

The Side Valve Times

July/August 2009

Volume 26 No. 4

The Early Ford V8 Club Victoria Inc.



The history of the Stainless Steel Car. In 1935 Allegheny Ludlum Steel Division and Ford Motor Company collaborated on an experiment to produce a car using one of the most dynamic metals ever developed.

Read the full story on pages 11-13.

Inside This Issue

- ◆ Upcoming Events
- ◆ Nuts 'n' Bolts Day
- ◆ Tom Coulter Luncheon



- ◆ Echuca Steam Rally
- ◆ Classified
- ◆ Rob Roy Circa 1948



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, AUGUST 7

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

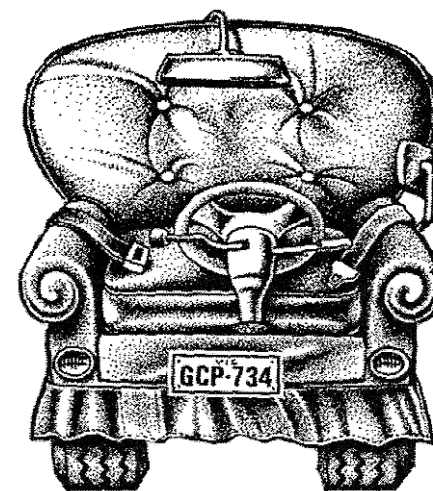
CLUB APPAREL & SOUVENIRS

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 ...**

SITTING at home after driving back from the Tom Coulter Luncheon at Kinglake gave me course to reflect on what a great day we all experienced.

It was rather cold looking over the Early Fords, but this was surmounted by the warmth that emanated from within the restaurant. The adults were deeply involved in various discussions while the children, being children, enjoyed their electronic games.

The meal was well received and judging by the empty plates being returned to the kitchen, obviously enjoyed.

The 'after' activity of presenting Wally and Joyce Martin with a replacement 'Geelong Award' was most pleasurable, and it was a delight to see the most appreciative smiles on their faces. The auction was well supported and enjoyed. The club is extremely thankful to Ray and Eileen Broatch for all their efforts in making the day memorable.

Another well attended club activity was the recent Nuts 'n' Bolts day at Alan Summergreene's Milton Park Automotive'. There were Fords everywhere you looked, the language of the day was definitely "Only Ford Spoken Here". The well patronised barbecue was delicious and the swap meet tables scoured for that illusive purchase. We also enjoyed a discussion from a representative of ABS Brakes. What more could a Ford lover want? Thank you Alan for a wonderful day.

Coming up in September is our Country Meeting at Castlemaine, this will coincide with the 1932 – 1934 Ford weekend being convened within the township. With the men folk well occupied there will be plenty of time for the ladies to inspect the shops and pick up those bargains ladies always seem to find.

Gentlemen, don't forget the Annual General Meeting coming up in October, this gives you the opportunity to elect the executive you want to lead the club for the forthcoming year, it is also a time to bring in those "treasures" you wish to dispose of and at the same time make a small donation to the club.

Until the next issue.

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

"The conflict between the generations is as old as the natural consequence of human progress. Those who are coming on behind us are not our children in the sense that we have created them and defined their limitations; they are rather a new race, different from us in their equipment and outlook – quite likely to be much better than we are."

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

Minutes of the General Meeting convened at the Dingley Village Neighbourhood Centre, Marcus Road, Dingley on Friday 3rd July 2009

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

MEMBERS PRESENT: As per the attendance register (27)+(1)

VISITORS/GUESTS: Mr G Reynolds, Mr D Spencer

APOLOGIES TENDERED: Messrs: J Pierce, A Wilson, J Mahony, C Watson, J Watson, G Robertson, E Crombie, K Dumble, R Lynch, T Barns, L Cousins, K Moir, G De Bolfo and M Hibbert

MINUTES OF THE PREVIOUS MEETING:

(8th May 2009) The minutes of the previous meeting were read by the President and taken as a true account of the meeting. Moved, B Lucey, Seconded, D Thomas

BUSINESS ARISING: None raised

CORRESPONDENCE INWARD:

Deniliquin Collectors Club. Spring Rally Sept. 19-20

AOMC Winter Seminar. Auto Wrecking, July 18th

All Makes Swap Meet, Aussie Car Show.

Flemington 26th June

Carrington Aged Care. Request for Early Ford display

Minutes of June General Meeting

Dawn Angus, Ford 8 & 10 Club. Offer to assist

with web site

Murray Smith. Change of address

Murray Smith. Ford Pilot for sale (\$30,000)

Roger Mohr (ACT member). Web site assistance

ATO quarterly payment (\$599)

CBA Investment A/C. Roll over due on 11-7-2009

Shannons' Motor Auction. Sydney 12-7-2009

NEWSLETTERS: JUNE

Classic Motor Club Wagga

The Early Ford V8 Club Vancouver

The Early Ford V8 Club NSW

The Early Ford V8 Club S A

The Early Ford V8 Club Qld

The Early Ford V8 Club Northern N Z

Swan Hill Vintage/Classic Vehicle Club

Ford Model T Club of Victoria

Ford 8 & 10 Side Vale Club

CORRESPONDENCE OUTWARD:

J Gladstone to D Angus re website (multiple)

P Hibbert to Just Cars Mag. Update web site

REPORTS:

TREASURER:

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

| | |
|-----------------|------------|
| Opening balance | \$7,952.01 |
|-----------------|------------|

Income Included

Annual subs inc new members

Special effort, merchandise,

Federation raffle book return

| | |
|--------------|----------|
| Total Income | \$125.00 |
|--------------|----------|

Expenditure Included

Unpresented cheques (Oct, Nov and Jan)

Ballarat and Bendigo Swap, (Replacement cheques),

club badges, postage, magazine printing

| | |
|-------------------|------------|
| Total Expenditure | \$1,051.00 |
|-------------------|------------|

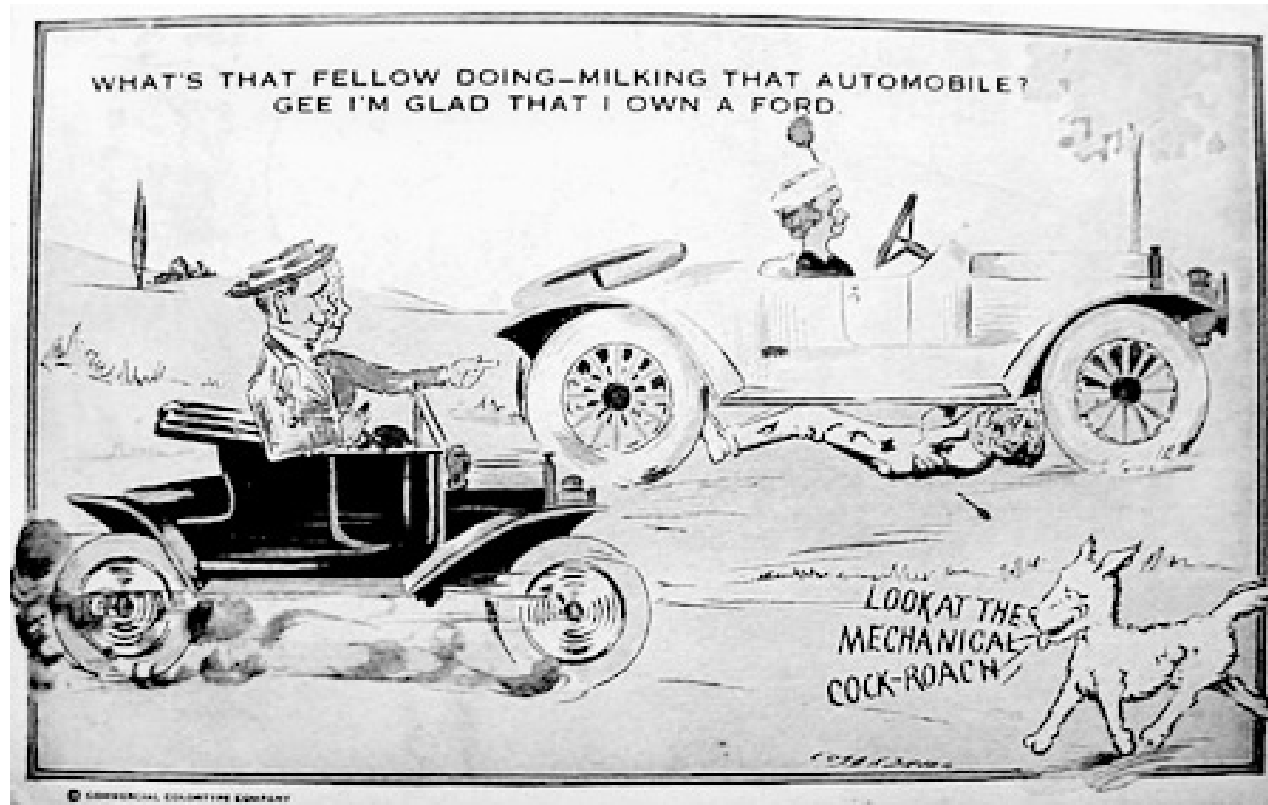
Bank charges as per bank statement \$ Nil

| | |
|---------------------------------------|--------------------|
| Balance at 31-5-2009 estimated | \$ 7,016.00 |
|---------------------------------------|--------------------|

The opportunity was given to ask questions of the

Treasurer relating to his report. Seconded. J Provis.

