

QUEENSLAND

EARLY *Ford* V-8 CLUB

*Regional
Group
No.*

157



EARLY

V8



UPDATE

1932-54



Ford and **MERCURY**

NEWSLETTER

JULY 2017

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QUEENSLAND EARLY FORD
V-8 CLUB Inc.
REGIONAL GROUP 157
C/- V.V.A.C. Club Rooms
1376 Old Cleveland Rd.
Carindale
Qld. 4152

INTRODUCTION

The Queensland early Ford V-8 Club Inc. made its humble beginning with ten dedicated V-8 Ford enthusiasts gathering under a high set home in Grovely on the 31st January, 1976. We have come a long way since then, and our Club, through the effort of its members over the years, has earned respect within the 'OLD CAR' movement.

The objectives of the club are;

- [a] To promote the authentic restoration, use and exhibition of Ford Products from the years 1932-1954 inclusive.
- [b] To assist members in locating, restoring and maintaining their vehicles.
- [c] To encourage and sponsor social activities for members and their families.
- [d] To co-operate with other clubs and associations with similar aims.

NOTES;

- [1] 'Authentic' is the description of a genuine standard production vehicle, identical in all respects to that offered by the Ford Motor Company, in the year of the vehicles manufacture.
- [2] Although the Club has a Ford V8 title, it automatically includes all Ford Motor Company vehicles powered by various engines offered by Ford from 1932-1954 inclusive.
- [3] A combination of factors including, a desire to improve vehicle safety, ability to travel more safely in modern traffic, availability of some parts, availability of more affective options than originally fitted, etc, has led to the Club embracing, what it describes as 'Touring Class' vehicles. A fixed definition is difficult, but such a vehicle must at least be powered by an engine from our era and display external features that, in appearance, are little removed from the original.

CLUB MEETINGS ARE HELD ON THE
THIRD THURSDAY OF EACH MONTH EXCEPT
DECEMBER AT THE V.V.C.C. CLUB ROOMS,
1376 OLD CLEVELAND Rd. CARINDALE, at 7
-30pm ALL MEMBERS ARE URGED TO ATTEND.

IMPORTANT.

ANNUAL SUBSCRIPTIONS ARE TO BE
RENEWED ON JANUARY 1st. each year
\$ 55-00 covers all.

www.facebook.com/qldearlyford

The following is the Club Committee for the year 2016- 2017

PRESIDENT

Adrian Grant ----- 07-3300-3955

VICE PRESIDENT

Paul Trainor 07-3385-7210

SECRETARY

Bev Fitzgerald ----- 07-3265-3061

TREASURER

Angela Harding ----- 07-3802-0658

EDITOR

Dave Healey ----- 07-5546-1803

LIBRARIAN

Trevor Poulsen----- 07-3277-2192

QHMC DELEGATE

Neil Spicer ----- 07-5497-4993

RUN COORDINATOR

Ron Pearce ----- 07-5537-9445

PROPERTY OFFICER

Colin Baker ----- 07-3802-0658

RAFFLE ORGANISER

Colin Baker ----- 07-3802-0658

TEA PERSONS

Pam Poulsen ----- 07-3277-2192

June Sherring ----- 07-5537-1200

Joy Pearce ----- 07-5537-9445

Betty Spicer ----- 07-5497-4993

MEMBERSHIP OFFICER

David Healey----- 07-5546-1803

WEB MASTER

Jim O'Shea ----- 07-3341-9618

DATING OFFICERS

Trevor Poulsen ----- 07-3277-2192

Neil Spicer ----- 07-5497-4993

Ron Pearce ----- 07-5537-9445

Vince Gianoli ----- 0419-022-854

Errol Leggett ----- 0408-784-729

Bob Thompson ----- 0408-771-858

EARLY FORD V-8 CLUB of AMERICA
QUEENSLAND REGIONAL GROUP
157.

