

# The Side Valve Times

September/October 2009

Volume 26 No. 5

## The Early Ford V8 Club Victoria Inc.



ALAN Francis writes about the restoration of his very smart looking 1939 Ford Deluxe Utility.  
*Read the full story on pages 16-17.*

### Inside This Issue

- ◆ Christmas Function details
- ◆ Mercury Woodie history
- ◆ Castlemaine Country Meeting



- ◆ The Lynch's 1936 Coupe
- ◆ Marong Picnic
- ◆ Classified



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 and ANNUAL GENERAL MEETING – FRIDAY, OCTOBER 2, 2009

THE CLUB'S MISSION: To bring together persons interested in the original restoration and preservation  
of all Ford V8 Side Valve vehicles, passenger, commercial, etc., built between the years 1932 and 1954.

Also to create a friendly and harmonious atmosphere for the total enjoyment of our common interest.

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

#### OFFICE BEARERS for 2008/2009

PRESIDENT	Harry Beckwith	(03) 9744 4886 E-mail: <a href="mailto:hjbeck@bigpond.net.au">hjbeck@bigpond.net.au</a>
VICE-PRESIDENT	Harry Gunther	(03) 9546 9398
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TREASURER	Mick Wane	(03) 9820 2465 E-mail: <a href="mailto:wane@bigpond.com">wane@bigpond.com</a>
MEMBERSHIP SECRETARY	Ian Camier	(03) 9885 3270
PROPERTY OFFICER	Alan Summergreene	(03) 9761 7777
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CLUB SCRUTINEER	Alan Summergreene	(03) 9761 7777
WELFARE OFFICER	John Provis	0418 564 082 E-mail: <a href="mailto:johnprovis@bigpond.com">johnprovis@bigpond.com</a>
PUBLIC OFFICER	Harry Beckwith	(03) 9744 4886 E-mail: <a href="mailto:hjbeck@bigpond.net.au">hjbeck@bigpond.net.au</a>

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

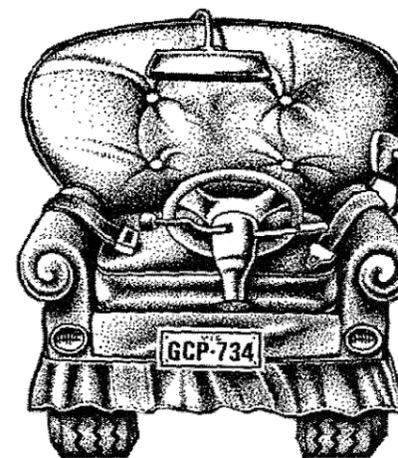
#### CLUB APPAREL & SOUVENIRS

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](mailto: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 ...

**HOW quickly time flies!** A well-worn phrase so often heard and used.

By the time this edition of the Side Valve V8 Times reaches you, we will be holding our Annual General Meeting. This is where we reflect on the highlights of the club during the last twelve months.

The past years activities have been many and varied, ranging from show 'n' shines on a single day to multiple day activities and tours. These have been featured in the club magazine both in word and picture.

The Country Meeting held at Castlemaine, again highlighted the camaraderie within the club – we accepted six new members into our 'family' and we now have just short of 200 members, this reflects highly on our club mission; enjoying the activities and sharing the company of a common theme – "old well loved Fords". Special thanks are extended to the wives and partners for both loaning your man and where possible attending the club functions.

The 12th Early Ford V8 National being held in South Australia during June 2010 has many of our members preparing their cars and booking holidays for the trip. We wish South Australia well and in some instances may call upon you to assist. If requested please accept to ensure their National is successful.

As mentioned, October is our Annual General Meeting. This being the last opportunity in print to thank the members of your executive committee with my sincere gratitude on your behalf for a magnificent job well done, working tirelessly and doing the required duties they accepted. The Annual General Meeting will give you the opportunity to elect your Committee of Management for the forthcoming 12 months.

Thank you for your support during the last 12 months as President.

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

P.S. Don't forget the Annual General Meeting auction. This gives you the chance to sell that 'treasure' you keep shifting around the garage and help the club treasury with a small donation. You may even come home with something you have been searching for.

*“Competition whose motive is merely to compete, to drive some other fellow out, never carries very far. The competitor to be feared is one who never bothers about you at all but goes on making his own business better all the time. Businesses that grow by development and improvement do not die.”*

*Henry Ford*

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

**Minutes of the General Meeting convened at the Falkner Ward Hall, Barker St, Castlemaine, Sunday 13th September 2009**

**MEETING OPENED:** By the President at 1.35 pm. A warm welcome was extended.

**MEMBERS PRESENT:** As per the attendance register (30+10)

**VISITORS/GUESTS:** Mr Wally Edwards

**APOLOGIES TENDERED:** Messrs: A Wilson, J Mahony, K Oates, R Mercecia, G De Bolfo, G Robertson, K Moir, M Hibbert, N Nettleton, N Raverty, J Provis, J Gladstone and P Ninnis

**MINUTES OF THE PREVIOUS MEETING:**

(7th August 2009) The minutes of the previous meeting were read by the President, at the completion they were accepted as a true account of the meeting.

Moved. E Crombie, Seconded A Francis

**BUSINESS ARISING:** None raised

**CORRESPONDENCE INWARD:**

N. Smith, Mediation, Wallan

N. Smith, Federation meeting and challenge

Shannon's, Christmas with the clubs

Early Ford V8 America, Board Meeting Minutes, August 1st

Early Ford V8 America National Meeting, February

Early Ford V8 America National Setting, April

Shannon's Official 2nd Programme, American Car National 26-7 September

Marsh Rodders, Show N Shine, 18th October

Ilma Baron to Harry Beckwith, letter of appreciation (Ellis's Funeral)

Euroa Show 'n' Shine, Kilmore, October 4th

Kustoms Cars of Aust. 17th Pakenham Picnic 3rd October

TCIS Insurance (Due 1-10-09) Renewal of public liability

**NEWSLETTERS: AUGUST**

Classic M/Club Wagga

Ford Model T Club of Vic

Swan Hill Vintage/Classic Vehicle Club

The Early Ford V8 Club Northern NZ

The Early Ford V8 Club SA

The Early Ford V8 Club Vancouver

The Early Ford V8 Club Qld

The Early Ford V8 Club NSW

**SEPTEMBER:**

Macedon Ranges & District Motor Club

**CORRESPONDENCE OUTWARD:**

To all Aust. Regional Groups. EFV8 America Board Meeting

Andrew Field, Classic Aussie Car Show

DVNC (Dingley) re continuation of lease

DVNC (Dingley) unpaid meeting dues

Mick Wane \$100 cheque required re venue

Harry Beckwith, various content

Kingston Library, cancellation of venue and return of keys

Eley Ave Neighbourhood Centre, delay re venue

**REPORTS:**

**TREASURER:**

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

Opening Balance	\$6,276.05
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**Income Included**

Annual subs inc new members, special effort,

permit book, raffle

Total Income	\$579.00
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**Expenditure Included**

Cheques drawn, secretarial, name badges,

magazine printing, AOMC (permit books), venue hire

Total Expenditure	\$996.29
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Bank charges as per bank statement \$ Nil

<b>Balance at 31-8-2009 Estimated</b>	<b>\$ 5,858.76</b>
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The opportunity was given to ask questions of the Treasurer relating to his report, there being none he then moved that his report be accepted. Seconded A Summergreene

**MEMBERSHIP:**

Mr Camier related that he had a number of applications for membership. Each application was dealt with individually.

Mr Frank Beale, Mr Noel Watson, Mr John Pitts,

Mr James Peel, Mr Kelvin Crowie, Mr David Pym

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. Our membership now stands at 197 members

The AOMC publication relating to Club Permits are available from Ian

**AOMC Report**

Mr Camier reported that he attended at the recently held AOMC meeting, Mr Fred Green from the Dept. of Justice addressed the meeting on the pending changes to the rules which include the Secretary becoming the Public Officer. There were a number of other changes pending which will become effective 2012.

Mr Mike Alfrey presented a slide show outlining in India the former human powered rickshaw are now powered by liquid natural gas with little or no exhaust emissions

Club Permit Scheme. A white paper was now with the Minister, upon return it will be open for discussion

**SOCIAL CO-ORDINATOR**

Mr Ray Broatch opened his report with thanks to Mr Ken Dumble (Catering Officer) who conveyed the refreshments to the meeting. Ray then related that the Marong Picnic was well attended by numerous club members. The Country meeting with most members attending the 1933-34 display. The 40th Spring Rally at Wangaratta. October - Cora Lynn, November - Bendigo Swap Meet, December 6th - Christmas function at Newlands, January - RACV Rally and February the Begonia Festival

**FEDERATION MEETING:**

Mr Bob Felsovary advised the meeting that he attended the recent Federation Meeting,

The Federation Website is operational: www.federation.asn.au Club Plate Scheme

Events, tours and rallies data base. The Federation is looking for clubs who have had a successful event and request same for compilation of a data base. Federation Forty Year Tour now 26th June to 4th July. AGM - The executive have all been re-elected. Norman Nettleton was re-elected as a committee member.

**GENERAL BUSINESS:**

The President raised the matter of the alternative venue which has been mooted as the new meeting venue, much discussion transpired, it was felt by the Committee of Management that the members should be involved, it was agreed that a poll be circulated to the members and further discussion at the general meeting, a vote will be taken by the members present, this will resolve the situation of the meeting venue

**SHANNON'S FINANCIAL GRANTS**

Rick Lynch who is restoring his Grandfathers 1936 Ford has submitted an application to Shannon's for a financial grant. The application has been received. As reported by Rick at the meeting, he is yet to be advised of the outcome

**WOODIES.**

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

**STAINLESS STEEL FORDS**

Mr Peter Hibbert comment on the 1936 Ford which was on display the the 2008 E F National Event at Dearborn has changed hands and rebuilt and looks a picture. Several photos were available to view

**BUY SWAP & SELL**

Mr J Stewart is seeking the rear gravel tray to suit a 1939

Mercury

Mr K Mackinlay seeks 1946 internal sun visors

Mr A Davis seeks window winders (multi spline) to suit single spinner

Mr T Barnes still wants 1935 horns

Mr T Barns seeking 1938 Deluxe clock (fits in glove box lid)

**Meeting closed at 2.30 pm**

**Next meeting 2nd October 2009 (Annual General Meeting)**

Raffle won by Mr J Stewart

**REFRESHMENTS THEN ENJOYED**



**CLUB MEMBERS OUT AND ABOUT**

This photo was snapped a couple of weeks ago at the Ballarat Vintage & Classic Car Club monthly run. Every August Daryl Crawley organises and runs a Restoration Roundabout event that enables members to visit seven or eight local sheds to check out various restorations or displays. This photo is of Mick Wane, Bob Felsovary, Ray Broatch and Keith Mackinlay outside Griff's American Auto Parts. The guys had a comfortable ride around town in Keith's '47 Ford sedan and enjoyed the day's events.

