



The Early Ford V8 Club Victoria Inc.



GLEN and Brian McClelland restored this wonderful 1948 Mercury 114X Business Coupe and their plan now is to drive and enjoy this car.

Read the full story on pages 15-17.

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Meetings are held on the first Friday of each month (except January) at 8pm sharp, in the Dingley Village Neighbourhood Centre, 31b Marcus Road, Dingley. (NOTE NEW VENUE)

NEXT GENERAL MEETING – FRIDAY, APRIL 3, 2009

THE CLUB'S MISSION: To bring together persons interested in the original restoration and preservation of all Ford V8 Side Valve vehicles, passenger, commercial, etc., built between the years 1932 and 1954. Also to create a friendly and harmonious atmosphere for the total enjoyment of our common interest.

MEMBERSHIP FEES: \$45.00 pa (Includes home delivery of the bi-monthly club newsletter)

OFFICE BEARERS for 2008/2009

PRESIDENT	Harry Beckwith	(03) 9744 4886 E-mail: hjbeck@bigpond.net.au
VICE-PRESIDENT	Harry Gunther	(03) 9546 9398
SECRETARY	Peter Hibbert	(03) 9800 1222 E-mail: phibbert@swiftdsl.com.au
TREASURER	Mick Wane	(03) 9820 2465 E-mail: wane@bigpond.com
MEMBERSHIP SECRETARY	Ian Camier	(03) 9885 3270
PROPERTY OFFICER	Alan Summergreene	(03) 9761 7777
ARCHIVIST	Peter Hibbert	(03) 9800 1222 E-mail: phibbert@swiftdsl.com.au
NEWSLETTER EDITOR	Andrew Field	(03) 9763 0384 E-mail: andrew.fieldy@bigpond.com
SOCIAL CO-ORDINATOR	Ray Broatch	(03) 5977 5311
CLUB SCRUTINEER	Alan Summergreene	(03) 9761 7777
PUBLIC OFFICER	Harry Beckwith	(03) 9744 4886 E-mail: hjbeck@bigpond.net.au

Correspondence to: Secretary, Early Ford V8 Club, PO Box 546, Mulgrave Business Centre, Vic. 3170

CLUB MEETING DATES FOR 2009:

FEBRUARY 6, MARCH 6, APRIL 3, MAY 8 (note new date for May meeting), JUNE 5
JULY 3, AUGUST 7, SEPTEMBER 13 (Sunday – Country meeting),
OCTOBER 2 (AGM), NOVEMBER 6, DECEMBER 4.

Members and partners PLEASE wear your name badges at Club meetings and social outings.



Early Ford V8 Club of America
Regional Group No 151

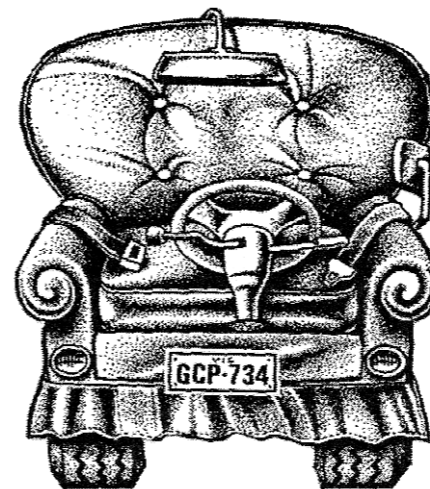
CLUB APPAREL & SOUVENIRS

The undermentioned items of club apparel and souvenirs can now be obtained by contacting Mr Harry Beckwith, 11 Ross Court, Sunbury, 3429. Phone: (03) 9744 4886 Mobile: 0419 003 649. E-mail: hjbeck@bigpond.net.au

Club Badges	\$6.00	Key Rings	\$6.00
Bumper Badges	\$25 plus P&P	Windscreen Stickers	FREE (Club Cars)
Polo Neck Shirts	\$25.00	Caps	\$10.00 (New Style)
Hat Badges (Cloth)	\$5.00	Club Jackets	P.O.A. (Harry B.)

Blue 'Chambray' Club Shirts are available (short or long sleeve), but must be ordered in groups of five \$30-\$35 each

NOTE: These items (except club jackets) are normally on sale at our club meetings. (Unless out of stock).



From The Driver's Seat ...

FROM all reports the club had outstanding attendance and success at the recently conducted Begonia Rally, both with trophies awarded and the raffle prizes. It appears we are having more and more members and partners participating each year – making it a must attend activity. Congratulations to all the folk who were awarded trophies.

Graeme McCubbin's beautifully restored 1936 Ford Roadster was the feature vehicle at the Macedon Ranges & District Motor Club's Picnic at Hanging Rock. 'Derek' as he affectionately calls the 1936 was the centre of attention receiving countless terms of praise and we are aware all praise is thoroughly deserved. Well done Graeme.

The Swap Meet at Ballarat was well attended by our club members, most did drop in at the club site for a chat or a well deserved breather. Many commented on the lower number of public attending. More encouraging was the interest shown by folk calling in for membership applications, a drawcard was Keith MacKinlay's 1946 Ford parked out the front, thank you Keith. Special thanks to Ray Broatch who not only erected and dropped the tent ably assisted by Jim Stewart, Ray also played "mother" by making sandwiches which were well received and consumed.

The Family Fun Day at Diamond Valley Miniature Railway held on 1st March for the second year was well received. The weather was somewhat cooler but the enthusiasm was made up with kids everywhere having multiple rides on the trains and their smiles were so wide with enjoyment. Face painting was again extremely popular not only with the younger ones, it included some of the bigger kids too. The BBQ was most welcome and eagerly patronised. We the club do sincerely thank Melinda and Greg De Bolfo along with their dedicated team who so willingly toiled to make the day the resounding success it was.

Mr John Provis has graciously accepted the role of Club Welfare Officer. This position was created with the view to him acting as liaison between the affected member/spouse and the club where an accident or mishap occurs or for any assistance that may be required. John is well known within the club and most suitable for this role, please assist him in any manner possible.

Until the next issue.

Yours in Fording
(In a Side Valve V8 Naturally)
Harry Beckwith
President

"I will build a motor car for the great multitude . . . constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. . . so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessings of hours of pleasure in God's great open spaces."

Henry Ford

THE EARLY FORD V8 CLUB OF VICTORIA INC GENERAL MEETING MARCH 2009

Minutes of the General Meeting convened at the Dingley Village Neighbourhood Centre, Marcus Road, Dingley on Friday 6th March 2009

MEETING OPENED: By the president at 8.05pm. A warm welcome was extended.

MEMBERS PRESENT:

As per the attendance register (26)

VISITORS/GUESTS: Mr Jim Watson

APOLOGIES TENDERED: Messrs: J Pierce, C Watson, D Weatherhead, N Nettleton, M Hibbert, J Stewart, J Mahoney, L Cousins and C Cassar.

MINUTES OF THE PREVIOUS MEETING:

(6th February 2009.) The president read the minutes of the previous meeting and these were then taken as read. Moved. E Crombie. Seconded J. Watson. Carried.

CORRESPONDENCE INWARD:

Wilson Botanic Park. Rock 'n' Roll, Berwick 21-3-09

Coal Creek, Korumburra. Invite to park

AOMC Appeal. Bushfire

ATO. P.A.Y.G. \$479 (reduced)

All Makes Swap Meet, Fab Fins Day. Sandown 26-4-09

Gumbuya Park. Invite

L.S.V. Insurance. Address to meeting

F.C.C.C. (R Brereton). Advice of bush fire affect

R Brereton. Reply re bushfire

E.F.V8 Club. U.S.A. Honourable Mention in club magazine judging

Deniliquin Golf Club, Spring Machine Rally, Sept 09

E.F.V8 Club NSW, Tony Bursen appointed

AOMC Club Permit Scheme. Comments by Rod Amos

75th Anniversary 33-34 Fords. 11-13 Sept. Castlemaine

Keilor Rotary Club Car Show/Market. May 3

Shannon's Auction Leaflet. 2 Mercury's for sale

Australia Post. PO Box renewal

NEWSLETTERS: FEBRUARY

Macedon Ranges & District Motor Club

Classic Motor Club Wagga

Ford Model T Club Vic

E.F.V8 Club, SA

E.F.V8 Club, Qld

E.F.V8 Club, Vancouver

E.F.V8 Club N.Z. (Nth)

E.F.V 8 Club, NSW (+ March)

West Gippsland Restoration Club (+March)

Classic Motoring Club Wagga



All members are invited to attend the monthly meetings at the new venue, Dingley Village Neighbourhood Centre, 31b Marcus Road, Dingley. Please come along and support your club.

