

The Side Valve Times

May/June 2009

Volume 26 No. 3

The Early Ford V8 Club Victoria Inc.



Club member Eric Crombie won a trophy for this beautiful '39 Convertible at the Beechworth 'Old Cranks Car Club' street display during the Bright Autumn Festival.

Read the Beautiful Bright story on pages 10-14.

Inside This Issue

- ◆ Upcoming Events
- ◆ RACV Fly the Flag Tour
- ◆ American Motor Show
- ◆ Pakenham Picnic



- ◆ Beautiful Bright
- ◆ Technical Tips
- ◆ Club Permit Scheme
- ◆ Just for a laugh



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.

NEXT GENERAL MEETING – FRIDAY, JUNE 5, 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
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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

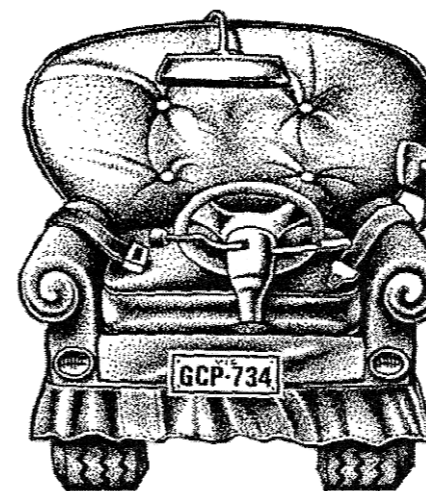
CLUB APPAREL & SOUVENIRS

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 ...**

AT the May general meeting the report relating to the Bright Autumn Festival left no doubt in the minds of those members who did not attend, that it was a most enjoyable weekend. Sixty plus members, family and friends accompanied by over twenty Fords of the correct era plus some moderns attended the event. The drive both to and from Bright, the official parade, the evening meal and entertainment, the Sunday trip to Beechworth coupled with the time spent enjoying the company of other club members, made this an unforgettable time. Special thanks must be extended to Mr Jim Stewart who instigated the weekend and the team of members who so ably assisted him.

A week later eleven Fords from the club participated in the City of Geelong "Connecting Identities . . . Mouth to Mountain" event. This comprised of five separate relays commencing at the mouth of the Barwon River to the gates of the You Yang's (See page 9 for a further report).

June 14 is our annual Nuts'n'Bolts/Judging Day at Milton Park Automotive Repairs. This year it will include a mini swap, so if you have any 'treasures' or 'stuff' bring it along, you never know what you may sell it, or swap it for. A representative from ABS Auto Brake Service will be in attendance to give a short address, he will answer any questions asked. Lunch will be provided with the all-popular BBQ.

Our membership continues to grow, each meeting we vote new comers into our club. This reflects highly on the members who are extolling the virtues of a happy club. An outstanding example was raised at the May meeting. It was reported that our editor Mr Andrew Field is extremely busy preparing the Side Valve V8 Times and hasn't sufficient skills to work on his 1936 Ford, so a contingent have volunteered to make a day and assist. It does reflect the camaraderie that is inherent in this our club.

Don't forget to mark July 12 on your calendar, the Tom Coulter Luncheon is being held at Kinglake National Park Hotel's Lawson's Restaurant. Our social co-ordinator has been extremely active organising our social life. Please check the events section within the club magazine for further details.

Until the next issue.

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

'When business becomes so big that its bigness is a tax upon the community, instead of a service to the community, the decreasing patronage of the people becomes an effective check.'

**THE EARLY FORD V8 CLUB OF VICTORIA INC
GENERAL MEETING MAY 2009**

Minutes of the General Meeting convened at the Dingley Village Neighbourhood Centre, Marcus Road, Dingley on Friday May 8th 2009.

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

MEMBERS PRESENT: As per attendance register (30)+(1).
VISITORS/GUESTS: Mrs D Nettleton.

APOLOGIES TENDERED: Messrs: J Pierce, I Camier, L Hatch, M Hibbert, J Gladstone, J Watson, G De Bolfo, K Moir, K Murie, L Cousens and D Weatherhead.

MINUTES OF THE PREVIOUS MEETING:
(3rd April 2009.) The President read the minutes of the previous meeting to the members, it was agreed these were a true account. Moved A Summergreene. Seconded. B Lucey.

BUSINESS ARISING: None raised

CORRESPONDENCE INWARD:

Helen Miller. Vacation and address list.
E.F.V8 Club America. February board meeting minutes. Wintersun auction. Goodwin Park, June 7th Main Street. The Rochford Experience. Promotion, lunch at winery. Clarinda Centre, Hall hire quote. Events Tasmania. Grant and incentive promotion. Creswick Classic Car Day. Sunday 17th May. Ray Broatch. Tom Coulter Luncheon at Kinglake. Sue MacFarlane-Carrington. Aged care Early Ford visit. Paul Elliot (#347). Notification of his death. Macedon & District Ranges Motor Club. Survey re Hanging Rock. Neil Smith to president. Financial/Tax Returns required. Goddard Elliot (Solicitors) for N Smith to president. As above.

NEWSLETTERS: APRIL

Swan Hill Vintage/Classic Vehicle Club.
Classic M/Club Wagga.
Early Ford V8 Club Vancouver.
Early Ford V8 Club Northern NZ.
Early Ford V8 Club SA.
Early Ford V8 Club Qld.

CORRESPONDENCE OUTWARD:

Committee of Management re Dingley Hall hire. Vernon Tanner. Return of archive material. Brimbank Shopping Centre (Ebru Kurt) \$200 Donation for Christmas function. Col Farnham regarding `37/38 Ute for restoration. Brian and Julie Adams. National Event queries/resolution.

REPORTS:

TREASURER:

The Treasurer Mr Wane related on the financial matter and details for the preceding month.

Opening balance \$8,906.22

Income Included

Annual subs inc new members
Special effort, March meeting
Total Income \$41.00

Expenditure Included

Unpresented cheques (Oct, Nov and Jan)
Ballarat and Bendigo Swap, (Replacement cheques) Federation
Total Expenditure \$1,640.66

Bank Charges as per Bank Statement \$ Nil
Balance at 30-4-2009 Estimated \$ 7,306.56

The opportunity was given to ask questions of the treasurer relating to his report. The Treasurer then moved his report be accepted, Seconded. B. Felsovary. Motion carried.

MEMBERSHIP:

In the absence of Mr Camier the President related that there are currently 182 financial members, with three applications for consideration. The following persons Mr Colin Stewart (former member) of Poowong, Mr John Miall of Somerville, Mr Rick Lynch of Essendon Each application was dealt with individually, all were accepted unanimously. We warmly welcome new members into our club and hope their association with us is both long and happy. We now have 185 financial members.

SOCIAL CO-ORDINATOR

Mr Broatch, has investigated venues for the Tom Coulter Luncheon and announced the venue is the Kinglake National Park Hotel (Lawsons Restaurant) on Sunday 12th July (See the club newsletter for further details). The Pakenham Picnic had 15 members/cars attend, it was a great day.

The Bright Autumn Festival was a huge success. Mr Jim Stewart gave a précis of the weekend. A resounding ovation was given to Jim and the folk who helped him make the weekend such a wonderful event.

June has both the Echuca Steam Rally for those who wish to attend and the Nuts'n'Bolts/Judging Day at Alan Summergreene's business premises, this will also include a mini swap meet. A representative from ABS Brakes will be available, and a BBQ lunch provided.

August has the Picnic at Marong, September the Country Meeting at Castlemaine and finally October, the Cora Lynn Show'n'shine.

