



V-8 VIEWS

OFFICIAL PUBLICATION

**THE EARLY FORD V-8 CLUB OF AMERICA
SOUTH AUSTRALIA REGIONAL GROUP 94 INC.**

October 2024

VOL 48 No. 10

**PO Box 332
North Adelaide SA 5006**

COMMITTEE

President - Shirley Tonkin
0439 898 851
mgmercury@tpg.com.au

Secretary – Alan McDonald
0403 774 357
crmcd54@gmail.com

Editor - Shirley Tonkin
0439 898 851
mgmercury@tpg.com.au

Vice President – Wayne Boulton
8339 2658
0419 034 158

Treasurer - Carol Bay
0415 284 633
carolandcarlbay@gmail.com

Fees are \$55 per club year for a joint membership.
A Joining Fee of \$30 applies.

The Early Ford V-8 Club of America
SA Regional Group 94 Inc.,
PO Box 332
NORTH ADELAIDE 5006 South Australia

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EARLY FORD V-8 CLUB OF AMERICA

SA REGIONAL GROUP 94 Inc

October 2024

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Editor

Shirley Tonkin

Tel 0439 898851

email: mgmercury@tpg.com.au

The President's Page

The Run to Finness was another good day out finishing with lunch at the Finness Café which was enjoyed by all. Many thanks to Wayne and Rene for organizing the day.

October now starts with the Federation Motorfest for two weeks before and after the Bay to Birdwood event. The Bay to Birdwood which has more Classic vehicles than older ones but unfortunately that is the sign of the times. More swap meets come on in the coming months.

Next month sees our Ford Picnic Day at the Lenswood Oval. The committee would like to see members bringing their cars out for the day. The usual sausage sizzle, tea & coffee and the big raffle will be held and this year's charity is Back Packs 4 Kids.

Also it is that time again for the club's Annual General Meeting when all positions become vacant, to be held after the November General Meeting.

Shirley

Early Ford V-8 Club of SA RG #94 Annual General Meeting

Members are advised that the 2024 Annual General Meeting will be held after the November General Meeting on Monday 18th November 2024 when all positions become vacant.

Inside Info

Enclosed with this magazine is the renewal form for the 2025 year. All members with historic registration **must** renew their membership and update their Log Book/s by the 31st December 2024.

DON'T FORGET IF YOU NEED A NEW LOG BOOK THE COST IS NOW \$6 FOR A NEW ONE. THIS NEEDS TO COME WITH YOUR LOG BOOK/S FOR UPDATING

Please enclose a self-stamped addressed envelope if you are sending in your log book by post.

If anyone would like their magazine emailed rather than a hard copy one please let us know.

We welcome Allan & Carol McGough to the Club. They have a 1940 V-8 Tray top

Any article or stories of interest to members are always welcome to go in the magazine. Ladies send in your favourite recipes and/or ideas.

Deadline for all articles for the November 2024 magazine will be 20th October 2024.

Early Ford V-8 Club of SA RG #94 Annual General Meeting

Members are advised that the 2024 Annual General Meeting will be held after the November General Meeting on Monday 18th November 2024 when all positions become vacant.

The Early Ford V-8 Calendar & Other Events

Ford V-8 Meetings & Events in Bold

OCTOBER

Sat	12 th	Federation Meeting - Glandore
Sun	13 th	Strathalbyn Swap Meet
Mon/Fri	14/25	Federation Motorfest events
Sun	20 th	Bay to Birdwood
Mon	21st	GENERAL MEETING - Glandore
Sun	27 th	All Ford Day - Oakbank

NOVEMBER

Sun	3rd	FORD INVITATION PICNIC - Lenswood
Mon	4th	COMMITTEE MEETING - Boulton
Sat/Sun	16/17	Bendigo Swap Meet
Sun	17 th	Rotary Swap Meet – Regency Park
Mon	18th	GENERAL MEETING/AGM - Glandore

DECEMBER

Mon	2nd	COMMITTEE MEETING – Simon Tonkin
Mon	16th	CHRISTMAS GENERAL MEETING



The Early Ford V-8 Club of America
SA REGIONAL GROUP 94 Inc.

