



The Early Ford V8 Club Victoria Inc.



According to legend, Edsel Ford had this custom "Continental" version of a 1939 Lincoln-Zephyr convertible created specifically for his winter vacation in Florida in 1939. It is on display at the Edsel and Eleanor Ford mansion garage.

It resulted in such interest that it was hastily advanced to limited production of both convertible and coupe versions for 1940 models.

Read about the Dearborn U.S.A. Grand National on pages 10-13.

Inside This Issue

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- ◆ Marong Picnic



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THE EARLY FORD V8 CLUB OF VICTORIA INC
GENERAL MEETING SEPTEMBER 2008

Minutes of the General Meeting convened in the Boardroom of the Ford Discovery Centre, Geelong. Sunday 14th September 2008.

MEETING OPENED: By the President at 10.20am

MEMBERS PRESENT: As per the attendance register, this being our country meeting this included visitors, wives and family members.

ADDRESS BY FORD DISCOVERY CENTRE STAFF: Dale, one of the attractive Ford Discovery Centre hostesses addressed the members on the inception, aims and aspirations of the centre, we were warmly welcomed and thanked for our attendance Our members responded with a warm ovation.

APOLOGIES TENDERED: Messrs: G Mc Cubbin, J Stewart, J Gladstone, N Bassett, G Robertson, D Weatherhead, J Watson and J Inness.

MINUTES OF THE PREVIOUS MEETING: The minutes of the previous meeting convened on 1 August were read by the President. An amendment relating to the motion relating to Mr A Field. It should be construed that this motion is subject to acceptance of the monies proffered, which to date has not happened. Moved Mr N Nettleton, Seconded Mr A Field. Carried

CORRESPONDENCE INWARD: Federation, events calendar
Brian Adams, complaint re National Event parking Car Bra, promotion
Rotary Club of Torquay, Motor Show, Sunday 2 Nov
Sporting Club of South Aust, Vintage Colingrove 2008 Workshop 57, Promotion - Restorations
Bernard Sweeney, advising death of Jack Sweeney Member 334
Shannon’s American Car National, Queanbeyan 27/28 Sept
Early Ford V8 Club America, National Board Meeting Minutes (3)
Early Ford V8 Club America, Director’s Meeting Minutes
RACV Cora Lynn Car Show. 5 October, Pakenham
Bob Felsovary, Christmas Luncheon Menu (Olive Hill Estate)
Shannon’s Auctions, Melb, 1 September
Andrew Field, re Bill Wellwood address
John Gladstone, meeting addresses
KBS Coatings, Northcote, powder coating
Kustoms of Australia, 16th Picnic Pakenham, November 2008
DIY Tools Hire, tool hire list
Garage King, garage racking/storage

CORRESPONDENCE OUTWARD: P Hibbert to Brian and Julie Adams, apology for misunderstanding re parking
Roger Mohr, thank you for donation of DVD Federation, (N Athorn) endorsing N Nettleton to Committee of Management
Vivian Worthington re Information on Lou Bandt’s Ute
Ian Camier re Tom O’Donnell clarification of honorary membership
Tom Prior re Donation of National Event souvenir items

NEWSLETTERS: Federation News, September
Swan Hill Vehicle Club, August
West Gippsland Vehicle Club, August
Ford Model T Club Vic, August
EFV8 Club NSW, August
EFV8 Club Qld, August
EFV8 Club NSW, September
EFV8 Club, Northern NZ, August

REPORTS: TREASURER: The Treasurer Mr Wane related on the financial matters and details for the preceding month.
Opening Balance \$9,304.58
Income Included: Annual subs inc new members
Video orders
Special effort (Aug)
Donation (Watson Bros)
Change from Tom Coulter luncheon
Proceeds left National Invest
Total Income \$2,156.23
Expenditure Included: Newsletter printing, postage, stationery
name badges, secretarial and cash for Tom Coulter Luncheon
Total Expenditure \$1,356.21
Bank Charges as per Bank Statement \$Nil
Balance at 31-8-2008 estimated \$10,490.60

The opportunity was given to ask questions of the Treasurer relating to his report. None tendered
The Treasurer moved his report be accepted. Seconded. J Provis. Carried

MEMBERSHIP: Mr Camier presented the following two applications for membership. Each application was presented separately.
Mr L. Stule of Wildwood, 1946 Fords
Mr G Marcon of East Reservoir, 1946 Ford
When the members were asked to approve the applications both were voted in the affirmative
We now have 195 members.
We warmly welcome both these gentlemen and families into the club and hope their association is a long and happy one.

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

AOMC Mr Camier related that on behalf of the club he attended the recently held AOMC meeting. The guest speaker Lucy Cumberlige addressed the members on the structure and maintenance of web sites, a document distributed was then handed to our secretary for the club to peruse. Other matters which included the red plate scheme were also mentioned.

SOCIAL SECRETARY: Mr B Felsovary advised the meeting on the immediate past events which included the Tom Coulter luncheon and the Federation Picnic at Marong which was well attended by our members but somewhat dampened by the rain. The Christmas luncheon menu has been finalised and will be published in the club newsletter. The Bay to Birdwood and the Model T centenary gathering were also mentioned. Bob also extended congratulations to Mr Norman Nettleton on his being elected to the Committee of Management with the Federation. Warm congratulations were extended from the club to Norman and we offer him our support.

GENERAL BUSINESS: ANNUAL GENERAL MEETING: The President advised that the October meeting is the Annual General Meeting, all positions are declared vacant, this will give you the members the opportunity to select the committee of management you want. Please consider carefully. The AGM is also auction night, so please bring along “Stuff” you wish to sell (a small donation to the club is requested).

PUBLIC LIABILITY The renewal cheque for Club’s public liability has been forwarded.

CLUB WEB SITE: This matter is subject to further investigation.

GUEST SPEAKERS: This matter is also being investigated; members are requested to liaise with the Vice President Mr Harry Gunther. Suggestions have been made, but your input is needed

BENDIGO SWAP MEET: Questions were asked as to what the club was doing with the second site, the President related the second site was kept by the club on the understanding Mr John Watson hired the site, The President will contact Mr Watson to ascertain his views, failing that the club would review its options.

Mr N BASSETT Mr Nettleton related that Neville was suffering from cancer and will be undergoing the required treatment. A card will be obtained for the members to sign and it will be forwarded.

DVD Several DVD copies of the recently held Nationals (donated by Mr R Mohr) were on the table and available for sale at \$15 per set.