Ray also requested ideas for the Christmas function with possible venues, please consider this and direct your suggestions to Ray for consideration.

WELFARE:

Mr John Provis commented since taking this position his initial tasks have involved the deaths of former members Roy Copeland and Paul Elliot. John re-inforced that if members were aware of 'sickies' please advise him.

GENERAL BUSINESS:

Email addresses: The President related that Mr Ross Eastwood raised the matter of including email addresses in the annual newsletter contact list. This lead to discussion of the privacy provisions. The Executive are aware of this matter and at the Committee of Management meeting this was raised, it was agreed the renewal notices will include this request. The editor Mr A Field commented he would be able to include these details if required. The President related that there was nothing to stop members exchanging their personal details amongst themselves.

MOUTH TO MOUNTAIN ACTIVITY

The President related that he had contacted the club members who had volunteered to attend the Mouth to Mountain the following day (Saturday 9th May). He elaborated on the itinerary and looked forward to seeing all of them at the Ford Discovery Centre at 11am.

NEW CLUB MEMBERS

John Miall Somerville, Victoria 1948 Mercury Convertible 1948 Mercury Fordor 1947 Mercury Coupe	Colin Stewart (Renewal of membership) Poowong, Victoria 1937 Deluxe Fordor
Rick Lynch Essendon, Victoria 1936 Coupe	

NOTES FROM THE WELFARE OFFICER

Kevin Haslam: It is pleasing to report that Kevin is doing extremely well and he is clearly on the way to recovery. He is already behind the wheel of his 4wd for a daily trip to the beach for walks, but unable to drive the early V8 yet.

Graeme McCubbin has had his worn out hip replaced by Leon Cousins' orthopedic surgeon and he is recovering well, (If you want a knee or hip job just contact Leon). Graeme should be walking and driving his early Fords with much more comfort soon.

WEBSITE

The members were advised that this matter had been discussed at the Committee of Management meeting, Mr John Gladstone was to give a short power point presentation but with his absence the matter must be deferred until the next meeting.

Mr G ROBERTSON

Mr George Robertson advised the meeting that his Mercury was on display at the RACV building in Bourke Street, Melbourne for the period of one month, whilst giving this short address a single sheet note was distributed with detailed information regarding an afternoon tea where he and Ann will be presenting a power point production reviewing their Mercury book.

Mr G McCUBBIN 12 v 6 VOLT SYSTEMS

Mr Graeme McCubbin addressed the meeting on the various aspects of both the 6 and 12 volt electric systems. This caused discussion from the members with various questions being raised. Graeme commented the choice of which system was chosen depended solely on the owners individual choice.

BUY SWAP & SELL

Mr R Eastwood is seeking a 1934 rear shock absorber arm. Mr N Nettleton has photos of a 1939 Ute at Berrwilllock. Mr R Broatch commented that if anyone was chasing a 21 stud motor to contact him and he would refer them to the person concerned. Mr T Barnes is seeking a set of 1935 external horns. Mr P Hibbert is seeking S/Steel rear window mouldings for 1941-1948 Ford. Mr R Eastwood enquired if there was a plan of how the internal roof bows were fitted, specifically if there dimensions were published. Mr N Nettleton related there was to be a clearance sale on 16th May at Nar Nar Goon which is close to his home, this is to include a 42 Jail Bar, 24 stud motor and gear box a short wheel base Beer Barrel ute, a Blitz crane truck.

Meeting Closed at 9.35 pm

SUPPER THEN ENJOYED.

Next Meeting 5th June 2009

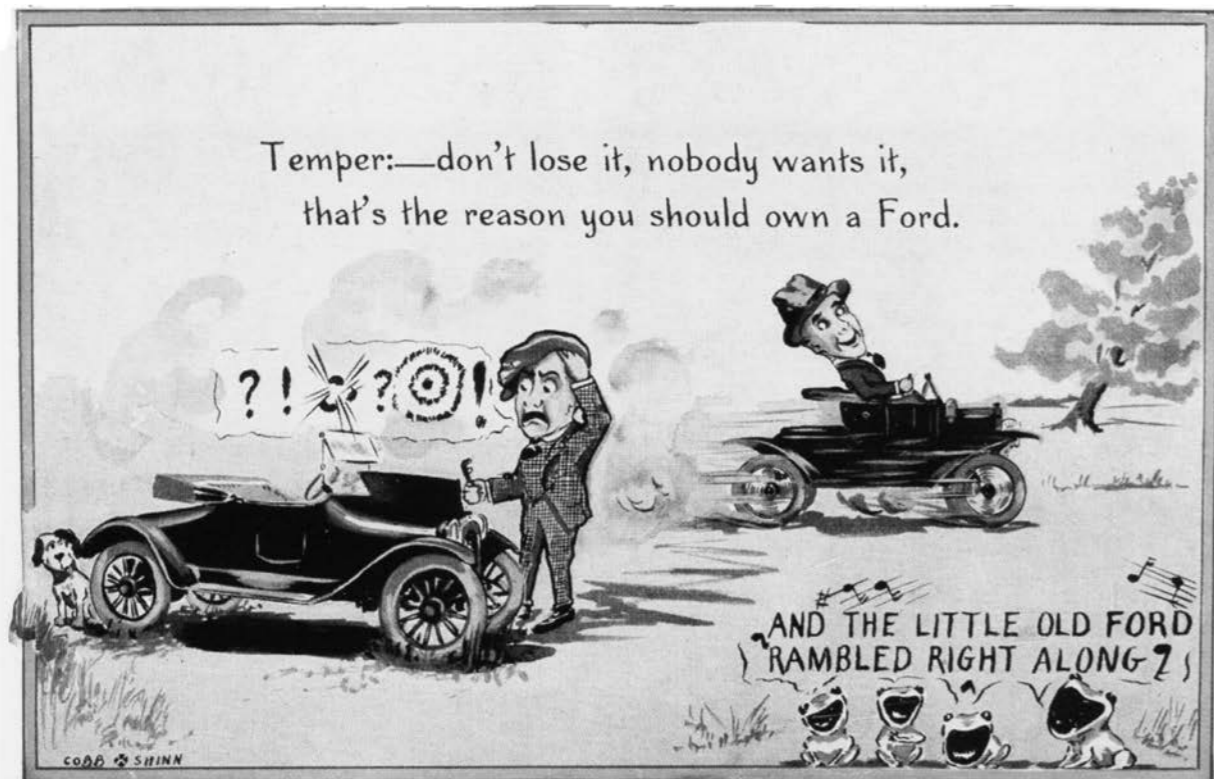
Wal and Joyce Martin: The good news is that they are both well and repairs to their partly burnt house are proceeding with tradesmen from as far away as Queensland. Their huge shed measuring 30 by 130 feet lost on Black Saturday, is about to be rebuilt. Wally is hopeful it will be completed for us to see when we go to Kinglake for the Tom Coulter luncheon.

WE NEED TO KNOW

As we only get a small percentage of club members regularly attending our monthly meetings, Welfare Officer John Provis would like all members to note that he is available to be contacted at any time on 0418 564 082 if they hear of any bereavements, member/wife/partner having accidents or suffering ill health.