Cordially invite

All Ford Clubs & Vehicles

to the

22nd FORD INVITATION PICNIC

Sunday November 3rd 2024

Lenswood Oval

From 11 am

Have a great day relaxing and socializing with
other Ford Clubs and Owners

No Trophies

No Plaques

No Worries

This year's charity is Backpacks 4 SA Kids Inc

Sausage Sizzle, Drinks, Tea & Coffee, etc will be available

Any enquiries please ring:- Shirley on 0439 898 851

MINUTES OF THE SEPTEMBER GENERAL MEETING

Held at the CCC Clubrooms 16th September 2024

The meeting was opened at 8.10 pm by President Shirley.

Present: Shirley Tonkin, Carol Bay, Alan McDonald, Simon Tonkin, Jim Burke, Colleen McDonald, Wayne Boulton, Gordon & Gill Cowley, Wayne Boulton, Mark Seidel.

Apologies: Trevor Hales, Ian Bay, Gary Fatchen, Steve Harris.

Visitors: Allan McGough.

August Minutes.

Moved correct by Gordon Cowley.

Seconded by Wayne Boulton.

Business Arising

2024 Annual Run to Kapunda – A great weekend thanks to Ian and Carol. Carol read out a thank you to all who came.

A Run to Finnis was done yesterday. A great day out again which started with a cold morning start. Many thanks to Wayne and Rene for organising the day.

Drive It Day – Sunday 1st September to Bethany. Another good run and day out.

Arthur Clisby Day – Next Sunday down at Macclesfield.

All Ford Day – Sunday October 27th

Correspondence In: The Radiator, Genuine Ford News, Early V8 Update, SA Motor.

Email from the Federation re the ATO letter sent to clubs.

Correspondence Out:

None

Moved by Carol Bay.

Seconded by Gill Cowley.

Treasurer's Report: Carol gave a detailed account of the income and expense balances to members attending the meeting.

Moved by Alan McDonald.

Seconded by Gill Cowley.

Federation - Shirley talked about the recent Australian Federation Conference that was held in South Australia and attended by delegates from other states.

Speakers were 3 people from the DIT about the SA Historic Registration Scheme, Michael Neale Chair from the Bay to Birdwood re Electric conversion vehicles, and 2 people from AON Insurance.

General Business:

Federation Motorfest still have plenty of spaces left.

Bendigo Bus trip to the swap meet is on again in November.

AON Insurance is a company that the Federation is looking into as many clubs are not happy with Gallaghers.

The ATO letter that was sent to all clubs has not been received too well. Most clubs do not know what to do here. There was a seminar held in Victoria about this and the Federation is looking into doing one here with a President, Secretary and Treasurer from each club to assist help with this.

Website. Mark advises that an invoice has come and it has gone up from \$75 to \$350. To be discussed at the next committee meeting.

2026 Nationals – Shirley advised that the committee has started looking into this and several ideas have been suggested. Members can help with sponsors etc.

Shirley asked the members present if they would prefer chit chat after a meeting or a guest speaker now and again. Those present prefer chit chat.

Chris Garrod advised that he will be an apology for the next meeting.

Raffle:

Raffle drawn and won by 3 members.

Meeting closed 8.45 pm followed by chit chat and supper.

Yesterday's Power Rally
Milang Vintage Machinery Club Inc
18 & 19 January 2025
Milang Oval
Milang Road
Milang, SA

CARS AND PARTS FOR SALE

1937 Ford Deluxe 4 door Touring Sedan, roller project. Needs complete rebuild, 90% all original parts etc, plus extras, low original miles \$12,500
Neville Hawke 0427826942

39-41 Hand brake cable with rubber boots – new Part number 91A2275 \$40 two available. **32-36** New distributor rotors \$25.00. **37-41** New distributor rotors \$25.00. **1932 to 1948 Gearbox parts** – second-hand in good useable condition. **Main shaft** with synchro unit **39-48** \$100.00, **Main shafts** – various models \$50.00 each, **First and Reverse Sliders** – various models \$75.00 each, **Synchro units** – various models \$50.00 each, **1939-2nd gears 1948** \$75.00 each, **Cluster gears – New 1933 – 1934-1935** 29 tooth \$100.00 each, 1936 LB Ford V-8 engine – needs reconditioning \$200.00, Various V-8 starter motors and generators, 1933 Truck gearbox cover \$30, 1940 V-8 Hub Cap \$10, 1930's V-8 spare wheel carrier, Mercury steering wheel, 1939 Mercury tail lights \$20 pair,