BUY SWAP OR SELL Mr G Mc Cubbin is seeking 1940 Ford over riders (set of 4)
Mr Bob Felsovary is seeking a 1939 Ford sump and similar model camshaft

FUND RAISING ACTIVITY: The Vice President Mr H Gunther then conducted the heads or tails activity with all the members present. Mr A Wilson was the winner, as a result the club gained a total of \$39

Meeting Closed at 11.20 am

Next Meeting 3rd October 2008.
(The Annual General Meeting)



ANDREW Mackay from Bendigo attracts a lot of attention as he crosses the country in his not-so-restored 1933 Ford roadster ute. It looks very much like the vehicle used by television's Clampett clan when they struck "black gold" and moved to California to become the Beverly Hillbillies. The ute deliberately looks a little tired – it actually took seven years of hard work to achieve the desired effect. This vehicle went to Sydney for the Botany Bay Car Show. Story and picture reproduced courtesy The Shepparton News.

UPCOMING EVENTS

October 1st
WEDNESDAY

CENTENARY OF MODEL T FORD RALLY

Over 250 Model T Fords. Held at the Echuca Port precinct in the morning and in the afternoon at the Echuca Football Oval. Gold coin donation. A week of celebrations.

October 3rd, 2008
FRIDAY

EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING AND ANNUAL GENERAL MEETING

Library Hall, 630 Warrigal Road, South Oakleigh. Meeting starts 8.00 pm.

October 5th, 2008
SUNDAY



Club Run

CORA LYNN COUNTRY CAR SHOW AND MARKET/SWAP MEET "THE LAST OF THE CHROME BUMPERS"

Meet at Pakenham Autobarn 9.30am. If you own or drive a classic car, vintage car, hot rod, sports car, ute or station wagon up to 1978 come along for a great day. Vintage caravan display, vintage and classic truck show, stationary engine display. Starts at 8am on the Cora Lynn Recreation Reserve.

October 5th, 2008
SUNDAY

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November 7th, 2008
FRIDAY

EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Library Hall, 630 Warrigal Road, South Oakleigh. Meeting starts 8.00 pm.

November 15th & 16th
SATURDAY & SUNDAY



Club Run

BENDIGO NATIONAL SWAP MEET

Prince of Wales Showgrounds. Over 1600 sites. Ford Model T 100th Birthday Celebration and display, Shannon's Super-rig. Gates open to the public: Saturday 6am and Sunday 7am. Entry price: Saturday \$8, Sunday \$5, Weekend pass \$12. The club has an indoor site which the committee would like to be manned on Saturday.

December 5th, 2008
FRIDAY

EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING

Library Hall, 630 Warrigal Road, South Oakleigh. Meeting starts 8.00 pm.



Sunday December 7th Christmas Function



THE EARLY FORD V8 CLUB VIC Inc. CHRISTMAS GET-TOGETHER

OLIVE HILL ESTATE in Shepherds Lane, Sunbury (Melway Ref 383 C12) is again the venue for this year's Christmas function.

A suggested menu: Main course: A choice of either King Island porterhouse beef OR roast turkey with cranberry sauce. Sides: Roasted herbed potatoes, Tuscany stuffed tomato and seasonal green vegetables.

Dessert: Warm apple and berry walnut crumble crunch, served with vanilla ice cream OR lemon curd tart. A magnificent creamy lemon tart, set in a sweet crumb base.

The cost for the two course meal, tea or coffee and the use of the facilities will be \$38 per head. The club will assist financially . . . \$15 per member couple or \$10 per single member. Drinks will be at your own expense.

Members wishing to attend MUST REGISTER with Bob Felsovary 9338 4358 by November 21 for catering purposes and to receive the subsidy.

Enquiries, Bob Felsovary: 9338 4358. Olive Hill Estate www.olivehillestate.com
Please bring an item or two for the Christmas hampers raffle.



February 15th, 2009
SUNDAY

THE 18th ANNUAL KIWANIS ALL FORD DAY

To be held at Deakin University Sports Grounds, Pigdons Road, Waurn Ponds, Geelong. The show caters for 1200-1300 show cars, plus trade sites and special displays. Trophies awarded in over 20 categories plus overall prize winners. For further details <http://www.allfordday.org/>

DISCOVER CENTRE MEETING



ON Sunday 14 September 2008, members, partners and friends converged on the Ford Discovery Centre for the Early Ford V8 Club Inc annual country meeting.

Although the morning was very cold and windy it didn't deter a seasoned group of travellers making the trip to beach-side Geelong.

On arrival we were welcomed by the staff at the Discovery Centre while we warmed up, relaxed and wandered around the facility looking and learning all about the history of Ford in Australia. A large number of gleaming automobiles representing various year models are on display, interspersed with information and mechanical exhibits showing how Ford have designed and manufactured these vehicles over the years.

At about 10.15am we were all directed to make our way to a room on the second floor to attend the club meeting and partake of morning tea.

First on the agenda was an enlightening talk from Dale, one of the Discovery Centre staff, describing the history, aims and aspirations of the centre. This was followed by the usual meeting agenda items and discussions (see minutes on pages 4, 5) ending up with the hilarity of Harry Gunther's heads or tails activity.

After the meeting some of the group made their way to cafes and a local hotel for a well deserved lunch while a smaller but hardy group drove down to the foreshore for a picnic.

In the afternoon members and friends were able to visit the National Wool Museum or make an early departure for home.

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Committee members compare notes.



Club members prepare for the "Heads or Tails" activity.



A great line up of vehicles appeared on Gheringhap Street, Geelong.



A rather chilly rotunda picnic.

INSIDE THE DISCOVERY CENTRE



Above: The mechanics of the FPV F6 (formerly known as the FPV F6 Typhoon) a high-performance derivative of the Australian Ford Falcon. The car was introduced by FPV in 2004.

The Queensland Police Service uses the FPV F6 Typhoon as a pursuit vehicle.



The Baron family 1934 Model 40 Coupe.



Alan Summergreene's 52 Customline.



2008 DEARBORN U.S.A 45th ANNIVERSARY EARLY FORD GRAND NATIONAL

BY PETER HIBBERT

33-37 degree heat, U.S.A. cyclone, L.A. earthquake,
Qantas multiple delays, Qantas planes in-flight concerns, etc, etc.
Enough to distract one from a fine Grand National meet.

ABSOLUTELY NOT!!!