Motion carried



This series of cartoons provided courtesy of Doris Frohnsdorff – Commercial Colortype Company.

MEMBERSHIP:

Mr Camier related that he has two applications for membership. Each application was dealt with individually.

Mr Ivan Frost, Ringwood – 1937 Pickup

(Former member rejoining)

Mr Douglas Spencer, East Bentleigh

The members present voted unanimously for these gentlemen to join the club. We offer our congratulations and hope their stay is a long and happy one

SOCIAL CO- ORDINATOR

Mr Broatch related the following matters:

The Bay to Birdwood in September,

Shannons Christmas function flyer (no prices listed)

The Nuts 'n' Bolts day, 14th June includes a mini swap

and a discussion by a rep from ABS brakes

The 12th July Tom Coulter Luncheon,

60+ already registered interest.

The Picnic (Federation) at Marong on 30th August.

Our annual Country Meeting at Castlemaine

13th September.

The 4th October is the Cora Lynn Country Car Show.

November is the Bendigo Swap Meet.

The Christmas function in December, Ray asked members for their input as to possible suggestions/venue.

WELFARE:

Mr John Provis related that Neville Kane's wife Margaret is not travelling to well.

John travelled down and visited Kevin Haslam who is now walking unaided (no cane).

GENERAL BUSINESS:

SA National

The President related that he had received a call from Mr G Tonkin (SA President) this related to the effect that the accommodation list for the forthcoming SA National will be available at the end of this month for members to avail themselves of bookings

Financial grant application

Rick Lynch who is restoring his grandfathers 1936 Ford has submitted an application to Shannons for a financial grant.

The application has been received. We wish young

Rick well. It is believed there are only two applications

submitted.

Powder Coating.

For the members who are looking for a reliable Powder Coating business. Just Powder Coating, Canterbury Rd, Bayswater North are recommended.

Club Permit booklet

Mr L Hatch raised the matter of the Club Permit Booklet,

he commented that he visited Vicroads and they were

unaware of the publication. After discussion Leon was

advised this publication was printed and issued by the

AOMC. Mr Camier commented that he would obtain a

number of copies for sale through the club

Club Permit scheme

Mr Norman Nettleton related he had forwarded a document

to the AOMC/Federation concerning the Club Permit

Scheme. He had distributed copies to members prior to

this meeting. Discussion transpired as to this matter.

Meeting venue

Mr K Oats raised the matter of the meeting venue. This

generated healthy discussion as to other possible venues.

It was agreed this matter be deferred for one month to

allow investigation of other possible sites for

consideration.

V8 Times Magazine

Mr P Hibbert as our International Representative receives a copy of the V8 Times. He receives a further copy for

being a member of the American V8 Club. Therefore

he offered two surplus copies of the magazine for sale

at \$5.00 each. Both were snapped up. The money was

donated to the club.

Woodies.

For members who are interested in Ford Woodies, Mr Nick Alexander (USA) has a considerable number (some are being sold).

WEBSITE

Mr John Gladstone gave an address to the members on the suggested ideas for the Website, he asked for opinions

and inclusions. These included photos of members cars

etc. He is seeking further advice from similar websites and

webmasters, when this is obtained he will further report to

the club.

GUEST SPEAKER.

Mr Graeme Reynolds a retired RACV serviceman gave an entertaining address of his early life as a mechanic, which

led him to become an RACV serviceman. The members

asked a number of questions. At the completion a warm

ovation was given. On behalf of the members of the club

a small memento was presented by the President.

Meeting Closed at 9. 40 pm

SUPPER THEN ENJOYED.

Next Meeting 7th August 2009

FROM THE WELFARE OFFICER

I wish to thank Norm Nettleton for letting me know that

Margaret Kane and **David Weatherhead** had been

in hospital prior to our June meeting. They are both

progressing well. **Ken Moir** has just come home after

spending a week or so in Epworth Hospital. On behalf

of all members I wish them continued improvement.

Please remember to contact me on 0418 564 082 if you

hear of anything about our members or their families

that others would like to know.

FROM THE EDITOR

All publications, even this one are guilty at times of

typographical errors, some more blatant than others.

There was of course the glaring example in the

May/June newsletter where I managed to misspell

Beechworth in a main heading.

Then there is this delightful example from The Derby


Abby Community News:

We apologise for the error in the last edition, in which we

stated that 'Mr Fred Nicolme is a defective in the police


force.' This was a typographical error. We meant of

course that Mr Nicolme is a detective in the police farce.



VALE:
ELLIS BARON

Sadly deceased Friday July 24. His friendly demeanor and knowledge of Early Fords will be sorely missed by the members of "The Early Ford V8 Club Victoria Inc." Rest in peace Ellis.



DJM

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ADVERTISE IN

The Side Valve Times

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Model 'A' Ford Club Rally

Would any members of The Early Ford V8 Club like to join Tony and Shirley Howard for this exciting event? You don't have to be a member of the Model 'A' Ford Club to join the rally.

Planning for the Model 'A' Ford Club Rally to Tasmania is well under way.

The rally starts in Melbourne on Sunday, March 14, 2010 when it boards the "Spirit" and at this stage it looks like there will be up to 240 Model A's.

The rally finishes in Tasmania on Saturday, March 20, 2010 after which entrants will be able to proceed home at their leisure.

Entries close December 31, 2009.

Entry fee is \$98 per vehicle.

Enquiries or entries to:

Kevin Churchill
 PO Box 72, Bittern, Vic 3918.
 5983 8981.

NEW CLUB MEMBERS

Douglas Spencer
 East Bentleigh, Victoria
Ivan Frost
 (Renewal of membership)
 Ringwood East, Victoria
 1937 Ford Pick-up

Henry's Rod Parts

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 Victoria 3023
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Fax 03 9362 5219

website www.henrysparts.com.au

email sales@henrysparts.com.au



August 7th
 FRIDAY



Club Run

August 30th
 SUNDAY



Club Run

September 13th
 SUNDAY



Club Run

September 18th, 19th, 20th
 FRIDAY, SATURDAY,
 SUNDAY



Club Run

October 4th
 SUNDAY



Club Run

November 14th, 15th
 SATURDAY, SUNDAY



Club Run

December 6th
 SUNDAY



Club Run

UPCOMING CLUB EVENTS

THE EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Held at Dingley Village Neighbourhood Centre, Marcus Road, Dingley. Meeting starts 8pm.

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.

THE EARLY FORD V8 CLUB VIC Inc. COUNTRY MEETING

The Faulder Watson Hall has been booked in Castlemaine. The hall is situated in the main street. The meeting will start at 1pm. Any members requiring further information please contact Ray Broatch on 0418 359 542.

40th ANNIVERSARY SPRING RALLY 2009

Club members are invited to join with the Veteran, Vintage & Classic Vehicle Club of Wangaratta for their special 40th Anniversary Spring Rally 2009. Meet on Friday afternoon at Wangaratta airport to collect rally packs and a light meal. On Saturday there will be a drive to Corowa via Rutherglen for lunch after which you can explore Max's Motor Museum and the Federation Museum before returning to Wangaratta for the evening dinner dance. Judging will commence on Sunday along with a short drive to Milawa to visit local attractions, returning to Wangaratta for lunch and the drawing of the raffles and presentation of prizes. For further information and entry forms please contact Ray Broatch on 0418 359 542.