Distributor Rotors QBH79 to suit the following. All \$10 each

Ford Fairlane ZB, ZC 6 cylinder 68-69

Ford Falcon XT – XB 6 cylinder 68-76

All trucks with Falcon 6 cylinder 74-79

Commodore VB, VC 6 cylinder 78-79

Holden EH – HZ 6 cylinder 63-80

Torana LC – UC 6 cylinder 69-78

Chrysler GE, GH, GJ Astron 77-80

Valiant VG – CM 6 cylinder 70-80

Dodge truck 6 cylinder 70-77

Bedford with Holden 6 cylinder 74-80

Condensers QBC71 to suit the following

Cortina TC, TD, TE 6 cylinder 72-80

Ford Fairlane ZB – ZH 6 cylinder 68-79

Ford Falcon XT – XD 6 cylinder 68-80

Ford trucks 6 cylinder 74-79

Radiostar Radio Cassette brand new \$50

CDs over 100 to choose from at \$2 each or a few box sets at \$5 each.

Panasonic recorder in very good condition \$20.00.

Shirley Tonkin 0439 898 851

CARS AND PARTS WANTED

1935 Ford front and rear springs.
Simon Tonkin 0413 881 499

1939 Mercury speedo
Shirley Tonkin 0439 898 851

EARLY FORD PARTS



Specialising in New Old Stock and
Reproduction 1909 - 1948 Early Ford Parts.

Dave Slater

- ✉ dave.slater@casmn.com
- ☎ 0412 89 3838
- 📦 We post Australia-wide.

October Birthdays



Carol Bay
John Bragg
Hugh Crammond
Daniel Fatchen
Chris Garrod
Lance Hoey
Jim Puust
Gail Wakefield
Wayne Webb



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6 Waddikee Rd, Lonsdale SA 5160

Ladies Page

Elvis Presley Cake



8 oz can crushed Pineapple (with juice)
 ½ tsp Vanilla Extract
 8 oz package Cream Cheese, softened
 ½ tsp Vanilla Extract (for frosting)

1 cup Granulated Sugar
 ½ cup Butter, softened
 3 cups Icing Sugar
 3 cups crushed Pecans

Bake the Cake: Prepare and bake a white cake according to package directions in your desired cake pan. Once baked, cool the cake and poke holes throughout with the end of a wooden spoon.

Pineapple Mixture: In a saucepan, combine the crushed pineapple (with its juice), 1 cup of granulated sugar, and ½ teaspoon of vanilla extract. Bring to a boil for a few minutes, stirring occasionally. Pour the hot pineapple mixture over the cooled cake, ensuring it seeps into the holes.

Cream Cheese Frosting: In a large bowl, beat together the softened cream cheese and butter until smooth. Gradually add in icing sugar, remaining vanilla extract, and 2 cups of crushed pecans, mixing until well combined. Spread this frosting over the pineapple-soaked cake.

Garnish: Sprinkle the remaining 1 cup of crushed pecans over the top of the cake.

Chill: For the best flavour, let the cake set overnight in the refrigerator or at least for 6 hours before serving. This allows all the flavours to meld together beautifully.

Recipe from The Greyhound Sept 2024

Two & Three Brush Generators

Ford products used two different types of generator designs. From 1932 until about 1938 Ford cars used a three-brush generator. From 1939 onwards, our flathead cars featured a two-brush design generator. How can we do without the third brush? So, what's the difference?

The early three-brush generator used only a cut-out, the familiar unit that sits on top of the generator. The cut-out operated to disconnect the battery from the generator when the engine was stopped. That's all it did.

The generator was regulated for current output by moving the third brush inside the generator. Moving the brush manually in the direction of generator rotation increased the current output through the other two brushes (one is actually a ground brush). The current was then set at a specific amount, say 15 amps. The third brush was taken off the commutator end and directed current to the field windings. The field windings would be stronger or weaker in magnetic strength according to where the third brush was positioned.

Remember the field windings create the magnetism for the rotating armature to cut "lines of force" and produce current. More current would be needed for winter driving and less current required for summer driving. Also on a long car trip lesser current would be needed that for stop-and-go driving. This was the reason for changing the generator charging setting. Three-brush generators were simple, but demands were limited.