SEVEN Victorians were included in the 491 worldwide entrants enthralled by the Early Ford V8 Club of America's display of 260 Fords, Mercurys, Lincolns, special bodied and racing vehicles. How does 260 compare with our 128 entrants at the 11th Early Ford V8 Club at Bendigo? Go figure!!

The seven Aussie attendees to the 45th Grand National at the Dearborn Hyatt Hotel and Convention Centre were Peter Hibbert, Mason Hibbert, Gary Surman, Andrew Davis, Harry Beckwith, Eric Crombie and Harry Gunther.

Others: 9 Canadians, 3 English, 1 German, 6 New Zealanders and 1 Swede.

A schedule of enthralling events hosted by the American Early Ford V8 Club:-

Monday: Swap Meet (all week), a visit to The Henry Ford Museum, (previously known as Henry Ford Museum), adjacent Greenfield Village, registration for rally and collecting generous goodie bags, raffle sales, Ford archives tour, Mullins trailer muster and motor coach provided to the Motor City Casino.



The Aussie contingent – from left: Andrew Davis, Harry Gunther, Eric Crombie, Harry Beckwith, Peter Hibbert, Mason Hibbert. Not pictured Gary Surman.



The very rare mint 1951 Lincoln Cosmopolitan Coupe of Doug Dykema of Fossmoor, Illinois.



1950 Ford Crestliner with optional factory front bumper guard.



1935 German bodied Cabriolet complete with operating Landau bars.



A very handsome 1934 Ford Tudor Sedan.

Tuesday: Operational check and vehicle photos, Mullins trailer seminar, foundation meeting, coach tour to Ford rouge plant, glass 'bugging' seminar, 1932 Ford seminar, 1933 Ford display, entrants and guests welcome party.

Wednesday: Exclusive 1933 Ford celebration at Greenfield Village, coach tour to the Ford Piquette Plant (Henry Ford's first Model 'T' birthplace manufacturing facility), Columbia axle seminar, Ford licensing seminar, Presidents meeting and briefing, Grand National buffet dinner with guest speakers and still running was the 'peoples choice' raffle ticket sales.

Thursday: Judges breakfast, ladies tour and luncheon, concourse display and judging, camaraderie, making new acquaintances, talking to the vehicle owners and partners, a coach tour to Greektown Casino and the first raffle draw.

Friday: Self guided tour to Gilmore museum, second visit to the The Henry Ford Museum and Greenfield Village, coach tour to Edsel and Eleanor Ford's home, coach tour to Ford rouge plant and Grand National awards banquet.

Unfortunately, no prizes were won this meet by the Victorians.

I think they got wise to us scooping many at the 2003 Grand National!

I must make particular mention of the Ford Piquette Plant. It was quite a moving experience to walk the hallowed floors of Henry's early endeavours.

The building is the birthplace of the Model 'T' Ford. The comprehensive display includes extensive

Model 'T' vehicles to three floors. It is supported by the "Model 'T' Automotive Heritage Complex Inc". 2008 is the centennial year celebration. The facade is currently being restored to its circa 1904 appearance. Generous grants currently stand at US\$240k. The tour was hosted by very informative volunteer guides. The floors are uneven but the building is sound. Huge timber beams support the floors. There are many old manufacturing machine parts, the overhead shafts and pulley driven machines abound and a duplicated Henry Ford's office section was worth viewing. Other extensive works of vehicle restoration are currently being undertaken.

A must see!

The swap meet included Bob Drake with his full model range of vulcanized running boards and other items, Coker Tyre, Dennis Carpenter Ford Reproductions displaying a fresh purchase of NOS parts. It was an amazing array of many 'hard-to-find' parts. The Victorians bought so much it needed to be boxed and mailed home and most of us bought one or two extra suitcases.

Fortunately, Mason and I travelled home Qantas first class on five years of accumulated frequent flyer points that allowed two cases per person. They were slightly over the check-in weight limit! Can't miss a lifetime opportunity!

LeBaron Bonney, Roy Narcewicz and Dan Wittern were among others tempting us with 'goodies' that most of us were suckered in to buying... (SURE!).

Continued page 12



*Mint restored 1946 Mercury Sportsman.
Perfect in every respect!*



*1947 Ford Woody Wagon towing a 'Fleet' Cabin-Car
teardrop trailer. N.B. Rearward position of the single axle!*



*1939 Ford Woody Wagon with original
tools displayed.*



*1933 Ford Woody Wagon with stock fabric curtains.
N.B. Double wide white walls.*

From page 11

Support was offered to the Grand National by others include Mr. Vaughn Koshkarian, retired Vice President of FoMoCo, American Greeting Co, Hagerty Insurance etc.

The seven Victorians join in congratulating the Grand National Meet staff particularly the Meet Co-chairpersons, Craig and Annette Gorris. Craig is the current President of The Early Ford V8 Club of America.

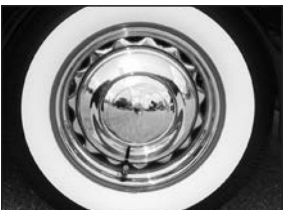
Mason and I extended our USA tour by driving to Auburn, Indiana to absorb the historic Auburn Inn Motel, the Victory World War 2 Museum and the Kruse Museum and to view progress of the Early Ford V8 Club of America Foundation Museum that is adjacent to the Kruse display. The Foundation Stage 1 building progress is steel frame-up and clad and the timber partitioning framing commenced. We then went on

to the Auburn Cord Duesenberg Museum and Natmus (National Automotive and Truck Museum) and drove to Indianapolis Speedway to drive the track and tour the Hall Of Fame Museum. ALL DISPLAYS ABSOLUTELY OUTSTANDING!

We dropped the hire car at Indianapolis Airport and flew to LaGuardia Airport, New York. We picked up another hire car and drove to Newburgh, the home of Orange County Choppers headquarters, manufacturers of custom motorbikes.

The OCC American Chopper show is aired on Discovery channel regularly.

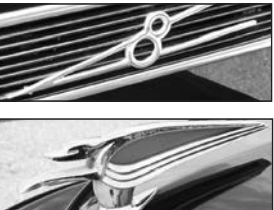
As our arrival was late afternoon, we drove past and decided to visit at 9.00am the following day as we had 2 nights there. The impressive innovative fresh OCC World Headquarters at Newburgh N.Y. opened earlier this year and is the only OCC facility.



Left:
• 1937 Ford 'spider' wheel caps complete with trim rings.
• 'General Jumbo' tyres running 16 psi on a 1934 Sedan developed to achieve soft ground traction.