CORRESPONDENCE OUTWARD:

Auto Bling re permanent advertising

Jim & Helen Pierce, condolences on death of brother in Bushfire

Mark Border, President Ballarat VCCC, Begonia Rally weekend

REPORTS:

TREASURER:

The treasurer Mr Wane related on the financial matters and details for the preceding month.

Opening Balance	\$14,165.48
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Income Included

Annual Subs inc new members, special effort, auction and calendars, parts etc	
Total Income	\$176.00

Expenditure Included

Unpresented cheques (Oct, Nov & Jan)	
Bendigo Swap, Federation & Ford Books (2) printing, secretarial, postage, badges	
Ballarat Swap site 2010	
Total Expenditure	\$1,488.27

Bank charges as per bank statement \$ Nil	
Balance at 28-2-2009 estimated	\$13,367.21

The opportunity was given to ask questions of the treasurer relating to his report, Mr Wane then stated that the monies in the investment account were due to be rolled over again.

We also have an excess of monies in our general account for which we receive no interest from our capital, he commented it would be to our advantage that we transfer a sum of some \$3,000 from the general account to the investment account which would then total \$30,000. The investment account would be such that if we did not need to touch it, the principal and interest would be continuously working. If we need capital for the general account we would have access. A short discussion transpired with questions answered. The treasurer then moved his report be accepted. Seconded. A Wilson. Motion carried.

MEMBERSHIP:

Mr Camier related that he had received three applications for membership, these were from the following:

Mr Tony Barnes – Romsey, Mr Rick Beljan – Pascoe Vale South and finally Mr Fred Estel – Airport West.

Each application was dealt with individually, the applications were received favourably with these gentlemen being accepted as members of the club.

We wish these gentlemen and their families a long and happy association with our club. Membership now stands at 182 Members.



AOMC REPORT

Mr Camier attended at the recently convened AOMC meeting on behalf of the club, he related the address by the MG Car Club and their approach in gaining younger members, the health of the Secretary and his battle with lung cancer, cancellation of European Day, The American Motoring Show Day coming up. A strategy committee is being convened for future directions of the AOMC and update of the club plate and street rod scheme.

FEDERATION REPORT

Mr Felsovary related that on 7th February he attended at Trafalgar representing the club. The meeting was extremely brief with the onset of the bushfires and allowed the attendees to return to their homes. More will be made available at the next convened meeting.

SOCIAL CO- ORDINATOR

Mr Broatch commented on the following events. Ballarat Swap, Begonia Festival, Family Fun Day - Diamond Valley Miniature Railway. Forthcoming activities including Bright Autumn Festival and the Pakenham Picnic. Country Meeting Castlemaine. Date TBA. (September), Nuts N Bolts/Judging Day 14th June. Tom Coulter Luncheon, July and the Marong Picnic, August.

GENERAL BUSINESS:

RECENT DEATH - The president related that he had spoken with Mr J Pierce, 5th March, Jim replied that both he and Helen were grateful for the card and messages of support from the club on the death of his brother in the bushfires, he further related that his father had passed away and was interred this day. Further condolences were expressed by the president on behalf of the club in this sad time for their family.

E.F.V8 CLUB AMERICA MAGAZINE JUDGING

Our club has again received an Honourable Mention in the recent judging of the E.F.V8 Club magazines. Our editor Mr Andrew Field was presented the certificate with the club's best wishes and thanked for an excellent publication.

MAY GENERAL MEETING

With the majority of members attending the Bright Autumn Festival when the May 2009 General Meeting would have been convened it was decided by all present at this meeting that the May meeting will now be held on the 8th May 2009.

GUEST SPEAKERS

Members are reminded that if they have suggestions for a guest speaker for the general meetings please liaise with the vice president Mr Harry Gunther.

KINGSTON LIBRARY HALL:

Comments were made there appears no renovations have been commenced as yet, further enquiries will be made and reported at future meetings. Comments on this venue (Dingley Village complex), were favourable.

WELFARE OFFICER:

Subject to acceptance and detailed discussion Mr John Provis will be appointed as the Club Welfare Officer.

MR & MRS B ADAMS COMMENTS RE NATIONAL EVENT

This matter was believed to have been resolved, comments have been received to the contrary, this matter will be further followed up.

MR G ROBERTSON, BOOK

George commented on the sales of their book, Rescued from Destruction.

MR A SUMMERGREENE:

Alan as property officer has in his possession three boxes of framed photos of member's cars, he was seeking permission to be able to display these photos at his workshop. His intention is to promote the club as many members call in to see the many models of our beloved Fords. Seconded by B Felsovary. The motion was carried unanimously.

MR ALAN FRANCIS

Alan asked to address the meeting; He extended his extreme thanks to all members who gave him assistance and advice in his task of restoring his 1939 Coupe Utility. He mentioned that he could not recall all who had assisted but he was very grateful. The president thanked Alan for his warm words and commented that assisting and helping members was the aim of the club.

BUY SWAP & SELL

Mr G McCubbin is seeking 1940 Ford over riders (set of 4)
Mr C Papas seeking 1939 grille and tailgate
Mr Hibbert is seeking an 8BA thin belt water pump pulley
Mr J Watson is seeking an 8BA motor or new parts
Mr A Davis is seeking a 1950 (Single Spinner) 4 door body
Mr A Francis seeking a 3.57 diff

The residue of auto parts of the late Mr Bryan Stephens were sold, the proceeds were paid to the treasurer pending disposition.

Meeting Closed at 9.35 pm

SPECIAL EFFORT:

Won by Mr R Broatch

SUPPER THEN ENJOYED

Next meeting 3rd April 2009

CLUB NEWSLETTER WINS AWARD

Thank you fellow members for your contributions to the newsletter during my first year as editor. You will be pleased to know that The Early Ford V-8 Club of America have awarded the Side Valve V8 Times an Honorable Mention in their annual Newsletter competition. Please keep up the supply of interesting articles as without your assistance this wouldn't have been achieved. - Andrew Field



Club president Harry Beckwith (right) presents editor Andrew Field with the award.





BRIGHT AUTUMN FESTIVAL 2009

May 1st, 2nd, 3rd & 4th

FRIDAY, SATURDAY & SUNDAY

MONDAY optional leave Sunday 3rd if preferred

FOR those wishing to travel in our convoy, we will be meeting on Friday morning at the Mobil Service Centre on the Hume Freeway at Tallarook around 10am for a 10.45am departure. For those who have been on the road for a while this will be a good place for a comfort stop, a coffee and some fuel.

Once on the road again we will travel to Glenrowan for lunch.

After spending about an hour in 'Kelly Country' we will head for Bright with a possible stop in Milawa where Brown Bros. Winery or the Milawa Cheese Factory can be visited.

On arrival at Bright, find your accommodation and do your own thing.

Saturday morning there is a huge market in the main streets of Bright, where a couple of hours or more can easily be spent. If the market does not appeal to any of the guys, we have been invited to gather once again at Marty's Garage in Porepunkah to check out his latest project (*34 Tudor*) and have a good old chat about our Fords and maybe get some photos. Marty is looking forward to seeing all our great cars again . . . he's a keen Ford man.

Saturday afternoon (*about 1pm*) the Grand Parade through Bright will take place. I'm sure it won't be quite as spectacular as it was last time when our cars were a big part of it, but it will be worth seeing anyway.

There is nothing planned for the remainder of the day, but we will all be together for dinner on Saturday evening around 6pm at the Porepunkah Hall in Martley Street, Porepunkah, where a two-course spit roast dinner has been arranged. The meal will consist of two meats, roast potatoes, gravy and a few salads, some cheesecake type deserts and will cost \$25 per head. Following our dinner there will be some music to dance to. During the evening there will be lots of spot prizes and lucky spots, so as they say "let's get together and have fun".