**LETTER TO THE EDITOR**

**From the Martin family,  
Wal, Joyce, Richard and Ron.**

Just a short note to tell you we all enjoyed the lunch at Kinglake on July 12th.

The total loss of all our cars is as follows:

Richard, eleven cars and one Harley motorcycle.

Ron, three cars, one Land Rover and trailer with two motorcycles.

Wal and Joyce, eight cars and two trucks.

Many thanks also for the presentation of the replica Geelong Award.

Our new shed is almost complete so it will soon be possible to move a few things in and see what can be salvaged, plus we hope to obtain a couple of fresh ones.

Regards to all  
Wal Martin

**SURVEY FORMS**

By now all club members should have received a survey form regarding the possible relocation of our monthly meetings to a different venue. **Have you ticked the box and returned the form yet?** If not please do so, we need them back so that the result can be tabled at the earliest possible meeting.

**VOLUNTEERS NEEDED**

**Are you going to the Bendigo National Swap Meet?** The club is calling on members to consider volunteering to spend a couple of hours on gate duty. You will be given a luncheon voucher and the club receives \$10 for each member participating.

**NEW CLUB MEMBERS**

**Graham McBain**

Wonthaggi, Victoria

1949 Fordor Sedan

**Michael Croker**

Ocean Grove, Victoria

1950 Ford Coupe

**Francis Beale**

Greensborough, Victoria

1951 Ford Deluxe Utility

**Noel Watson**

Heathcote, Victoria

1951 Ford Custom Coupe

**David Pym**

Sunday Creek, Victoria

1948 Ford Super Deluxe

Fordor Sedan

**John Pitts**

Greensborough, Victoria

1933 Ford Roadster

**James Peel**

Lockwood, Victoria

1938 Ford Delivery Van

**Kelvin Crowie**

Knoxfield, Victoria

1946 Mercury Fordor

Sedan

**FROM THE WELFARE OFFICER**

Jim Murphy is recovering well after a short stay in hospital and we wish him and his family all the best for a speedy recovery.

**I REPAIR RING GEARS**

I am contacting you because of your involvement in cars to inform you of a service I offer to mainly older car owners. I have for the last 40 years reconditioned motor vehicle components however there is one repair that people really appreciate and very few people know that anyone performs as a service to the old car trade.

I build up the teeth on worn drive plates and starter ring gears, once built up I then cut them back to the original profile of the teeth. It is sometimes difficult to obtain certain ring gears and also some are extremely expensive even if they are available. I realise that this is not something that you require every day, however, when you do have a situation that needs addressing you will be pleased you know where it can be done. I have repaired hundreds over the years from Rolls Royces to underground mining machines, outboard motors, ride on lawn mowers and every type in between. I also repair cracked drive plates for automatics and recondition the Holden Hydramatic Damper plates as well.

I offer a quick turnaround and guaranteed satisfaction. My business years ago was reclaiming automatic transmission components and now that I have scaled my business down I still repair many damaged parts in my fully equipped machine shop in the Blue Mountains now that I have semi retired.

I can be contacted on 02 4754 4634 or 0411 391 677 or email gpendlebury@pnc.com.au please give me a call if you have a component to repair. There are fewer and fewer machine shops that are interested in repairing anything these days.

I also sell old auto steel advertising signs for all the old models, the size is 600mm x 400mm.

Regards,  
Gordon Pendlebury.  
G Pendlebury & Co Pty Ltd.



**Wild Trout Downunder:** Specialists in B&B accommodation, Harris Tweed clothing and traditional folk music.

Our meeting place for the Christmas break up is at McDonalds, Coburns Rd. Melton. 9am. to leave by 9.30am.

We will travel on the Western Highway to the 1st Ballan exit (just after coming out Pykes Reservoir dip) then follow through to Ballan township. We will then re-group outside Cross Road Trading (Cnr. Daylesford-Ballan Road) where we will be met by the Ballarat members who will lead us on the old Western Highway Road to Gordon to visit Wild Trout Downunder and Gordon Hat Shoppe (time permitting). From Gordon the Ballarat members will lead us on a scenic drive via Moorabool Reservoir, Mollonghip and on to our lunch venue at Tangles at Springmount. Members may if they wish drive direct to the venue.



**Gordon Hat Shoppe:** Superfine fur felt hats, traditional Harris Tweed hats and caps, women's capes and berets.

# Christmas Function

## DECEMBER 6



**Cnr of Midland Hwy & Smokeytown Road Creswick**  
(5km from Creswick towards Daylesford)



The cost of the meal will be \$25 per head.  
Children \$25 per head will be given FREE admission to both mini golf and the maze.  
The club will assist financially . . . \$15 per member.  
**All confirmed booking numbers must be paid for.**

**Christmas Luncheon Menu**

Champagne and orange on arrival.

**Apertiff Platter:** Delicious selection of hot and cold Christmas treats.

**Main: Traditional Christmas Dinner** – Delicious roast turkey breast, tender roast beef, baked ham, roast vegetables, fresh beans and sweet potato with brandied glaze.

**Desserts: Tangles Christmas Pudding** – Moist festive fruits soaked in aged brandy, steamed to perfection and served with brandy sauce.

**Coffee & Christmas Truffles.**

**Fully Licenced:** Drinks will be at your own expense.

PLEASE BRING AN ITEM OR TWO ALONG FOR THE CHRISTMAS HAMPERS RAFFLE.

**For bookings and enquiries contact Ray Broatch 0418 359 542**  
**BOOK EARLY – DINING ROOM CAPACITY 130 PEOPLE**  
**Bookings close Friday, November 27**

# UPCOMING CLUB EVENTS



**October 2nd FRIDAY** Club Run

**THE EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING & AGM**  
Held at Dingley Village Neighbourhood Centre, Marcus Road, Dingley. Meeting starts 8pm.

**October 4th SUNDAY** Club Run

**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.

**November 6th FRIDAY** Club Run

**THE EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING**  
Held at Dingley Village Neighbourhood Centre, Marcus Road, Dingley. Meeting starts 8pm.

**November 14th, 15th SATURDAY, SUNDAY** Club Run

**BENDIGO NATIONAL SWAP MEET**  
Prince of Wales Showgrounds, Holmes Road, Bendigo. Over 1600 sites. Gates open to the public: Saturday 6am and Sunday 7am. Display of historic tractors, Shannon’s Super Rig. Weekend entry \$15, Saturday entry \$10, Sunday entry \$5. The club has an indoor site which the committee would like manned on Saturday. Volunteers also required for gate duty.

**December 4th FRIDAY** Club Run

**THE EARLY FORD V8 CLUB VIC Inc. MONTHLY MEETING**  
Held at Dingley Village Neighbourhood Centre, Marcus Road, Dingley. Meeting starts 8pm.

**December 6th SUNDAY** Club Run

**THE EARLY FORD V8 CLUB VIC Inc. CHRISTMAS FUNCTION**  
See promotion for this event opposite.

**January 17th, 2010 SUNDAY** Club Run

**THE RACV GREAT AUSTRALIAN RALLY**  
This annual event has grown to become Victoria’s largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula. Sponsored by RACV, the rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter MacCallum Cancer Centre. Great prizes! All entrants receive a free rally bag. Dress the family in costume to suit your car and make this a festive occasion. There are three starting points for the rally: Melbourne, Stud Park, Rowville and Westernport Marina, Hastings. Entry forms are available. \$35 Entry fee.

**February 19th - 21st FRIDAY, SATURDAY SUNDAY** Club Run

**BALLARAT BEGONIA RALLY**  
This great rally is on again. Friday 19th evening is an optional get together at the VCCC club rooms. It is a great rally so it would be good to see some new and old members. For more information regarding accommodation or any other enquiries, contact Ray Broatch on 5977 5311 or 0418 359 542.

**February 26th & 27th FRIDAY, SATURDAY** Club Run

**BALLARAT SWAP MEET**  
Our tent will be on our regular site 1954 (just remember last Side Valve). Somewhere to have a bit of a rest, sit down, put your feet up. Family and friends are all welcome. Once again a great spot to catch up with country and new members, contact Ray Broatch 5977 5311 or 0418 359 542.

**March SUNDAY** Club Run

**FAMILY FUN DAY**  
Diamond Valley Miniature Railway. 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.

November 22nd  
SUNDAY

**HISTORIC COMMERCIAL VEHICLE CLUB 28th ANNUAL DISPLAY**

Opens 9am. Sandown Racecourse, Racecourse Drive, Springvale - Melway 80 C9. Featuring historic, restored and original trucks, buses, fire engines, military and recovered vehicles, tractors, oil engines. Plenty for the family. Admittance \$10, concession \$5, children under 14 free. AOMC or Federation Car Club members only \$5.

November 28th  
SATURDAY

**SHANNONS CHRISTMAS WITH THE CLUBS**

Clubs are invited to reserve tables for this event to be held at Powerhouse, Albert Park. Entertainment: Music, dancing, auction and special guests. Contact Richard Sanders, Victorian Business Development Manager 0417 490 949.

June 26th - July 4th, 2010  
SATURDAY - SUNDAY

**FEDERATION FORTY YEAR TOUR**

A touring rally based in Bendigo. "Mixing the Old with the Gold". The tour will take a week motoring in some great country surrounding Bendigo, including Castlemaine, Kyneton, Daylesford. Maryborough and lots more. Open to cars, commercials, tractors, motorcycles at least 40 years old. Generously supported by RACV. All enquiries contact Kevin Holloway 0418 519 148.

# CASTLEMAINE EARLY FORD V8 CLUB COUNTRY MEETING AND A VISIT TO THE 'HADFIELD' 1933-1934 FORD DISPLAY



**13th September 2009**

THE Early Ford V8 Club of Victoria holds a Victorian based country meeting annually around September to give the outer lying members that may struggle to attend the usual meeting venue an opportunity to get together with other fellow members and to experience the meeting format.



These country venues vary around the state to allow the same opportunities to all. This initiative has proven very successful.