Q.E.F.V-8 Club
Web-Site

www.earlyfordv8qld.org

Q.E.F.V-8. Club
E-mail

The Editor

dmbhealey@hotmail.com.au

The Secretary

bevmcpherson@hotmail.com.au

PRESIDENT'S PREAMBLE



The last couple of months seem to have flown by but probably not as fast as for Dave and Jo Healey who have had a lovely time with the family on a cruise around the Mediterranean and southern France. Good to see them back safe and well as these days the unexpected can sometimes happen. Talking about trips, our Spring Regional Tour is going to be a lot of fun and I'm really looking forward to it. It will be great to catch up with members in their town and seeing some of the sights and probably more important just having a good chat. Hopefully as well, the cars will be on display with other Clubs and it will give us a chance to see other cars and make new friends. On this vein, I am grateful to Al Mosely the President of the Lone Star EFV8 Club who wrote in his Club magazine these very apt and insightful words. " *In April I attended several car shows in the area. One of the main reasons that I go to these is to meet and talk to people about old cars. I know that everyone out there with an old car listens to people say that they had one just like the one that you have except it was a different color, It is neat to see the glimmer and excitement in someone's eye and you realize that they are thinking about back in the days that they had the car.*

This got me thinking (I know that this is hard to believe) about how fortunate that we are to be in such a small percentage able to participate in this function. Many people only dream of doing what we do either due to finances or some other factor. We are among a very rare and special breed of people. We spend money to buy, maintenance, find parts, upkeep, and time these antique vehicles. Not only do we do this, but we spend money to enable us to show off our vehicles to people that do not have to spend a single dime to see them. Keep this in mind and lets get those old flatheads out there and put a smile on someone's face." I think this is one of those areas about our old cars that perhaps we do not think about so much but which gives a great deal of pleasure to many folk. Thanks Al for writing it so succinctly.

On other matters, the casualties keep mounting up in the diesel-emissions scandal, with General Motors coming under fire for allegedly installing defeat devices on over 700,000 vehicles with Duramax engines. A class action lawsuit argues GM and Bosch knowingly sold cars tuned to emit illegal amounts of nitrogen oxide (NOx) when outside the test environment. According to the lawsuit, Duramax diesels were fitted with three "defeat devices," similar to those used in the now-infamous Volkswagen emissions cheating scandal. When the car was placed in a test environment, the engine would be "de-rated" to meet emissions standards, before defaulting back to a more powerful, less environmentally friendly state of tune out on the open road. The claim, filed in the U.S. District Court for the Eastern District of Michigan, alleges 705,000 Chevrolet Silverado and GMC Sierra trucks with Duramax diesel engines sold between 2011 and 2016 are fitted with the defeat devices. Bosch, the company which manufactures the chips in GM engines, has also been named as a defendant. "Increased sales and thus increased profits drove GM to use at least these three defeat devices in its Duramax diesel engines," the complaint states. "By reversing the traditional order of the exhaust treatment components and putting the Selective Catalytic Reduction in front of the Diesel Particulate Filter, GM could obtain and market higher power and efficiency from its engines while still passing the cold-start emissions certification tests." GM is the latest in a growing line of car companies to be subject to litigation for alleged diesel cheating. Daimler AG had its offices searched by the Stuttgart public prosecutor earlier this week, while the U.S. Department of Justice has filed suit against Fiat Chrysler for "defeat devices" allegedly installed in Jeep and RAM vehicles. "These claims

are baseless and we will vigorously defend ourselves," GM said in a statement today. "The Duramax Diesel Chevrolet Silverado and GMC Sierra comply with all U.S. EPA and CARB emissions regulations." And so the saga goes on!

The Renault-Nissan Alliance is now the world's second biggest car-maker and is scratching at the door of Toyota after overtaking a stumbling Volkswagen. For the first months of this year, French-based car counter OICA – which translates as the International Organization of Motor Vehicle Manufacturers – put Toyota at the top with 3.53 million vehicles produced, followed by Renault-Nissan Alliance on 3.47 million, and then VW with 3.4 million. Toyota's gain over the same period in 2016 is 7.8 per cent, while Renault-Nissan was almost as busy with a 7.4 per cent growth, while VW fell 0.7 per cent, mainly as the ongoing diesel scandal stopped many diesel-model sales and chewed into customer confidence in the brand.

The asbestos in imported cars and the reactions by Border Force to our old cars will have repercussions for the old car industry and there will be much more on this in the coming months. At this stage it looks like to me that you hit the little guy and make it look like you are doing something rather than taking a measured approach. Time will tell and I will follow this through.

Technology meant to make cars safer hasn't always done so. Just about every new vehicle built in the past five years, and certainly every one with luxury leanings, includes the ability to pair a smartphone with the audio system via Bluetooth, thus eliminating the need to hold a phone to one's ear or manually dial or answer calls. Ironically, since the push for such technology, distracted driving rates are up, not down, perhaps because most consumers won't spend the one or two minutes required to pair a phone with a car and is one of the reasons for this that it is all done by touchscreens. Isn't it nice in our older cars to just be able to turn a knob or press a button and you don't even have to look!! Surely that is safer .