On Sunday morning we will make our way to Beechworth (*less than an hour's drive*) for a great day with the local 'Old Cranks Car Club' Drive Back in Time. The weather was not kind to us last time, but hopefully it will be better this time.

After the car show and a good look around Beechworth we will make our own way back to Bright or head for home.

Please let Ray Broatch or Jim Stewart know by 10th April if you intend to join us on this great long weekend.

Remember . . . BOOK YOUR ACCOMMODATION EARLY . . . it's a VERY busy time in Bright!
Ray Broatch may be able to help you – phone: 0418 359 542 A.H.

Contact www.brightvictoria.com.au for accommodation information. Or phone 1800 111 885.

UPCOMING CLUB EVENTS

April 3rd
FRIDAY



EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Dingley Village Neighbourhood Centre, 31b Marcus Road, Dingley. Melway: 88 F6. Meeting starts 8pm sharp. Our guest at this meeting will be John Sonneveld, Southern Peninsula Rescue Squad's chief rescue helicopter pilot. John has had an amazing life, flying more than 1100 operational hours in Vietnam, waterbombed bushfires, became a helicopter pilot for the Victorian Police air wing, crashed in Antarctica and worked for 14 years as an aviation accident investigator. **Don't miss this remarkable speaker and have your questions ready.**

April 19th
SUNDAY



FEDERATION PAKENHAM PICNIC

Pakenham Racecourse, Racecourse Road, Pakenham, Melway Ref 317 G8. Time: 10am till 3pm. Hosted by The Dandenong Valley Historic Car Club Inc. Food, tea and coffee are available but you may prefer to bring along a picnic lunch. It will be beneficial to both the club and the members to gather at the racecourse in an area reserved for the club. Please make sure Ray Broatch is notified on 0418 359 542 of your intention to attend so that he can reserve an area large enough to accommodate the number of vehicles present. FREE entry for all vehicles 25 years and older. Red plates eligible. FREE raffle ticket for every eligible vehicle on display. Prizes include automotive related products. Hobby and craft displays for the ladies.

May 1st, 2nd, 3rd & 4th
FRI., SAT. & SUNDAY.
MONDAY optional leave
Sunday 3rd if preferred.



BRIGHT AUTUMN FESTIVAL 2009

(See promotion for this event opposite).

May 8th
FRIDAY



EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Dingley Village Neighbourhood Centre, 31b Marcus Road, Dingley. Melway Ref: 88 F 6. Meeting starts 8pm sharp.

May 9th
SATURDAY



GEELONG AND OUTLYING AREA TOUR

This tour is being organised by club president Harry Beckwith in conjunction with the Ford Discovery Centre. At least two utes and twelve vehicles are desired. For full details please contact Harry on 9744 4886 at your earliest convenience.

June 5th
FRIDAY



EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Dingley Village Neighbourhood Centre, 31b Marcus Road, Dingley. Melway Ref: 88 F 6. Meeting starts 8pm sharp.

June 14th
SUNDAY



"NUTS AND BOLTS" DAY

Once again Alan Summergreene is hosting his "Nuts and Bolts" day at Milton Park Automotive Repairs, 6/128 Canterbury Road, Kilsyth (Melway Ref: 51 F10). Starting time will be 10am and Alan has generously agreed to provide the lunch. Part of the time may be devoted to the Nationals judging program.

July



TOM COULTER MEMORIAL LUNCHEON

The date and venue for this event are still being negotiated. Possibly on the Ballarat side of Melbourne.

August 30th
SUNDAY



FEDERATION MARONG PICNIC

Held at the Marong sports ground. This is a great day out for the car enthusiast. Includes the Federation raffle draw. Food stalls on site.

September 13th
SUNDAY



EARLY FORD V8 CLUB VIC Inc. COUNTRY MEETING

The hall has been booked in Castlemaine – more information next newsletter.

OTHER EVENTS OF INTEREST

April 5th
SUNDAY

SHANNONS AMERICAN MOTOR SHOW
Presented by the AOMC Inc. Flemington Racecourse members carpark
Melway Ref: 28 G12. Open to all vehicles manufactured in America.
Music, kids entertainment, catering available. Details 9890 0524.

April 26th
SUNDAY

ALL MAKES SWAP MEET
Combined car show and swap meet incorporating "Fabulous Fifties Fins Day". Sandown Racecourse Grandstand Reserve, 8.30am. Display cars \$10, Spectators \$8. All display cars will automatically go into the draw for \$500 petrol voucher. Owners must be present at the draw. Bookings and enquiries (03) 9890 0524.

May 17th
SUNDAY

NATIONAL MOTORING HERITAGE DAY
A tribute to Australia's Motoring Heritage. Calling on all clubs to have a high visibility.

May 17th
SUNDAY

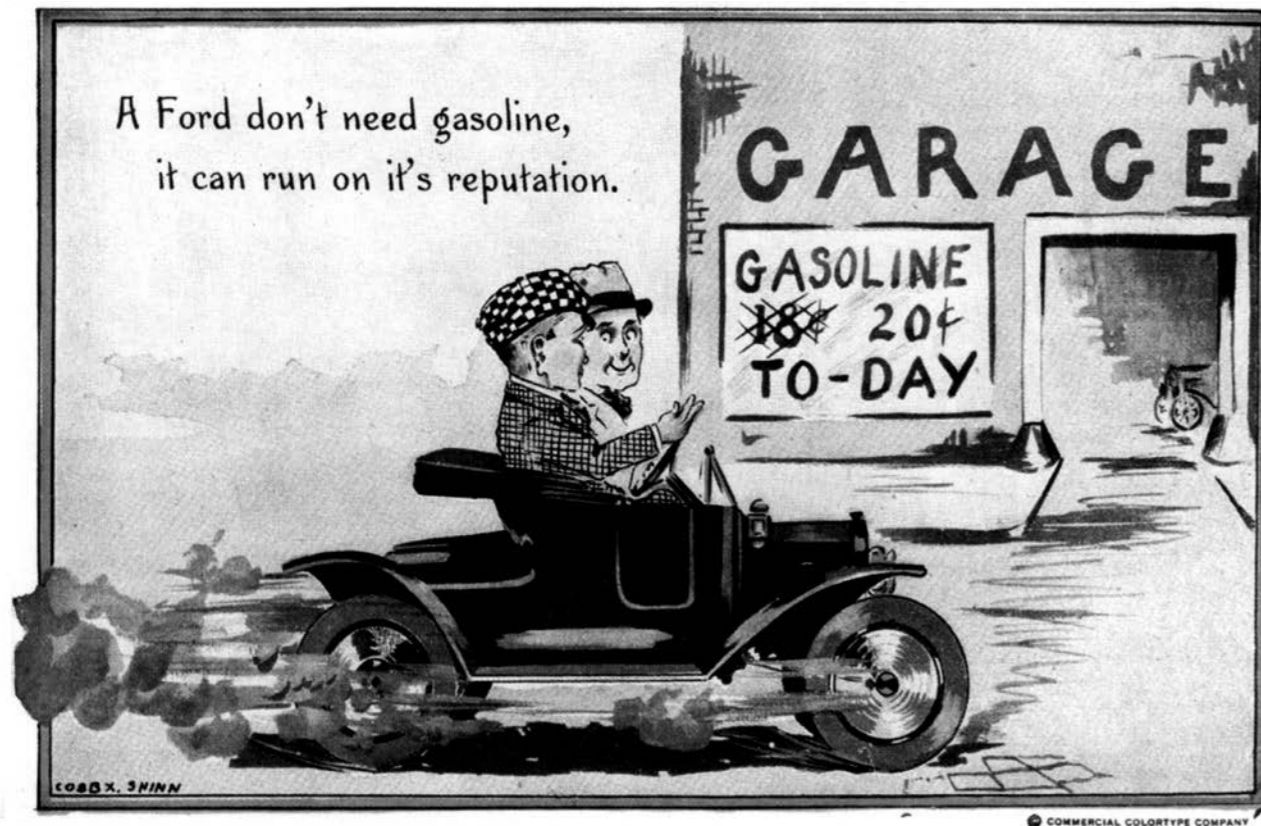
RACV CLASSIC SHOWCASE
Formerly British & European Motoring Show. Sponsored by AOMC. Open to all vehicles manufactured in England and Europe. Celebrating 60 years of the Morris Minor and 40 years of British Leyland. Flemington Racecourse members carpark. Details 9890 0524.