The Castlemaine meeting was conducted at 1.30pm with 30 members and 10 wives and/or partners witnessing the meeting and then chatting over light refreshments. It was great to meet with those that we have not seen for some time.



On the same weekend, there was a separately scheduled three day fun-filled event in Castlemaine and environs organized by well known long term hot rodder and automobile builder, Rod Hadfield and others.

The event was held to acknowledge the 75th celebration of 1933-1934 Fords. Most of the Early Ford Club members at Castlemaine for the meeting attended, some with their 33-34 Fords. The line up of original Fords was amazing. The display of hot rods and 'modifieds' was ALSO amazing.

It was difficult to estimate the attendance numbers but suffice to say, the inner field at Rod's property was almost filled to capacity. Add to that, many, many classic vehicles of all kinds occupying the vast grassy parking areas surrounding the main arena.

The weather was doubtful but the gods smiled on the event. Cloudy, cool but not raining. The vehicles were still coming in late on Sunday. Rod opened his Hadfield Museum to everyone. Food and trade stands were abundant. SES volunteers ushered the entrants very nicely.

The three day programme included BBQ'S, static show-n-shine displays every day, dyno shoot-out, low key cruises and the Saturday night dinner was a lead in to the Sunday display day with trophy presentations.

Some of our members stayed at the display rather than attend the club meeting and rightly so as Ross Baron with Julie Ann Bardabes were awarded the trophy for "BEST RESTORED 1933-1934 FORD"; Kevin and Barbara Oates were awarded the trophy for "MOST ORIGINAL 1933-1934 FORD".

Congratulations to both members and to the ladies for putting up with us classic car enthusiasts. It's in the blood you know!!

See you in 'THE BUSH' next year!

Best wishes.  
Peter Hibbert.



Vic/NSW member Robert Mercieca.



Rick "Hoey" Beljan (N.B. Rag roof up!).



Ex Vic member No. 14 Robert Haywood.



A fine line up of mostly Early Ford V8 Club vehicles.



Harry, Graeme, Jim, Mick and Peter get together



Keith, Mick and Harry enjoying a moments rest.



## The history of the Mercury Woodie

1941 was the first year for Mercury station wagons. Mercury, the mid-priced companion make introduced for 1939, initially had sheet metal completely different from that of Ford, while maintaining a corporate resemblance.

For 1941, the two were made more nearly alike, though engine and wheelbase differences remained. This commonality, however, paved the way for a Mercury wagon, which shared its basic body with the Ford. The Mercury, however, was better appointed, with leather standard in a choice of three colors and a more ornate dashboard.

Automobile production soared in 1941, in part because war was increasingly seen as inevitable and automobile rationing very likely.

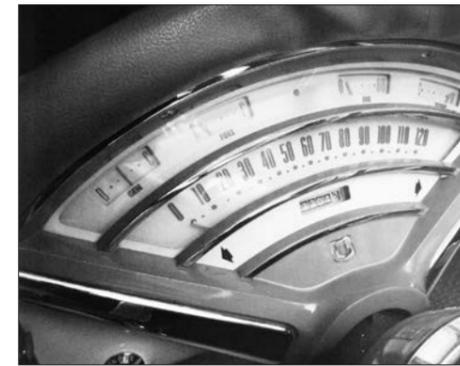
Ford-built station wagons shared in the boom. While the United States had not yet embarked on military production, the Canadians were busy supplying British forces. Among the material were 1,000 right-hand drive 1941 Ford wagons for Commando forces in North Africa. In all, more than 17,500 Ford station wagons were built in 1941, including the Canadian units, plus 2,143 Mercurys. It would be years before that level was achieved again.

Both Ford and Mercury wagons for 1942 were very lightly freshened from the previous year. Production began in September 1941, but already the war abroad was having its effect. Continual material substitutions were instituted, including increased use of plastics and phase-out of strategic metals like zinc, copper and aluminium.

After December 7, 1941, of course, the pace quickened, and manufacturers, who had already been issued quotas, were told to halt production after their January 1942 allotment had been filled. Ford reached that level on February 10 and began converting all lines to military production. Ford had built slightly more than 6,000 of the 1942 wagons, Mercury just 783.

Ford was the first U.S. automaker to resume production, on July 3, 1945, before WWII hostilities had ceased completely in the Pacific. The company had the advantage of being authorised to restart civilian truck assembly in April 1944. Still, it took time to reach satisfactory production levels, and the more complex styles like station wagons took even longer. Iron Mountain had produced glider parts during the war, but had kept a stock of 1942 wagon parts on hand for the day that assembly could resume. Because engineering and development work had halted during the war, all 1946 Fords and Mercurys were very slightly restyled and re-trimmed versions of their 1942 counterparts.

Post-war optimism and the resumption of pre-war activities boded well for station wagon production. Annual sales quickly rebounded to near 1941 levels, as returning GIs found Ford Woodies ideal for transporting their baby boom offspring and completing projects on their newly-built suburban homes. Few changes were made, except for an early 1947 trim revision for both Ford and Mercury that straddled the official model year boundaries.



During this period, Ford also built a companion series of wood-bodied convertibles. Inspired by a Model A-based wood-bodied runabout built for Henry Ford II during the war, the Sportsman was a convertible whose skin had been replaced (not just covered) by Iron Mountain wood. The younger Ford, recently installed as company President, felt that such a vehicle would draw showroom traffic, although pent-up demand was such that cars left dealer lots as soon as they arrived. Production was never great fewer than 3,500 Fords in three-and-a-half years – but its influence was tremendous. A Mercury version was built briefly, just 205 units in 1946.

The 1948 model year was short. Mercury's ended in March when its all-new successor was introduced. The new Ford wasn't ready until June, but it was even more radical than the Mercury, a slab-sided, integral fender car styled by consultant George Walker. The station wagons took a different tack.

Gone was the traditional upright wood-framed body. Instead, the car had a steel skeleton with integral roof. On the sides and tailgate, however, real wood remained. Like the Sportsman, it was added to a steel understructure, but served as the outer skin of the car. Wagons were offered in two-door only. The wood, as before, came from Iron Mountain, but new techniques were used. While working on glider production, the staff had become familiar with lamination and found that satisfactory wagon dressing could be made from lesser-grade wood capped with maple veneer. The process saved on labor and boosted production.

The station wagons remained popular, so production soared, with some 31,000 Fords and more than 8,000

Mercurys in 1949. There was a slight retrenchment in 1950 and also a refinement of the design in mid-year, with a folding centre seat and steel surface panels and tailgate. Volume resumed substantially in 1951, but wood was being phased out by all manufacturers of station wagons. Plymouth, which had pioneered the all-steel wagon with folding seats in 1949, was gaining market share, easily outselling Ford by 1950. Moreover, Henry Ford II was becoming increasingly disillusioned with Iron Mountain. A long strike there in 1949 fueled his ire.

All Ford-built cars had completely new bodies for 1952, built at the Rouge plant. There were two-door Ranch Wagons and four-door Country Sedans with seating for six or nine. None had any structural body wood. Iron Mountain was closed down in December 1951.

Ford, however, did not abandon wood entirely. At the top of the line was a nine-passenger Country Squire with genuine maple side trim, accented by Di-Noc imitation wood grain. Mercury had a similar model. But by mid-1953, even this traditional touch ceased, and the maple was replaced by wood-grain fibreglass. However, the timber-sided Ford Country Squire kept its following, real wood or not, and remained an icon until the popularity of minivans sealed its fate in 1991.

Even then, the wood accent was so popular that top-line minivans adopted it. During the "real wood years" 1929 to 1951, Ford was America's wagonmaster, building more than 240,000 station wagons – far more than its closest competitor.

*Re-printed with permission of the International Mercury Owners Association.*



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# RM AUCTIONS The selling of the Nick Alexander Woodie Collection

**AUGUST 13, 2009, MONTEREY, CALIFORNIA**  
"Over 50 Ford Mercury woodies offered without reserve".

Nick Alexander's woodies are known worldwide as one of the most significant collections of pre- and post-war wood-bodied station wagons ever assembled. This once-in-a-lifetime auction raised the bar of auction offerings throughout the USA.

Each of the 52 Ford and Mercury station wagons had either undergone an extensive and historically accurate restoration, or had been carefully preserved to maintain their remarkable original condition.

Several of the collection's highlight cars were multiple award-winners with examples from each decade of the American woodie era from the early 1930's to the mid 1950's.

Each of the cars was presented in its original factory configuration with no aftermarket accessories or unnecessary accoutrements.

Adherence to the high standards of Alexander's personal collecting habits resulted in the assembly of a collection of astonishingly original Rouge award winners. His restored examples represented the

largest collection of 1000-point Dearborne award winners, a testament to the skilled restoration team that helped him build and refine his collection. While the character of the collection is extremely focused in the era, no two vehicles could be considered identical. Each example represented the best of the best.

Alexander is a purist in restoration when it comes to vintage woodies, He prefers to present the cars as they would have looked when they came out of the factory; reasoning that the beauty of the original wood and the great architectural lines of these classics needed no additional ornamentation. He notes, "The simplicity of the design helps people focus on their elemental beauty. The plainer you leave the car, the easier it is to see that."

As one of the most highly regarded collection of woodies in the world, this auction attracted many enthusiasts from around the globe, giving them the opportunity to own the very finest woodie, carefully preserved and restored by Alexander and his team so that they may be enjoyed by aficionados of today as well as generations to come.

## Results Overview By Peter Hibbert FELLAS.

Be 'KNOCKED OUT' at these great US\$ results. I am certainly not surprised!!

My dream of owning one is still further away now! FABULOUS CARS.

Let's hope they stay in the country with club members!