EXPRESSIONS OF INTEREST

The next Bay to Birdwood will be the "Classic" staged on Sunday 27 September. The 2009 Classic differs from last year event as eligible vehicles are those manufactured between 1 January 1956 and 31 December 1977. If any members are interested in participating please contact Peter Hibbert on (03) 9800 1222 or E-mail: phibbert@swiftdsl.com.au



Tom Coulter Annual Luncheon 2009



Club Run

**Lawson's Restaurant,
Kinglake National Park Hotel
28 Whittlesea/Kinglake Road, Kinglake
(Current Melway Ref 380 E10)**

Sunday 12th July 2009

From 11am (lunch served at 12 noon)

The Restaurant will be open exclusively for the Early Ford Club to celebrate this annual event.

- Menu:** Main – Choice of Chicken Maryland or Roast Beef
Choice of Apple Strudel or Fruit Salad
Tea and Coffee Supplied
Children's menu available
- Cost:** \$26 per person
\$8 Children (under 12)
- Club Subsidy:** Member and partner \$25; Single member \$15
- To confirm booking please contact Ray Broatch on (03) 5977 5311 or 0418 359 542 by **Wednesday 1st July 2009**

History of the Tom Coulter Luncheon

TOM Coulter was a foundation member of the Early Ford V8 Club of Australia, as it was titled until July 1984. Tom held membership No.3 and was the Membership Secretary from August 1983 until August 1986. In 1987 Tom became the club's Social Secretary and held this post until his death.

Tom had comprehensive engineering knowledge and skills. He had extensive experience in Ford V8 restorations and gladly offered his assistance and wisdom to support other members.

Tom passed away unexpectedly on the 14th July 1989.

Tom's family requested that the club sort and catalogue the equipment and car parts in Tom's workshop so that they could be sold for realistic amounts. The items were sold, mainly to club members. Tom's family donated the funds raised from the sale to the club.

The donated funds were placed in an investment account with the accrued interest to be used to subsidise an annual memorial luncheon to perpetuate Tom's memory.

UPCOMING CLUB EVENTS

**June 5th
FRIDAY**



Club Run

EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Dingley Village Neighbourhood Centre, 31b Marcus Road, Dingley.
Melway Ref: 88 F6. Meeting starts 8pm sharp.

**June 14th
SUNDAY**



Club Run

"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 BBQ. Part of the time may be devoted to the Nationals judging program.

**August 30th
SUNDAY**



Club Run

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**



Club Run

EARLY FORD V8 CLUB VIC Inc. COUNTRY MEETING

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



OTHER EVENTS OF INTEREST

**June 6th & 7th
SATURDAY & SUNDAY**

THE 2009 ECHUCA ROTARY STEAM, HORSE AND VINTAGE RALLY

This is two whole days packed with excitement and spectacular entertainment. The rally exhibits dozens of rare and beautifully restored engines and pieces of farming machinery, thus encouraging the proud owners to continue finding and preserving them.

**June 14th
SUNDAY**

ALL MAKES SWAP MEET

Sandown Racecourse Grandstand Reserve, 8.30am. Display cars \$10, Spectators \$8.

**October 4th
SUNDAY**

EUROA SHOW'N'SHINE 2009

Victoria's fastest growing show'n'shine event. Veteran, vintage, classic, custom and modified special cars. Gold coin donation. 10am-3.30pm.

**October 25th
SUNDAY**

CITY TO CAPE RALLY

Sponsored by RACV. An invitation to all owners of vehicles built in 1959 or earlier to participate in the second RACV City to Cape Schank Resort family day vehicle run. All cars, commercials, buses, motor cycles and combinations are welcome. Entrance fee \$70 per vehicle includes a buffet lunch for two. Entry forms available. Entries close Friday, 25 September.



JUST FOR A LAUGH

EURO ENGLISH

THE European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German, which was the other possibility.

As part of the negotiations, the British Government conceded that English spelling had some room for improvement and has accepted a 5-year phase-in plan that would become known as "Euro-English".

In the first year, "s" will replace the soft "c". Certainly, this will make the sivil servants jump

with joy. The hard "c" will be dropped in favour of "k". This should klear up konfusion, and keyboards can have one less letter.

There will be growing public enthusiasm in the sekond year when the troublesome "ph" will be replaced with "f". This will make words like fotograf 20% shorter.

In the 3rd year, publik akseptanse of the new spelling can be expekted to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double letters, which have always ben a deterrent to akurate speling. Also, al wil agre that the horibl mes of the silent "e" in the languag is disgrasful and it should go away.

By the 4th yer peopl wil be reseptiv to steps such as replasing "th" with "z" and "w" with "v".

During ze fifz yer, ze unesesary "o" can be dropd from vords kontaining "ou" and after ziz fifz yer, ve vil hav a reil sensibl riten styl. Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza. Ze drem of a united urop vil finali kum tru.

Und efter ze fifz yer, ve vil al be speking German like zey vunted in ze forst plas.

Editors note: I hope there are no errors, my computer spell check gave up!!!

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. Vintage Funeral Coaches Victoria can provide the right vehicle to pay tribute to a life spent around vintage and classic cars.



Our beautiful 1946 Mercury hearse is available for funeral services throughout Melbourne and regional areas. Gleaming black paint, glistening chrome, polished timber rear compartment and wide whitewall tyres help to accentuate the beauty of this car, and add an elegant touch to any funeral service.

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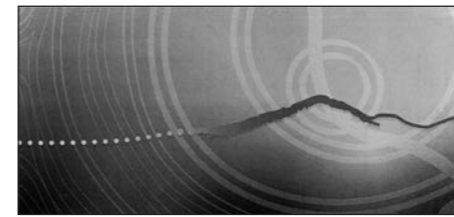
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Connecting Identities ... Mouth To Mountain

By Harry Beckwith



THE City of Greater Geelong were the organising authority conducting the activity referred to as "Mouth to Mountain".

Mr Mark Giles, Director of the Ford Discovery Centre was contacted to organise the car section of this event.

Without hesitation, Mark, having first hand knowledge of our Fords and the standards we maintain then liaised directly with the Early Ford V8 Club.

After initial correspondence, Mark and I had preliminary discussions with the organisers and were assured all eleven cars required were to be Early Ford's from our club.

Relay teams of kayakers, horse riders, pram strollers, Early Fords and cyclists were to carry water from the mouth of the Barwon River to the You Yangs Big Rock waterhole – the only day water flowed uphill in Geelong.

So, on Saturday May 9 we met at 11am at the Ford Discovery Centre and after advising the drivers of their obligations, receiving an event T-shirt and a quick look around the centre it was off to the North Shore railway station car park to await our relay team. Here we eagerly devoured a sausage or two and answered a myriad of questions about our Fords.

When the relay team arrived there was time for speeches and a professional photo shoot before we headed off on the long journey (six kilometres) to Limeburners Lagoon Nature Reserve.

After parking, then re-parking, the hand over to the next relay team of cyclists took place but not before another photo shoot. When all the proceedings were completed we took our relay passengers back to North Shore rail station.

About 2.15pm formalities were over and it was time to head for home, but not before a long awaited cup of coffee at a local roadhouse.

Mark Giles the Director of the Ford Discovery Centre asked that I convey his sincere gratitude for our attendance and the presentation of our Early Fords.



Registration and T-shirt presentation on arrival.



Mark Giles gave a guided tour around the Ford Discovery Centre.



Harry, Bob and Jeanette relax before the big day.



The Early Fords assemble for departure.



The crowd gathers at North Shore rail station.



A team of cyclists take over from the Fords.



Drivers and relay passengers await the professional photo shoot.