INVITATION TO CLUB MEMBERS

I am planning an event that some of your members may be interested in. It will be a cavalcade of cars and other vehicles, displayed on the Hume Highway at Gundagai, on the duplicated Sheahan bridge. For the past 9 months I have been employed on this \$80m construction project. The car display will be the main feature of the opening day celebrations. We are attempting to line the cars up on the bridge from the oldest, say 1904 up until 2009, the modern cars will need to be a bit out of the ordinary. There are 30 forty meter spans on the bridge (1.2 kms) and each decade of cars will be allocated two spans to display in. The opening day is most likely to be the 17th May 2009, but it is not definite yet. I have had much good fellowship with many of the E.F.V8 people of Victoria, and am a member of the NSW E.F.V8 Club. If you want to know more let me know and I will keep you posted.

Happy motoring Chris Nicholes.

My phone numbers are Mobile 0427 274 578, Home (02) 6927 4578.



V-8 Ignition

THE circuit breaker used on the Ford V-8 differs from the conventional in that the cam used has eight lobes and that one set of contact points opens the circuit, whereas the other merely closes the circuit. By this arrangement an exceptionally long "dwell" is obtained, and the necessity of synchronizing the timing of the spark for the two banks of cylinders is removed.

The need for the retard spark to prevent pinging arises at those times when the vacuum in the carburettor throat is extremely low. The need for advanced spark occurs when the vacuum in the carburettor throat is high. The Ford ignition time control is a combination of vacuum and centrifugal. As an example of how it works: should the car be travelling at a speed of 20 to 25 miles an hour, the throttle valve would be but partially open. This would restrict the passage of air into the manifold, which would result in a comparatively high vacuum in the intake manifold, causing the air in the distributor suction line to be drawn into the manifold.

Suction draws the vacuum brake piston, upwards, compressing the vacuum brake-operating spring. When the brake piston is in this position, the brake is inoperative, and the timing is automatically advanced by the centrifugal governor weights.

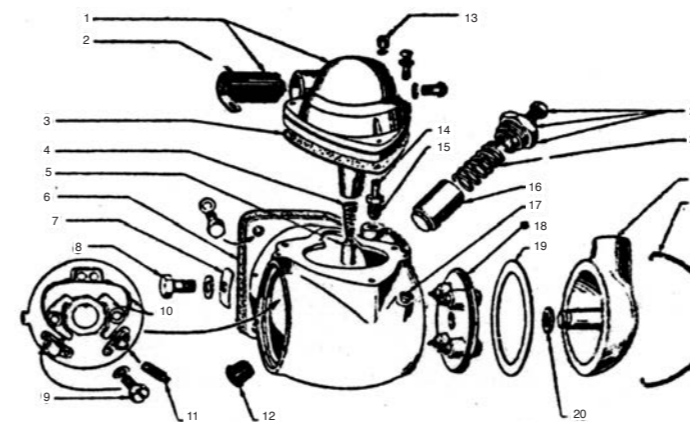
However, if the throttle valve is fully opened suddenly, the restriction to the air entering through the carburettor throat is removed, and the vacuum in the intake manifold immediately drops. The operating spring then

pushes the piston downwards against the governor plate, retarding the spark. As the engine speed increases to the speed required by the throttle-valve position, its increased demand for air again causes a partial vacuum to be formed, the air is again drawn from the suction line and the vacuum brake is again inoperative.

SETTING THE FORD V-8 BREAKER POINTS

The breaker-point arms and contact points are around an eight-lobe cam. The saturation period of the coil is given as 37 degrees; this is the distance of cam travel between the time the left hand cam closes and makes contact for the current to flow through the coil and the relative point at which the right hand contact points open and interrupt the current flow.

The ignition must be carefully adjusted; otherwise, high fuel consumption and overheating of the engine will occur. The contact points should be smooth and adjusted to .012 in., with the breaker-point arm on the high point of the cam. In conjunction with this, the spark-plug points should be adjusted to .025 in. Although there are two sets of contact points, the points are not synchronized; but both sets should have exactly the same gap. The contact-point gaps can be adjusted after removing the rubber plugs found in the housing. When setting and checking the V-8 breaker-points, the breaker-arm rubbing block must be on the extreme high point of the cam. Of course the two breaker arms are never on the high points of the cam at the same time.



Ford V-8 timer-distributor:

- (1) Coil assembly. (2) Condenser assembly. (3) Coil gasket.
- (4) Secondary brush spring. (5) Secondary brush.
- (6) Base gasket. (7) Adjusting screw washer.
- (8) Breaker plate adjusting screw. (9) Lock screw.
- (10) Breaker arm assembly. (11) Contact assembly screw.
- (12) Breaker point plug. (13) Coil terminal nut. (14) Vacuum tube.
- (15) Vacuum tube connecting nut. (16) Vacuum brake plunger.
- (17) Oil cup. (18) Terminal plate. (19) Cap gasket.
- (20) Cap retaining ring. (21) Vacuum brake.
- (22) Vacuum brake spring. (23) Distributor cap.
- (24) Cap cover bale.

Reprinted from Australian Motor Manual - August 1948



BIG DAY OUT

**No, not the Rock Festival
but something nearly as good
and just as big in the history of the club.**

By Melinda De Bolfo

ON Sunday March 1 The Early Ford V8 Club of Victoria once again ran their Family Fun Day.

The day started with Greg, Kevin and Doug arriving at the park at 7am to secure our picnic site and to barricade off parking for the cars.

A total of 101 people attended (59 adults and 42 children) and we saw a magnificent display of 18 Early Fords parked out the front.

The kids and adults all seemed to have a fantastic time, especially on the miniature railway. We were lucky enough to have the train run for a total of two hours (two separate hours).

The kids were also treated to face

painting and lolly bags, which proved to be a real hit.

The sausage sizzle fed all the hungry adults and kids who were famished after numerous rides on the train (and lots of screaming through the tunnels).

Days like this cannot run so smoothly without the incredible help from a wonderful team of people.

Special thanks to Doug and Melissa Sterry for all their help in setting up, supplying the BBQ trailer, cooking and helping to organise the day. A very, very special thanks to Melissa who helped me cut up eight kilos of onions the night before and then had to try and sleep that night with the smell of cooking onions wafting from the slow cooker. It took us three days to get the smell out of our houses.



Thank you also to Kevin and Barbara Oates for arriving early on the Sunday morning and helping to organise the parking of cars and setting up for the day.

We would also like to make special mention to Andrew Field for all his support, ideas and help in advertising this event.

Thank you to all those that helped cook on the day, those involved in the planning of this event and the people who helped set up and pack up.

And while unlike a Rock festival the event didn't go for 24 hours, for those who made the effort to attend it was certainly worth it.

Grandparents and parents are generally the ones attending the kids sporting, school and social events. So it was fantastic to see that we could bring the younger generations of our family to an event that is structured around our hobbies and interests - Early Ford V8's.

What a wonderful sight it was to see grandparents riding the train with their young grandchildren and spending quality time with their families.

Family days like this are the ones we remember. Special mention must be made in regards to the behaviour of all the children. They were all absolutely fantastic and extremely considerate of each other in regards to who was riding the train. It is not often you

can attend an event with 42 children and not hear any arguing or crying for 4 hours.

Greg and I would like to thank everyone that came and we sincerely hope you enjoyed yourself. Even though there is a lot of planning involved it is time that we enjoy contributing to the club. Once again we hope you had a great time and hopefully we will get to see you again next year. Thanks to all those people who offered their help for next year.

Melinda & Greg De Bolfo





Sunday 18th January 2009 at Mornington Racecourse



By Peter Hibbert

ANNUALLY, the RACV generously sponsor this fantastic event that attracts all manner of machinery to support fund raising for the Peter MacCallum Cancer Centre (aka 'Peter Mac'). The rally is supported by many of the E.F.V8 club members and this time, no different. See list of attendees and their Fords.

Last year, the event raised \$45,000 for Peter Mac cancer research. **WOW!**

A special note of thanks to the All British Car Club for as previously, the same familiar faces guiding us along the way with marshals etc.