1946 Mercury Sportsman Convertible	\$368,500
1948 Ford Super Deluxe Sportsman Convertible	\$275,000
1946 Ford Super Deluxe Station Wagon (Marmon-Herrington)	\$247,500
1946 Ford Super Deluxe Sportsman Convertible	\$242,000
1940 Ford Standard Station Wagon (Marmon-Herrington)	\$231,000
1947 Ford Super Deluxe Sportsman Convertible	\$220,000
1947 Ford Super Deluxe Sportsman Convertible	\$214,500
1939 Ford Deluxe Station Wagon	\$209,000
1942 Mercury Station Wagon	\$209,000
1939 Ford Deluxe Station Wagon	\$203,500



## Aussie '34 Woodie kit sells at the Shannons Auction for \$72,000!!!



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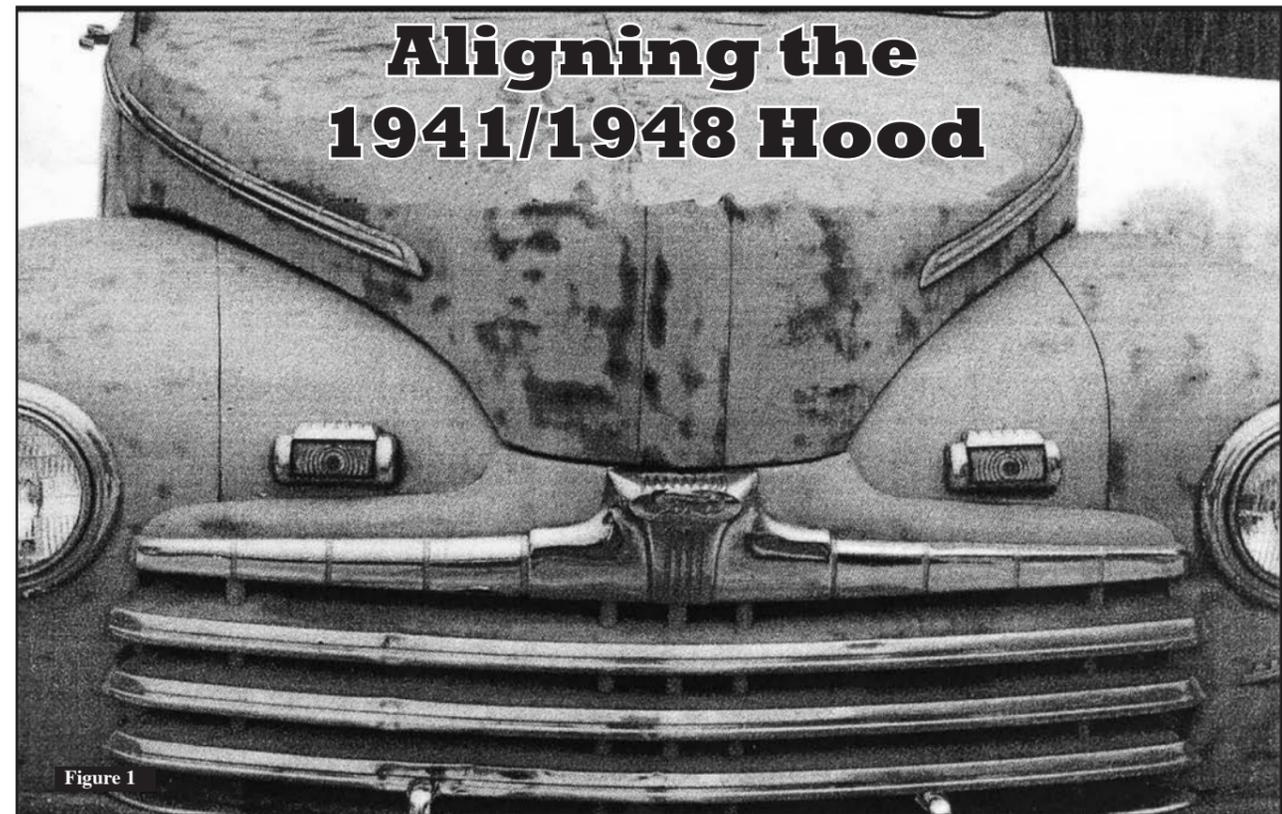
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# Technical tips

Noticeboard



## Aligning the 1941/1948 Hood

By Mark Kicsak

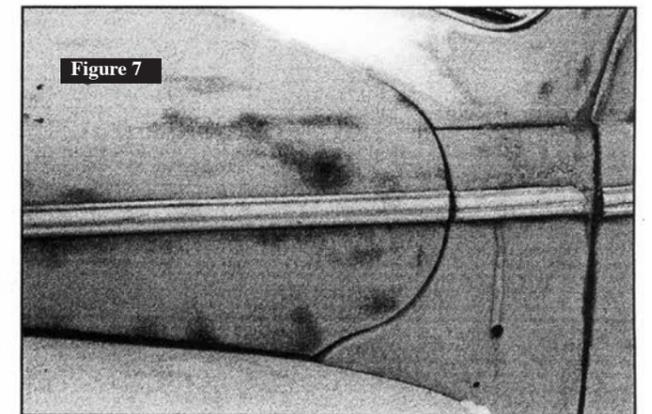
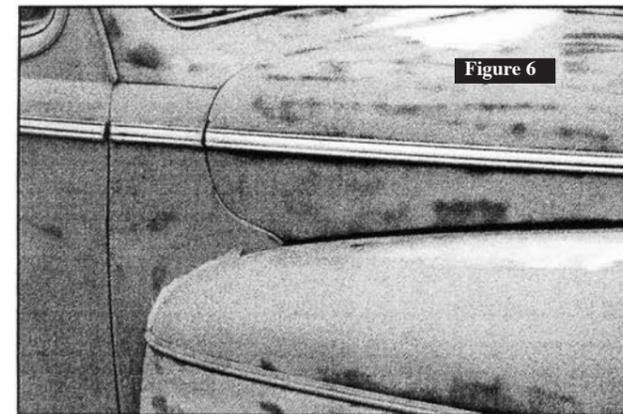
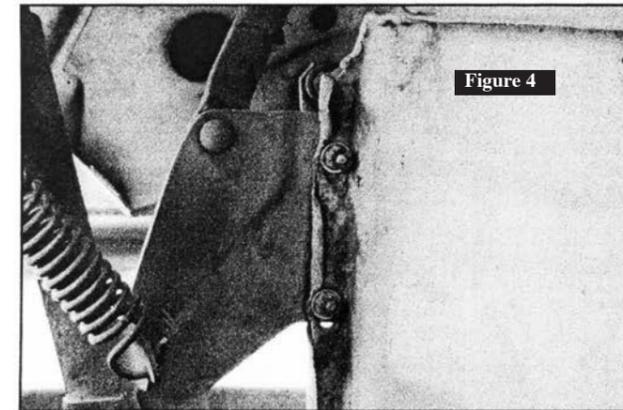
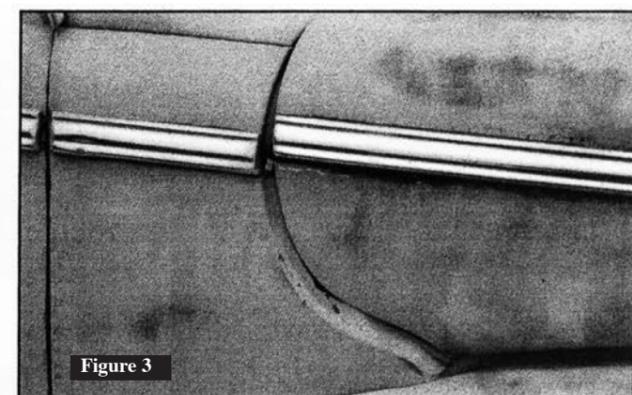
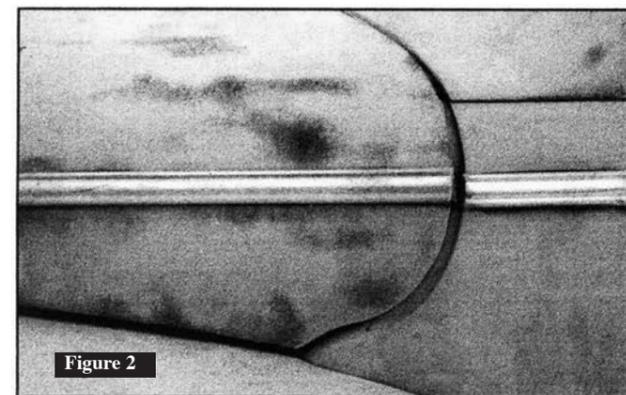
HELLO fellow V-8ers, I have wanted to do an article on 1941/48 Ford hood alignment for some time.

As you can see in *Figure 1* the front of the hood fits nicely. The back of the hood on both sides is not seated to the cowl as shown in *Figures 2 and 3*.

*Figures 4 and 5* show the 1/4-20 bolts that secure the front of each hood hinge. This will sound strange to some, but lowering the hinge causes the rear of the hood to go up – sort of. What it truly does is allow the front of the hood to latch before the rear of the hood is down.

Normally all that is required to seat the rear of the hood is to support the open hood with a stick, loosen the two 1/4-20 bolts and raise the hinge, tighten the bolts and remove the stick to bring the back of the hood down. That would not be the whole story this time.

I should have known I was in trouble when I broke the two bolts on the right hinge. My wrench stoppers (knuckles) worked perfectly in protecting my box wrench as my fist met the firewall. The pin in the upper hood latch was loose and bent to one side. I removed the entire latch to repair it and left it off until the hood was aligned.



I might mention here that the hood as well as all body parts should be fitted prior to painting. This story should reinforce that.

After bolt replacement and some adjustment, I noticed that the left side of the hood protruded on a horizontal plane, while the right side was sucked in a similar amount. At some point in history, the hinges got bent toward the left side of the car.

With a long bar and some hand tools, I bent the hinges slightly to the right which cured that problem. At this point, the right side of the hood was down tight, but back too far. No gap between the cowl and hood. This is where new paint gets chipped. The whole right hinge had to be moved forward. The holes in the cowl

and hinges allow a lot of movement. The third bolt in each hinge is a 5/16-24 and it is swaged to the hinge. The nuts are accessed from inside the car. Near the glove box for the one in question.

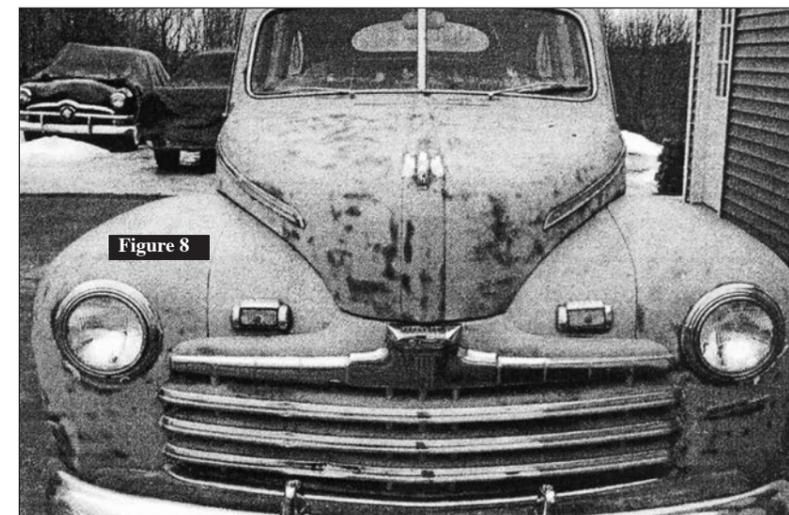
After insuring all nuts and bolts were loose, I moved the hinge forward and tightened the 5/16-24 nut. With the stick in place I moved the hinge up until the wanted result was gained. Quite often there is some back and forth between the two hinges as there was this time, but you get the idea and see the results in *Figures 6 and 7*.

