: Gold Fever](#)
3. [The '49ers Come to California](#)
4. [California's Mines After the Gold Rush](#)
5. [Environmental Impact of the Gold Rush](#)
6. [Sources](#)

The California Gold Rush was sparked by the discovery of gold nuggets in the Sacramento Valley in early 1848 and was arguably one of the most significant events to shape American history during the first half of the 19th century. As news spread of the discovery, thousands of prospective gold miners traveled by sea or over land to San Francisco and the surrounding area; by the end of 1849, the non-native population of the California territory was some 100,000 (compared with the pre-1848 figure of less than 1,000). A total of \$2 billion worth of precious metal was extracted from the area during the Gold Rush, which peaked in 1852. .

Discovery at Sutter's Mill

On January 24, 1848, James Wilson Marshall, a carpenter originally from New Jersey, found flakes of gold in the American River at the base of the Sierra Nevada Mountains near Coloma, California. At the time, Marshall was working to build a water-powered sawmill owned by John Sutter, a German-born Swiss citizen and founder of a colony of Nueva Helvetia (New Switzerland, which would later become the city of Sacramento. As Marshall later recalled of his historic discovery: "It made my heart thump, for I was certain it was gold."

Did you know? Miners extracted more than 750,000 pounds of gold during the California Gold Rush.

Days after Marshall's discovery at Sutter's Mill, the Treaty of Guadalupe Hidalgo was signed, ending the Mexican-American War and leaving California in the hands of the United States. At the time, the population of the territory consisted of 6,500 Californios (people of Spanish or Mexican descent); 700 foreigners (primarily Americans); and 150,000 Native

Americans (barely half the number that had been there when Spanish settlers arrived in 1769). In fact, Sutter had enslaved hundreds of Native Americans and used them as a free source of labor and makeshift militia to defend his territory and expand his empire.

Effects of the California Gold Rush: Gold Fever

Though Marshall and Sutter tried to keep news of the discovery under wraps, word got out, and by mid-March at least one newspaper was reporting that large quantities of gold were being turned up at Sutter's Mill. Though the initial reaction in San Francisco was disbelief, storekeeper Sam Brannan set off a frenzy when he paraded through town displaying a vial of gold obtained from Sutter's Creek. By mid-June, some three-quarters of the male population of San Francisco had left town for the gold mines, and the number of miners in the area reached 4,000 by August.

As news spread of the fortunes being made in California, some of the first migrants to arrive were those from lands accessible by boat, such as Oregon, the Sandwich Islands (now Hawaii), Mexico, Chile, Peru and even China. When the news reach the East Coast, press reports were initially skeptical. Gold fever kicked off there in earnest, however, after December 1848, when President James K. Polk announced the positive results of a report made by Colonel Richard Mason, California's military governor, in his inaugural address. As Polk wrote, "The accounts of abundance of gold are of such an extraordinary character as would scarcely command belief were they not corroborated by the authentic reports of officers in the public service."

The '49ers Come to California.

Throughout 1849, people around the United States (mostly men) borrowed money, mortgaged their property or spent their life savings to make the arduous journey to California. In pursuit of the kind of wealth they had never dreamed of, they left their families and hometowns; in turn, women left behind took on new responsibilities such as running farms or businesses and caring for their children alone. Thousands of would-be gold miners, known as '49ers, traveled overland across the mountains or by sea, sailing to Panama or even around Cape Horn, the southernmost point of South America.

By the end of the year, the non-native population of California was estimated at 100,000, (as compared with 20,000 at the end of 1848 and around 800 in March 1848). To accommodate the needs of the '49ers, gold mining towns had sprung up all over the region, complete with shops, saloons, brothels and other businesses seeking to make their own Gold Rush fortune. The overcrowded chaos of the mining camps and towns grew ever more lawless, including rampant banditry, gambling, prostitution and violence. San Francisco, for its part, developed a bustling economy and became the central metropolis of the new frontier.

The Gold Rush undoubtedly sped up California's admission to the Union as the 31st state. In late 1849, California applied to enter the Union with a constitution that barred the Southern system of racial slavery, provoking a crisis in Congress between proponents of slavery and anti-slavery politicians. According to the Compromise of 1850, proposed by Kentucky's

Senator Henry Clay, California was allowed to enter as a free state, while the territories of Utah and New Mexico were left open to decide the question for themselves.