BEAUTIFUL BRIGHT



MORE THAN 20 EARLY FORDS WERE ON SHOW WHEN THE EARLY FORD V8 CLUB HEADED TO THE AUTUMN FESTIVAL

By Andrew Field

Friday May 1

IT was about 8am when Trish and I departed Cheltenham to travel through the hills of the Black Spur to meet up with a small group of club members for a 10am breakfast in Alexandra and we were shocked to see first hand how far the devastation of the Black Saturday bush fires had reached.

By 10.30am and the first coffee of the day over, we were on the road again heading for Glenrowan to join up with the larger contingent of members who had departed from Tallarook about the same time.

On arrival in "Kelly Country" it wasn't long before we all settled in at a local restaurant for our midday meal while listening to the proprietor of the eatery telling jokes and advertising her bed and breakfast establishment next door.

Lunchtime over we set off in convoy for Bright to check into our lodgings before it got too late.

A few of us met up again in the evening at The Cosy Kangaroo for some more well deserved sustenance after the long drive.



On the road again, Just can't wait to get on the road again.



What were the wives up to?



Goodbye to Alexandra



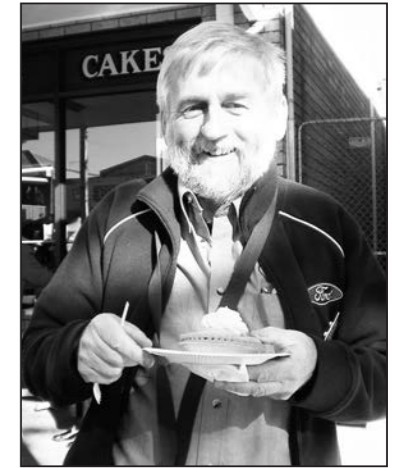
Lunch time in the heart of "Kelly Country".

SATURDAY MARKET

Saturday morning May 2

WONDERFUL weather, the hustle and bustle of the Gala Day Market and street entertainment seemed to be the place to be seen, as crowds of people mingled amongst the stallholders selling all manner of trinkets. Everyone seemed to be enjoying the day, chatting with friends or listening to the sounds of bands playing, while searching for that elusive bargain.

Right: Large crowds gathered for the street market while I sampled a delicious Bright Bakery blackberry pie with cream.



WHILE some club members and wives stayed to enjoy the market, most of the menfolk made the short trip to Porepunkah to congregate outside Marty's Garage where we enjoyed being able to "talk technical" and more closely inspect under the bonnets of the many vehicles present.

I for one certainly enjoyed my drive from Bright in a 1936 3-window coupe belonging to Ian Watson, sandwiched in the middle of two brothers with one steering while the other operated the gears and handbrake.

Marty's latest project, a 24 Tudor, attracted a great deal of attention and he explained in detail the restoration to all who were interested.

It certainly was a beautiful sight to see so many Early Fords parked in the driveway of this small Victorian country town, and even though we were well off the main highway quite a few of the local residents and passers by stopped to take advantage of a chat about old cars.

My return trip to Bright was in a little more relaxing as a passenger in Harry Gunther's magnificent 46 soft top.

Story continued on next page



Marty made everyone welcome.



Marty's latest project.



Leon, Eric and Alan are deep in discussion while Jim, Ray and Harry enjoy the day.





Continued from previous page

THE GRAND PARADE

Saturday afternoon May 2

ON our return from Marty's Garage a few cars from the club were asked to participate in the annual "Grand Parade".

This is the highlight event of the Autumn Festival with floats from businesses, schools and community groups, parading down the main street in glorious weather to the sounds of brass and pipe bands playing well know marching tunes. The public lined the streets waving and enjoying the spectacle as the Early Fords with their V8's burbling, tooted their way down the road.

I had great enjoyment commenting to my friends some of the stories of these cars and their owners.

Next year it is hoped an even larger display of club vehicles will be included in the line-up.



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THE POREPUNKAH DANCE

Saturday evening May 2

WHEN Lorraine made the excellent suggestion to Jim of a Saturday evening get together at the Porepunkah Hall, he wasn't sure he could get the numbers required, but when the word spread amongst club members, more than 60 people and a few children turned up on this very chilly evening for a good old fashioned spit roast dinner dance in the quaint old hall.

The MC soon had everyone laughing prior to the music beginning by starting the evening with a few party games, spot prizes and jokes.

The meal was piping hot and delicious, with more than enough food to satisfy even the most enthusiastic dancers and it wasn't long before the sounds of the Pride of Erin, Foxtrot and Waltzes filled the hall and couples began "tripping the light fantastic". Trish and I even won a prize for our attempt at the Sally Ann Cha Cha.

I'm sure everyone had a fantastic evening, even though the extra long rock'n'roll dance bracket left me thoroughly exhausted and gasping for breath.

Let's do it all again next year!! It's great to see all the ladies from the club enjoying an evening of dancing fun with their partners, even though some of the men told me they had two left feet.

Story continued on next page



Jim and Lorraine prepare for the next Dancing With The Stars.



These are the people that "made it all happen".
 Top row: Christine, Len, Eileen, Ray, Lorraine, Bill Bottom row: Pauline, Jim



Ray proves he's faster than the speed of light when it comes to clearing the dinner dishes.

Some of the members and their vehicles present at the weekend event :

Mick & Val Wane	34 Coupe	John Provis & Lynn	46 Mercury Coupe
Peter & Sandra Hibbert	51 Victoria	Leon & Judy Cousins	46 Sedan
Harry & Margaret Gunther	46 Soft top	Mark & Gayle Border	36 Sedan
Ray & Eileen Broatch	39 Sloper	Norm Raverty	40 Mercury
Jim & Lorraine Stewart	39 Mercury	Ian & Mary Watson	36 3-window Coupe
Alan Wilson	53 Utility	Alan Francis	39 Utility
Jim & Sandra Inness	53 Victoria	Alan Summergreen & Maureen	50 Coupe
Bob & Jeanette Felsovary	46 Coupe	Jim & Joan Murphy	46 Jailbar Pick-up
Graeme & Pam McCubbin	40 Sloper	Greg DeBolfo	48 Mercury
Keith & Lyn Mackinlay	46 Sedan	Eric Crombie	39 Convertible

Apologies to any that were missed off the list.



OFF TO BEACHWORTH



This car park was almost filled with Early Fords.



The Early Ford V8 Club heads the static street display.

Continued from previous page

Sunday May 3

EARLY ON Sunday morning we all assembled in a local car park ready to depart for the Old Cranks Car Club street display.

After some time spent organising a group photo the convoy headed off for the hours drive to Beechworth where we parked in one of the main streets alongside a large variety of other makes and models of motoring history.

It was a beautiful presentation of the club cars, all polished up for the occasion and they attracted a great deal of attention at the head of the street.

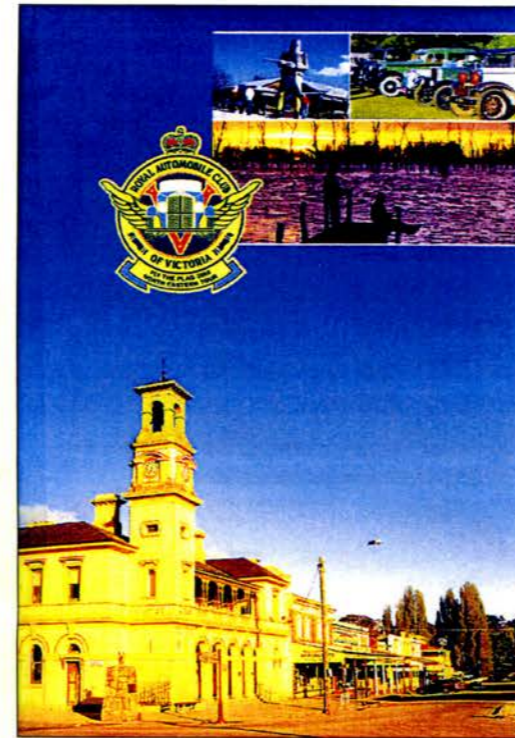
While the public strolled around the vehicles, most club members like myself and Trish decided it was time to visit the various curio shops before dining at one of the old hotels.