Right:
• Optional 1937 Ford 'V8' side cover emblem.
• One of many bonnet emblem latches offered for 1937.
• Script of the 1951 Lincoln pictured on page 11.
• A 1933 Ford Roadster period fender skirt pressing & emblem.



Above:
1932 Ford Phaeton authentic tools and foldable 'occasional' seats.



*Ford Piquette – the first Ford Model 'T' manufacturing
and assembly facility established in 1904,
currently undergoing external restoration.*



*Lake view side of Edsel and Eleanor Ford's
home/mansion at Grosse Pointe, Michigan.*

It is an amazing building displaying most of their 'theme' special bikes. On the evening of our arrival at Newburgh, Mason and I went to TGI Fridays for dinner. We walked in to find Paul Teutul Junior and his lady Rachel standing waiting for a table. We introduced ourselves and struck up a conversation. Later we obtained an autograph from Paul. We visited the headquarters early next day and saw Paul Senior, Rick, Christian, 'Billy' and the filming crew at work. The film crew is always on site. Orange County Choppers build special and production bikes.

We departed after a short conversation with Paul Junior and shopping.

We bought many items as gifts and collectables. A memorable experience!



*OCC 'Splitback' range of 124 C"/>6 speed
production motor cycles.*



*Mason and Peter Hibbert at Indianapolis
Motor Speedway Museum,
Indiana.*



*The amazing Auburn Cord Duesenberg Museum
at Auburn, Indiana.*

Two previous OCC employees for many years are Vinnie DiMartino and Cody Connelly. Vinnie departed with Cody last year to open Vinnie's new business called 'V-FORCE CUSTOMS'. The company is in Newburgh, a few miles from OCC. Vinnie and team manufacture custom designed and built chopper style motorcycles. They are currently into their third build, the first went to charity.

We spent three days in New York site-seeing all the usual sites, Central Park walk, visiting museums, and numerous other exciting attractions. We flew from JFK Airport on 27 July to arrive home 33½ hours later in Melbourne, 29 July.

We have published a few photographs herewith for your interest.



*An immaculate 1931 Cord front wheel drive cabriolet
at ACD Museum.*



THE Gamekeepers Secret is situated in Rockbank, a wine growing region on the outskirts of Melbourne. The surrounding vineyards provide a picturesque backdrop to this English style pub and its manicured gardens established in 1996.

The hotel's charming facade is further complimented by the interior which features cosy booths, a polished wooden bar and tables and a large open fireplace. A myriad of paintings, photographs, antiques and other knick knacks are scattered throughout the hotel inviting closer inspection and giving the hunting, shooting and fishing theme an overall impression of warmth and charm.

THE TOM COULTER MEMORIAL LUNCHEON

BY BARRY AND KATHY WILLIAMS

August 10th 2008

ONCE again we visited the Gamekeepers Secret Inn and Restaurant at Rockbank and we were not disappointed. After arriving at the Gamekeepers on a very cold, wet, wintry day, it was a welcome relief to go inside to the warmth and aromas that greeted us and tempted our appetites. Our meal, subsidised by the club, was very substantial and tasty, starting with soup, then a carvery of Pork, Beef and Lamb with plenty of vegetables and gravy, we then finished with dessert. Everybody seemed to enjoy their meal and the company of everyone attending.

Keith MacKinlay was disappointed he was not able to show us the "Nationals" DVD due to a gremlin in the Gamekeepers video player.

Ray Broatch welcomed new and old members and their families and did a great job organising everything, thanks Ray for all your hard work.

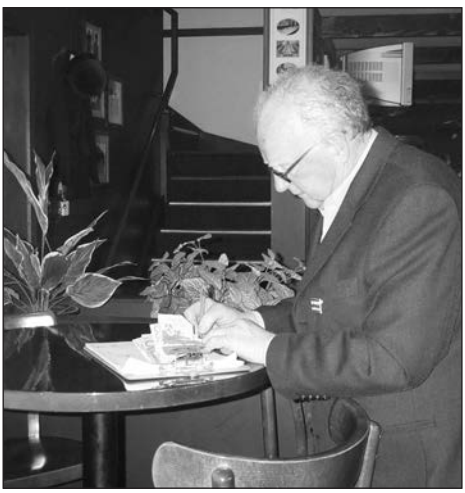
Harry Beckwith presented trophies from the Bendigo Nationals to Bill Grubits and Brendan Collier, both from Ballarat. It was nice to see Harry's Mum and Dad there again, we were also glad to see Alan Wilson looking so well after his illness in Bendigo.

Continued page 16





A fine selection of food on offer.



Ray settles the accounts.

From page 14

THE TOM COULTER MEMORIAL LUNCHEON continued

Due to the bad weather it was not surprising there were less early Fords than there would normally be. Those attending the luncheon were;

Alan Wilson	Modern
Harry and Margaret Gunther	48 Merc
Harry and Mr and Mrs Beckwith	Modern
Jim and Lorraine Stewart	39 Merc
Daryl and Jenny Crawley	Modern
Keith MacKinlay	32 Fordor
Mark and Gail Border	36 Fordor
Graeme and Pam McCubbin	40 Ute
Barry and Kathy Williams	Modern
Mick and Val Wayne	Modern
Alan Summergreene and Maureen	Modern
Andrew Field	Modern
Leon and Judy Cousins	Modern
Ian Watson	33 Sports Coupe
Ray and Bev Rowley	Modern
Bob and Jeanette Felsovary	Modern
Richard and Barbara Van Egmond	54 Customline
Glen and Dianne Hooper	53 Customline
Ray and Eileen Broatch and extended family	39 Sloper
Bill Grubits	Modern
Brendan Collier	Modern
Graeme and Robin Watson	35 Ford Coupe
Craig and Elise Watson	39 Sloper



Craig and Elise enjoyed the day.



Bev and Ray relax after lunch.



Alan, Harry, Mick and Keith were all smiles while Jeanette, Margaret, Maureen, Harry and Bob enjoy the moment.



IGNITION PROBLEMS

THE ignition system service falls into two groups; ignition services on the car and ignition services with the distributor and coil assembly removed from the car.

Since the battery is part of the ignition system, it must be tested before a positive recommendation can be made with regard to the ignition system.

The distributor is located at the front of the engine and is driven direct by the camshaft.

The spark timing is automatically advanced or retarded by the centrifugal governor weights and springs. A vacuum brake automatically retards the spark timing in direct proportion to the load.