A guest pass was included to take a friend along free of charge.

The day was open to the many attending public for a small admission charge.

The majority of rally vehicles assembled at Stud Park Shopping Centre where a free sausage sizzle/tea/coffee breakfast was enjoyed with flag off by TV personality John Woods at 9.30am. A large group of vehicles left from Melbourne's Docklands precinct from the Fox Classic Car Collection car park while many others from further south made their journey directly to the racecourse.

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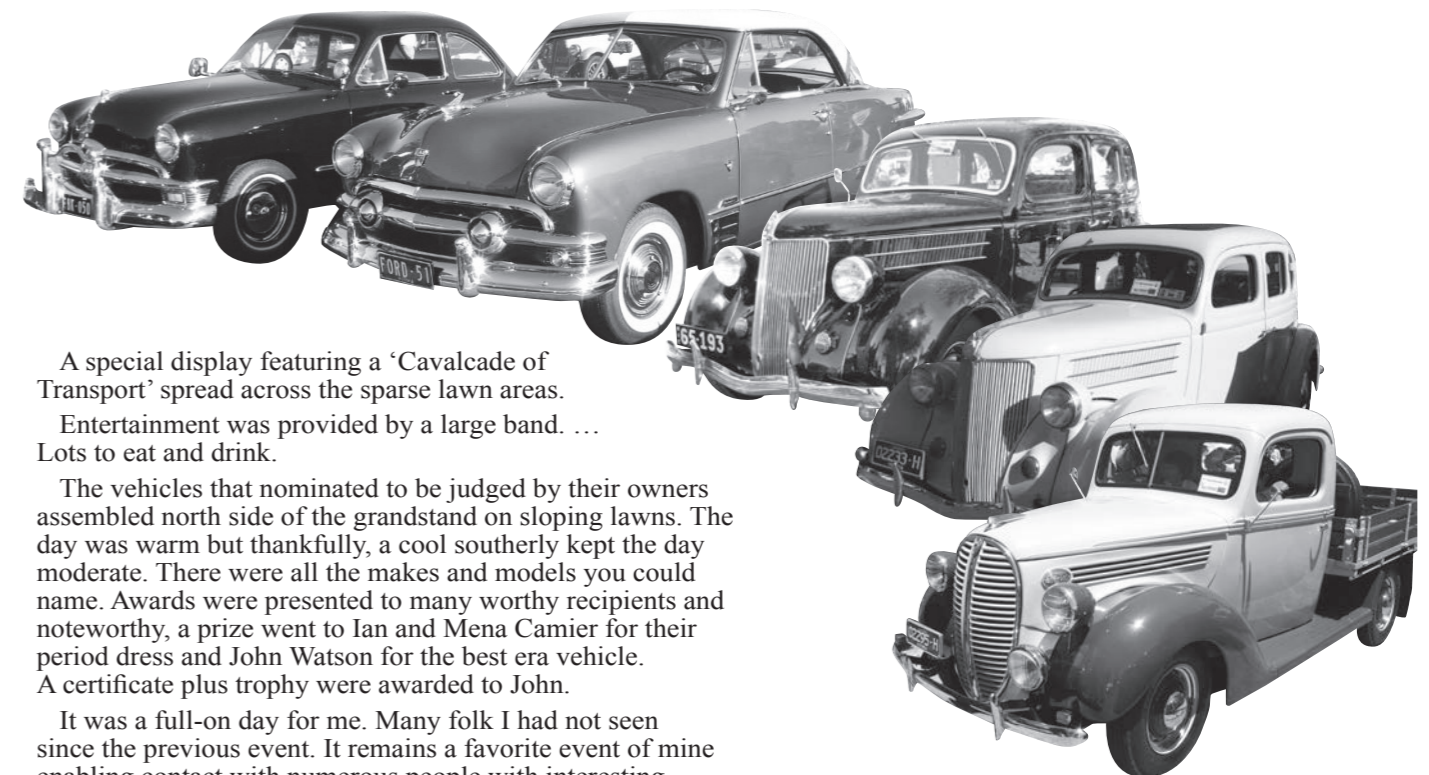


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A special display featuring a 'Cavalcade of Transport' spread across the sparse lawn areas.

Entertainment was provided by a large band. ... Lots to eat and drink.

The vehicles that nominated to be judged by their owners assembled north side of the grandstand on sloping lawns. The day was warm but thankfully, a cool southerly kept the day moderate. There were all the makes and models you could name. Awards were presented to many worthy recipients and noteworthy, a prize went to Ian and Mena Camier for their period dress and John Watson for the best era vehicle. A certificate plus trophy were awarded to John.

It was a full-on day for me. Many folk I had not seen since the previous event. It remains a favorite event of mine enabling contact with numerous people with interesting conversations. Many headed home around 3.30pm.

A special note of appreciation to Pat Douglas, the All British Car Club and the many, many willing volunteers seen assisting Pat throughout the planning and on the day. It is an enormous responsibility to organize such a great rally.

Every entrant received a 'Participation Plate' donated by Lexus of Brighton.

Hope to see many more of you there next year?

- Peter Hibbert, Club Secretary.

RACV Great Australian Rally EFV8 Club members attendee list

1. 1936 Ford Sedan. Ian & Mena Camier.
 2. 1936 Ford Sedan. Tony & Shirley Howard.
 3. 1938 Ford light truck. John Spence.
 4. 1939 Ford Convertible. Eric Crombie.
 5. 1946 Ford Freighter Utility. Don Urquhart.
 6. 1947 Ford Sedan. Leon & Judy Cousins.
 7. 1947 Mercury Sedan. Ian Sword & friend.
 8. 1947 Mercury Convertible. Ron & Margaret Baldwin.
 9. 1950 Ford Coupe. Alan Summergreene.
 10. 1951 Ford Victoria Coupe. Peter Hibbert.
 11. 1951 Ford Convertible. Vin Gallichio.
 12. 1952 Ford Sunliner Convertible. Jeff Coelho.
 13. 1952 Ford Courier Sedan Delivery. John Watson.
 14. 1953 Ford Utility. Alan Wilson & friend Joan.
 15. 1954 Ford Victoria Coupe. Vin Gallichio.
- Apology to those missed.

Other members without early Fords:
John Provis, Charlie Cassar, Kevin Oates & Bill Hall.
Kevin Oates arrived in the fire tender.
Awards presented: Ian & Mena Camier for period attire.
John Watson: Era top vehicle.



John Watson (right) wins the award for era top vehicle



Club member Kevin Oates arrives in a fire engine.



The club tent was easy to spot with the Ford flag flying high and the beautiful 1946 Sedan parked out front.



Keith MacKinlay, Ray Broatch, Alan Summergreene and Mark Border enjoyed the pleasantry of the club tent for a lunch time break.

AT THE SWAP IN BALLARAT

PLENTY TO CONTEMPLATE



Rather nice.



29 A model \$2700.



Pedal power toy Ford \$3000.



Sold for \$7950.



Another A model \$5800.



Star model ute \$7000.



28 Ford tray \$27,000.



Interesting to look at.



I think I've seen these before somewhere.



Looked reasonable from below.



A nice 42 Jailbar for sale.



A few Early Ford items could be searched out from amongst the dry grass.

The 1948 Mercury 114

A super rare Mercury

By Glen McClelland



GLEN and Brian McClelland responded to an advert in May 2004 for an unrestored 1948 Mercury 114X Business coupe and eventually bought the car.

The car had previously been imported to Australia some years before they purchased it.

After looking at records from Canada it was confirmed that only 55 Mercury 114X Business coupes were produced in 1948. The low production number was partly explained because the 1949 Mercury's were introduced in mid 1948.

They were aware this attractive model was rare in Australia and this car had a basically good body with only one front fender and running boards requiring replacement and small rust repairs needed in the left front sill. All other panels were original, straight and rust free. However the Mercury needed a full restoration.

After getting it home the car was stripped and the chassis removed.

The restoration was over a 5 year period on a casual part time basis. In the process of restoration they converted it from left to right hand drive and had the original dash cut and mig welded.

With the price of brake drums relatively high they converted it to disc brakes on the front using original hubs and stubs.