In these two pictures you may also see that there is a fair gap between the fenders and hood. This can be reduced if not eliminated by raising the rear of each fender.

*Figure 8* shows the front of the hood after adjustment and reinstallation of the upper hood latch. With the rear of the hood seated snugly to the cowl (with a uniform gap side to side) the hood latch pin should align with the hole in the lower hood latch. There are six 1/4-28 shoulder bolts that fasten the hood to the hinges. They may now be removed to get the hood off for painting.

If you remove the hinges for painting, you can rest easy knowing the hood and hinges fit and operate well when removed. Realigning the hood won't be a big problem.

Reprinted from V8 Times May/June 2009.



# The restoration of a 1939 Ford Deluxe Utility . . .

By Alan Francis



## 1997 Formula One Grand Prix Melbourne . . .

MY brother in-law (Greg Blunt) and I were walking to the car park at the completion of the event and on the way we stopped to view a hot rod car show alongside Albert Park Lake.

While walking around I noticed a 1939 Ford utility and said to Greg, "we used to drive around in a car like this when we were teenagers" he said "I know where there is one for sale in Williamstown" I said "I wont believe it until I see it!!"

I was given the address and couldn't wait to view it for myself, however, **my high hopes were soon deflated when I saw the state of the car.**

Ken Harris who owned the car told me it was originally registered in central NSW in the Parkes region and came from a farm. This was all the information he had available.

It was a steal!!!! at \$500 with a spare chassis. How fortunate for me that my wife was very supportive and encouraged the restoration from the start. I was a shift worker and was hoping this was going to be a hobby and long term project that was challenging. Little did I know that it was going to take me eleven years to complete and more money than I could poke a stick at!!

After sourcing engine, gearbox, brakes, etc from various club members and swap meets I finally had a complete rolling chassis.

Then the hard work started, with a full body off restoration, most panels were rusted and nearly beyond repair, rear guards are hard to find for this model ute so extensive repairs were required to restore them.

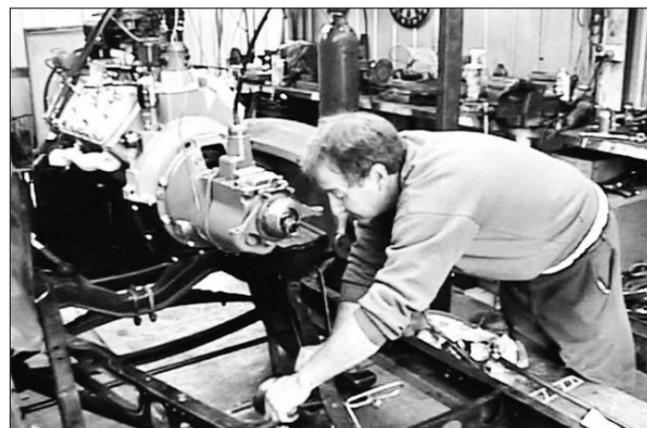
Some of the work proved a little challenging due to my advancing years! So I was very fortunate to have my two fit sons to help with the laborious tasks of

sanding the sides of the ute rear quarter panels and front guards, these were a mess.

There were many parts that I was unable to source at swap meets but was able to make myself.

Without the help of many generous Early Ford Club members the car I'm sure would still be languishing in bits in my garage today.

**Finally completed 2009 . . .**





### The V12 Coupe

WHEN club member Kevin Monk was asked about this V12 Coupe at last years Christmas function he commented that if he ever came across a photo he would forward it on to Victoria for publication in The Side Valve V8 Times.

While searching he also managed to locate another very rare photo of the 56 and 46 Coupes doing a wedding in the mid 1970's. Mad Mel, the NSW radio personality was the groom.



# The Early Ford V8 Club Victoria help Geelong Football Club celebrate 150 years

By Bob Felsovary

**Saturday 18th July, 2009**

AT very short notice Mark Giles from the Ford Discovery Centre spoke with Harry Beckwith about inviting ten Early Fords to a display at Skilled Stadium, Kardinis Park, Geelong.

In response to that request the following club members attended on the day: Alan Francis (1939 Ute), Alan Summergreene, Colin and Kelvin (1950 Single Spinner Coupe), Alan Wilson (1953 Mainline Ute), Harry Gunther and son Jimmy (1946 Mercury Convertible), Eric and Jenny Crombie (1939 Convertible), Leon Hatch and Ray (1951 Twin Spinner), Ken Dumble (1951 Twin Spinner), Harry Beckwith (1946 Monarch), Bob Felsovary and Lou Stule (1946 Business Coupe) .

We met at the Ford Discovery Centre at 10.00am where we were briefed by Mark. We then headed off to Skilled Stadium where we parked on the netball court, just outside the Bob Davis Gate and the Gary Ablett stand. Opposite us on display were a number of the latest Fords which most club members took the opportunity to sit in.

Also on display at the head of our cars was Steven Richard's V8 Super Car. It was the actual car Steven races and he was on hand for a chat. Harry Beckwith set up Steven for a photo standing beside his Monarch, but along came Leon who hijacked him for a photo with his head under the bonnet of the twin spinner.



Most of us walked over the road for lunch, but all the eating places were full of Geelong supporters. We finally located a restaurant and you wouldn't believe the size of the meals we certainly struggled to finish them.

The display ended at 2.00pm



*A great display on the netball court.*



*Alan Francis and Harry Beckwith explain the finer points of driving an Early Ford to race driver Steven Richards.*



*Steven Richards climbs behind the wheel of an Early Ford.*

# The Lynch's 1936 Ford Coupe



ABOVE: Preparing the engine for removal.  
BELOW: What next?



## Introduction

MY name is Rick Lynch of 75 Napier Crescent, Essendon, Victoria, Australia. I am 19 years old and am currently studying a Mechatronics Engineering degree full time at Monash University, Melbourne. In my spare time I am undertaking the full restoration of a 1936, side valve V8, Ford 5 Window Coupe. The vehicle is fully registered in Victoria with the original number plates.

## History

I thought I would give a brief history of the car. Back in the 60's my grandfather, Alvan 'Curly' Lynch owned a motor garage on Ballarat Road in Sunshine, Victoria. The garage that was known fondly to locals as 'Lynch's Garage' held a small Ford sub-dealership. The services that the garage provided were mechanical repairs, panel beating, petrol sales and a towing business.

The business was established by my great grandfather, Martin Baird Lynch. Martin originally ran a blacksmiths, however as cars became more popular he chose to convert his blacksmiths shop into a petrol station. When my grandfather took over the garage, along with the general day to day jobs, he also serviced a Ford Coupe, owned by a local Sunshine resident Mr. Nicholson, for many years. All the coupes mechanical work was done by my grandfather and the majority of the petrol purchased was at his garage. My Dad, Martin Lynch, used to spend a lot of time at the garage from a young age and he always showed an interest in the 1936 Coupe when it was in for service.

In 1969 the owner of the coupe told my grandfather that he wanted to trade it in for a Falcon ute. My grandfather purchased the coupe from the business and gave it to my Dad as his first car. He was only 13 at the time. He tells me the coupe was in reasonably good

condition but the upholstery was in poor condition, the interior metal trim was scratched and the exterior had been hand painted with a brush, light blue.

Dad was given the task of hand stripping the paint from the coupe and could never figure out which colour he wanted to paint it. One day, while Dad was serving petrol at my grandfathers' garage, a maroon Falcon came in for petrol; from that moment Dad knew the colour of the coupe. After some lead work to repair rust on the rear guards the coupe was painted Imperial Burgundy.

During the time the coupe had been stored, the engine had not been started. This caused the engine to seize.

Dad loves telling the story of my grandfather pouring Redex down all eight cylinders and flat towing the coupe behind the tow truck putting it into gear and engaging the clutch until the engine eventually started. The street they were towing in completely filled with thick smoke and it took a while to clear.

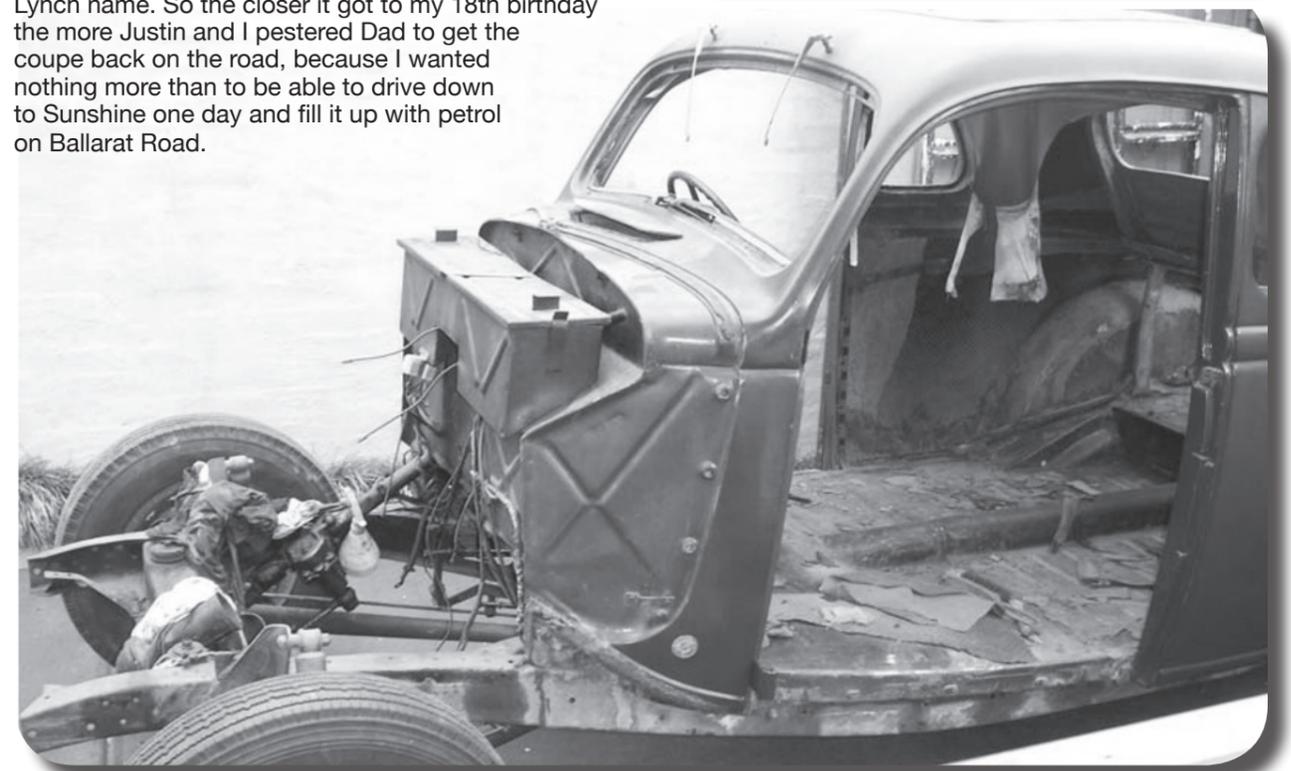
After deciding to fit a new set of rings and bearings to the original side valve V8, replacing the upholstery, re-doing the chrome work and painting the interior metal trim, Dad drove the coupe for several years during the 70's and 80's.