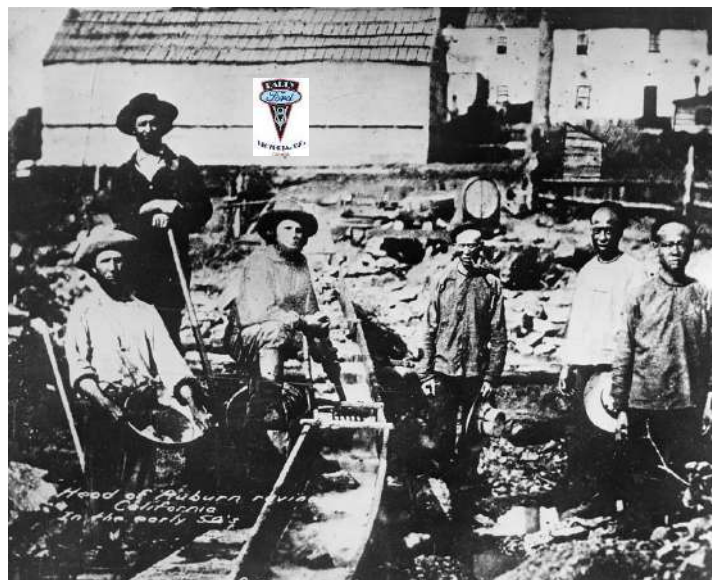
California's Mines After the Gold Rush

After 1850, the surface gold in California largely disappeared, even as miners continued to arrive. Mining had always been difficult and dangerous labor, and striking it rich required good luck as much as skill and hard work. Moreover, the average daily take for an independent miner working with his pick and shovel had by then sharply decreased from what it had been in 1848. As gold became more and more difficult to reach, the growing industrialization of mining drove more and more miners from independence into wage labor. The new technique of hydraulic mining, developed in 1853, brought enormous profits but destroyed much of the region's landscape.

Though gold mining continued throughout the 1850s, it had reached its peak by 1852, when some \$81 million was pulled from the ground. After that year, the total take declined gradually, leveling off to around \$45 million per year by 1857. Settlement in California continued, however, and by the end of the decade the state's population was 380,000.

Environmental Impact of the Gold Rush

New mining methods and the population boom in the wake of the California Gold Rush permanently altered the landscape of California. The technique of hydraulic mining, developed in 1853, brought enormous profits but destroyed much of the region's landscape. Dams designed to supply water to mine sites in summer altered the course of rivers away from farmland, while sediment from mines clogged others. The logging industry was born from the need to construct extensive canals and feed boilers at mines, further consuming natural resources.



Arthur Foote Crosses Donner Pass with a Model “T” and Wins Trophy Dash



February 13, 2021 *The Old Motor Company.*

Arthur Foote of Nevada City, CA, and his crew pulled off an amazing feat by being the first party that year to cross the 7,056-foot-high Donner Pass in June of 1911 with a Model “T” Ford roadster. Early settlers accomplished the initial trip by horse and wagon over the difficult mountainous terrain in 1844; two years later, in 1846, the Pass became widely known after the ill-fated *Donner Party's crossing*.

Foote and his determined crew began the climb on June 2nd in Sacramento, CA, and reached the summit of the Pass in a week. Two days later, the group was able to make the descent, and the “Plucky Trophy Chasers” traveled with the Ford to the Tahoe Tavern, the sponsor of the silver cup in Tahoe City, CA, and claimed their prize.

The story and photographs were found via Gino Gervais and the *Model T Ford Register of Great Britain* and are courtesy of the *Donner Summit Historical Society*.

Editors note: We will be taking off Monday for Washington’s birthday and will return again on Tuesday morning February 15th.



Rope was wound around the rear tires and wheels for traction during the trip.



After discovering the bridge over the Yuba river had washed away the crew moved the Ford over the river by using a cable, pulley, chain falls, and rope.



At various places along the pass snow drifts as deep as fifteen feet deep were crossed.

If you made it this far you have earned the answers to the Grey Cell Challenge! Hope you enjoyed it.

Question #1. Chicken or the egg?

Can you answer the ancient question Which came first the chicken or the egg?

ANSWER: The egg. The fiddle does not specify that the eggs in question are chicken eggs and, according to paleontologists, reptiles and dinosaurs existed long before birds and chickens. Fossilized eggs dating back one hundred million yearshave been uncovered. Thus it can be said that eggs came before chickens.

Question #2. Handshakes?

At a business meeting each person shook hands with every other person exactly once. If there were fifteen handshakes can you tell how many people attended the meeting?

ANSWER: There were six people at the meeting. Each person shook hands five times, but that makes for fifteen handshakes not thirty, since each shake was shared by two people.

Question #3. Ladybug Rendezvous.

Mr. Ladybug meets Miss ladybug on a petal of a flower. "I'm a boy," says the one with the red dots. "I'm a girl," says the one with the yellow dots.

Then they both laugh because at least one of them is lying. From this information can you tell which one has the red dots and which one has the yellow?

ANSWER: With two statements there are four possible combinations of truth or falsehood.

True/true true/false false/true false/false.

The first combination can't be right because at least one of the statements is false. The second and third can't be right either because at least one of the statements is false, it's impossible for the other to be true. The only logical consistent possibility is that they both lied. That means that Mr. Ladybug has the red dots.

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

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