The circuit breaker cam has eight lobes and one set of contact points to open the circuit, and another to close the circuit. By this arrangement an exceptionally long dwell is obtained and the necessity of synchronizing the timing of the spark for two banks of cylinders is removed.

The only fully approved method of setting the distributor points is with the distributor stroboscope.

Breaker point failure.

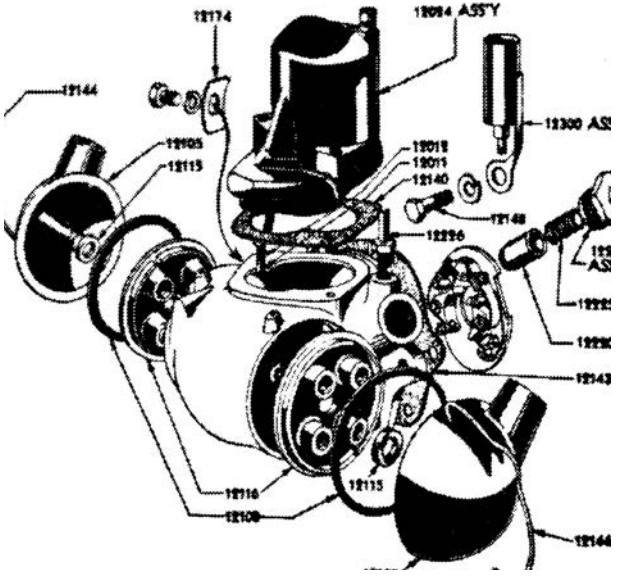
Breaker point failure is caused by one or more of the following conditions.

1. Under-capacity condenser.
2. Condenser not properly earthed.
3. Generator voltage too high.
4. Faulty battery connections, particularly the earth connection.
5. Incorrect point spacing.
6. Excessive oil on the points from the engine is most likely. Oil leakage is usually traceable to distributor bolts not having been drawn down sufficiently tight.

Instances have likewise been found where excessive grease has been used on the distributor gasket at the time of installation. The grease melts from the engine heat and works its way into the points.

Too much cam grease or the wrong kind may cause distributor point trouble. A thin film of No. M-4601 Ford distributor cam grease should be used for this purpose. Also at the front of the 'divers bell' distributors there is an oiler which should receive only a couple of drops of oil at service time. The oiler should have a service 'wick' within which allows only minimal oil to reach the rotor shaft bushing. Too much oil down this hole or no wick within will cause oil to run down the rotor shaft, under the rotor and will end up fouling one or both sets of points.

Article courtesy of E.F.V8. Club of S.A.



THE SWAN HILL VINTAGE AND CLASSIC VEHICLE CLUB 35th YEAR SUN CENTRE RALLY 2008

BY RAY BROATCH



Time to check for problems in Kyneton.

FRIDAY 25 July

LEAVING from Sunbury at 9am were Graeme and Pam McCubbin in their 42 Coupe, Jim and Lorraine Stewart in the 39 Mercury and Eileen and myself in our 39 Sloper on it's first run. Everything was going fine until just outside of Kyneton when Graeme flashed his lights, so we pulled over and lifted the bonnet up on the Sloper.



Oh dear!!

Things didn't look too good so we decided to travel on to Kyneton, pulled the bonnet again and after a very quiet chat between Jim, Graeme and myself, a decision was made to flat top the Sloper back to Sunbury. Our luggage went in the 42 Coupe, Eileen and myself in the 39 Mercury and we were on our way to Swan Hill (it sure pays to keep good company).

The Friday night get together was held at the Swan Hill Bowls Club which was very well attended and a great start to the weekend.

SATURDAY 26 July

WE met at Swan Hill Pioneer tourist Park at 10am. The cars were parked on the lawns and morning tea was served, this gave us time to check out the many different makes of vehicles. A great lunch of soup and a barbeque was available with plenty for everyone. After lunch the Mayor officially cut the ribbon to start the rally on a district tour. Many of the farming community were treated to quite a sight as some 90 odd old vehicles drove past their

front gates with the usual friendly waves and tooting of horns. We stopped at an old property called Tyntynder Homestead, where we were treated to a guided tour, it was very interesting. In short I think the owners of these properties had it tough, their wives were treated badly and the workers were treated like slaves, but our guide made light of some of the goings on (a little on the blue side) and she got a few laughs. Afternoon tea was enjoyed at the Homestead before we travelled back to Swan Hill.

SATURDAY NIGHT DINNER DANCE

The courtesy bus was a bit of a laugh on the way to a great night. The evening was very well organised with a touch of country hospitality, a three course dinner and the trivia quiz was full of humour (and all the cheating). The band read the crowd well with their jokes and dance music. Peter Ninnis as President of the Swan Hill Club and member of our E.F.V.8 Club. was the MC. At the end of the evening we were transported safely back to our accommodation.

SUNDAY 27 July

ON Sunday morning the vehicles assembled at the saleyards parking area and then it was off to Woorinden South Primary School where we were treated to a pancake breaky with all the fillings you could want. Peter Ninnis thanked the school teachers, the parents and the children for their hospitality.

After filling ourselves on pancakes we headed off

to the Swan Hill Pioneer Settlement to display the vehicles and wander around this historic re-creation of early Australia. A casserole and damper lunch was served in two sittings due to the size and success of the rally.

After lunch there was presentations of trophies by Peter Ninnis and Rally Director Neil Mesley.

Early Ford V8 club members to receive trophies were:

Peter and Lynda Ninnis in a Beautiful 1930 A Model - **Best up to 1930 Trophy**
Graeme and Pam McCubbin 1942 Coupe - **Best Early Classic 1931-1955**
Jim and Lorraine Stewart 1939 Mercury - **Federation Choice**
Richard and Barb Van Egmond 1954 Customline - **RACV Choice**
Mervyn and Margaret Jeffery 1953 Mainline Ute - **Peoples Choice**

(Mervyn and Margaret, non members have welcomed our club on two occasions to view their interesting collection of vehicles in Ballarat.)

Ray and Eileen Broatch won the raffle, two nights on the Mornington Peninsula and a ride home.

Also in attendance were - Norm and Elma Raverty, 1940 Mercury and Tony and Shirley Howard, 1957 Customline

A top weekend and a job well done by the Swan Hill Club.

PS: My tip - our member Peter Ninnis will one day be the Mayor of Swan Hill!!!!

The winners display their trophies.