Although I missed the trophy announcements due to the fact I was occupied dancing on the balcony of the Beechworth Bakery, news quickly came through that club member Eric Crombie had won a trophy for his beautiful 39 Convertible.



Where do you put them all Eric?

A great, well organised trip and I'm looking forward to returning to Bright again next year – a big thank you to Jim & Lorraine Stewart for a wonderful weekend.



Fly The Flag Tour 2009

Saturday 21st March to Friday 27th March, 2009

By John Provis

How special we must have been to be invited to Government House for breakfast.

There were only 400 invitees including:

Margaret & Harry Gunther
Joan & Jim Murphy
Judy & Leon Cousins
Ann & George Robertson
Alan Wilson
Lynda & Peter Ninnis
Sylvia & John Mahony
Lynn Irwin & John Provis

1946 Convertible	Entry No. 22
1946 Pickup	Entry No. 24
1947 Sedan	Entry No. 27
1949 Mercury	Entry No. 40
1953 Mainline	Entry No. 52
1956 Thunderbird	Entry No. 71
1956 Chevrolet Sedan	Entry No. 70
1935 Coupe	Entry No. 16

WE didn't sit in the dining room, but eggs, bacon, sausages and orange juice etc. were great in the beautiful gardens on a stunning Autumn morning. A great time to have a sneak preview of who's there – what they are driving, and who you should remember from previous trips.

This RACV tour through the richly historical North Eastern region of Victoria, is a significant event in RACV's program to publicise our motoring heritage. As usual, the numbers were restricted to 200 cars, 400 people. One of the reasons for these limited numbers is the capacity of country town halls, sports venues etc. to seat 400 for the evening dinner, and leave space for the likes of Kevin Walsh (remember he played and sang at our Nationals in Bendigo) to have most people up and dancing.

The oldest vehicle this year was a 1924 Vauxhall 30/98 and the newest a 1982 Jaguar Series III Sovereign. Approximately half of the vehicles were prior to 1965 and about a quarter prior to

1954. Our Early Fords were among the oldest as can be seen by entrant number sequence. Several vehicles towed classic caravans.

The all British Classics Car Club Inc. has significant involvement in the organisation and running of the event, providing a large number of marshalls to ensure everyone gets to where they should be, and suitably parked as required.

The RACV provides two fully equipped road patrol vans in case any of the European vehicles break down!! Our old Fords go forever – don't they?

We were flagged off from Government House to the sound of the brass band which played whilst we had breakfast. There was great excitement as we headed off on our 861 mile journey of easy motoring through some of Victoria's most scenic and historic countryside.



Margaret & Harry Gunther – 1946 Convertible.



Ann & George Robertson – 1949 Mercury.



Joan & Jim Murphy – 1946 Pickup.



Lynda & Peter Ninnis – 1956 Thunderbird.



Judy & Leon Cousins – 1947 Sedan.



Alan Wilson – 1953 Mainline.



Lynn Irwin & John Provis – 1935 Coupe.



Sylvia & John Mahony – 1956 Chevrolet Sedan.

Continued from previous page

The tour took us through:-

Day 1: Kyneton, Bendigo, Marong to Kerang.

Day 2: Cohuna, Gunbower, Echuca, Moama, Tocumwal, Barooga to Yarrowonga/Mulwala.

Day 3: Katamatite, Numurkah, Nathalia, Kyabram to Shepparton.

Day 4: Benalla, Wangaratta, Milawa to Beechworth.

Day 5: Round trip Tawonga, Mt. Beauty, Dederang, Yackandandah back to Beechworth.

Day 6: Milawa, Whitfield to Mansfield.

Day 7: Yarck, Bonnie Doon, Alexandra, Healsville to Lilydale for silver service lunch and presentations.

The tours cater for drivers of Veteran, Vintage and Classic Cars. It is a great experience travelling with so many interesting people all

passionate about the cars, and wanting to have great fun catching up with old friends whilst making new acquaintances.

The program produced by the RACV points out all the significant points of interest along the way. There is always ample time to look at them, and explore around yourself. One of the benefits of touring in the Fly The Flag Tour is the easy pace, and relatively short distance to travel each day with the well planned destinations and stop

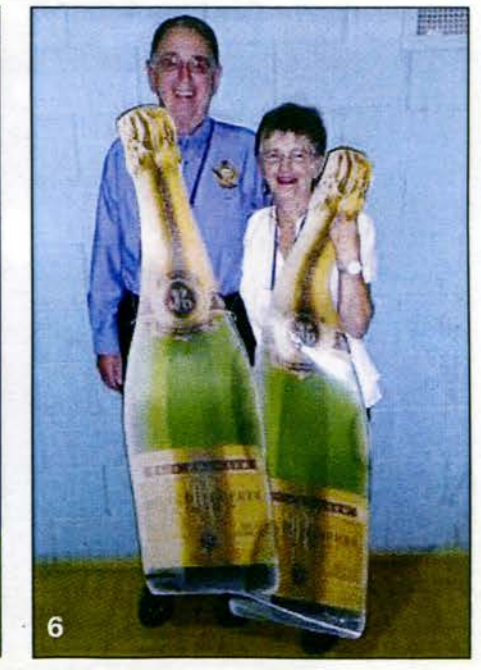
offs along the way. All evening meals, breakfasts as well as some lunches are provided.

Some of the significant points of interest along the way were:

- **Government House**
- **Kow Swamp** – where about 40 human skeletons dating back 10,000 to 15,000 years were found in a prehistoric burial site. These skulls possessed

Continued overleaf

The fancy dress evening proved to be very popular.



Can you pick the happy couples? Answers next page

Continued from previous page

features pre-dating the modern humans, and led to speculation as to whether aboriginals were the earliest inhabitants of this country.

• **Echuca**

• **Tocumwal** – During World War II the aerodrome here was the largest RAAF training base in the Southern hemisphere.

George Christie's Museum – A vast collection of cars, trucks, caravans, tractors and memorabilia.

• **Water Wheel Museum** – A huge open aviary of native birds enjoying their existence in lakes and waterways with extensive public walkways. A lovely place to sit and have lunch watching the birds in close to natural habitat.

• **Gunbower Island** – Gunbower Island is about 50 kilometers long and characterised by swamps, huge river red gums and a box forest. The island supports many native animals and about 160 bird species. It is entirely still in its natural state.

• **Byramine Homestead** – A National Trust building built in 1842 by Elizabeth Hume, sister-in-law of the famous explorer Hamilton Hume. The homestead is made from an English design for homes in India – warm in winter and cool in summer, with an octagonal shaped central room which is designed for safety; allowing a clear view of all angles of the house when the doors are open. This was useful when the homestead was under attack from bushrangers or hostile aboriginals.

• **Beechworth** – We all know it is a great town but you need to take the time to explore it eg. The one way five kilometer drive along

EDITOR'S NOTE:

This wonderful 35 Coupe shown below, owned by John Provis won the "Best Overall Car Award" at this year's Fly The Flag Tour.