CORA LYNN COUNTRY CAR SHOW

"The Last of the Chrome Bumpers". If you drive a classic, vintage or sports car, hot rod, ute, pick up or interesting station wagon up to 1978, come along for a great day out. To enable us to be represented as a club we would be best to meet on the service road in front of Autobarn, McDonalds, Pakenham between 8am and 8.15am. to arrive at the Cora Lynn Recreation Reserve at 8.30am, traffic becomes quite congested after that time. Car and driver entrance is free.

BENDIGO NATIONAL SWAP MEET

Prince of Wales Showgrounds. Over 1600 sites. Gates open to the public: Saturday 6am and Sunday 7am. The club has an indoor site which the committee would like manned on Saturday.

THE EARLY FORD V8 CLUB VIC Inc. CHRISTMAS FUNCTION

Venue to be decided. Presently looking at a very good venue near Newlyn. More information in future newsletters.

OTHER EVENTS OF INTEREST

October 25th
 SUNDAY

RACV CITY TO CAPE RALLY

An invitation to all owners of vehicles built in 1959 or earlier to participate in the second RACV City to Cape Schanck Resort family day vehicle run. Entrance fee \$70 per vehicle includes a buffet lunch for two. This event will feature the inaugural Cape Schanck Concours d' Elegance awards for outstanding vehicles participating in the run. For further information please call 9890 0524 or visit www.aomc.asn.au

October 25th
 SUNDAY

MENTAL HEALTH FOUNDATION ANNUAL CAR DISPLAY

Held at Dame Elisabeth Murdoch's property, Cruden Farm, Langwarrin. For further information contact Graeme Redman on 9722 1252.

November 22nd
 SUNDAY

AMERICAN BREED 2009

Held at "The Manhattan", cnr Heatherdale & Canterbury Roads, Ringwood (Mel ref 63 D1). Open to all American two and four door cars and rods welcome. Gates open 8am for display cars, 10am for the public. \$5 Donation. For more details contact Sharon 9401 5535, 0438 216 946.



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By Harry Gunther

ON Sunday June 14th Alan Summergreene opened his workshop for an interesting afternoon sermon on a 1948 Mercury motor that he has been rebuilding.

Alan has a wealth of knowledge about V8 motors and we thank him for passing on some of his secrets to us. He made special mention that it is vital when starting up an old motor that's been in storage for a long time, you make sure you undo the oil pressure plug and pump more oil in under pressure to get oil into the moving parts so that you don't have metal to metal when you first start it up. Also to take care when rebuilding a motor to check all parts thoroughly before getting them machined and to blow out all galleys in the crankshaft so that the oil flows freely.

Alan had Andrew Field's restoration project 1936 sedan on display and showed how the front section cross member under the radiator had been welded. A problem that may need checking on all our Early Fords.

Chef extraordinaire John Gladstone and his helpers cooked sausages and hamburgers served with salads to provided our lunch.

An interesting talk was given by Dan Galley of ABS brakes, along with some hand out leaflets.



There were also many Early V8 parts for sale that were well worth browsing through. Bargains for everyone!

The turn up of members cars parked out the front was pleasant to the eye and meeting old and new members made for a great day. Graeme McCubbin graced us with his presence after having his hip replaced only a few weeks earlier, they breed them tough in old Footscray.

Alan also mentioned that if we had any questions on our V8's he would be only to pleased to help provide answers.

That's what makes our club what it is.

Thank you Alan for a great day.

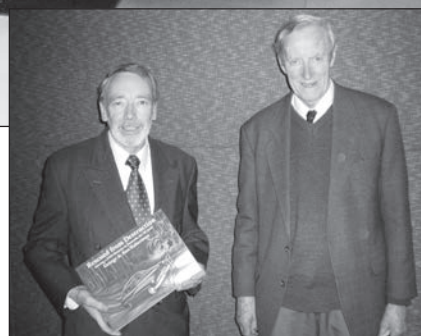
LIST OF NUTS 'n' BOLTS ATTENDEES (Apology for any missed)

Alan Summergreene (host), Ross Eastwood, Jim Stewart, Andrew Field, Leon Hatch, Peter Hibbert, Harry Beckwith, Martin Lynch, Rick Lynch, Barry Vickers, Colin Vickers, Tony Richards, Neil McPhee, Neville Bassett, Alan Wilson, John Watson, Kelvin Crowe, Bob (Foxy) Maunder, Anton Biemers, Ian Sword, Harry Gunther, Brian Baker, Tony Barnes, Peter Ninnis, John Mahony, Mick Wane, Ivan Frost (rejoined Sunday), Ken Dumble, Bob Felsovary, Norman Nettleton, Graeme McCubbin, Con Papas, Brian Cardilini, Dave Parker, Ken Potter, John Gladstone, Ian James, Lindsay James, Ken Moir, Neil Smith, Alan Francis, John Nash, Tony and Shirley Howard, Eric Crombie, John Provis, and 4 other late coming visitors, (2 male, 2 female), + Dan Galley of ABS Brakes.





George and Ann prepare for the power point presentation with assistance from their son Frank.



George (right) presents a signed copy of "Rescued from Destruction" to Nigel Ford.

MERCURY GOES ON DISPLAY

GEORGE and Ann Robertson's beautiful Ford Mercury went on display in the front foyer of the RACV's head office at 501 Bourke Street, Melbourne during May.

On May 19, George and Ann, along with their son Frank, hosted an afternoon tea and power point presentation reviewing their latest publication "Rescued from Destruction".

While enjoying the wonderful pastries and coffee they were very surprised to meet up with Nigel Ford the son of the owner of the original Mercury that crashed through the Malayan jungle barricades featured on the front cover of the book.

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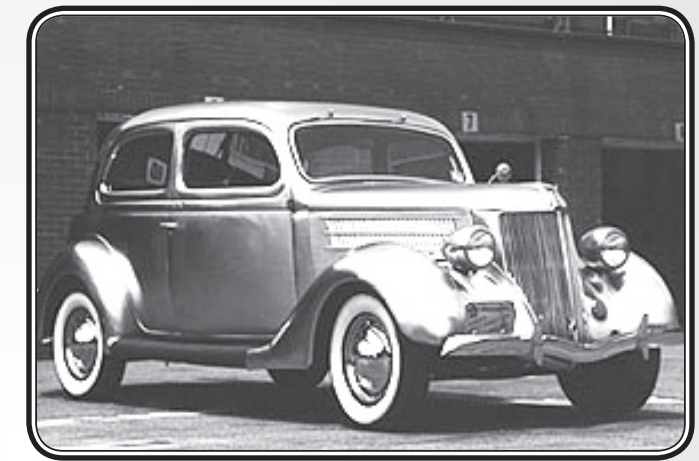
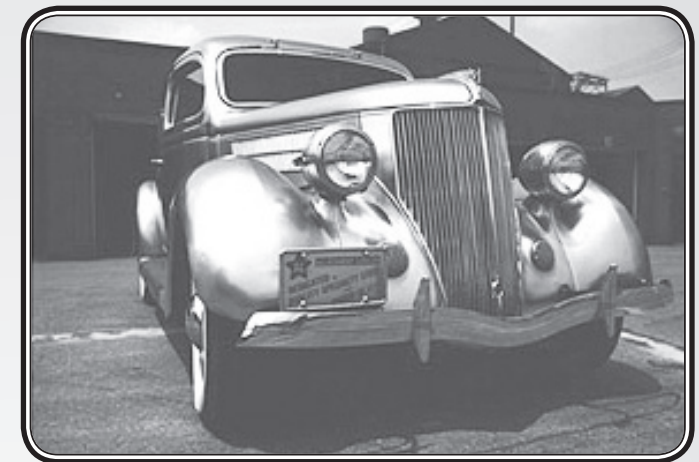


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FORDS OF STAINLESS STEEL



Photographs and information courtesy of ATI Allegheny Ludlum.

History of the Stainless Steel Car

IN 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed.

Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centrepiece of a campaign to expose the public to the new metal and its many uses.

Allegheny Ludlum and Ford would later collaborate on two more stainless models, a 1960 Thunderbird and a 1967 Lincoln Continental Convertible. Of the 11 cars originally built, nine are still in use.

The stainless steel cars were perfect vehicles for increasing awareness of the quality of the metal. And over the years, this quality has been shown in its stainless performance.

Of the six stainless steel cars that rolled off the Ford assembly line in Detroit in 1936, four exist today as living proof of the durability of stainless steel. One is on display at the Heinz Regional History Center in Pittsburgh, PA.