After a while the engine developed an overheating problem, Dad reckons the engine would boil water faster than a kettle. This was about the time when the coupe went into storage for way too long.

As my brother, Justin, and I grew older we started getting into Dad about fixing up the coupe. When my grandfather passed away I started thinking that I really wanted to see the coupe live on under the Lynch name. So the closer it got to my 18th birthday the more Justin and I pestered Dad to get the coupe back on the road, because I wanted nothing more than to be able to drive down to Sunshine one day and fill it up with petrol on Ballarat Road.



ABOVE: Finally the engine is removed.  
BELOW: Sparks fly as stripped bolts are removed.



**TURN THE PAGE TO READ HOW THREE GENERATIONS OF LYNCH'S SPANNED MANY CHANGES IN TRANSPORT**

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# THREE GENERATIONS SPAN MANY CHANGES IN TRANSPORT

Reprinted from Mobil dealer agent, volume 2-3,  
"A magazine for Mobil dealers and agents", August 1979

A FAMILY business in Sunshine, Victoria can rightly lay claim to its beginnings in the "horse and buggy days".

On August 1, 1911 Martin Lynch went into business on a small site on the Western Highway as a blacksmith, farrier and coach builder.

He chose to use Gargoyle Wagon Grease as lubricant.

Today, getting towards 70 years later the Lynch family business stocks the full range of Mobil products for a much more advanced mode of transportation.

On the major road connecting Melbourne and Ballarat, Lynch was ideally suited to capitalise on one of the major transport needs of the time - "horse shoes".

He hand-made shoes up to 14" in diameter, and took great pride in the fact that many of the horses fitted with his shoes were winners at the prestigious Royal Melbourne Show.

With the appearance of the motor vehicle in small but growing numbers Martin first entered the petrol retailing business in 1922 by adding stocks of four gallon drums of Plano.

In 1928 a new dimension was added to the business

when his son, Martin Jnr. joined him as a motor mechanic.

Martin's son built bodies for Henry Hall's carrying business for horse-drawn coaches and later built the bodies for Hall's T Model Ford trucks when he converted to motorised transport.

Second son, Ron, joined the business as a blacksmith and welder in 1934. All three continued in the business until the outbreak of war when Martin Jnr and Ron joined the armed forces.

The younger son, Alvin served a five year apprenticeship with Kent Engineering and in 1939 went to sea as a junior marine engineer. Martin snr - continued to run the business until Ron returned after the war, Martin Jnr. having lost his life on active service. In 1959 Alvin, now a senior marine engineer joined his father and brother in the business.

Continuing business growth and expansion into panel beating demanded an expansion at facilities, particularly when the first tow truck was acquired in 1958.

Following the death of Martin Snr. more land was acquired in 1971, the premises expanded and the number of tradesmen employed grew to 24.

Today the Lynch business successfully caters for a wide range of motorists needs including petrol, oil and smash repairs, they now operate three tow trucks, mechanical repairs and spare parts.

Earlier this year Alvin's son Daryl joined the firm as a panel beater ensuring the continuing family association with the business for many years to come.



# MARONG PICNIC Sunday 30th August, 2009



By Andrew Field

SLIGHTLY overcast conditions prevailed as John Provis and I drove up the freeway to the Marong Sports Ground in his shiny white 1962 "S" series Valiant.

After parking safely and placing a "For Sale" sign on the car we slowly made our way around the perimeter of the oval, meeting and greeting many other club members and friends who had gathered to look at the huge array of vehicles parked for this fabulous display.

It certainly was a very social day with plenty of good food and drinks available for those who were unable to find the time to pack a picnic lunch.

The rain held off and even though it was a little chilly I'm sure everyone managed to enjoy the outing.

It's always good to see how your vehicle shapes up in amongst so many other different makes and models.



# THE WATSONS ARRIVED IN STYLE



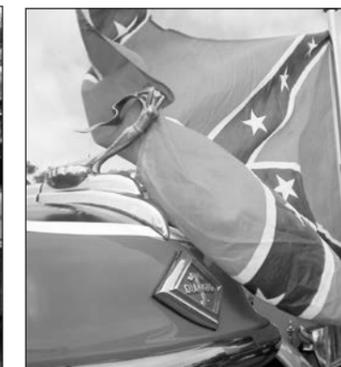
# WHAT A GREAT SOCIAL DAY OUT!



# THE UNUSUAL



# A TRIBUTE TO LADY DIANA



# SOME EARLY FORDS OF COURSE



**VALE:**  
**ELLIS BARON**  
30th July 1926 – 24th July 2009



*This fine collection of vehicles belonging to the Baron family lined the entrance to the chapel.*

ON Wednesday, 29th July, 2009, club members gathered at the Tobin Brothers Mt Martha Chapel for a service to celebrate the life of Ellis Baron.

Here we listened to wonderful eulogies and tributes from family and friends who told us of his dedication to collecting and restoring old cars, his hard working career and the many overseas adventures of this remarkable man.

Present were Harry Beckwith, Graham McCubbin, Jim Stewart, Wal Martin, Richard Martin, Andrew Field, Kevin Oates, Mick Wane, Ray Broatch, John Watson, Bill Hall, Bill Nicoll, David Thomas and John Provis.

*“On behalf of the Baron family Ilma would like to thank you for the wonderful tributes paid to Ellis in the journals, phone calls, cards and beautiful flowers and your attendance at his service. It was greatly appreciated by us all. He will be sadly missed.”*

*Many thanks  
Ilma Baron*

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**CLASSIC AUSTRALIAN CAR SHOW**  
**Flemington Racecourse, Melbourne, Sunday 26th July, 2009**

By Peter Hibbert

THIS show encouraged the display of all the great Australian makes and was jointly organized in affiliation with Shannons, Meguiar's and All Makes Swap Meet.

It was very well attended by the owners of Holdens, Falcons, Valiants and other eligible Aussie vehicles, muscle cars, modifieds, custom, race specials and commercials.

Club displays were plentiful, swap stands and sales stands, a band played intermittently, kids entertainment and trade displays were also available.

All vehicles were judged and trophies awarded to deserving owners.

I noted that there were many American vehicles and they were not refused entry.

This event was not listed as a 'club run' but attracted a few members. There was probably more than I caught up with.

The members present together with their vehicles were:

Peter Hibbert with the 1947 Ford green 4 door sedan.

Eric Crombie with the 1939 blue Convertible.

Alan Francis with the nice beige 1939 Ford utility.

Mason Hibbert with the 1964 silver grey Ford Fairlane 500 Sedan.

Another very nice bright red fully restored 1950



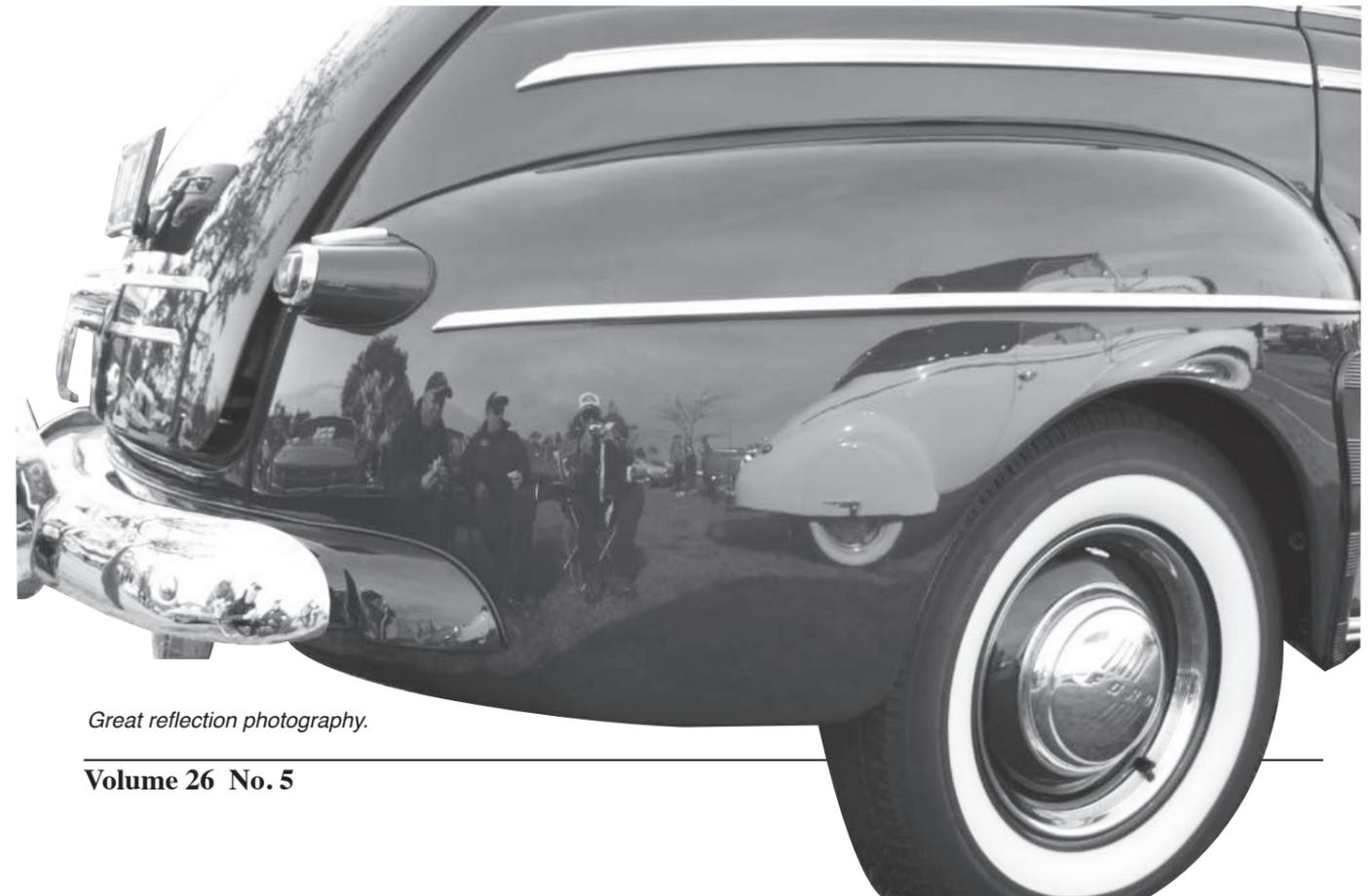
Ford utility parked beside us belonging to Frank Beale. I invited Frank to join our club and he has done so.