The original style 59A motor was fully reconditioned. They fitted a 1947 Mercury Ute rear axle to the car with open driveshaft which gave opportunity to fit a 49 Mercury overdrive. They had this overdrive for some years and were aware it bolted straight up to the original style V8 block (59A).

Continued page 16

Picking up the Mercury after purchase





Chassis preparation



In the spray booth



The Mercury body is stripped.



Mercury in primer



The Mercury is on the way to be painted

Continued from page 15

Over a period of time the panels were carefully prepared for painting. They were fortunate to buy a NOS left front fender at a swap meet.

During March 2008 they hired a spray booth in Bayswater and Darren McClelland (Brian's son) sprayed the car the original Calvert blue colour in 2 pak Glasuit 21 line.

The interior was the next task and a local Frankston trimmer did a great job in completing the trim.

The original style wheels were widened to six inches to allow for radial ply tyres.

The restoration was completed and the car entered in the 2009 Hot Rod Show at the Melbourne Exhibition Buildings.

Their plan now is to drive and enjoy the car before commencing another project.



A smaller sized Canadian Mercury

THE Canadian Ford company introduced the Mercury range with the 1939 models and Ford dealers across Canada sold both Ford and Mercury vehicles.

After world war 11, Ford of Canada split their dealer networks into two divisions with existing dealers selling mainly Ford products. A new branch of dealers sold Mercurys, imported Lincolns and Mercury trucks.

Because Ford was in the lower priced field, they were more popular in Canada than the medium priced Mercury's.

So that the new Mercury dealers could have a range of vehicles in the popular low price field, a smaller lower priced Mercury was produced in Canada only during the 1946-48 models.

This car was available in four door sedan, two door sedan, club coupe, business coupe, convertible and wagon.

The new Mercury was given the designation of "114" (with reference to wheelbase in inches). This set it apart from the larger 118 inch wheelbase full size Mercury's. Although the wheelbase was four inches shorter than the full sized Mercury the mechanicals were the same including engine, gearbox, differential, suspension, steering and brakes.

The major mechanical difference was the length of the steering box to cater for the longer wheelbase on the 118 Mercurys. The new Mercury 114 shared the same wheelbase as the Ford and all bolt on panels were the same as Ford.

However differences were made to the grill and side mouldings.

Consistent with the larger Mercury's the 114 line had two mouldings on the front and rear fenders.

The grill did share the same vertical die cast portions in the centre of the grill. However the upper and lower parts of the grill were different between the 114 and 118 Mercurys.

Ford had a deluxe version and a super deluxe option with small up market differences.



The 114 Mercurys also had an up market version with the name of "114X".

Ford of Canada did not continue with the 114 title after 1948 but did continue with a smaller Mercury model from 1949 and called it "Meteor".

We Australians are grateful for our attractive looking star model Customline which used the grill and many mouldings from the Canadian 1955 Meteor.

Further details of Mercury 114s can be viewed in Restored Cars magazine No 167 where an article was featured on a Mercury 114X sedan coupe. The Ford Motor Company Canada - (Heritage - pre war Fords - Mercury 114) website also has additional information.



March/April 2009

38th Ballarat Begonia Rally 2009



Presented by The Vintage &
Classic Car Club Ballarat Inc



By Andrew Field

FRIDAY FEBRUARY 13th –
SUNDAY FEBRUARY 15th, 2009

A weekend to remember

UNFORTUNATELY I was unable to make the Friday night BBQ and registration so it was bright and early on Saturday morning when John Provis and I departed for the Begonia Rally in his beautiful red 1948 Dodge Convertible.

The weather was definitely in our favour although a little chilly necessitating the top to be kept closed for the trip along the highway to Ballarat.

After a short stop for coffee at a local shopping centre we headed into the city centre to join with over ninety other rally participants in the gardens surrounding the now dry Lake Wendouree. Here we collected our rally bags and settled down in the rotunda to enjoy a BBQ chicken pack for lunch.

Once again the vehicles of The Early Ford V8 Club made a great impression parked together under the trees.

Next on my agenda was a quick inspection and chat to some of the owners of the many vehicles on display ranging from a 1910 15hp Austin through to the 1983 Holden Brock Commodore. I was particularly attracted to the 1977 Triumph Stag and the little Jowett Bradford.

VCCC Club President Mark Border (left) and Ray Broatch in deep discussion during the Rally.



The rotunda proved a popular spot for some members to get out of the sun for a while and eat their BBQ chicken lunch.

With lunch over and my appetite well satisfied we folded down the top of the Dodge and headed off in convoy following the many rally marshals directions through the rolling hills to Lal Lal Estate at Yendon, a magnificent family homestead owned by the Fiskens family for over a century.



There was plenty of parking under the shade of the trees at Lal Lal Estate.

Here we enjoyed the beautiful rambling gardens and strolled down to the lake to admire the wonderful views while eating home made cookies under the shade of the eucalyptus trees or on the wide verandahs surrounding the house. This was a most peaceful way to spend an afternoon, well away from the usual hustle and bustle of computers and plasma TV's.

Begrudgingly by about 4pm it was back to the motel for a quick "power" nap and freshen up prior to boarding the bus for the evening Dinner Dance at the Sebastopol Bowling Club.

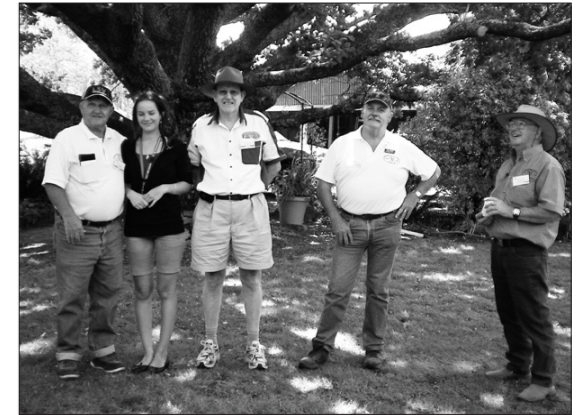
Around 7.30pm everyone had arrived and settled in. The festivities began with a delicious three course roast dinner being served while the entertainment duo warmed up the group with some great music.

It wasn't long before my feet started tapping and I watched as a few couples tentatively made their way onto the dance floor. Not having a partner proved to be no problem, club member Harry Gunther's granddaughter Stephanie was quickly persuaded to be taught the basics of rock 'n' roll by this senior citizen and we even won the first spot prize of the night for our efforts. After a short break to recover my breath, Stephanie again consented to join me when it came to dancing some of the the old time dances like the Evening Three Step during the next few dance brackets.

I'm sure everyone enjoyed this great evening of friendship to recount to other club members who were unable to attend.

Continued page 20

It wasn't hard to find a spot to relax and forget about the problems of the world for a while.



Small groups of Early Ford Club members could be found enjoying the lovely gardens surrounding the Lal Lal homestead.





Ballarat Bird World had not been visited before by many of our club members.

Continued from page 19

Sunday morning was another early start when, still exhausted from the previous night's dancing, I joined some of the club members and their partners for breakfast at the motel.

By about 10.30am we were on our way to the VCCC club rooms for another morning tea of home made cakes and scones while checking out in more detail the various well presented VCCC club vehicles as they entered ready for the visit to Ballarat Bird World.

This tour again was another well marshalled trip through the outskirts of Ballarat and the parking was overflowing with some making use of the street alongside the main entrance carpark.

On arrival it wasn't long before we found ourselves walking along the shady raised tree top decking observing the display of over 200 Australian and overseas birds. The many cockatoos like the Gang-Gang and Yellow Tailed were certainly the major draw card with some members electing to venture into the cages for a more personal and up front encounter. Most people like

The VCCC Club kept everyone smiling with a delicious morning tea.



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myself though couldn't resist the temptation to say "Hello Cocky" hoping to hear a resounding reply.

After enjoying another morning of glorious weather and the tour around this attraction we departed for Moorshead Park and Greyhound Racing complex for another delicious roast lunch while enjoying the trophy presentations and drawing of the raffle prizes.

Three of the members of our club were well deserved recipients of trophies while quite a few others including myself won raffle prizes.

What a great weekend!

Wonderful weather, good company, fantastic vehicles, evening entertainment, breakfast, morning and afternoon teas and three roast meals in just over a day and a half, what more could I ask for!!