Each of the original six logged at least 200,000 miles in the hands of Allegheny Ludlum officials before "retiring" to private ownership in 1946. Thousands of additional miles have been logged on the odometers since, and the shiny bodies have outlasted most of their non-stainless steel parts.

The experiment was an unparalleled success on a number of levels. Public awareness of stainless steel's many uses increased with every city and state the cars visited. Through many years of active use, metallurgists and engineers were amazed at the superiority of the silvery metal.

Since 1960, when two stainless steel Ford Thunderbirds were introduced, they have been displayed throughout the United States and Europe.

The two Thunderbirds came off the Wixom, Michigan production line on July 11, 1960, and each has travelled over 100,000 miles, demonstrating the durability and timeless beauty of stainless steel.

Continued overleaf



Photographs and information courtesy of ATI Allegheny Ludlum.

Continued from previous page

With the exception of the body skin, bumpers and grille, which are made of T302 stainless steel, every other component is standard 1960 Thunderbird equipment. Also included is the first T409 solid stainless steel muffler released on a production vehicle. Both cars still have their original mufflers and T304 exhaust pipes after 25 years on the road!

The 1967 Lincoln Convertible was the last of the stainless steel cars produced by the Ford Motor Company and Allegheny Ludlum Steel.

Once again, the companies proved that stainless steel's enduring beauty is matched by its toughness.

As with all stainless steel there is no need for painting. The corrosion-resistant properties of the stainless eliminate the problems caused by rust.

Except for the vehicle's body, all other parts and equipment on the car are standard for the 1967 Lincoln Convertible. The vehicle's weight is just about equal to one with a standard steel body.

Three stainless Lincolns were built that year. Allegheny Ludlum Steel retains two and still uses them for customer visits and special events. A full set of Stainless automobiles (1936 Deluxe, T-Bird, and Continental) are on permanent display in the Crawford Auto Museum in Cleveland, Ohio.



THE 1936 FORD STAINLESS STEEL BODIED TUDOR

YOU'VE READ ABOUT STAINLESS STEEL FORDS BEFORE BUT THIS INFORMATION WILL INTEREST YOU

YEP...that's right, not a coupe as often claimed, the 1936 coupe has no rear seat and usually had a rumble seat behind the rear window!

This report and pictures by Peter Hibbert follows the much publicized stainless steel 1936 Ford of which six were mooted during the autumn of 1935 by the Allegheny Ludlum Steel Company of Brackenridge, Pennsylvania, and built shortly thereafter.

Only the bodies were of stainless steel with stock Ford carbon steel floor pans, trunk floor, chassis frame, fire wall, door hinges, trunk alloy hinges, wheels, seat frames, suspension, running gear, steering bumpers/guards, bumper irons, dashboards, etc.

Many questions as to the fabrication possibilities of stainless steel might be answered in the production of these Fords. With these ideas in mind, Allegheny Ludlum, (a pioneer producer of stainless steel) asked Ford Motor Company to furnish a bill of needed materials, body plans and methods.

These included everything from sheets of stainless steel to screws for wood and metal.

Problems lay ahead. Difficulties faced the craftsmen because their tools were set to handle carbon steel which is vastly different from stainless steel.

The huge press dies needed to undergo changes in order to form the sturdy stainless steel sheets. Welding also created new equipment challenges. Months later and finally, six 1936 Fords rolled off the Ford assembly line and then driven to the Allegheny Ludlum plant at Brackenridge, Pennsylvania, USA.

From there, company representatives drove them to district offices in New York, Philadelphia, Cleveland, Chicago, Detroit and St. Louis.

Whilst on their travels, they created **ENORMOUS** interest from the public asking such questions i.e. "What is it made of"? And "Where can I get one"? "When are you going to paint it"? They created wide interest.

At Chicago, Allegheny Ludlum employees were so proud of their durable Fords they called an official conference to decide what signs and slogans might best be painted on it to tell the stainless steel story. On the door they painted; "On the road since 1936" and on the mounted spare wheel was the sign; "This is Allegheny Metal stainless steel".

The constant use of the stainless steel cars during the war years had taken its toll by 1946. Although the stainless steel bodies of each of the six Fords were still as good as new (save for accidental damage), after 10 years and an average of some 200,000 miles on the road, many other parts were beyond repair. Such items as the V8 engine, shock absorbers, transmission and gears had undergone many times the wear that such parts normally experience. The deterioration of the carbon steel components suffered leaving a sound body on an unsound foundation and motive components. In the meantime, another problem that surfaced was

repair of accidental damage to stainless steel body panels. What company is able to handle that? Finding the skilled tradespersons was difficult

Eventually, many inferior repairs were effected but still rust free.

Not too long after, Allegheny Ludlum announced that fabricator companies had produced expander piston rings and working radiator parts made of stainless steel. This was the first real production applications of stainless steel for such purposes.

Allegheny Ludlum and Ford Motor Company would later collaborate on two more models, a 1960 Thunderbird and a 1967 Lincoln Continental Convertible. Of the 11 total cars originally built, nine are believed to be still in use.

Supposedly, reliable research reveals that only four of the 1936 Fords exist today as living proof of the durability of stainless steel. one is on display at the Heinz Regional History Centre in Pittsburgh, PA.

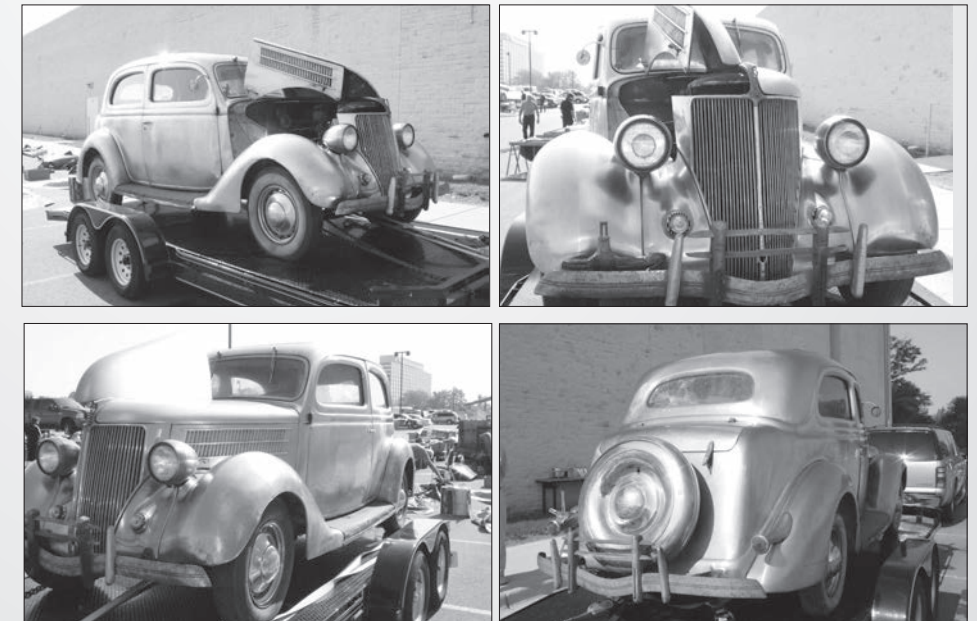
This leads me to what I consider the most significant section of the story:-

My son, Mason and I attended the Early Ford V8 Club of America, Dearborn, Michigan Grand National event in July 2008. To our amazement and great pleasure, we were honoured to meet the owner of one of these great stainless steel 1936 Fords, Mr. Ed James of (summer) Illinois and (winter) Arizona with his trailered stainless steel 1936 Ford. WOW!!! ... We spent ages talking to Ed and pouring over the old Ford. It was **COMPLETELY** original. The carbon steel components were rather deteriorated but apart from damage, the stainless steel was near perfect as the photographs will verify. It was not running or safe.

Ed bought the Ford for lots of \$'s and at that stage, intended to leave it 'as-is' for a while trailering it from show to show for the pleasure of Ford fellas! But the latest news is he proposes a complete restoration.

It is a very significant historic Ford and it is hoped it will be preserved forever as a memento of a gallant venture into durable bodied automobiles.

Peter Hibbert





Club members' cars arrive at the National Park Hotel, Kinglake.



The dining room was packed to the rafters for lunch.



Wally and Joyce Martin after the presentation.

THE KINGLAKE TOM COULTER LUNCHEON

THE venue for this year's Tom Coulter Luncheon was within the Lawson's Hut Restaurant, part of the National Park Hotel, Kinglake.