Grumps for this month: People who want to turn right but move to the left and stop, blocking the road for the following traffic and drivers who have no idea how wide their car is so they stop and block the lane. My Scrub Turkey is back and determined to make a nest in my yard. Fortunately I am able to borrow my son's dog but I know it's going to be a protracted war in the trenches before the turkey is dissuaded. (For those who are unaware the turkey can turn your treasured garden into a wasteland in about seven days and it takes years for it to recover.) People who have just come back from two months on the Costa del Sol soaking up the sunshine complaining that they drank too much and they feel very tired now that they are back!!

Another classic motor noter's comment, "the coming Camry hybrid won't be a giant killer but Toyota could well entice enthusiasts to buy a car often been derided as whitegoods on wheels" !!! - so tactful!!!

It was nice to go to Connors 21st the other night and celebrate this milestone with him and his friends. Bev was looking radiant and I must say it's wonderful to see her looking so well after all her tribulations. Ferne Callow is in hospital to try and solve a long standing condition and we send her our best wishes on a speedy resolution and hope to see her back to her vibrant best as soon as possible.

Our Tuesday run down to the Sherrings' was of course called off due to the weather. I have it on good authority that this was Bert's fault because when he saw what June had cooked up he was determined not to share it with anybody!! His lame excuse that at least he got the tide right just does not cut it, poor June!! Apparently when June realized, she nearly sconded him!!! Our monthly barbeque was a little light on for numbers last month probably due to the early date. Fortunately the Treasurer remembered!!.....maybe!! Anyway it was a good night. I must say I do like the short meetings and the long talks. The ladies of course did a wonderful job as did Jim on the barby and June that apple pie was to die for. I think the President had two helpings just for quality assurance!! Our next Tuesday run will be to Calamvale organized by Laurie and Maureen Harris so be organized for a fine day and there are no shops. I'll check with Bert to make sure he has had nothing to do with this one.

Enjoy your driving, **ADRIAN**

COMING EVENTS JULY / AUGUST

JULY 11th -Tuesday Run organised by Laurie Harris (ph 0409 628 556)

Meet at 10—10.30 at Calamvale District Park, Ormskirk St Calamvale.

Come down Algester Rd, turn into Ormskirk St, and park entrance is on your right. Note there is part of Ormskirk that runs off Beaudesert Rd , DON'T take this as its not connected.!

UBD Map 220 B 17.

Toilets, Shade and BBQs—BUT no shops.

JULY 20th -Club Meeting 7.30 pm at the Club Rooms

AUGUST 8th—Mid Week Run organised by Wynn and Andy Witchard

Details next magazine, or phone 0417 457 301

AUGUST 17th—AGM Club Rooms. A BBQ will be on before the meet so come early. The Meeting will start 7.30pm sharp followed by the AGM.



AUGUST 27th—SUNDAY RUN TO JIMBOOMBA , for swap and show.

NOTE; The Auto Extravaganza has moved to new location! Watch this space for update next month.

SPRING REGIONAL TOUR UPDATE

7th—14th SEPTEMBER

IF YOU WOULD LIKE TO JOIN IN ,**ITS NOT TOO LATE**. PLEASE CALL ADRIAN OR DAVE FOR THE MOTEL DETAILS . There are 2 or 3 rooms left in each town on the tour. Except for Biloela, there are other choices for here.

Come along and enjoy the friendship and fun. We have had a good response from country members in each stop and hope to have plenty for you to see and do.

OTHER EVENTS

JULY 9th—RACQ MOTORFEST Eagle Farm

JULY 16th—ALL FORD DAY Willowbank Raceway

JULY 23rd—Gold Coast Antique Auto Club Swap , Mudgerieba

JULY 29th—Nambour Swap , Showgrounds

AUGUST 13th ROCKLEA SWAP –Show grounds

AUGUST 27th—Swap Meet Yatala Drive In , Yatala.

AUGUST 27th—JIMBOOMBA SWAP MEET , TULLY PARK , SHOW AND SHINE

CELEBRATING 75 YEARS OF FORD AND MERCURY

FOR 1942

A Beautiful New FORD

6 or 8 cylinders



IN THESE UNUSUAL TIMES we invite you to inspect an unusual new car—new in its beauty, its comfort, its choice of two fine 90 horsepower engines, 6 cylinders or 8.