THE EARLY FORD CLUB ENTRANTS

- Leon & Judy Cousins**
1947 Fordor Super Deluxe
- Harry Gunther & granddaughter Stephanie**
1946 Ford Convertible
- Daryl & Jenny Crawley**
1935 Ford Sedan
- Mark & Gayle Border**
1936 Ford Sedan
- Peter & Sandra Hibbert**
1950 Mercury Sedan
- Mick & Val Wane**
- Ray & Eileen Broatch**
1939 Ford Sloper
- Graeme & Pam McCubbin**
1940 Ford
- Jim & Lorraine Stewart**
1939 Mercury Sedan
- Eric & Jenny Crombie**
1939 Convertible Coupe
- Keith, Lynette & Natalie MacKinlay**
1932 Ford
- John Provis**
1948 Dodge Convertible
- Andrew Field**

I know it's not a Ford!! But I couldn't resist the temptation to include a photo of the beautiful 48 Dodge Convertible belonging to John Provis that so ably transported me during the rally.



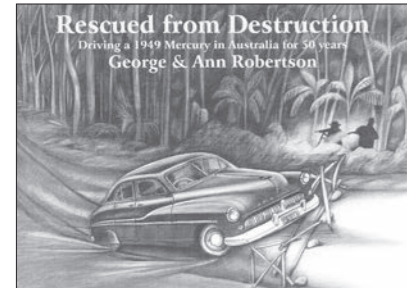
Club winners

Harry Gunther is congratulated by his granddaughter Stephanie on receiving the Presidents choice RACV trophy for his 1946 Convertible.

Graeme McCubbin and wife Pam received the LSV Trophy for their 1940 Ford.

Peter and Sandra Hibbert received the Most Popular Vehicle 1943-1950 trophy for their 1950 Mercury Sedan.

LAUNCH SUCCESS



THE launch of "Rescued From Destruction" was remarkable! Who knows what such an event should be like? A lot of back-slapping, innuendos, speakers and book sales – if you are

lucky! Well, this launch wasn't quite like that.

The Robertson's advertised the date as Saturday, January 31, but on the days prior and the morning of the launch received more than 26 apologies. The extremely hot weather and country folk feeling they had to stay home to protect their properties took its toll.

However, with the weather being a little cooler, more than fifty people still rolled up together with some very interesting vehicles including a beautiful black 1947 Mercury belonging to Harry Gunther, Alan Godenzi's 1962 Ford Galaxie Hardtop Coupe and the Duncanson's 1950 green Mercury Coupe. (The 1947 Mercury once grey and the Galaxie once a darker maroon had both been owned and worked by the Robertson family some years earlier).

George and Ann's beautiful blue and silver 1949 Mercury² and a 1940 Packard Convertible Coupe owned by Trevor Griffiths were parked on the front lawn (sorry - dead grass!) and there was plenty to admire under the

glorious Banksias and NSW Coral tree overlooking Port Phillip Bay while consuming ice cold beverages. Visitors were well fed and by the time the weather had heated up, most could be found in the comfort of the air conditioned family sitting room waiting for formalities to begin.

George's made a wonderful welcoming speech followed by Ann reading from her favourite book chapter detailing their first Mercury¹ charging through the Malayan communist road block in 1950. Members of the Early Ford Club of Victoria - Harry Gunther (Vice President) and Andrew Field (newsletter editor) were entertaining and supportive, giving all much pleasure with their short talks.

Three of the Robertson family, Frank, Katrina and Jean then encompassed memory lane, having survived many Mercury adventures over the years.

Book sales are good so far and it is hoped they will continue in a similar vein.

Picture: Gary Sissons, The Mornington & Southern Peninsula Mail



Vintage Funeral Coaches Victoria

When someone's passion is old Fords, isn't it only fitting that their last journey is in an old Ford? We don't like to think about the passing of our fellow Club Members, but it's a sad fact of life.

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WALLY & JOYCE'S LOSS

I refer of course to the bushfires that have rocked Southern Victoria during February.

It was news all around the world, for all the wrong reasons.

No one can put a value on a single lost life, burnt out homes and businesses, or the numerous collector cars in garages and sheds that have also been lost.

I have been advised by our friend, Eddie Ford, who lives in Newstead, Victoria, that the Wally Martin Ford Collection at Kinglake has been destroyed in these disastrous bush fire storms.

All the members of The Early Ford V8 Club were saddened to learn of Wally and Joyce Martin's devastating loss of their life long passion for collecting automobiles.

Eddie featured Wally's collection in his publication, "Restored Cars Magazine" a few years ago.

NEW CLUB MEMBERS

Tony Barnes Romsey, Victoria 1935 Fordor Touring Sedan	Fred Astell Airport West, Victoria 1939 Mercury Sedan 1934 Coupe
Rick 'Hoey' Beljan Pasco Vale South, Victoria 1949 Custom Coupe 1933 Roadster	

OOPS!

Apologies are due to any members who tried to attend the RACV Classic showcase at the National Steam Centre in Scoresby. The RACV changed the date and venue for this event from 1st March to 17th May at Flemington Racecourse Members Car Park and unfortunately your editor was not informed.



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1953 Mainline Coupe, resto started, rare 6 cyl manual, 100% complete. New trim, wiring loom, brakes, tyres. R.H.D. Needs paint finishing. \$24,500. Contact Alan Wilson (03) 9801 7076.

FOR SALE

Best offer - Cusso parts

- 1 3/4 inch racing cam for early Ford (Not for 8BA)
 - 1 Boot lid for Mercury 50's
 - 1 Gear box for Customline
 - 3 Starter motors
 - 3 Tail shafts
 - 4 Bell housings
 - 2 Fly wheels
 - 2 Petrol pump kits
 - 1 55 Tail light lense (New \$20)
 - 1 Piston 045 (New)
- Complete distributor (New)
Contact Chris Seymour 5823 1511

(2)

FOR SALE

Parts for sale: 1949 ute parts, 1951 twin spinner parts. Contact Alan 0417 030 032, (03) 5449 7125.

(3)

FOR SALE

EARLY FORD V8 S/V FLAT HEAD ENGINE. 21 stud complete engine (bore size unknown) from flywheel to crank pulley, carby to sump cover. Was running but present condition unknown. Mounted on a robust steel stand. Need an engine crane with trailer or ute to load. \$350. OBO.

(3)

EARLY FORD ENGINE BLOCK. 3.047 bore, 24 stud complete with head studs and some parts. Condition unknown. \$150 OBO.

EARLY FORD CRANKSHAFTS. An assortment of good cranks to select from. Some new, some slightly used, some undersize but OK. Each, \$180 (new), \$120 (used).

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FOR SALE

1935 FORD SEDAN, (with boot). Very good condition, original motor and gear box, 39 diff and hydraulic brakes. Dark blue with red wheels.

(1)

Also second set of wheels and radial tyres and box trailer to suit old Ford also with 35 wire wheels. Consider swaping for early Ford s/v ute in similar condition.
Chris Nicholes, Wagga Ph: 0427 274 578 AH: (02) 6927 4578.

FOR SALE

1947 Jailbar Ford V8 - 6 ton truck - Restorable. \$2500. Contact Des O'Dwyer, 1207 Numurkah Rd, Katunga, 3640 or phone - Home: (03) 5864 6349 Mobile: 0404 066 349.

(3)

FOR SALE

Tyres for sale. Five (80% plus). Firestone Deluxe Champion Super Baloon. 6.70-16. \$500 for the five. They are \$310 each to buy new. Contact Charlie Cassar 5975 3242. Member 390.

(1)

FOR SALE

"Be a winner in your Spinner".
1 pair of 1949 repaired and rechromed front bumper overriders. Excellent condition. \$150. Rick 0414 626 353.

(3)

WANTED

1950 Ford ute parts: Front RH parker chrome piece, dashboard, door locks and window winders, hood ornament, chrome door and body pieces, front stabilizer bar, canopy bars, door and window rubbers, hand brake, steering wheel, left and right hand water pumps.
Contact Alan (03) 5449 7125, 0417 030 032.