The weather held OK although the wind was very chilly but not off-putting. Short sunny bursts helped.

All in all it was a great day with lots to see and do. Many vehicles not previously seen made it interesting.

I guess socializing dominated the day, lessening the time to properly browse all the vehicles, but that's what these events are all about.

We intend marking this event on our calendar for next year.



*Great reflection photography.*

# TREASURE CHEST – 46-48 FORD V8 PARTS 30 YEAR COLLECTION FOR SALE (updated list)

Contact Alan Porter 0407 934 568 [alan.porter@bigpond.com](mailto:alan.porter@bigpond.com)

(ALL PARTS 46 – 48 FORD unless otherwise noted.) If you don't see what you want on this list, ask I might have it! Parts may have sold so check with the vendor.

<b>SHEET METAL- BODY PARTS.</b>		1 x 46-48 Horn ring centre button	\$30 each
1 x 48 Front fender R/H	\$200	1 x Restored steering column assembly metallic grey excluding steering box	\$200
3 x Inner fender panel radiator support R/H	\$10 each	1/2 Size 32 Roadster fibreglass body C/W fenders and running boards	\$500
2 x Inner fender panel radiator support L/H	\$10 each	1 x Ute tool box door (mint)	\$100
2 x Inner fender panels R/H	\$80	<b>CHASSIS PARTS</b>	
1 x Rear fender L/H	\$200	3 x Front panard rod assembly	\$20 each
3 x Grill assembly's – complete	\$50 - \$100 each	5 x Front/rear spring assembly	\$20-\$50 each
2 x Radiator support brackets – complete	\$30	1 x Front chassis cross member	\$15
2 x Grill to front bumper panel	\$50	1 x Chassis gearbox mount	\$10
Qty steering columns and steering box components		1 Pr front bumper brackets	\$60
2 x Park light panels, front 46 L/H only	\$30 each	1 x Battery box assembly's	\$20
4 x Cowl vents	\$25 each	<b>TRANSMISSION PARTS.</b>	
4 x Cowl lever assembly's	\$10 each	3 x Gearbox housing and assorted gears	\$150
1 x Sedan fuel tank filler tube	\$10	2 x Gearbox to steering column linkages	\$5 each
1 x Rear fender support panel	\$10	1 x Sedan diff assembly with gears and axles	\$250
2 x Front seat mounting and slider assembly – complete	\$30 each	1 x Clutch pressure plate assembly with clutch plates	\$15 each
2 x pr Front windscreen inner moulding	\$60 pr	4 x Torque tube and gearbox ball assembly's	\$15 each
1 x Front windscreen centre post (inner and outer)	\$10 each	1 x Gearbox mounts	\$15 each
8 x Head light buckets	\$10 each	1 x Torque tube assembly complete	\$100
5 x Inner front door window escutions L/H	\$20 each	1 x Rear brake drum	\$150
3 x Inner front door window escutions R/H	\$20 each	4 x Brake shoes	\$10 each
1 x Inner Rear Door window escutions	\$20	4 x Wheel cyls	\$20 each
3 x Inner Rear 1/4 window escutions L/H	\$20 each	<b>ENGINE PARTS</b>	
1 x Inner Rear 1/4 window escutions R/H	\$20 each	10 x Assorted water pumps	\$50 the lot
22 x Gas tank door (rear fender)	\$20 each	8 x Exhaust manifolds	\$25 the lot
5 x Hand brake lever assembly's	\$10 each	2 x Alloy intake manifolds	\$25 each
2 x Hood hinge assembly's	\$10 each	1 x Sump pans	\$40 each
26 x Assorted window glass front, rear and doors	\$20 each	2 x Cast iron cylinder heads	\$50 the lot
5 x Hood catch assembly's (front of radiator)	\$20 each	8 x 8BA Conrods NOS	\$75 each
1 x Pr Aust. sedan delivery rear doors (panel van)	\$200	2 x Generators	\$30 each
1 x Pr Aust. sedan delivery rear doors window assembly (restored)	\$200	1 x Box assorted ignition wire looms	\$60 the lot
1 x Box assorted stainless trim (approx 30-pieces)		5 x Crank shafts	\$25-\$75 each
8 x 48 Hub caps	\$5-\$20 each	8 x Cam shafts	\$25 each
5 x 46 Hub caps	\$5-\$20 each	1 x Fuel pumps	\$10 each
1 x Pr running boards (no rust)	\$350 pr	3 x Oil pumps	\$25 each
2 x Hoods	\$200 each	Valves and valve guides	P.O.A.
2 x Front doors L/H	\$100 each	Assorted crankshafts bearings	P.O.A.
2 x Steering wheel (1 NOS)	\$50-\$100 each	1 x Speco twin carb manifold	\$380
12 x Assorted 16" wheel dress rims	\$5-\$40 each	1 x 94 Ford carb	\$40 each
4 x New single piece front windscreen. STD	\$250 each	1 x Distributor recon	\$100
1 x Removable floor boards	\$20-\$50 each	3 x Oil filter housings	\$20 each
1 x Pr Cusso front park light trim and glass 1950 NEW	\$80	2 x JADEN quad carb manifold castings only	P.O.A.
3 x NEW REPRO 48 Hub caps	\$50 each		
2 x 41-48 Speedo assembly	\$50 each		

# CLASSIFIED ITEMS FOR SALE AND WANTED

## FOR SALE



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

## FOR SALE



(1) 1948 Ford Mercury in very good condition. Colour black, near new tyres. \$33,000. Reg. No VZ311 Engine No. 2639804E. Contact Keith Headland, 0418 386 047. Member No 163.

## FOR SALE



(1) 1952 Crestline Victoria. RH Drive, 3 speed overdrive, S/V motor, rewired, new trim, reco radiator and

much more. Mostly new old stock parts used. Concourse winner at Bendigo Nationals. \$36,000 or part trade on 1939 or 1940 coupe/ute. Contact Con (03) 9759 6302. Member 367.

## FOR SALE



(1) 1954 Customline. Black sedan complete, unrestored, unregistered. Side valve V8, one owner, ex Beechworth taxi.

\$16,000 ono. Please contact Raymond Don, BH: (03) 5722 2433 AH: (03) 5721 4966 MOB: 0418 573 743 Member 331.

## FOR SALE

(2) 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

(3) 1937-1938 Ford Coupe Ute suitable for restoration or driver preferred. Phone (03) 5243 0498.

## WANTED

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

## WANTED

(3) 1946-48 Mercury hub or wheelcaps, 15". I need a set of four for a 1948 Mercury. Contact Norm Raverty, Echuca, Phone (03) 5482 2730. Member 241.

## WANTED

(3) 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

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

## WANTED

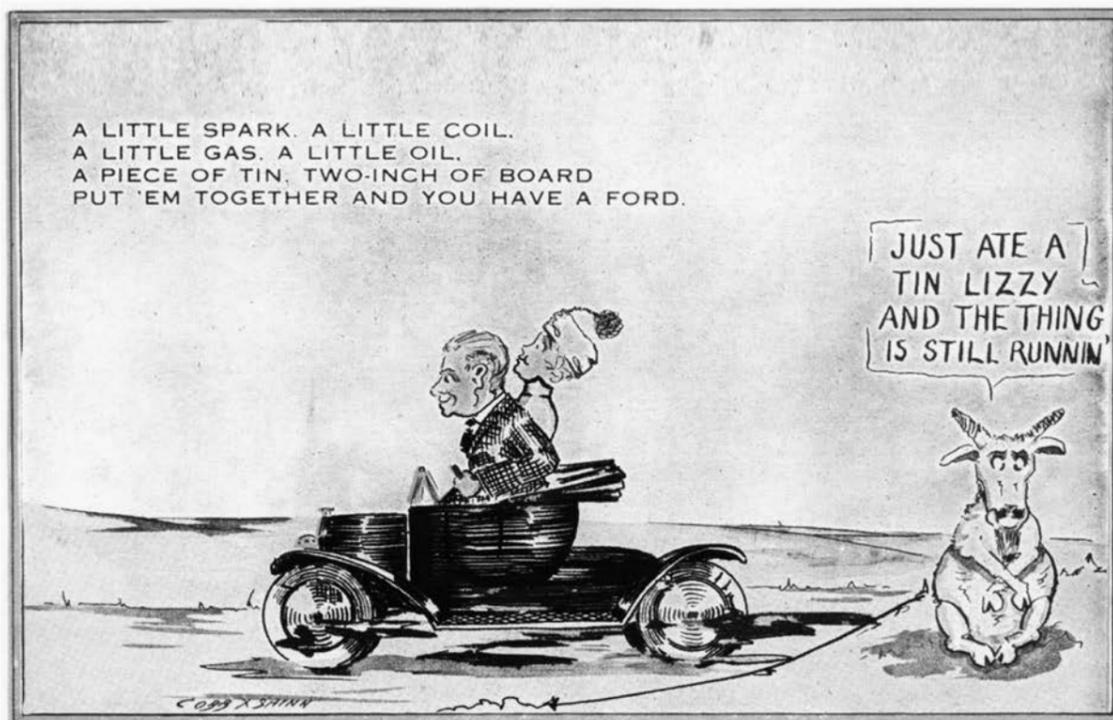
(1) 1933-36 V8 Three brush generator and four bolt pulley. Contact Barry Bell 5429 3299. Member 391.