No matter which route you took to arrive at Kinglake the devastation was evident – the locals are very busy getting back to normal life when circumstances permit and our thoughts are with them in their endeavours.

The hotel is prominently situated and was ideal for the display of 22 Early Fords parked out the front, drawing passing members of the public like a magnet. It generated numerous discussions between the club members and the admirers and the constant use of cameras to take many treasured photos from varying angles that will generate fond memories in time to come.

Inside the restaurant it was great to see the youngsters congregate in one area (on the floor), being watched over by Mum and Dad or Grandma and Grandpa.

Many other members were involved in discussing all manner of subjects, and looking on, it was a pleasure to see so many smiling, happy faces enjoying the social atmosphere, that was further enhanced by the very enjoyable meal.

Presenting Wally and Joyce Martin with their replacement 'Geelong Award' on behalf of the club was an extreme pleasure, especially to see the look on Wally's face and hear his remarkable comment as to his immediate aim of resuming his collecting. This shows the spirit of the man and we wish him every success.

The auction created a lot of interest and participation with great car insurance packages being the end result.

Special thanks is again extended to Ray and Eileen Broatch for their efforts in making the day such a great success.

Harry Beckwith

More great pictures of this event overleaf.

Time to relax for Sandra Lucy and Jenny Crombie.



The floor seemed to be inviting for the youngsters.



A great Felsovary family day out.



This group of ladies were all smiles.



THE KINGLAKE TOM COULTER LUNCHEON

continued.



HERE ARE SOME OLD TIMERS!!! (Early Club members that is.)
Left to right:
Joe Beaumont – Member No 9.
Ray Rowley – Member No. 39
Mena Camier
Bev Rowley
Ian Camier – Member No. 11
GREAT TO SEE THE FOLKS FROM GIPPSLAND

THE MEN FOLK CONGRUGATED OUTSIDE AMONGST THE ACTION



WHILE THE LADIES STAYED OUT OF THE ELEMENTS



Just a few of the Early Fords spotted in the car park of the National Park Hotel, Kinglake

12th NATIONAL EVENT IN SOUTH AUSTRALIA

To All Early Ford V-8 Clubs

The Early Ford V-8 Club of America South Australia RG#94 would like to advise clubs and their members that the 2010 National Meet will be held on the June Long Weekend (11, 12, 13, 14 June 2010) in The Barossa Valley in South Australia.

The Barossa Weintal Resort Murray Street, Tanunda has been booked for the official venue. Please advise them when you book that you are part of the Early Ford V-8 National Meet. Ph 08 8563 2303 Fax 8563 2279 Email functions@barossaweintal.com.au

The Barossa Motor Lodge has also been booked for entrants - it is only 5 minutes away from the Weintal and it is also in Murray Street, Tanunda.

Ph 08 8563 2988, Fax 08 8563 3653 Email sales@barossamotorlodge.com.au

Please advise when you book that you are part of the Early Ford V-8 National Meet.

Entry forms will be sent out late 2009 to all clubs.

We look forward to seeing you all in June 2010.



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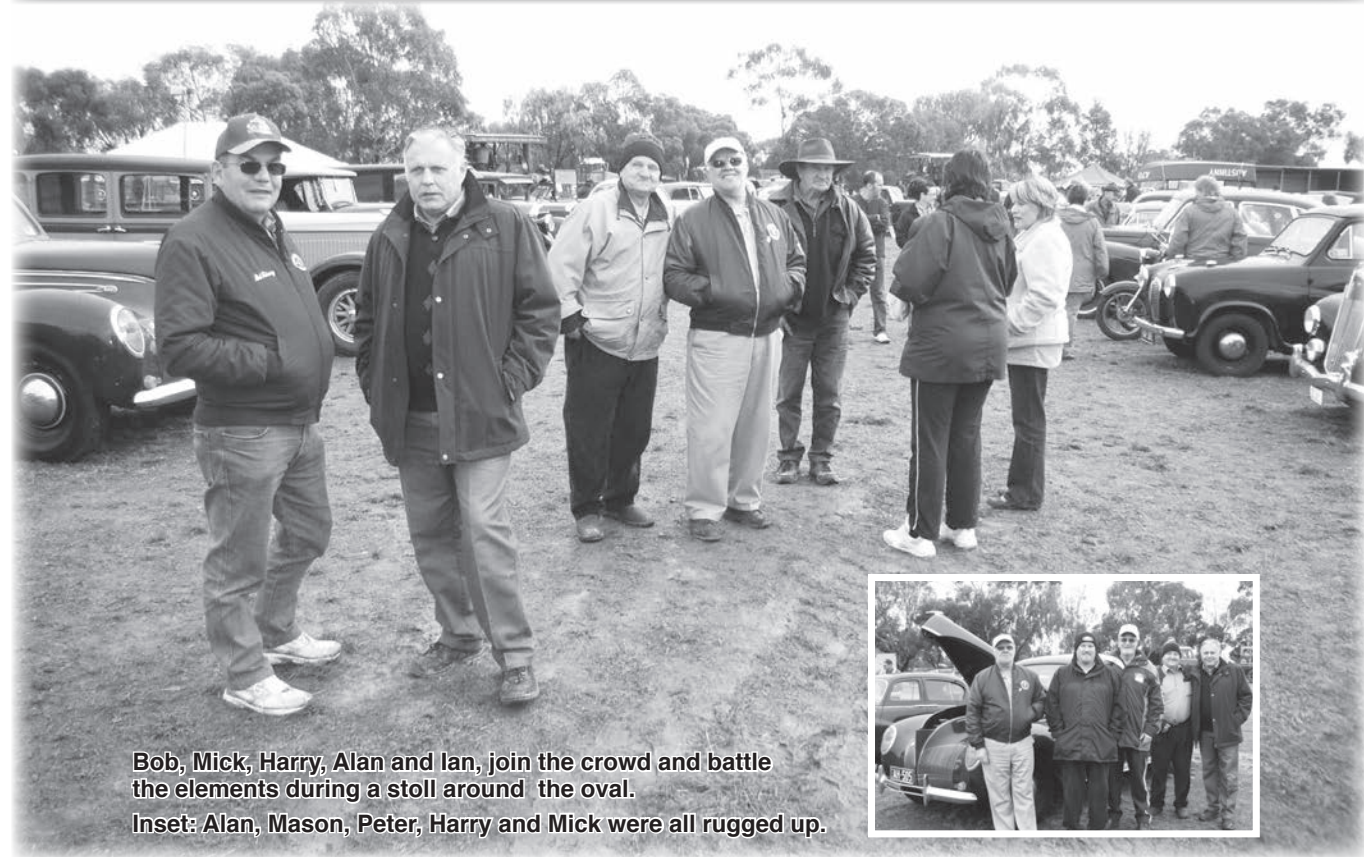
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Bob, Mick, Harry, Alan and Ian, join the crowd and battle the elements during a stroll around the oval.
Inset: Alan, Mason, Peter, Harry and Mick were all rugged up.

Two great reports from this exciting weekend

**By Jacob Mumford, Age 11.
Grandson of Norman Nettleton**

ON the Queen's Birthday weekend, I went to the 46th Annual Rotary Steam, Horse & Vintage Rally. It was great.

There were heaps of displays that were really interesting and there were also lots of Early Ford V8s.

I caught up with Norm Raverty and asked a few questions about his cars. When he bought his first car, it was a '39 Mercury. He took it on his honeymoon to Surfers' Paradise and could not believe how well it drove. Ten years ago, Norm bought a 1940 Mercury, and is still driving it. One year ago he bought another 1939. It was 48 years from the time he bought his first 1939 Mercury until he bought another. He also bought a '32 Ford V8 in 1983, from Cairns. He had to drive it home and this needed three different roadworthy certificates (one in each State) on the way. Six months ago, Norm bought a 1948 Ford V8 coupe from America.

I also saw heaps of other people's cars which is really good.

There are always heaps of entertainers, but I think the one that stood out was the bush storyteller. He tells stories about how they used to do things in the old days, like how they used to light a fire with a piece of slate and some metal.

I also liked the wood chopping. It was really good. Did you know that their axes can cost up to \$2000?

On Sunday we also watched the Grand Parade. In it were 9 steam engines, 1 steam wagon, 2 steam cars, 34 tractors, 1 rotary hoe and 16 cars including 5 Early Ford V8s. In the horse grand parade there were 35 horses with wagons, a log buggy, carts, sleds, a gypsy van, fire engine and one ridden horse.