See it and you sense at once that here is new style that will stay good for years. On a lower, wider chassis, we have designed new long, low, wide and modern lines.

Interior treatment is entirely fresh, distinctive, pleasing. The modern beauty of this Ford, seen from inside the car or out, will more than hold its own in any company.

Inside, the car is big in every way—wide across the seats, generous in knee-room, leg-room, elbow-room.

On the road this year you find the "new Ford ride" still further advanced in its softness, quietness, steadiness.

At the wheel, you will find driving easier than ever. Steering, gear-shifting, action of the big and sure hydraulic brakes have all been made smoother and easier.

In quality, the car is sound to the last detail. Defense requirements have all been

met without a single reduction in the basic and lasting goodness of the Ford mechanically. Some new materials have replaced old ones, usually at greater cost to us, but in every case the new is equal to or better than the old.

If your family needs a new car, go see and drive this Ford. For what it is today and for what it will be through the years ahead, we believe that you will find in it more and better transportation for your money than you have ever found before.





1942 FORD and MERCURY

Seeing it's the 75th Anniversary of the 1942 FORD , I thought I would send you these three photographs ,taken in 1974 when I was on a "tin hunt" with my two brothers. We travelled to Stories Wrecking Yard in Dalby where I discovered a 1942 Mercury sedan laying on its side. I managed to find a loose 1942 Mercury hubcap on the ground and it is probably the reason that I started a collection of Mercury hubcaps, knowing how rare a 1942 Mercury is.

The vehicle on the right is a 1942 Ford ute that Ford Australia cut down from a sedan, also rare .

The yard also contained 1942 Chevrolet and Plymouth sedans. On our way home we called into Martins Wrecking Yard in Toowoomba where we spotted this 1942 Ford front clip (below).

1942 models of any car are rare, and to find four in one yard was amazing.

Trevor Poulsen





How Defense Needs have been met and Ford Quality improved

As DEFENSE PRODUCTION has gained pace, many people have wondered about its effect on 1942 cars. Would shortages of some materials force substitutes into the motor car? Would buyers get less quality for their money this year? For our part at Ford, we are glad to say that defense requirements have been met in full without a single reduction in the goodness of the car mechanically—and with many real improvements in its beauty, comfort and performance. Some new materials have replaced old ones, generally at greater cost to us. In every case, the new is equal to or better than the old. Here are instances of what we have done . . .



**Plastics Replace
Metal for
Interior Trim**

We have been developing plastics for a long time at Ford. The value of this is now apparent. The wider use of plastics this year in instrument panel, radio grille, door handles and other interior trim has released large quantities of zinc formerly used in metal die-castings, as well as nickel and chromium formerly used in plating bright metal parts. The new plastic parts are lighter in weight, fully as serviceable, and very attractive in appearance.



**Molybdenum
Replaces
Nickel**

Nickel is important not only in the finish of plated metal but in improving the toughness of steel. In defense production it is used in the manufacture of aviation engine parts and armor plate. Ford valves, transmission gears, shafts, and other parts formerly containing nickel, are now alloyed with molybdenum and chromium. For the purpose, these parts are as good as or better than those replaced.



Steel Stampings for Die-Castings

Exterior parts like radiator grilles, and mechanical parts like generators and starter end plates, are now made from steel stampings instead of die-castings, without affecting their usefulness or appearance. This has freed large amounts of zinc, aluminum and other defense-needed materials.

Some Results in Defense Metals Saved

Based on present conditions, here are some examples of how new materials and methods in the 1942 Ford are helping relieve defense "shortages." Figures show the cut in use this year of the materials named:
Primary (new) Aluminum has been cut out 100% . . . Secondary (re-melted) Aluminum has been cut down 70% . . . Nickel has been cut down by 90.7% . . . Magnesium, cut out almost entirely, is down 98.75% . . . Zinc has been reduced by 37.5% . . . Copper, Tin, Lead, and Tungsten cut down in varying amounts from 5.2% to 81%.



America's Most Modern 6...America's Lowest-priced 8



USA Trip 2017 by Trevor Poulsen

I have just returned home after spending just under four weeks in the USA.

This was my fourth visit there. My brother Graham planned the Trip, as he has much experience traveling the USA. Graham planned the trip around car shows, with plenty of travel to see the many sights available in California, Arizona and Nevada. These were the only States that we travelled in. This was his fifteenth visit. My younger brother Darryl on his third visit, plus a mutual friend Brian on his second visit made up the team.