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Glenroy 3046 www.funeralcoaches.com.au

Snippets

NEW CLUB MEMBERS

John Spence, Frankston, Victoria 1938 Ford Pickup	Allan Falkingham, Maiden Gully, Victoria 1950 Ford Custom Utility
Lou Stule Wildwood, Victoria, 1946 Ford Fordor Sedan 1946 Ford Utility 1946 Ford Utility for spares	John Whitehead Woori Yallock, Victoria, 1948 Ford Fordor Sedan Gregg Marcon, Reservoir East, Victoria 1946 Super Deluxe Sedan

CAR DISPLAY

The SPC&HCC (Southern Peninsula Classic & Historic Car Club) is holding a picnic day on the Rye Beach foreshore (Melway ref 168 G4) on Cup Day, November 4, from 10am. The Ford Model A Club of Vic. has been invited and SPC&HCC would like to invite the Early Ford V8 Club members as well. BYO everything. There are lots of cafe's across the road and also a hotel. For information contact Shirley and Tony Howard A/H 5985 1930, Mob 0416 094 193.

DRAFT OF CHANGE TO REGULATIONS FOR THE CLUB PERMIT SCHEME

- 1a. Club Members who operate their vehicles under Club conditions, using the Victorian Club Permit Scheme, shall present their vehicles once every two years for a safety inspection. The safety inspection shall be carried out by the Club Safety Officer, or person authorised by the Committee.
- b. The Club Safety Officer, or person authorised by the Committee, shall keep a record of all safety inspections.
- 2a. 'Authorised for special use' vouchers (a.k.a. special use permits) shall be issued by the Secretary or person authorised by the Committee and at the discretion of the Secretary or authorised person.
- b. Application for 'special use permits' shall be made at least forty eight hours prior to the specific activity.
3. The Club shall compile and maintain a register of members and their vehicles, operating under Club conditions using the Club Permit Scheme.



VALE:
JACK SWEENEY

Member No. 334. Sadly passed away on
Friday 23 May, 2008.

Editors note: Unfortunately the Bill Cooper obituary was not available at the time of the newsletter going to press.

MORE RAIN AND A LITTLE BIT OF SUNSHINE

BY BOB FELSOVARY



The "Golden Oldies" vehicles prepare for the tour.



A rather familiar glass top.



Alan Summergreene drove
Neil Smith's Star model.

THE MARONG PICNIC was held on Sunday 31st August 2008 at the Marong Football Grounds.

Run by the Federation of Veteran, Vintage & Classic Vehicle Clubs Inc. Entry was free.

This was also the starting point for the Golden Oldies Tour for vehicles 1919 to 1930.

There was a tremendous turn out of vehicles, the most I have ever seen at Marong, even though the weather was not kind to us on the day.

All I can say is, it consisted of rain and more rain, a little bit of sunshine and more rain.

The oval quickly deteriorated into very poor condition for walking on but the surface around the oval was not too bad.

The EFV8 Club was well represented, (9 cars and about 20 Club members), well done ladies and gentleman who took time out to attend.

Jim Stewart surprised us all

by turning up in his new prized possession.

It was difficult to get around to see all the cars and have a chat without getting wet in between the bursts of sunshine. But that's life, the poor country people need the rain.

It was a great display of all types of cars Veteran, Vintage and Classics not to mention a few hot rods in the mix as well.

We would like to see you all next year, no excuses, it's free entry.

The unclement weather didn't deter some members.



PETROL THAT'S THE SPIRIT

BY KEITH SMITH

THERE are reminders in most suburbs of the garages that provided the motorist with that magic fluid to run the family car. Mainly they are round brass plates let into the footpath. These were the filling points to the tanks hidden under the ground. Bob Eslicks garage at the corner of Summerhill and Toorak Roads is no longer selling petrol but the signs are still there.

Other garages perhaps remembered by some readers would include Wrights and Carters on Boundary Road.

They were opposite each other but Mr Carter had an advantage as he was "Country" and could sell on Sunday. His roaring trade was supervised by a policeman to control the traffic and uphold the law, One o'clock was closing time.

Further along Warrigal to North Rd. was the famous "Temple" garage, so named for its ornamental pillars that supported the roof. It certainly was a land mark for the families going to Mordialloc for a week's holiday.

When cars were a novelty, petrol was supplied in tins as was kerosene, two to a box. These boxes

were made of light wood and when nailed together made shelves, these soon found a place in the shed and anything related to the car was stored there, eg. top up bottles of oil for the engine, diff, gear box, shockers, oil for Mum's sewing machine, a host of tools, tyre levers and a range of spanners, a jack and a vulcanising patching kit plus the often used tyre pump. Of course we repaired our own punctures and I reckon there should have been some medal for doing this job. It was one of the skills passed on from father to son. Dad knew where to get the cheapest petrol and the best spots to pick blackberries and mushrooms along North Rd. on Sundays, perhaps a bit of manure for the garden as well.

Motorists had their preference for different brands of petrol. This complicated the placing of petrol bowers and a corner garage had the advantage, but specialised companies soon sorted that out. The first petrol pumps lined up in a grand way along the footpath, about two metres tall they looked like fancy rockets in different colours. A glass container was mounted on the top and had metal discs vertically

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BUSINESS SLOW?



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**The Side Valve
Times**



Bob Eslick's garage as it was in the 1930's.

enclosed to indicate the number of gallons. Some stations used American pumps which were taller. A garage owner in Station St. Caulfield had pumps along the edge of his property and supported hoses went overhead to the cars. Fuel was pumped to the desired quantity as shown on the discs using a large lever, side mounted. The nosel on a flexible hose was placed in the vehicles tanks, another pump action and gravity took over. A certain amount of wrestling was done to get every drop, not so today, well sometimes.

Most family cars at the time were made in England for motoring conditions in that country. They rated between 7 and 10 horsepower and numbered about two per street. A bit different today with at least two per house. Still we did our bit of travel and tackled "Pretty Sally" going north or "Wheelers Hill" coming home from "Ferntree Gully". Yes things have changed but here are a few reminders of the names of those early petrols we once knew.

COR, Neptune, Plume, Shell, Waratah, Total, Alba, Mobil and PAX in its black and white Chevron pump. There must have been even more.

1933 Wright's garage, cnr Norwich St. & Boundary Rd.



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Early advertising from 1940.

CLASSIFIED ITEMS FOR SALE AND WANTED

FOR SALE

1942 Ford V8 Truck, Reg. No. FR143, Engine No. 5G19045F. Lend Lease with original body and tray. Used full-time until 2003. Eaton 2-speed diff and undertray hoist. Mercury engine fitted in 1993. Still registered and in good running order. Comes with spare guards and grill, and a second rolling chassis with excellent tray and stake sides (no timber) **\$10,500**. Contact Norman Nettleton (03) 5942 5466.