George Road taking in the monument, the historic park, geological features and relics of the areas gold mining history, scenic view, large granite outcrops etc.

• **Bright** – We were a month early, but autumn leaves were just on the turn.

• **Milawa** – Brown Bros. Winery, Milawa Cheese Company and Milawa Mustards and Olive shop.

• **Mansfield** – Stunning scenery and many historical buildings

• **Alexandra** – Historical buildings and Timber Tramway and Museum in the old railway station.

• **The Black Spur** – Really was the black spur showing the dramatic evidence of the recent fires.

All aspects of this wonderful event were first class including the evening meals, entertainment and especially the fancy dress evening where most people went to a lot of effort to look and be something or someone special. If you look closely at the following photo of the fancy dress dancing you may even recognize some characters.

The tour finished with a silver service lunch and trophy presentations at the Lilydale International Club.

I strongly recommend fellow club members to consider attending the RACV FLY THE FLAG 2010 which is leaving on 20th March 2010 and will involve travel in the Gippsland region.

The approximate cost of the 2009 tour was \$350 per person which included six evening meals with entertainment, six breakfasts and four lunch meals.

The happy couples:

- | | |
|-----------------------------|-------------------------|
| 1. Margaret & Harry Gunther | 2. Judy & Leon Cousins |
| 3. Lynn Irwin & John Provis | 4. Lynda & Peter Ninnis |
| 5. Sylvia & John Mahony | 6. Joan & Jim Murphy |



Lynn Irwin & John Provis proudly display the trophies.



A huge line-up at Government House.

Fly The Flag Tour 2009

Picture Gallery



It's OK to park here, but shut the bl--- door.



And the band played on.



Waiting for the doorbuster specials?



What time's dinner?



All tucked up for the night.



There must have been something in the food.

Fly The Flag Tour 2009

Picture Gallery



Looks like the Mercury book sales were booming Ann.



Where's Mr Bean?



Love me tender, love me true.



Ding dong, ring my bell.



Boys will be boys.



If you've gotta go, you've gotta wait.



Fly The Flag Tour 2009

Picture Gallery



24 hours a day, seven days a week.

Technical tips

Noticeboard

Important Information on Carburetor Rebuilding Kits for the 1940 – 1953 Holley Carburetors

Written by an employee of Dayton Parts Company (Supplier of the Kits)

Because of continuing customer problems and questions concerning the Chandler-Grove, Holley, Ford, Flathead V8 carburetors, I thought it was time to make a statement about the current problems many of you may have faced with your rebuilt carburetors and aftermarket carburetor kits over the last few years.

There are **NO** original factory Holley carburetor kits being made, including those with the HOLLEY trade name. Since there are only 4 remaining actual manufacturers of carburetor parts and kits for Domestic American made carburetors, most of the common parts are coming from one source. Up until 5 years ago, Dana Corp. Pacer Division, made ALL of the common "square box" carburetor kits. These were packaged using over 70 different company trade names; however all were in the usual shrink wrapped inner tray, containing the same parts in all kits, regardless of the name on the outside. These kits were of reasonable quality, and most had no problems with the parts contents. Standard Motor Products also made their own line of "Hygrade" carburetor kits, using mostly their own parts, manufactured in their plant in Puerto Rico, which has since shut down. Tomco Fuel Systems also made their own kits in St. Louis, Mo, using many of the Pacer parts. Walker Products in California also made a lower quality line of carburetor kits. The last, and smallest company was Daytona Parts Company, in Florida.

In 2001 Dana Corp, sold their Pacer Division to Standard Motor Products, who then made a deal with Walker Products, to continue making the "square box" kit line for outside distribution. The only problem, was Standard and Walker both chose to trash the original Pacer Quality tooling, and go with Walker parts, most of which are made in Mexico!

Now we come to the present, and the reason for this information. The current contents in ANY "square box" kit, with any name on it; **DOES NOT CONTAIN a Power valve assembly that will work in any of the FORD/HOLLEY, model 94, etc, 3 bolt base carburetors!** The design change to the power valves was made by Walker, which chose to modify their old style with

a "step" cast on the flange of the valve, to allow the use of a large ID seal gasket. Because of this "step" when you try to use the power valve in the Ford carburetor, it will not seal up against the bottom of the bowl, and then leaks fuel into the vacuum chamber, below the valve, causing a constant "rich" running condition!!

Also, the thread length on the valve is critical, as another style power valve has extra long threads for use in a modern Holley 4bbl carburetor, with stripped metering blocks. The long thread style will also **NOT work**, as the thread length interferes with the bowl casting, and will not seal. **The genuine Holley power valve will also not work, as it also has the "step", and the brass head is to large in diameter, and when installing, the head catches on the bowl casting, and opens the valve wide open!**

Another problem with the "square box" kits is the inclusion of a "black" rubber pump cup. This is BUNA rubber, and will NOT last for any time at all with the alcohol laced gasoline. **Do not use the black cups, but only a "blue" fluorocarbon cup, which is an alcohol resistant high quality rubber compound. Current kits containing a "leather" accelerator pump assembly with a "blue" cardboard protective cover, is Not a correct accelerator pump.** The stem length is too short, and will cause a "stumble" or hesitation on acceleration. Too much fuel, too quick, and too much duration of squirt. This short pump is actually only original on the Holley model 885F 2bbl, (49-51 mercury-lincoln carburetor) and the model 1901F 2bbl, on 52-53 Mercury and 1952 Lincoln.

The only kits I am aware of that are correct, is the kit made in the USA, by Daytona Parts Company, and distributed by several of the Ford parts vendors. These contain a correct power valve (OEM style), and a correct length Leather accelerator pump, along with a special alcohol resistant needle & seat assembly.

I hope this information helps a few of you to prevent undue trouble-shooting problems with your "rich" running problem carburetors. Ron Daytona Parts company



Club members' cars were proudly lined up amongst the "fins".



Side Valve Fords line up amongst the more flamboyant muscle cars!

THE 2009 Shannon's American Motor Show was the start of a busy couple of months for our enthusiastic club members.

This spectacular event held in the carpark of Flemington Racecourse is promoted by the AOMC to showcase all classic and historic vehicles manufactured in America.

This year there was a huge array of cars on display along with a few early caravans and a fine display of wooden power boats from the 1950's through to the mid 1970's.

The weather although slightly overcast and drizzly at times didn't deter a small number of club members

from venturing out to proudly showcase our club with their brightly polished Side Valve Fords lined up amongst the more flamboyant muscle cars and "fins". I for one have never seen so many Mustangs or left hand drive vehicles in one place at one time.

There were various trade stalls to be visited, children's entertainment and even a rock and roll band playing great dance music, although myself, partnered by one of the ladies from the AOMC information tent seemed to be the only ones taking advantage of this.

As usual a number of awards were presented at the end of proceedings and it is always a highlight to discover the vehicles the judges deem to be "trophy winners".
- Editor



Club members George Robertson seemed quite at ease when he was interviewed over the loud speakers to promote his new Mercury publication "Rescued From Destruction".



Not a club car yet but this very beautiful Lincoln lined up alongside our Side Valve Fords.



A most unusual hearse with a great number plate, it had both side and rear door turntable access for easy coffin removal.



A great example of caravanning American style.



Whoever thought to incorporate a BBQ and a spa into a limo?



Wooden power boats similar to these were on display.



Firefighting American style - magnificently restored.