After the Grand Parade there was the annual burning down of the dunny which is great. They set the dunny on fire and the old horse-drawn fire cart comes to the rescue. It took a while for them to put it out because the water was pumped with a hand pump.

It is a great weekend and I highly recommend it to everyone.



Club Fords were on display around the oval

By Bob Felsovary

THE Echuca Steam Horse & Vintage Rally was held on Queen Birthday weekend, June 6th and 7th, 2009.

A number of Early Ford V8 members met at Wallan for morning tea and of course a selection of local bakery delights.

Ken Dumble in a 1951 Ford twin spinner, Bob & Jeanette Felsovary, 1946 Coupe, Harry Gunther & Alan Wilson in Harry's 1939 Lincon Zepher (Ford) V12 Alan Summergreene, 1950 Single Spinner. All travelled in convoy to Elmore for lunch and the necessary maintenance most of us seniors have to do. After about a one hour stop we all departed to Echuca.

We had dinner at the local hotel near our accommodation.

Another group travelled up on Saturday morning.

On Saturday we all met up with Norm Raverty at his museum to check on his latest project a 1946 Convertible on which he has done an amazing make-over.

We also had morning tea with Norm and then he took us to see Charles' workshop where he is working

on a Holden FJ Ute. He also has done an amazing job, welding in a new floor and fire wall. He had a number of other cars that he was also working on. We went to his son's farm where he had a 1948 Mercury Club Coupe that had fallen off a forklift. We thanked Norm and Charles for their hospitality.

On Saturday we had dinner at the Moama Bowling Club.

On Sunday we all went to Rotary Park for the Rally. It was wet and muddy, it had rained on Saturday and Saturday night. It was full steam ahead. All the displays were working, also the famous scones and soup were very popular.

The cars that ventured around the oval got a lot of mud on their tyres. If you came to a stand still you could feel the car sink in the mud.

On Sunday night we had dinner at the Moama RSL. John Gladstone introduced us to a new saying that the young people use today (Camel Claw).

We returned to Melbourne on Monday morning.

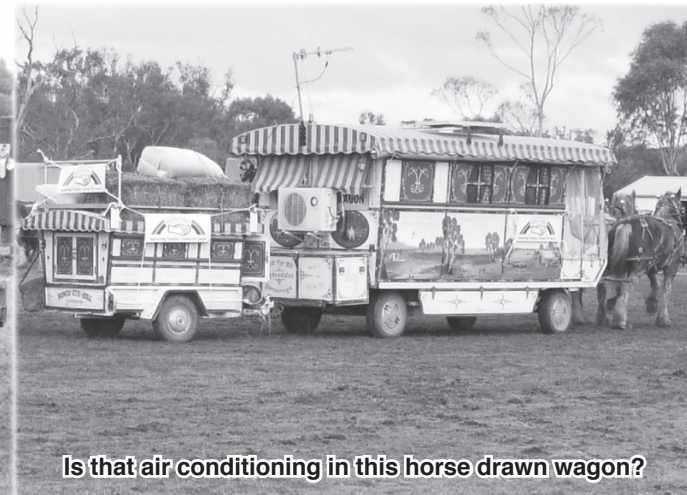
More great pictures of this event overleaf.



Two whole days of great family entertainment



Norman Nettleton's unrestored 1927 Chev fencers truck generated a great deal of interest.



Is that air conditioning in this horse drawn wagon?



Jacob Mumford, centre with the controller in his hands, always enjoys the model boats.



It looks like dinner is being served caravan style.



Early Ford trucks also made an appearance.



A most unusual double articulated grey Fergie.



The grand parade is a highlight on both days



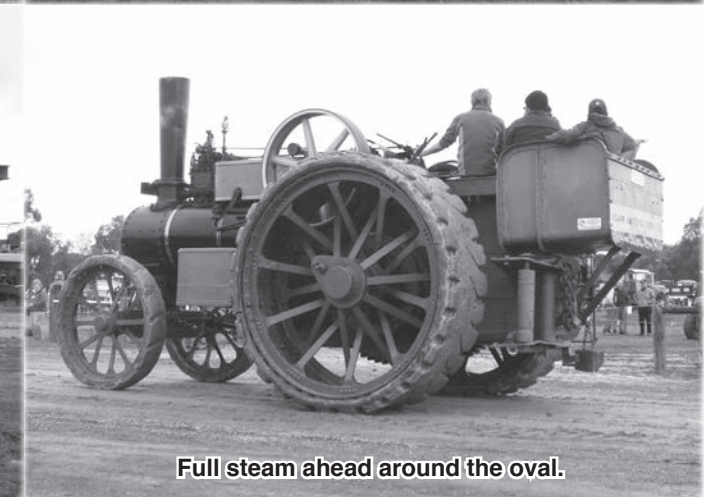
Plenty of steam power on hand.



Burning down the dunny is a major attraction every year.



A steam truck with another one awaiting restoration on the tray.



Full steam ahead around the oval.

Early Ford V8 club members in attendance were:

- Mick and Val Wane** – 1934 Ford 5-window Coupe, Australian made.
- Alan Summergreene** – 1950 Coupe LHD.
- Norman and Diane Nettleton & Jacob Mumford** – 1927 Chev fencer's truck.
- Ian Watson** – 1936 3-window Coupe converted to right hand drive and a bed for his dog at night; also 1946 Kenworth truck and 1948 International tip-truck KB7 series.
- Norman and Elma Raverty** – 1940 Mercury Sedan, Australian made.
- Harry Gunther** – 1939 Lincoln Zephyr V12, engine made by Ford.

- Peter, Sandra, Mason and Geordie Hibbert** – 1951 Twin Spinner Victoria Coupe LHD.
- Ian Bacon** – 1946 Coupe Utility. Ian did the restoration himself.
- Ann and George Robertson** – 1949 Mercury Sports Sedan.
- Ken Dumble** – 1951 Twin Spinner, Australian made – Had a 5 year restoration.
- Jeanette and Bob Felsovary** – 1946 Business 5-window Coupe NZ import. Original RHD, with '39 Mercury Motor.
- Alan Wilson**
- Ian Bacon**
- Lindsay Brabon**
- John Gladstone**

VicRoads Club Permit Scheme

Some personal comments from Norman Nettleton, one of our two delegates to Federation Meetings, and the Model T Ford Club Delegate to the AOMC.


I have spent many hours reading and re-reading recent comments/reports on the Club Permit Scheme from both the Federation and the AOMC and I am concerned about the position adopted by the Federation of late.

The Federation letter sent to club members on March 22nd is critical of a number of issues being pursued by the AOMC (See first part of report on Club Permit Scheme in "The Side Valve V8 Times" May/June):

1. "the ability to move a vehicle 50 metres from your property line for shuffling of vehicles." This is a common-sense suggestion which will benefit people with several vehicles garaged on a small block. Surely we can leave it to those drafting the regulations to see that it cannot be abused. I might also ask what is the current situation if you park your C.P.S. vehicle out on the road – are you currently insured?
2. Modifications to Club Permit eligible vehicles. My understanding is that AOMC's proposal is for the development of a voluntary Code of Practice by knowledgeable people within the movement, considering both the historic character of the vehicles and standards of safety. This code would be subject to ratification by VicRoads technical authorities. Clubs who wish to authorize modified vehicles will sign up to this Code. If the restrictions proposed by the Federation Committee in March, 2004 and repeated at the February, 2009 Meeting, were imposed, there are many vehicles within our Clubs which would no longer be eligible e.g. pre- 1939 Ford V8's fitted with hydraulic brakes. Furthermore, some older drivers (myself included) may wish to upgrade the gearbox in their car or truck (even to an automatic) so that they can continue to enjoy driving it safely.
3. "They (AOMC) quote that the Federation has voted in support of the 90 days." In spite of ongoing Federation denials, this **is correct** as I have reminded delegates at several meetings. The following motion was passed in October, 2006 at Wangaratta; "that the member clubs of the Federation **support the proposed new 90 day logbook scheme**, based on the current information that we have received, and that another decision be made when further information is available." This motion clearly requires the Federation to support the proposed new log book scheme and then take a final decision when more information is received from VicRoads and disseminated to all Clubs.