As there was four of us, it was decided that an RV that could sleep four in separate beds was the best choice. We flew into Los Angeles and headed to Santa Fee Springs to pick up the RV. After receiving instructions on the use of an RV and how to empty the tanks of waste etc, we were on our way.

The first car event was the Friday night cruise held in the closed off Main Street of Garden Grove. There was a fine display of old cars there, all lined up both sides of this historic part of Garden Grove. One of the vehicles present was an Australian 1940 Ford Standard Coupe Ute Street Rod.

We found a suitable parking spot overnight for the RV, and headed off to Huntington Beach in the morning for the "Donuts Derelicts" weekly car show held in a parking lot from 6 -9 AM Saturdays, and then it was over.

The next event on our calendar was the Long Beach Swap scheduled for Sunday. It was a large swap with many sellers towing a trailer filled with

re-chromed bumpers, all wrapped up in cardboard for protection. These were selling for around \$350, even less if you traded in your old bumper. Most of these businesses were run by Mexicans. At that price, it is less than half the cost that we would pay for a re-chroming job in Australia.

In addition to the swap, there was also a car show, so there was plenty to see at this event. We then headed out to Arizona, but were too late to walk through that huge wrecking yard, DVAP, as it appears that they closed early as it was a hot day.

All we could do was park the RV next to the high corrugated iron fence, climb the ladder on the rear so that we could see in.

There was a large collection of restorable cars from the 50's and 60's visible in the front yard, while the parts cars were down the back. It was just a pity that we could not tour the yard, as it is chock full of old cars.



From there, we travelled to Cottonwood where we were guests of Gail & Clyde Bangiola, creators of C&G Ford Parts.

Clyde drove us around to visit various collections of old Fords in the area in his 1953 Mercury Monterey Coupe.

We were taken to Mike's home, and the cars that he had there were amazing, including five high dollar 1932 Fords in the first garage that we were shown. In another, he had more 1932 Fords, a 1933 Ford Victoria, 1939 and 1940 Ford Convertibles, 1939 Ford Woody, and 1946 Ford Sportsman plus some Chevrolet Corvettes.



After inspecting these cars at his home, Mike then took us to his warehouse which was also full of restored old Fords and Chevrolets. I travelled with him in his 1957 Ford Country Squire. What an amazing collection and a gracious host. The Bangiola's invited some V8 friends over for the evening meal, and we were able to meet more nice Ford folks.

In the morning, Clyde in the 1953 Mercury and Gail in the 1950 Ford Deluxe Coupe took the four of us to a ranch

where there was a large collection of old Fords and Mercury.

Unfortunately, the owner had recently passed away and his widow was selling off some of the cars. Some of the cars were rebuilt to a very high standard, but some needed some tender loving care. After the visit to the ranch, there was still one larger shed to check out, and it didn't disappoint.

It was after lunch time when we hit the road and we headed for The Grand Canyon via Flagstaff and Cameron, where we spent the night.

The cost to visit National Parks in California is \$30 per vehicle, but we opted for a season pass for \$80, as we also planned on visiting Sequoia National Park as well as Yosemite National Park,



thus saving \$10 on the deal.

What an amazing place the Grand Canyon is. Free shuttle buses take passengers along the top of the ridge with stops every half mile or so. You can hop off the bus, inspect the sights, and catch the next bus to the next stop for more sightseeing until you get to the last stop. There are less pickup points on the way back, but that is

no problem, as you just make your way to the next stop that has pickups in both directions. After spending half a day taking in the spectacular scenery, we headed for Williams, Ash Fork, Seligman, and Lake Havasu City with the reassembled London Bridge.

From here we travelled to Las Vegas to check out the neon light display. It was St Patrick's Day and the place was crowded. We went into a casino for a meal and it seemed like most of the patrons were smoking, and the place was full of smoke, not a very enticing place to return to in a hurry.

The next morning, we headed for Barstow, Big Bear Lake and Lake Arrowhead.

These lakes are very attractive and well worth visiting.

Next places of interest were the Sequoia National Park with the huge Sequoia Trees; some like the General Sherman are aged around two thousand years old. A very impressive place



to visit, and to make it more interesting, the grounds were covered in snow.

Another place that is a must to visit in California is Yosemite National Park, with its huge rocks and water falls. It did not disappoint.

From there, we travelled to Lake Tahoe, which the south corner is in California while the bulk of the lake is in Nevada. I was familiar with this place, as Pam & I attended the Early Ford V8 Grand Nationals there in 2013. It is a very scenic



place.