1940 Ford Freighter, Body No. 01T. 81 1060. Chassis and cab only 122" wheel base. Good restorer. **\$3,500**.

1941 Ford Freighter, Body No. 11T 81 4255. 122" wheel base. Ex Army. Almost complete but engine does not turn. Some body damage. **\$2,500**. Contact Norman Nettleton (03) 5942 5466.



THE TWO FREIGHTERS TOGETHER \$5,000

FOR SALE

Ford Pilot V8 in original 1949 condition except for radio, radials and 12 volt system, 2 pack re-spray in 2006 in original Ford colour and engine rebuild. Car comes with first registration number plates, some spares plus standard rims and crossply tyres. **\$15,950**. Contact: Kim Parry 0418 334 416 anytime

FOR SALE

Tidy Box Trailer 1.3 x 1.6. NSW rego. Suit early Ford. Timber and steel construction. Yellow powder coated 1935 wire wheels + 2 extra matching wheels. Torneau cover. Phone Chris Nicholes (02) 6927 4578. **\$700**.

FOR SALE

1948 Mercury Convertible. Immaculate condition, fully restored. Winner of 2 concourse trophies. Contact Laurie Rounds 0412 277 554.

FOR SALE

N.O.S. (left and right) 1949 Ford diecast chrome trunk handles. Complete with lock and keys. Genuine Henry parts to put the sparkle in your spinner. **\$200**. Rick 0414 626 353.

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FOR SALE

(2) Tipping body with underbody hoist, complete with pump. Excellent condition. No leaks, no rust, ready to work. Hard to find in this condition. Suit 3 or 5 ton Ford Truck **\$1250**. Phone (03) 9331 2375.



FOR SALE

(2) Rolling chassis for a single or twin spinner Ford 1949-1952. **\$400** ono. Contact Jim Arnold on 5627 6373 (evenings)

FOR SALE

(2) 1951 Ford V8 Custom. Rolling shell, 302 and C4 fitted. Rusty but repairable mostly dismantled. Many good parts, some new, some rust repair sections, selling due to ill health. Contact Rob Sheahan, 61 Ivor St, Henty, NSW. Phone mobile 0408 398 519. **\$2000** ono.

FOR SALE

(2) 1952 Crestline Victoria. RH Drive, 3 speed overdrive. S/V motor, reco radiator, re-wired, new trim, chrome, 15" wheels and trims, mostly nos parts used. Concourse winner. **\$38,000**. Consider part trade on 1939 or 1940 coupe/ute. Phone Con (03) 9759 6302.

FOR SALE

(1) 1933, 1934 & 1935 Ford Grills. We have a small quantity of these quality Aussie made grills that have minor defects. Most only have a small mark or two on the bars but some have scratches on the outer rim. Only available until sold out, buy now or at Bendigo Swap. All the one low price to clear **\$1495**. Harry Black (03) 9363 2869.

FOR SALE



(1) 46 Ford Deluxe, "Excellent condition throughout". 10 mths reg. RWC. Original wheels, caps, with crossply tyres and white walls. Original equipment except for electronic

ignition, 12V system. Some spares. **\$21,950 ONO**. Ken 0418 317 719. Email kenpotter@bigpond.com

FOR SALE

(1) 1932 Wire wheels x6 **\$300**
1933 Grille - needs chrome **\$1800**
1933 Bumper needs chrome **\$100**
1933-34 V8 Radiator recored - never used **\$1000**
1933-34 Commercial head lights **\$500**
1934 Open car dash - deluxe **\$300**
1938-40 Rear stone pan **\$100**
1940-48 Front brakes NOS drums **\$500**
1948 Merc wheels x5 **\$700**
NOS starter motors **\$300**
ph. Robert (03) 5332 1475.

FOR SALE

(1) 1934 Ford V8 Roadster, all original running gear except for 1939 Merc engine and 16" wheels, full rego (May 09) ph. (03) 5332 1475. Will consider trade.

WANTED

(3) 1934 Ford spare wheel locking hub cap with two metal tyre straps. Contact Kevin Oates, Ph: (03) 9439 3063.

WANTED

(2) For 1937 Ford Truck, resto project. Bonnet, lights, front guards and any other good parts. Ian Albert, 18 Kyemba Ave, Wagga Wagga, 2650. Phone (02) 6926 6466.

WANTED

(2) One set of 39 to 48 Ford stub axles, must be straight with no cracks. Please phone Simon Lewis (02) 6658 0283.

WANTED

(1) Windscreen frame 1936, 5 window coupe. No rust. Contact Martin 0458 272 445.

PARTS FOR SALE - SUIT '49-'54 CUSTOMLINE

2 - Asco brand clutch plates 9 1/2" (new)	\$20 each
1 - Front engine mount (new)	\$15
1 - Rear gearbox mount (new)	\$20
1 - Set king pins & bushes (new)	\$50
1 - Upper suspension kit - pair (new)	\$40
3 - Tie rod ends (new)	\$15 each
2 - Kits front of rear spring (new)	\$25
1 - Set shackle rubbers (new)	\$20
1 - Axle shaft - 18 tooth Ford '42-'48 (new)	\$40
1 - Fuel pump repair kit USA made (new)	\$15
2 - 6v Sealed beams 7" (new)	\$25 pair
6v Sealed beams (used but OK)	\$5 each
1 - Ford Pilot distributor (no cap)	\$15
1 - Lucas 6 volt voltage regulator	\$15
1 - Pair tail light rims & lenses '54 cusso (new)	\$60
1 - Model car '54 Ford Victoria 2 door (made in USA)	\$100

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Contact Allen Newman, Ph: (02) 4950 5777
NSW V8 Club member

PARTS FOR SALE

(3) For 1946 to 1948
Carbies, Fuel pump, Distributor, Bendix spring, Worm & roller for steering box, Tail lights, Second gear, Front engine mount lower plate, 10 Valves early mushroom stems, Truck fly wheel and pressure plate and clutch, Car clutch and pressure plate, Cluster gear and parts, Crown wheel and pinion side bearings, Valve keepers and collets 8BA and early,
New Parts
Front radius rod ball, Front sway bar rubbers, 6 Sway bar links and tie rod ends, Car clutch plate and reco pressure plate, Thrust race clutch, Race Spicket, 4.5 Volt coils 2 off, Shackle plates 4 off, Universal bush clips 4 off, Fuel pump kits, Interior door handles, Rear wheel bearing seal 2 off, 1 Water pump repair kit, Spring shackles, 4 Outer door handles. Ron (03) 5259 2877. Portarlington area.