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CLUB PERMIT SCHEME

Excerpts from the Federation of Veteran, Vintage & Classic Vehicles Clubs Inc. Delegates meeting held on February 7, 2009

THE important matter in the Minutes is the Club Permit System which has been on the Agenda for over 4 years now. VicRoads currently have under review a Paper on this matter that was written by an outside consultant. It is planned that this Paper will be presented to the Minister within a matter of weeks. VicRoads staff member John Lewis has been relocated from his normal duties so he can concentrate on this matter along with a couple of others for the next 2 months. However he has also since been assisting on road closures following the fires.

The Federation Committee is not only looking as to why if any changes are necessary as to the individual use of a Club Permitted Vehicle but it is also looking at the rules and regulation around the scheme to see if it is in fact suitable to the restoration of vehicles. Certainly vehicles modified outside of the applicable VicRoads guidelines for restored vehicles are adequately catered for with the additional Rally Plate and Hot Rod schemes.

In the meantime Clubs have been supplied with sufficient information for discussion to be held at their Committee/Club level and members should by now be formulating in their minds which direction their vote will be going.

If there must be a change to the existing system then the Federation Committee would see that 30 days private use and all Club events as being the best outcome for the individual and the Club. Every day that the vehicle is used would still need to be recorded in a log book for police verification. However we would still prefer that VicRoads simply just writes into current legislation that the "Special Use Voucher" is able to be used and that the police will recognise it as a legitimate document allowing for the use of that vehicle in terms of the scheme.

AOMC members Clubs will have received a letter from that organisation which does raise some points of concern if they are permitted to proceed. These are:

1. The ability to move a vehicle 50 meters from your property line for shuffling of vehicles. This would be without losing a Permitted traveling day. However would it be covered by TAC if it is involved in an incident. Or what is the limit for a country member who has a road frontage of reasonable length as they could travel on the road for some distance under this rule.
2. They also raise the matter of Clubs being able to set their own level of modification to Club eligible vehicles. This has the potential to get out of hand and also that it has the potential to have a lot more input by VicRoads to sort this out. Thus costs will rise.

3. They also quote that the Federation has voted in support of the 90 days. This is not correct as Delegates have voted to wait until the whole matter is presented for review from VicRoads. The Committee will not ask delegates for a vote until the Paper is received from VicRoads who are the official voice as to Legislation and the Club Permit Scheme.
4. It appears that they have also started to include Clubs involvement into their statements now. You may recall that the Federation Committee has always been mindful that Clubs need to have involvement in the main use of vehicles under this system and it is not just open for anyone to use in the main without relationship back to their Club activities.

We do take this opportunity to remind Clubs and their members that the current Club Permit system rules and regulations still apply. These are summarized very well in the booklet produced jointly by Federation, VicRoads and AOMC a number of years ago. It is certainly NOT 90 days use when you like.

• **Club Permit Scheme** – Nothing new from VicRoads. The consultant has prepared the report and that is with VicRoads staff now for final reading and checking. We have asked that the four main organisations be called to a meeting to discuss the matter. This should happen within the next week or so as VicRoads would like to present it to the Minister by the end of February. From Club reports I am amazed that I read comments like the Federation have come in at the end of the matter and are trying to change things. Also that it is like the tail trying to wag the dog. I am sure that you have all read the report in the centre of Fed News which demonstrates just how much attention this matter has received over four years. At all times this committee has been open to discussions at VicRoads but none were called from late 2005 until October 2008. I again say that it is a Club Permit Scheme and that has not changed since 1964. Once this paper is received we will forward a copy to each Club for comment and discussion. One thing that we will need to come out of this is that the vehicles on the system and those contemplating coming on the system are to be tested in accordance with VicRoads regulations and there needs to be a clean up of this undertaken.

• **The committee have discussed the proposal and a list of items has been developed to negotiate with the AOMC and VicRoads regarding changes. All clubs are asked to discuss this and once we have confirmation of the discussion paper from VicRoads a special meeting will be called with attendance by delegates and Presidents of all member clubs. The list of items is as follows:**

1. Cut off date for vehicles eligible for the Club Permit Scheme be changed to 31/12/1985 with a review in 5 years and a suggestion that at this time it be increased by 1 year for every 5;
2. Modifications to vehicles be as per the list drawn up at the March 2004 Committee meeting and guided by VicRoads VS16 modification rules with the owner onus rule applying in all cases –
 - Engine – can be modified not more than 10%;
 - Gearbox – to be the same era as the vehicle with auto transmission not be fitted to pre 1930's vehicles;

- Chassis – cannot be cut/welded, even if more than 25 years old. If so engineers certificate is required;
 - Body – to be of the same era as the vehicle;
 - Front Axle – to be of the same era as the vehicle. If it has been modified, an engineers certificate is required;
 - Steering Box – to be of the same era as the vehicle;
 - Radiator – needs to match the engine;
 - Diff – to be of the same era as the vehicle;
 - Brakes – to be of the same era as the vehicle;
 - Modified Replicas – these can be allowed but only if they were items purchased off the shelf as replicas, eg. Brock Commodore.
3. All clubs that are eligible to issue and renew Club Permits, must belong to either 1 of the 4 stakeholder groups, or form another to cater for these clubs. This is so that VicRoads are not dealing with a large number of stakeholder groups and to ensure that the appropriate information is filtering to all user Clubs.
 4. VicRoads staff should have teeth to cancel plates on vehicles and not just the police.
 5. If need be some vehicles be made to transfer to be realigned to their correct classification being Restored, Street Rod or Rally Plates Club permit System.
 6. Any replica vehicles will need to be as per the original manufacturers specifications.
 7. 90 day logbook but 50% of these must be club activities.
 8. Vehicles being registered with SR plates are to have RWC and Engineers Certificates. Extra safety items such as indicators, extra stop and halogen lights are to be permitted alterations.
 9. All Left Hand Drive vehicles are to carry a licensed driver as the passenger, with the words Left Hand Drive Vehicle in 2" letters across the back of the vehicle; (If these are still V/Roads requirements).
 10. Request confirmation from VicRoads as to what the costs will be for number plates, TAC and permit fees for Club Permit vehicles in the future.

Bob Felsovary of The Early Ford V8 Club pointed out that when welding the chassis on vehicles, you do not have to have an Engineers Certificate. Anybody with a DLI welding ticket is able to do this.

Neil Athorn informed all present at the meeting that we have four options to any changes that are made –

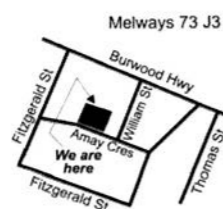
1. Do nothing and leave it all alone;
2. It changes to a 45/90 day use it when you like logbook;
3. It changes to a 90 day logbook which includes 45 days that must be for club use;
4. It changes to a 30 day logbook plus all club activities;
 - Discussion was held and various comments were made as to CAMS and the way they operate.
 - Moved W Davey (Bass Coast) seconded B Felsovary (Early Ford V8 Club) that as delegates we get our clubs to write a letter of support to the Federation committee for the proposal that they have put to VicRoads (being 4 above), and that we are not in favour of CAMS being involved.

The Early Ford V8 Club voted in favour of the 90 Day Club Permit Scheme and will review its position when it receives the final draft.

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PAKENHAM PICNIC

SUNDAY April 19 saw a larger contingent of club members, wives and vehicles present for the Federation's annual Pakenham Picnic.

On this occasion I travelled to the event as passenger in John Provis' sporty 1935 coupe and thoroughly enjoyed the admiring glances of the "modern" drivers as we cruised effortlessly down the freeway to be the first to arrive at the club's reserved parking area in the racecourse.