We then travelled to Carson City so that my brother Graham could pick up some parts for his 1956 Ford Sunliner. Luckily, the RV had a large storage under the floor at the rear, which really came in handy.

After spending the week sightseeing, it was time to drive to Pleasanton to attend the Good Guys Event held at the fairgrounds. We had previously booked in at the local RV Park, which meant that we could walk to the event which was a two day affair. As you can imagine, I took lots of photos of the cars that were in attendance. This event also included a large swap meet. Once again, there were many vendors with a large range of re-chromed bumpers for sale. One vehicle that caught our eye was a 1948 Ford Sedan Delivery, but unfortunately, the suspension was totally modified, which meant that it would be very difficult to get import approval to bring it into the country. Had it been original, we would have bought it, as it was priced right.

After three nights spent at the RV Park in Pleasanton, it was time to head south along the coast. We visited places like Moss Landing and saw the otters lazing about in the water, Monterey and Carmel. From Carmel, we started to head south, but the road was closed due to a land slide, so we had to seek an alternative route. We chose to check out Lake Nacimiento, encountering many narrow winding roads, but the scenery through these mainly unused roads was really nice. After parking the RV next to the Lake for the night, we headed

off to Moro Bay, Cambria, Hearst Castle and Solvang. Solvang is a Danish town, and very, very quaint, well worth visiting.

We then headed for Ventura, where we were able to park the RV in our friend's yard for the night. It was nice catching up with



Ann and her son Derby again. Derby took me for a ride in his 1939 Mercury Roadster which was built by the firm Coachcraft of Hollywood when the car was new. During the build-up, the grille and tail lights from the 1940 Mercury were fitted. So, while it may look like a 1940 model, it is actually a 1939 model. This car has won trophies at both Amelia Island, in Florida and Pebble Beach in California. It really got along very well on the road.

The running gear is all stock Flathead V8 Mercury.

After leaving Ventura, we travelled through Los Angeles to Long Beach to check out the car that we bought before leaving Australia, plus unload the bumpers etc that we had purchased in Pleasanton. The maze of freeways, flyovers etc has to be seen to be believed. It is one massive city and an engineer's nightmare.

Our next planned stopover was the Goodguys 17th Meguiar's Del Mar Nationals, held at the Del Mar Fairgrounds. The RV Park that we chose was at the back of the Fairgrounds, and in easy walking distance. A tow-motor with a bunch of trailers in tow, complete with seats ran continually between the RV park, car park and fairgrounds on a regular basis and was free. The show began a day earlier, being Friday at this event. The size of the swap meet was a disappointment, compared to the swap at Pleasanton.

The RV park, which was part of the horse racing establishment and not attached to the Fairgrounds, was a real disappointment. The RV parked on dirt, while the showers were broken with just screws to hold your clothes. When we arrived, no toilet had any toilet paper. It was an absolute disgrace, the worst we encountered by far.



We only attended this show on the Friday and Saturday, as we wanted to attend the Shadow Mountain Community Church on the Sunday. After church we travelled down to San Diego and Coronado Island. We also took in the views from Mt Helix and Mt Soledad, then headed north back to Huntington Beach.

Our trip was coming to an end. It was time to pack our bags and make sure that the RV was left in the same condition as it was when we picked it up.

After dropping the RV back at the RV depot, we were taken to the Los Angeles International Airport where we spent 10 hours waiting to board our aircraft bound for home.

While we had a fantastic time, it was nice to get home to our respective wives and the comfy bed that awaited us.

Trevor Poulsen

Mid-Week Run - Mortimer Road Park, Acacia Ridge

Tuesday May 9th turned out to be a fine day for our mid-week run held this time at Mortimer Road Park, Acacia Ridge. Monday was wet and rain was predicted for Wednesday. Apart from a cool breeze it was a pleasant day.

While the ladies sat around and talked and solved all the world's problems, Trevor took the men to our sheds at Coopers Plains to see the 1956 Ford Sunliner his brother Graham is working on and to

meet Dave at LTD Air Tools. Dave is one of the tenants who repairs anything to do with hydraulic and air tools. They were also able to view the 1946 Ford Deluxe Sedan that Trevor's grandfather bought new, which is stored at these sheds

The men came back for lunch and re-lived their early days by playing on the playground equip-



ment. Trevor went for ride in the helicopter while Bob and Barry "flew the plane"!! Some decided to drive up the road to the local



snack bar to purchase lunch while Jim took advantage of the electric BBQ.