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Another area of disagreement is the cut-off date for vehicles to be eligible for the Club Permit Scheme. The Federation is proposing that the cut-off date be changed "to 31/12/1985 with a review in five years and a suggestion that, at this time, it be increased by one year for every five" (minutes of Meeting 7/2/09 p.5). Under this proposal a person wishing to retire a 1990 vehicle to Club use could not put it on Club plates until 2034 when it would be 44 years old and the owner may well have passed on! Delegates at the last AOMC meeting voted unanimously for the retention of the present rolling 25-year cut-off.

In conclusion it is clear to me that we need a new/revised scheme which is **clear and unambiguous** to users, administrators, and law enforcement officers alike. The VicRoads proposal for a 90-day log book scheme would meet this requirement. The Federation proposal for Club use plus a 30-day log book would not. Who is going to determine what is Club use? It has been suggested that there be a 90-day log book with half of the days being for Club activities. Could you use the vehicle for 45 days personal use and only one or two club runs? Is it one day personal use for one day club use? Who will determine/monitor this? Too hard!

Let us push for a scheme which is **clear and unambiguous** and will maximize our opportunities to use, enjoy and share our vehicles with the minimum of red tape and inconvenience, whether we are participating in a club event, taking a friend (or nursing home residents) for a run, supporting the local school, church, Lions or Rotary event, or simply enjoying a relaxing run because we feel like it and the weather is suitable. **With the information currently available to us, we should continue to support the VicRoads' 90-day log book scheme.**

What to carry in your glove box

Below is a motion put to members at the June General Meeting by Mr Neil Smith.

I have listed hereunder the amended details of the kit to be retained and carried in the members glove box.

1. Current and receipted VicRoads Club Permit Scheme Voucher.
2. Club Permit Scheme information handbook obtainable from the Federation or the AOMC via our two delegates, Mr I. Camier or Mr B. Felsovary.
3. A current edition of the Side Valve V8 Times containing details of the authorized club runs. Refer to page number one under Road safety (Vehicles) Regulations 1999 – reg – 310. Duration and conditions of Club Permit.
It would appear essential that one or maybe two pages of the club magazine be set aside under the heading of
"Club Authorised events for members to participate in the club permit scheme".
Once again refer to page one.
4. Events organized by the AOMC. Federation and RACV must also be in the club magazine under the heading of club authorised events. This also applies to invitations from other clubs and organisations seeking our members participation in their own events such as councils and charities etc.
5. Current membership card of the Early Ford V8 Club Vic. Inc.

Take Note: "Special Use Authorisation" vouchers for private use must be obtained from Mr I. Camier for all other usage of the vehicles except for:

To maintain, test, repair or prepare the vehicle for an authorised event.

Once again refer to page one. Also refer to page two.

| PAGE 1 | PAGE 2 |
|--|--|
| <p>VicRoads 17/05/2000 Registration & Licensing - Business Rule Conditions of issue and use of permits</p> <p>Club permits provide an alternative to full road registration. They allow operators to drive their vehicles on public highways to participate in club events or for specifically approved private use.</p> <p>A vehicle operating under a club permit may be used:</p> <ul style="list-style-type: none"> • for advertised events organised by a club. (club must be authorised to participate in the Club Permit Scheme). Therefore, members of authorised clubs are able to attend general meetings, executive meetings, newsletter and mailing assemblies, club outings and other events organised and publicised by such authorised clubs. • to maintain, test, repair or prepare the vehicle for an authorised event. • when "Special Use Authorisation" for private use has been obtained this authorisation must be issued in advance of the event and be carried in the vehicle. • at any time of day or night, in accordance with the above conditions, except for veteran and vintage vehicles without electric lights. Vehicles without electric lights are not permitted to drive between the hours of sunset and sunrise. <p>NOTE: Vehicles operating under the club permit scheme are not permitted to be used for hire or reward.</p> <p>Road Safety (Vehicles) Regulations 1999 - reg. 310 - Duration and conditions of club permit</p> <p>Policy Type: Registration Process Category: Permits Process: Club Permits</p> | <p>VicRoads 17/05/2000 Registration & Licensing - Business Rule Definition</p> <p>A club permit allows an unregistered vehicle specified on the permit to be used on the highway during the period of validity of the permit if the vehicle is used in accordance with the conditions subject to which the permit was granted.</p> <p>Club permits may be issued to veteran, vintage, classic and historic vehicles, including modified vehicles (street roads). Permits are issued by VicRoads to members of car clubs approved by VicRoads.</p> <p>Club permits contain a condition that the vehicle must not be used on a highway except:</p> <p>(a) in connection with official activities organised by (or under the auspices of) an association approved by VicRoads, or in the preparation of the vehicle for such activities; or</p> <p>(b) if authorization for special private use has been granted.</p> <p>Permits are issued for 12 month periods, and vehicles issued with a club permit are issued with distinctive maroon plates.</p> <p>Road Safety (Vehicles) Regulations 1999 - reg. 505 - Club permits Road Safety (Vehicles) Regulations 1999 - reg. 311 - What does a club permit authorise?</p> <p>Policy Type: Registration Process Category: Permits Process: Club Permits</p> |

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ITEMS FOR SALE AND WANTED



WANTED (2)
1937-1938 Ford Coupe Ute suitable for restoration or driver preferred. Phone (03) 5243 0498.

WANTED (2)
Venetian blind, exterior sun visor, tow bar, old blue seat belts to suit 1953 Customline. Contact Stewart Trezise 9438 4516.

WANTED (2)
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.

FOR SALE (3)
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.



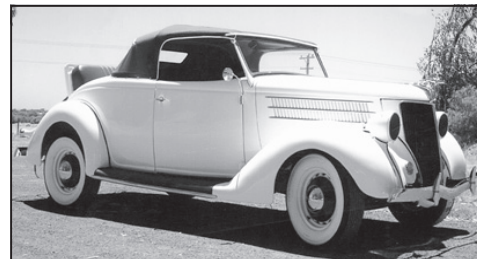
FOR SALE (1)
V8 Ford Pilot in very good condition. Price \$32,000. Please contact Murray Smith 0428 942 422. Member 142.

FOR SALE (3)
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.

FOR SALE (1)
Early Ford distributor, complete with original Ford coil, condenser and caps attached to alloy body. I have been told by previous owner that it has been rebuilt. \$50 obo. Phone Jacques Reed (03) 9775 7825 or email reedfamily@bigpond.com Member 181.

WANTED (2)
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)
Ford Coupe or Mercury Coupe. Flathead V8. Restoration no problem, too much rust would be! Please ring Doug Spencer on 9570 6024. Member 457.