OBITUARY

MICHAEL JAMES KERRIGAN

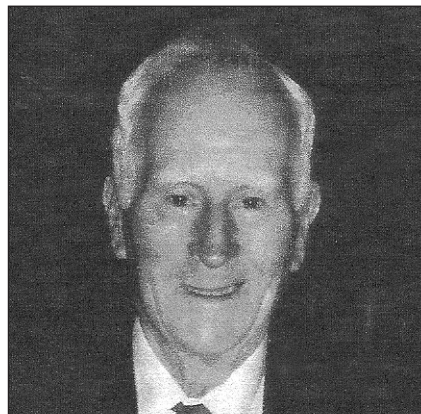
19th May 1921 - 2nd April 2008

MICHAEL was member number 30 of the Early Ford V8 Club Vic. and he served 1 year as Vice President. During his membership he owned a 1938 3 ton Ford truck, but sold it several years later. He remained a member until he eventually retired to Horsham about 5 years ago. He was a foundation and life member of the Historic Commercial Vehicle Club of Victoria and member and past President of the Reo Club of Australia and member of the Dunmunkle Sump Oilers.

Most members would remember Michael on EFV8 club runs in either his "A" model Bedford, as "tail-end Charlie" pulling Ron Hart's trailer on the Bendigo and Maldon weekend runs organised by Ken Brown, his Reo or ex-CFA Austin.

Michael didn't own a car until about 10 years ago.

Michael's love for trucks - old and new - went back to his childhood. He drove trucks all his working life and only stopped driving at approximately 75 years of age due to his hip replacement surgery.



Before moving from Clayton to Horsham, Michael sold his large collection of trucks and said he wouldn't buy any more. But with time on his hands and plenty of clearing sales around the Wimmera he was soon buying more trucks. These were stored at his nephew's farm close to Horsham.

In August last year Michael had surgery for stomach cancer which returned in February this year. He passed away on 2nd April.

His dying wish was to be taken to the Brimpaen Cemetery on the tray of his beloved J3 Bedford truck, and be buried beside his sister. The funeral was attended by family and members of the Historic Commercial Vehicle Club Vic., Trafalgar Truck Restorers, Brian Adams representing the Early Ford V8 Club Vic. The cortege was led by Michael's Bedford with the coffin strapped to the tray followed by Terry Lowe's Reo Prime Mover, Mick Black's B61

Mack Prime Mover and Brian Adams' '48 Ford Prime Mover.

We travelled to Brimpaen at Michael's speed of approximately 40 mph.

Michael was never in a hurry.

— By Brian Adams



Preparing for the trip to Brimpaen Cemetery



An unusual extra on the coffin.



Other early model trucks lined up in the cemetery.

ALMOST A FORD FINAL CRUNCH



Tractor to the rescue!! This picture supplied by Carl Lundgren shows one of the many problems caused by the 1956 River Murray flood.

MEMBERS

ARTICLES ARE NEEDED FOR YOUR NEWSLETTER

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

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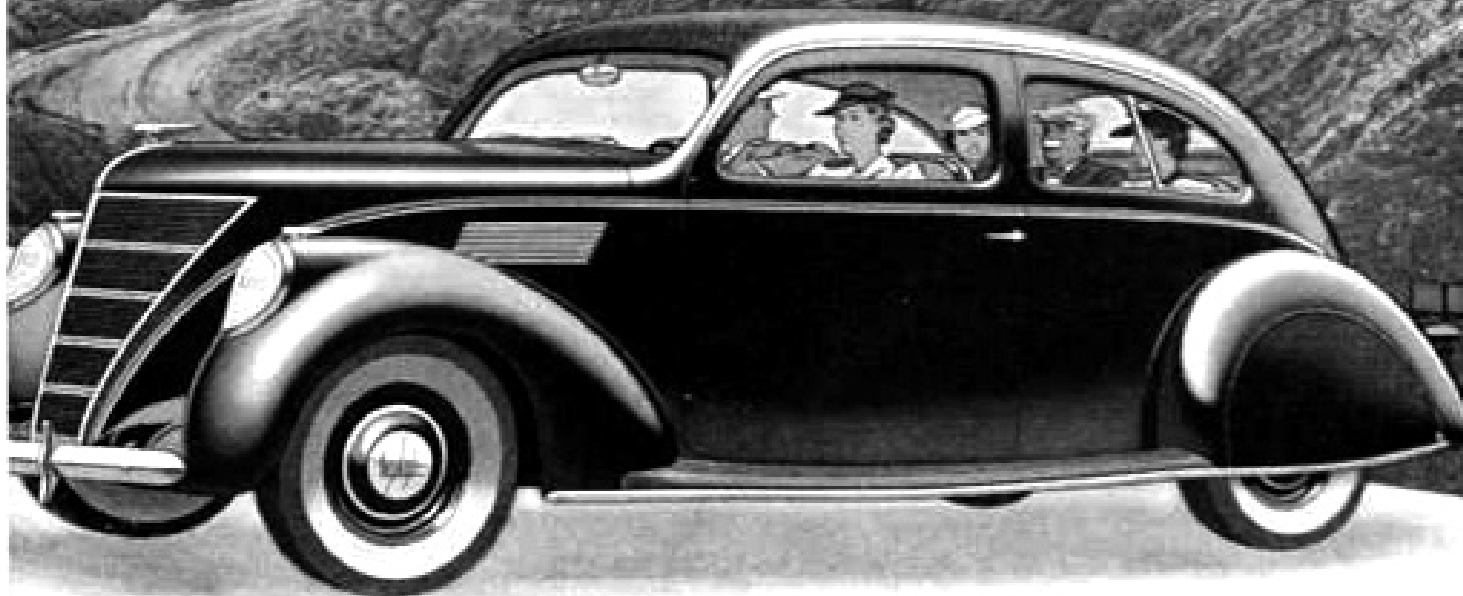
E-mail: andrew.field@fairfax.com.au

**FINAL COPY DEADLINE FOR THE NOVEMBER/DECEMBER 2008 NEWSLETTER
NOVEMBER 18, 2008**

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

"Good-bye Bad Lands...the Lincoln-Zephyr
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PAST



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