Those attending were:

Bill & Lorraine Tozer (Visitors) - A Model Pickup

Phil & Wendy Dean - 1940 Ford Pickup

Jim & Leigh O'Shea - 48 Mercury Sedan

Bob Halverson & Paul Trainor - 1934 Ford Pickup

Adrian Grant - 38 Ford Deluxe Sedan

Trevor & Pam Poulsen - 67 Mercury Convertible

Barry & Marge Rasmussen - down from Toowoomba, - modern

Neil & Betty Spicer - modern

Laurie & Maureen Harris - modern

We had a new member join on the day - Adrian & Gladys Vermeulen who own a 1942 Ford Pickup

Again, it was another lovely day spent with lovely people

Pam Poulsen



★HAPPY★
BIRTHDAY!

Coral Gearing 1/7
Judy Lattimore 5/7
Susan Mitchell 5/7
Joy Bauer 8/7
Mark Scott 10/7
Trevor Poulsen 13/7
Lionel Myers 14/7
Wayne Lowe 15/7
George Lattimore 20/7
Evelyn Anderson 24/7
Margaret Rohl 27/7

Peter Burden 1/7
Dianne Haken 3/7
Jan Weston 7/7
Gary Small 9/7
Margaret Hill 10/7
Miranda O'Hara 22/7
Graham Testro 15/7
Christine Myers 19/7
Les Bradshaw 23/7
Thelma Kahl 27/7

QUEENSLAND EARLY FORD V8 CLUB INC
GENERAL MEETING 501
18th MAY 2017

The meeting was opened by President Adrian at 7.40pm. He welcomed 17 members and accepted 7 apologies.

MINUTES: The minutes of the previous meeting were read and confirmed on the motion of Trevor Poulsen seconded by Neil Spicer.

CORRESPONDENCE:

INWARD: Plaque from Early Ford V8 Club of America for Dave Healy for magazine competition.

Membership application from A Vermeulen.

Entry form for Northern Rivers Rally.

Numerous magazines.

Inward correspondence was received on the motion of Paul Trainor seconded by Neil Spicer.

TREASURER'S REPORT: The treasurer's report was read by the President as Angela unable to attend.

The treasurer's report was accepted on the motion of Betty Spicer seconded Graham Sinn.

QHMC: Neil going to next meeting. He intends to raise the issue of availability of minutes over recent period.

RUN REPORT: Adrian spoke about the midweek run successfully organized by Trevor and Pam, earlier this month.

Next run June 13 to Bert & June Sherring's residence. Phone June if you are going (55371200).

LIBRARY: Members who took books home to allow the renovation to take place are asked to bring them back now. The library needs to be restocked and made ready for member access again.

GENERAL BUSINESS:

Trevor said there was a 33 Cabriolet body for sale in Brisbane. He also spoke of the problems being experienced by people importing vehicles from overseas. No asbestos is allowed in them and as a result 'funny things' are happening at the point of import. Members were warned to do their homework well before bringing cars in.

Betty suggested that a midweek run could be organized as a breakfast run. To be looked at again when we get to summer months.

Plans for the quilt square were displayed and Joy is following up on the final creation of the square.

New Member: Moved A Grant seconded Jim O'Shea that A Vermeulen's membership application be accepted.

NEXT MEETING NIGHT THERE WILL BE A BBQ AT 6.30pm PRIOR TO THE MEETING.

The meeting was declared closed at 8.20pm.

Queensland Early Ford V8 Club Inc **502nd GENERAL MEETING: 15th June**

The meeting was opened at 7.40pm. Adrian welcomed 17 members and accepted 7 apologies.

Minutes: Last meeting's minutes were read and accepted by the motion of Trevor Poulsen, seconded by Neil Spicer.

Correspondence: Inward correspondence was received on the motion Viv Fitzgerald, seconded Graham Sinn. There was no outward correspondence.

Treasurer's Report: The report was received and accepted on the motion of Angela Harding, seconded by Neil Spicer.

QHMC: Neil said that the issue of importing cars was raised. An example was given of an expensive Mustang that had much damage done to it at the port as part of removing asbestos. Motor Heritage Day in Ipswich was cancelled due to ground conditions. Many historical cars are currently being exported from Australia. Some of our heritage is being shipped out. An example was given that a car sold for \$1million dollars and exported would cost \$600000 in import costs and taxes to bring back, so there is not much chance of the cars coming back. There were still some issues with the distribution of minutes. Next QHMC meeting is the annual general meeting.