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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| 1 x 48 front fender L/H | \$200 each | 1 x 32 Reprro Grille Insert NEW | \$450 |
| 1 x 46 front fender L/H | \$200 each | 1 x 32 Grill Assembly (Shell & Grill) | \$650 |
| 3 x Inner fender Panel Radiator support R/H | \$10 each | 1 x 1/2 Size Fiberglass 32 Roadster Body & Fenders | \$500 |
| 2 x Inner fender Panel Radiator support L/H | \$10 each | | |
| 2 x Inner Fender Panels R/H | \$80 | TRANSMISSION PARTS | |
| 1 x Rear Fender L/H | \$200 | 1 x Ute Gear Box Complete | \$175 |
| 4 x Grill Assembly's – Complete | \$50 - \$100each | 1 x Sedan Gear Box Complete | \$175 |
| 3 x Radiator Support Brackets – Complete | \$30 | 4 x Gearbox Housing & Assorted Gears | \$150 |
| 3 x Grill to Front Bumper Panel | \$50 | 7 x Gearbox to Steering Column Linkages | \$5 each |
| 1 x Steering Columns & Steering Box – Complete | \$100 | 1 x Sedan Diff Assembly with Gears & Axles | \$250 |
| Qty Steering Columns & Steering Box Components | P.O.A | 3 x Clutch pressure plate assembly with Clutch plates | \$15 each |
| 3 x 46-48 Dash Board (Panels only) | \$50 each | 1 x fully rebuilt Sedan Diff & Torque Tube assembly – Complete, New Bearings etc. | \$800 |
| 2 x Park Light Panels, front 46 L/H only | \$30 each | 1 x Ute Diff Assembly, rebuilt | \$600 |
| 4 x Cowl Vents | \$25 each | 4 x Torque Tube & Gearbox Ball Assembly's | \$15 each |
| 4 x Cowl Lever Assembly's | \$10 each | 3 x Universal Joints | \$25 each |
| 1 x Sedan Fuel Tank Filler Tube | \$10 | 3 x Gearbox Mounts | \$15 each |
| 1 x Rear fender Support Panel | \$10 | 1 x Box Assorted Diff Crown wheel Housing Assembly's | \$50 |
| 2 x Front Seat Mounting & Slider Assembly – complete | \$30 each | 15 x Rear Axles. NOS | \$50 each |
| 4 x Twin Horn Assembly's | \$30 each | 5 x Wheels 16"x5. Blasted/primed ready for paint | \$50 each |
| 2 x Pr Front Windscreen inner Moulding | \$30 each | 1 x Torque Tube Assembly Complete | \$100 |
| 3 x Front Windscreen Centre Post (Inner & Outer) | \$10 each | 3 x Front Brake Drum & Backing Plates (re-machined) | \$150 each |
| 8 x Head light Buckets. | \$10 each | 1 x Rear Brake Drum | \$150 |
| 5 x Inner Front Door Window escutions L/H | \$20 each | 8 x Brake Shoes | \$10 each |
| 3 x Inner Front Door Window escutions R/H | \$20 each | 4 x Wheel Cyls | \$20 each |
| 1 x Inner Rear Door Window escutions | \$20 | 5 x Firestone Wheel/Tyre 550 – 600 – 16 Tyres as NEW | \$450 |
| 3 x Inner Rear 1/4 Window escutions L/H | \$20 each | | |
| 1 x Inner Rear 1/4 Window escutions R/H | \$20 each | ENGINE PARTS | |
| 2 x Boxes assorted Window Winder Assembly's | \$5 - \$20 each | 14 x Assorted Water Pumps | \$50 the lot |
| 2 x Gas Tank Door (rear fender) | \$20 each | 2 x Fly Wheels | \$15 each |
| 5 x Hand Brake Lever Assembly's | \$10 each | 3 x NOS Ring Gear | \$20 each |
| 6 x Hood Hinge Assembly's | \$10 each | 13 x Exhaust Manifolds | \$25 the lot |
| 26 x Assorted Window Glass front, rear & doors | \$20 each | 3 x Alloy Intake Manifolds | \$25 each |
| 5 x Hood Catch Assembly's (front of Radiator) | \$20 each | 4 x Sump Pans | \$40 each |
| 1 x 1942 Grill Centre Piece | \$80 | 7 x Cast Iron Cylinder Heads | \$50 the lot |
| 1 x Rear Number Plate Bracket | \$10 | 8 x 8BA Conrods NOS | \$75 each |
| 1 x 1932 Lockable Hubcap | \$130 | 8 x 8BA Valve Springs NOS | \$50 the lot |
| 1 x 1937 Speedo | \$80 | 2 x 81A Engines 3 1/16 bore | \$100 each |
| 1 x Pr Aust. Sedan Delivery Rear Doors (Panel Van) | \$200 | 6 x Starter Motors | \$30 each |
| 1 x Pr Aust. Sedan Delivery Rear Doors Window Assembly restored) | \$200 | 5 x Generators | \$30 each |
| 1 x Pr Business Coupe Inner door Panels-Canadian | \$50 | 1 x Box Assorted Ignition wire looms | \$60 the lot |
| 1 x Set 48 Bumper Overiders | \$80 | 5 x Crank Shafts | \$25-75 each |
| 9 x 46 Bumper Overiders | \$10 each | 8 x Cam Shafts | \$25 each |
| 1 x Box Assorted Stainless Trim (approx 50-60 pieces) | \$5-\$20 each | 3 x Fuel Pumps | \$10 each |
| 11 x 48 Hub Caps | \$5-\$20 each | 4 x Oil Pumps | \$25 each |
| 10 x 46 Hub Caps | \$5-\$20 each | Valves & Valve Guides | P.O.A. |
| 2 x 42 Hub Caps | \$10-\$30 each | Assorted Crankshafts Bearings. NEW | P.O.A. |
| 1 x Pr Running Boards (no rust) | \$350 pr | 1 x Speco Twin Carb Manifold | \$380 |
| 2 x Hoods | \$200 each | 1 x 97 Ford Carb | \$40 |
| 1 x Front Door R/H | \$100 | 2 x 94 Ford Carb | \$40 each |
| 3 x Front Doors L/H | \$100 each | 2 x NOS Ignition Coil in original Tropic proof package | \$80 each |
| 3 x Steering Wheel (1 NOS) | \$50-\$100 each | 3 x Distributors | \$50 each |
| 12 x assorted 16" Wheel Dress rims. | \$5-\$40 each | 1 x NOS Generator Armature in Tropic proof packing | \$50 |
| 5 x New single Piece Front Windscreen. STD 250 Tinted | \$325 | 2 x Oil Bath Air Cleaner | \$50 each |
| 5 x Removable Floor Boards | \$20-\$50 each | 4 x Oil Filter Housings | \$20 each |
| 1 x Pr Cusso Front Park Light Trim & Glass 1950 NEW | \$80 | 2 x JADEN Quad Carb Manifold Castings only | P.O.A. |
| 1 x Pr Ute Rear Fender Gravel Guards (Genuine) | \$180 | | |
| 1 x Pr Accessory Fog Lights | \$120 | | |
| 3 x NEW REPRO 48 Hub Caps | \$50 each | | |
| 1 x 41-48 Dash Full Width Die cast Trim Deluxe | \$80 each | | |
| 2 x 41-48 Speedo Assembly | \$50 each | | |
| 2 x 41-48 Horn ring | \$50 each | | |
| 2 x 46-48 Horn ring Centre Button | \$30 each | | |
| 1 x Restored Steering Column Assembly Metallic Grey Excluding steering Box | \$150 | | |
| 1 x Ute Tool Box Door (mint) | \$100 | | |
| 1 x 42 Deluxe grill Badge 21A 8170 | \$50 | | |



Rob Roy Circa 1948

ROB Roy is one of the only specially designed bitumen hillclimbs in the world. It's origins date back to 1935 when representatives from the then Light Car Club of Australia inspected a property in Christmas Hills, Victoria, with a view to establishing a suitable venue for hillclimb meetings.

The first meeting was run on 1 February 1937. Club member Wal Martin informed me he was there on that day when he and two mates rode up to the track on bikes to witness Jack Day in a Bugatti record the fastest time (with a Ford V8 engine of course). The track was fully bitumised in 1939 and many meetings were conducted including nine Australian Hillclimb Championships.

In 1962 the area was ravaged by bushfires and the track unfortunately fell into disuse.

In 1992 the MG Car Club successfully obtained a ten-year lease on the property and reconstruction began. The result was a faithful re-creation of the original track.

In February 1993 the first "Return to Rob Roy" Historic Meeting was run with outstanding success.

The track is still in use for MG Car Club events.

Photos and captions courtesy Wal Martin

The small speed type car is Arthur Wylie at the wheel of his Special sometimes called Model A, but in fact the engine was a Model B when I looked under the bonnet in 1948.

The Mercury Special LB-001 is late club member Keith Laity, a really top bloke and I met him not long after this picture was taken when I sold him a Mercury engine for this car.

The bare chassis is the Kay Special driven by the late Doug Whiteford, another very nice person. This car was made up from an MG chassis, Ford rear end and steering box, fitted with a Lincoln V12 engine.

This bottom picture was taken at Altona probably in the fifties. Doug Whiteford in front, with Black Bess, one of only two Ford Specials to win the Australian Grand Prix. The rear car is Bill Wilcox at the wheel of his Ford special.

A FORD FINAL CRUNCH



It can happen to Mercury's too!!

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:

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

**FINAL COPY DEADLINE FOR THE SEPTEMBER/OCTOBER 2009 NEWSLETTER
SEPTEMBER 12, 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.



Fine-Car Comfort to Match Fine-Car Performance

Everything about the Ford is up to the same high standard as the V-8 engine. It looks like a fine car. It drives like a fine car. And it rides like a fine car. . . . Modern Center-Poise Riding means exceptional comfort—in the back seat as well as the front. All passengers ride near the center of the car, cradled between the long, flexible springs instead of riding over the axles. Comfort is further enhanced by soft, restful seat cushions, double-acting shock absorbers and big six-inch tires. . . . We would like to have you ride in the Ford V-8 and test its comfort for yourself. You will find it one of the easiest riding cars you have ever known—with unusual room in both the front and rear compartments. . . . The compact V-8 engine takes up less space under the hood and gives you extra room inside the car.

NEW FORD V-8 FOR 1936