One by one over the next hour or so the gate attendee picked

out the club's shiny Side Valve Ford V8's from the constant stream of traffic entering the ground and directed them to join us.

Around lunch time thoughts of a hot coffee and bacon and egg roll saw me head off in search of food, however, this was delayed somewhat by continually running into colleagues from other clubs who were determined to try and convince me that their "pride and joy" was far superior to the "old Ford" that I am attempting to restore.

As usual I disregarded these remarks and continued strolling



What can be better than a picnic amongst the Fords?



Ray, John, Barry and Eric meet for a chat.

around enjoying the magnificent array of vehicles assembled for the day while listening to the wonderful music provided by a musical quartet, ably assisted by three very young children playing violins.

On returning to our club area it was a pleasure to see the camaraderie of the members picnicing together while they discussed with the general public and other car enthusiasts the pleasures of owning and driving an Early Ford.

During the afternoon I ventured further along the trackside

to look for a long time friends recently restored Chevy's and an old work colleague's Riley, then with some of the other club members made my way to the crowded raffle draw where two from our club were lucky enough to be winners.

I am always amazed at the number of people still regularly driving their "old" cars to these events. How many must have them stored away in their garages or sheds eagerly awaiting the opportunity to join like-minded car enthusiasts at events such as this and how many must be still awaiting restoration? **Editor**



Ice creams were popular on the day.



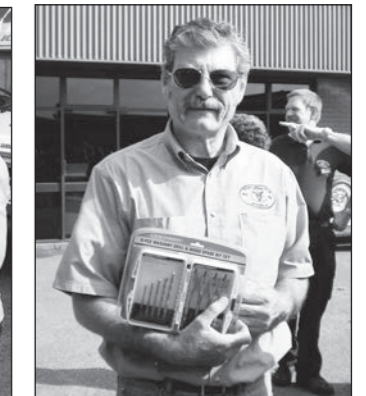
The youngsters proved their versatility with musical instruments.



Crowds begin to gather for the raffle draw.



Lorraine and Con were two lucky winners






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FOR SALE (3)
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 Wilsonon 0412 922 949.



FOR SALE (2)
1935 FORD SEDAN, (with boot). Very good condition, original motor and gear box, 39 diff and hydraulic brakes. Dark blue with red wheels.

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

FOR SALE (2)
1935 FORD V8 PHAETON. Colour: Ford Port Wine. All metal body (no filler), alloy heads, leather seats & vinyl trim. Registration: BOE 525. 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.

WANTED (3)
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.

WANTED (1)
1937-1938 Ford Coupe Ute suitable for restoration or driver preferred. Phone (03) 5243 0498.


WANTED (1)
GRAVEL/STONE TRAY (fits right across car between rear bumper and body) to suit 1940 Mercury. Any condition considered, but prefer good condition. Phone Jim Stewart 9744 7152. Member 193.

WANTED (1)
1947 FORD wire loom cover on fire wall ('kidney' shape cover). Also a spring spreader required. Contact Peter Hibbert, Mob. 0419 800 122 or 9800 1222. Email: phibbert@swiftdsl.com.au Member 38.

WANTED (1)
Venetian blind, exterior sunvisor, tow bar, old blue seat belts to suit 1953 Customline. Contact Stewart Trezise 9438 4516.

WANTED (1)
1946-48 Mercury hub or wheelcaps, 15". I need a set of four for a 1948 Mercury. Also the chrome piece for the top of the drivers side tail light for a 1946 Ford. Contact Norm Raverty, Echuca, Phone (03) 5482 2730. Member 241.

WANTED (3)
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



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

IT'S FREE to place your auto related advertisements in this classified section, write your advert clearly on a piece of paper and post it to **Andrew Field, 76 O'Connor Road, Knoxfield, Victoria 3180** or email your advert to **andrew.fieldy@bigpond.com** All for sale and wanted items will be advertised for a total of three issues (6 months) please notify the editor if you have sold or acquired your parts or require your classified to be re-published after this time.

A FORD FINAL CRUNCH



Write off – maybe?

MEMBERS –

ARTICLES ARE NEEDED FOR YOUR NEWSLETTER

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

ANDREW FIELD
76 O'Connor Road, Knoxfield, 3180
E-mail: andrew.fieldy@bigpond.com

Note: New email address ←

FINAL COPY DEADLINE FOR THE JULY/AUGUST 2009 NEWSLETTER
JULY 18, 2009

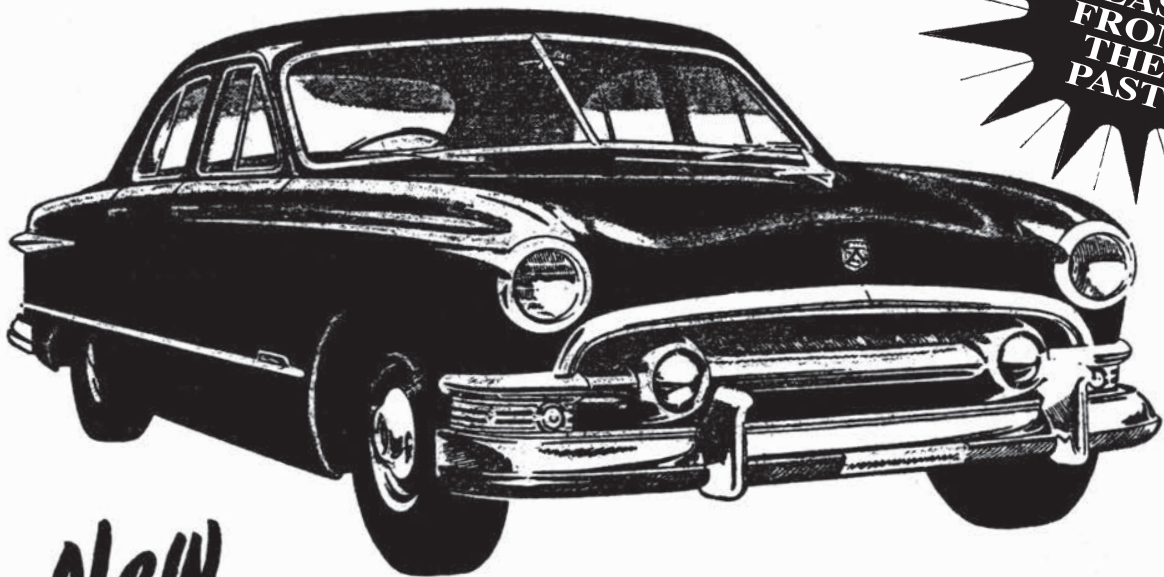
Members please make an effort to attend club meetings. New faces and new ideas welcome. Let's see more members and their early Fords at Club outings. Remember, you make the club.

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

FEATURE FOR FEATURE

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A
BLAST
FROM
THE
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New FORD for '51

STEPS AHEAD FOR THE YEARS AHEAD



One of the many new features of Ford for '51 is Key-Turn Starting which automatically starts the engine and brings the 100 horse power motor into smooth, silent operation.



Even lovelier styling . . . even more beautiful appointments . . . with many finer features . . . and a high standard of performance Ford for '51 presents a more wonderful motor car than you could imagine.

It is the beauty leader again. It has a gloriously new "Luxury Lounge" Interior and a new superbly designed Instrument Panel, both "Color keyed" to harmonise with the attractive new body exterior colors.

There is a long list of new mechanical improvements, engineered by Ford craftsmen to provide more scintillating performance and greater motoring comfort, safety and dependability.

See your local Ford Dealer.