Library: Members are asked to return any books they have. The new cupboard has been refurbished with our books and Trevor is looking for people to borrow books.

Run Report: June's midweek run had to be cancelled owing to inclement weather at the Gold Coast. Details of July run to Calamvale District Park, Ormskirk St, Calamvale are in the magazine. Organizer Laurie Harris 0409628556.

General Business: Bev is doing well. She has finished her treatment and is now in a maintenance phase. Everyone wishes her well.

Trevor spoke about the publishing of a book on the story of Jack Murray, written by his son Phil. It is available for purchase.

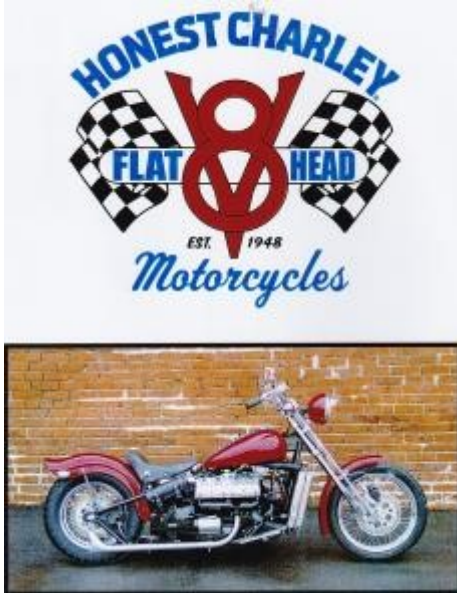
Neil told us that on August 19 & 20 there is an event at Old Petrie Town highlighting a medieval theme.

Jim advised that the Jimboomba event on the last Sunday in August will be held at Hills International School grounds. It is approx. 5 k south of Tully Park, closer to the town of Jimboomba.

Thanks were expressed to Pam and her helpers for their work in organizing the barbecue. It appears that many had forgotten about it.

The meeting was closed at 8.40pm.

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BARR Bernie	0419-776-929
BISHOP Kevin	0414-570-500
BRADSHAW Les & Helen	0409-289-427
CAMPBELL Ian & Peta	0439-047-137
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EMAIL ADDRESSES

BAMBERRY Russell	pbamberr@bigpond.net.com
BARR Bernie	bernfordv8@skymesh.com.au
BISHOP Kevin & Joelle	kevjobishop@bigpond.com
BRADSHAW Les & Helen	Les.b@bradco.com.au
CAMPBELL Ian & Peta	icampbell@vse.net.au
CHAPMAN Graham	gsmchapman@bigpond.com
DEARSLY Dale	daledearsly@gmail.com
FITZGERALD Bev	bevmcpherson@hotmail.com.au
GRANT Adrian	aandbgrant@optusnet.com.au
HAKEN John	montysgarage@bigpond.com
HEALEY Dave	dmbhealey@hotmail.com.au
HENRY Jeanette	jehenry1962@gmail.com
KOHUT Danny	kroozer1@bigpond.com
LATTIMORE George	george.lattimore@bigpond.com
LEGGETT Errol	errenford@bigpond.com
LLOYD Peter	bent8feak@live.com.au
LOWE Wayne & Alison	alison441@ozemail.com.au
MAURER Nohl & Judy	misty_1949@hotmail.com
McARTHUR John & Treena	treenamcarthur@gmail.com
MILLER David	dandsmiller@optusnet.com.au
O'Brien Jim	jimbo1964@bigpond.com
O'SHEA Jim & Leigh	jimo@gil.com.au
PEARCE Ron & Joy	splitpinpearce@bigpond.com
POULSEN Trevor & Pam	tpou8669@bigpond.net.au
ROHL Margaret & Harvey	Margaret.rohl@gmail.com
SCOTT Mark	mnt_scott@hotmail.com
SINN Graham	s.young3@bigpond.com
SMALL Gary	Gary.Small@leighton.co.id
SPICER Neil & Betty	spics51@yahoo.com.au
TEYS Kevin	bushells@live.com.au
THOMPSON Bob	rthompson053@gmail.com
TICKLE Glen & Marion	gtickleqld@gmail.com
WARDEN Ivan	imwarden@optusnet.com.au
WINZER Roy & Lorna	rwinzer01@optusnet.com.au
WITCHARD Andre ,Wynn	andwyn@bigpond.com

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