## WANTED

(1) 3 speed gearbox and crown wheel and pinion (3.78:1 ratio) to suit 1938 Pick Up model 81C. John Spence. Member 442. 106A Kars Street, Frankston, Vic. Ph. (03) 9783 4572.

## A.A. BEARINGS & OIL SEAL SERVICE

A great service provider for all older vehicles.  
**FORD V8 36-48 REAR WHEEL BEARING OUTER SLEEVE.**  
 FORD part number: 68-1236A & 68-1236A1 are available now ex our stock @ \$95 each inc. gst.  
 The sleeves renew the rear brake drum hub of early 1936-1948 Fords when worn too much to take a fresh roller bearing.  
 We stock bronze bushes for shackles and shackle bolt felt washers cut to suit.  
 A.A. has a large stock of ALL Ford bearings and oil seals etc.  
 Always try A.A. first.  
 A.A. will do it's best to procure all your needs.  
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 After Hours: 9893 3417  
 Email: [oldcarbearings@bigpond.com](mailto:oldcarbearings@bigpond.com)



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

# It's not a Ford so . . . "Don't Cry Over Spilt Milk"!! by John Provis



I needed to find some cash quickly in 1989 so I parted with a few of my little gems –  
**A 1932 Deluxe Roadster I sold to John Watson**  
**A 1939 Convertible I sold to Ken Brown**

**A 1965 Toyota 2000 GT (Reg No. JP666) I sold to a young guy in Perth for \$60,000**

Toyota produced less than 300 of these stunning looking performance cars in 1965 and maybe there are only a handful left in the world. There are two that I know of in the Toyota Museum in Nagoya, Japan.

It was a great car to drive and Peter Hibbert in his Aston Martin and myself in the Toyota had a very, very fast trip through the Black Forest on the way to an EFV8 Club outing to Echuca in about 1987. I don't know who won but it was fast.

Unique cars July edition featured this copy of my 1989 advertisement and notes that the only other one in Australia sold for \$266,000. There is now one in the USA with an asking price of \$600,000.

You may think I'm sad that I sold it – imagine how Peter feels as I offered it to him first.

## TOYOTA 2000GT – APRIL 1989

In early 1989 and on the same page as an '87 Corvette at similar money we find an example of the most significant Toyota ever built. Inspired in shape by Jaguar's E-Type but vastly more sophisticated, the Yamaha-modified GT sold in tiny numbers and today is high-impossible to find. Australia was, in fact, home to several of these rarities and the last one sold here made \$226,000. International demand has pushed that mark considerably higher, with one car recently offered by an American dealer at US\$450,000. Hiding this gem in your shed for two decades would have reaped major rewards and value that is defying international financial gloom.  
**THEN: \$60,000 NOW: \$500-600,000**




## JUST FOR A LAUGH

## IF MY BODY WERE A CAR...

If my body were a car, this is the time I would be thinking about trading it in for a newer model.

I've got bumps and dents and scratches in my finish and my paint job is getting a little dull, but that's not the worst of it.

My headlights are out of focus and it's especially hard to see things up close.

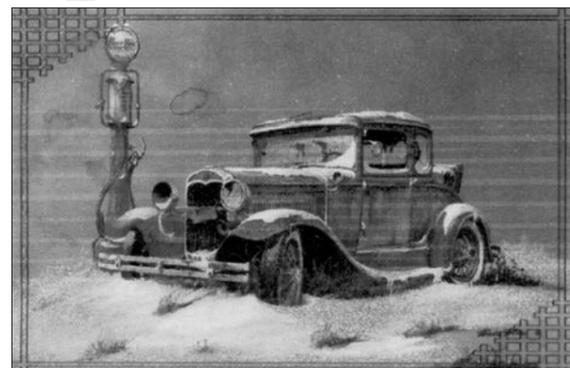
My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed.

My fuel rate burns inefficiently.

**But here's the worst of it . . .**

**Almost every time I sneeze, cough or splutter . . . either my radiator leaks or my exhaust backfires!!**



# A LITTLE NOSTALGIA



**This fine picture of a 1934 Ford Tudor Police Sedan was sent by Eddie Ford. The roof mounted loud speaker is up-to-the-date hi-tech equipment! Note the double wide white wall tyres, no rear view mirrors! White bumper irons, no siren, the white body was very visual in Detroit! WHERE IS IT NOW?? Long gone I suspect.**

## 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](mailto:andrew.fieldy@bigpond.com)

**FINAL COPY DEADLINE FOR THE NOVEMBER/DECEMBER 2009 NEWSLETTER  
 NOVEMBER 14, 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.

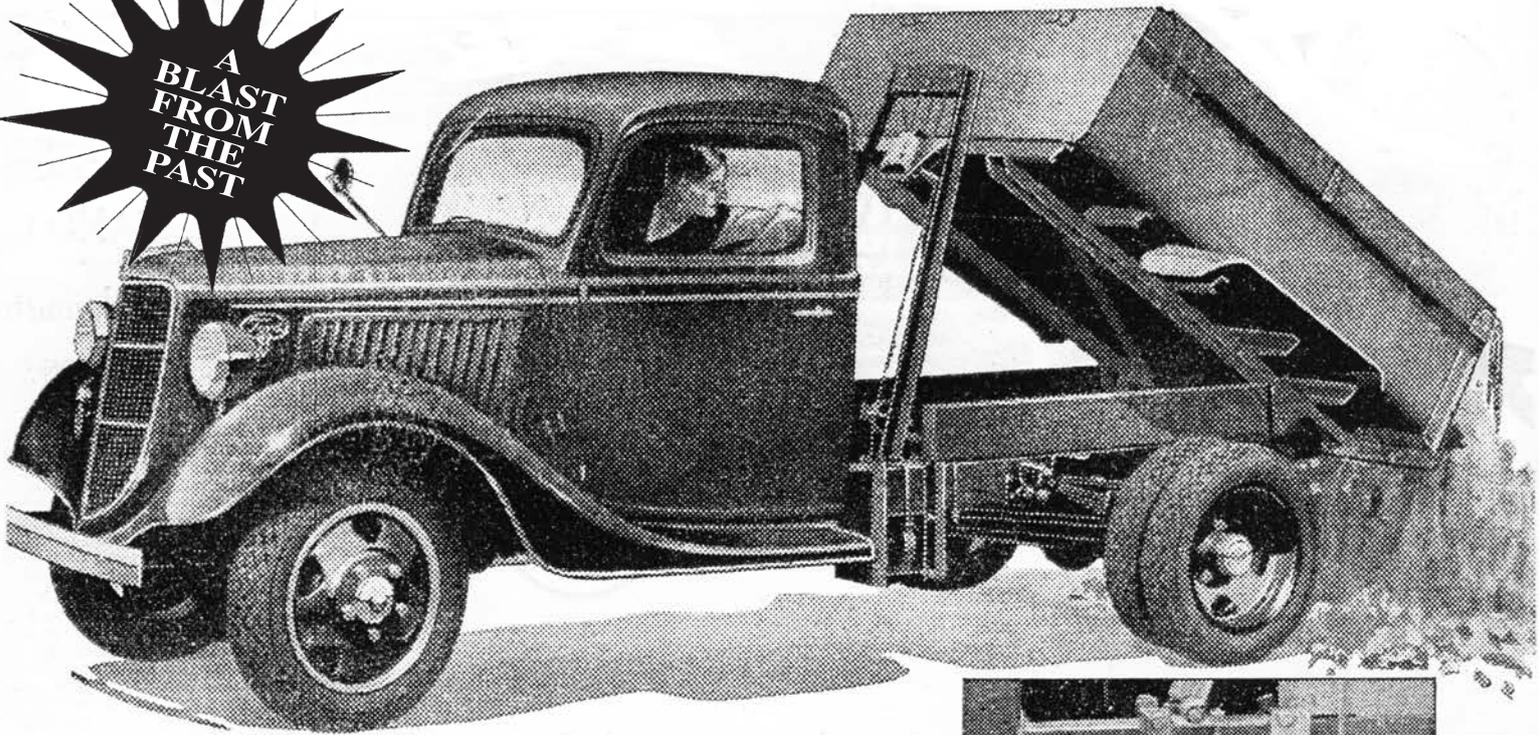
**TREASURERS' REPORTS AND CLUB MINUTES ARE AVAILABLE TO ANY FINANCIAL MEMBER FOR VIEWING AT GENERAL MEETINGS BY CONSULTING THE APPROPRIATE COMMITTEE MEMBER.**

# Ford V-8 Heavy-duty Tipper

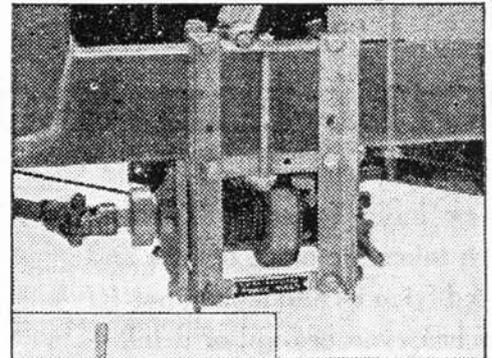
with **MECHANICAL POWER**

**WINCH-TYPE HOIST**

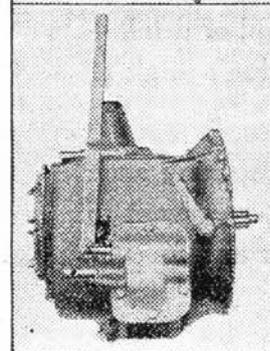
A  
BLAST  
FROM  
THE  
PAST



The Ford V-8 Steel Tipper (illustrated above) is built on a Heavy-duty Truck chassis. The winch-type hoist is driven by gear box Power Take-off, operated by a hand control in driver's cab. Loads of 2-3 yards can be dumped in 20 seconds. A load can be held in any position both on the lift or drop. All mechanism is simple, sturdily constructed, long-lasting. The mechanical power winch-type hoist is adaptable to all types of Tipping bodies. Your Ford dealer will demonstrate. Easy purchase terms. Ford V-8 Trucks are products of the British Empire.



*View of Power Hoist from outside Chassis Frame.*



*At Left: The Power Take-off operated from gear box.*

***A Type for Every Job...***

# FORD V-8 TRUCKS

BUY FROM YOUR LOCAL FORD DEALER