(3)

FOR SALE

1935 FORD V8 PHAETON. Colour: Ford Port Wine. All metal body (no filler), alloy heads, leather seats & vinyl trim. Registration: BOE525. Registration expiry: 3rd November 2009. Tyres in excellent condition, vehicle has not been driven for 15 months. Price: \$50,000
Contact: Bill Nicoll. Day: (03) 9614 6336, A/H: (03) 9543 1125
Email: silverwind@pacific.net.au Member 21.

(1)

WANTED

Handbrake cable for 53 Ford. Contact Chris Seymour 5823 1511.

(3)

WANTED

1946-1948 Ford or Mercury oval rear window stainless steel moulding with joiner clip.
Any body parts available for 1947 Ford Tudor. All offers appreciated and responded to.
Contact: Peter Hibbert, Victoria.
(03) 9800 1222. Mob. 0419 800 122.
E-mail: phibbert@swiftdsl.com.au

(3)

WANTED

Early Ford V8 Hop Up Gear.
Seeking 4" Mercury Crank suitable for 59A engine. What else have you got? Anything considered.
Tony Richards 0417 341 001 or email
Anthony.Richards@defence.gov.au

(3)

WANTED

Parts for 1937 Ford Coupe.
1. Bracket to hold front radius rod ball to the chassis.
2. Drag link with or without ball joints.
3. Set of original style shock absorbers (2 front and 2 rear).
Contact Rob Brooker 9307 1300 or 0410 699 425.

(2)

WANTED

I am keen to purchase a 1934 Ford sedan with a side valve V8 engine, all in a reasonable original condition (not rodded). A 4 door sedan is preferred, however if a 2 door Tudor is available to my liking, I am prepared to pay a reasonable cash price for the right vehicle.
Contact: Ross Eastwood: (03) 9707 3379. Mob: 0418 551 658
E-mail: rossndi@primusonline.com.au

(2)

WANTED

2 Bumper over riders to suit 1939-1940 V8
Contact Graeme McCubbin (03) 9744 2240. Member 200.

(1)

WANTED

1950 Custom (single spinner) Fordor body. Not too rusty and left rear door.
Contact Andrew (03) 5996 5192 evenings. Member 419.

(3)

PLEASE find enclosed a photo of my 1936 Ford Roadster which I have been restoring for the past 7 years.
I purchased the vehicle in November 2001 from a gentleman who had stripped it for restoration but due to illness could not continue.
Upon receiving the vehicle I commenced to put the car together to see where parts went and what was missing. Rust was in the usual places - floor, across the back, bottom of cowl etc. With the help of a good friend who just happened to be a panel beater all the rust was cut out and plated. All the original timbers were used apart from the hood timber.
When I purchased the car, I was told the motor had only done approx 1000 miles from a rebuild, so the motor runs well. My father, a Ford mechanic of approx 50 years rebuilt the gearbox. The diff was in good condition.
I am short of a few parts to finish the car. If anyone can help it would be greatly appreciated.
Parts needed: Steering column bracket/lock, set of 36 horns, 2 rear shock absorbers with arms (through the chassis type), glove box lid.
Also any information on how many '36' Roadsters were built.
My contact number is 0417 917 557
Yours faithfully
Greg Purser.
Member No 412

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1950 Lincoln with first bubble top – President Eisenhower's idea.



1953 Cadillac Eldorado – President Eisenhower.



1961 Continental X100 – President Kennedy was shot in this vehicle.



1972 Lincoln – Presidents Nixon, Ford, Carter and Reagan.



1983 Cadillac – President Reagan.



1989 Lincoln – President George H. W. Bush.



1993 Cadillac – President Clinton.



2001 Cadillac DTS – President George W. Bush.

A FORD FINAL CRUNCH



Oh no . . . it's a Ford!!!

MEMBERS – ARTICLES ARE NEEDED FOR YOUR NEWSLETTER

Dig out all those stories and photos of old Fords, technical, humorous or personal experiences and send them to:

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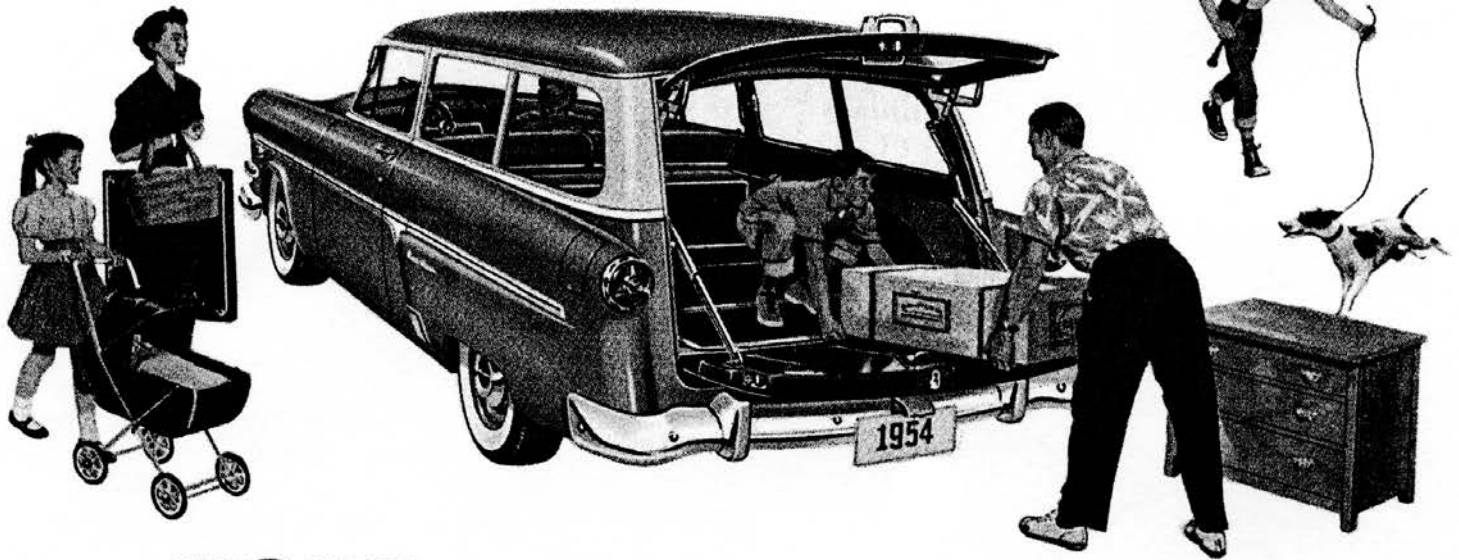
Note: New email address

**FINAL COPY DEADLINE FOR THE MAY/JUNE 2009 NEWSLETTER
MAY 16, 2009**

Members please make an effort to attend club meetings. New faces and new ideas welcomed. Let's see more members and their early Fords at Club outings. Remember, you make the club.

TREASURERS' REPORTS AND CLUB MINUTES ARE AVAILABLE TO ANY FINANCIAL MEMBER FOR VIEWING AT GENERAL MEETINGS BY CONSULTING THE APPROPRIATE COMMITTEE MEMBER.

There's always room for one more



in a FORD Ranch Wagon!

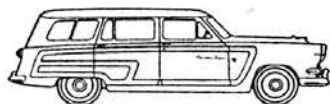


The Customline Ranch Wagon

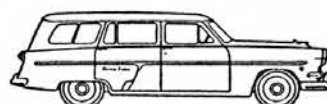
Now four Ford quick-change artists...and each with the smooth, agile "Go" of Ford's modern V-8 engine!

If your family's young and rambling, you'll find room aplenty in Ford's new Mainline or Customline Ranch Wagons. Both are 6-passengers big, yet convert to cargo haulers by merely folding the "stowaway" seat into the floor. Ford also offers the 4-door, 8-passenger Country Squire and Country Sedan.

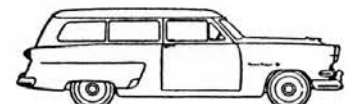
No matter which Ford "wagon" suits your needs, you may have the most modern V-8 engine in the industry (or most modern Six, if you prefer) . . . new Ball-Joint Front Suspension . . . colorful new interiors . . . and a host of other "Worth More" advantages which make Ford your *smartest* station wagon buy!



The Crestline Country Squire



The Customline Country Sedan



The Mainline Ranch Wagon

Worth More when you buy it . . . Worth More when you sell it!