Then along came shunt. Within the two-brush generator are – well, two brushes. One brush has a shunt wiring that winds through the field windings and ends at the new and improved generator regulator. Now the generator is regulated for current and voltage.

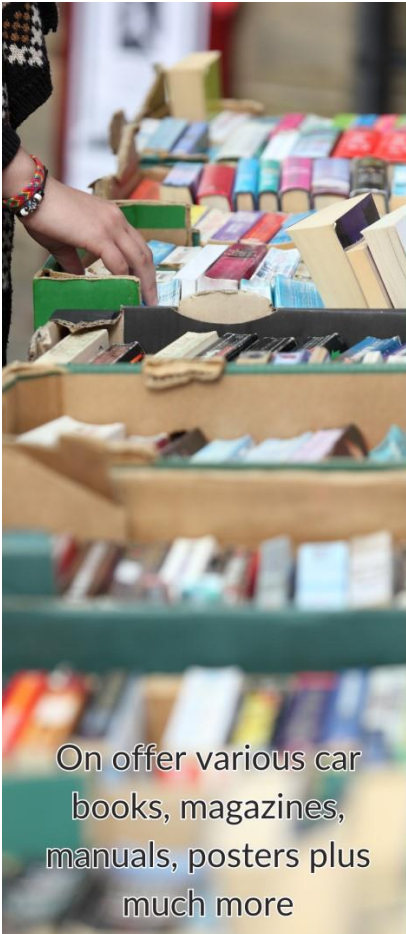
What happened to the cut-out unit on top of the generator? It is now installed at the regulator also. We must still have a cut-out relay. The generator is now controlled by the regulator because it has resistance's built into it to control the field strength; yes, through the shunted wire winding through the generator fields and then to the regulator. Shunt simply means "to divert" or as Mr Webster says "a wire connecting two points in a circuit and serving to divert part of the current from the main circuit."

This wire goes around the fields and to the right side terminal....this terminal would have a wire leading to the regulator on the firewall. Now we've got it!

The regulator controls automatically what the third-brush did by manual adjustment. By the way the Ford regulator circuit is named a heavy-duty type. The other circuit commonly used is called a standard duty type, such as that used by Chevrolet sixes. Sorry. There is no advantage to either – it is just a way to name them for the differences.

Then there's the alternator like the one on your '96. But that is much later in years than 1954 so forget it.

Taken from Don Cunningham's Tech Facts May/June 2001



On offer various car
books, magazines,
manuals, posters plus
much more



90
1934-2024

BOOK SALE

Saturday
26th October
9am-1pm

Sporting Car Club of SA
51 King William Road
UNLEY

A Run to Finniss Sunday September 15th 2024

This month saw the run to Finniss which was organised by Wayne and Rene.

The morning started off very chilly at the Crafers Park n Ride in the Adelaide Hills. The sun was out but the wind was very cold. Those that turned up were Wayne and Rene with Chris and Gail in the Boulton's Customline, Ian and Carol in the Ford Phaeton, Alan and Colleen in the Pickup, Simon, Jacqui and Jenson in June '47 and Dale and I in the Mercury.

We all set off in convoy to Strathalbyn by way of Mylor (a comfort stop), Echunga and Macclesfield then on to Milang for another comfort stop.

Then it was on to Finniss by way of Clayton Bay all in all a lovely drive all the way down there.

The Finniss Café is a lovely spot for a lunch or dinner and judging by the many people arriving for a meal a very popular spot. The meals were excellent and most arrived on time and were enjoyed by all.

Soon it was time to leave some staying on after we left and another good run home this time we went through Mount Barker through to Lobethal and Chain of Ponds to home.

Thank you Wayne and Rene for organising the day out and as the coming months are going to be full on with events etc we will look to starting runs again in the New Year.

Shirley



Thank You

Ian and Carol would like to thank all who came and hopefully enjoyed our Run to Kapunda.

We left early Sunday so we could beat the across town traffic as driving the '35 is no joy in stop start traffic.

A special thank you to Rene for her help on Friday night heating up the soups for us all as our cabin and the Camp Kitchen didn't have a stove.

Also a big thank you goes to Shirley for her expert BBQ skills on Saturday morning once again the kitchen let us down as the BBQ would not light after these small but frustrating hiccups all people had a good breakfast. I hope.

Our drive to Eudunda was appreciated by those who came and those who stayed for the Kapunda area also seemed to be satisfied.

The meal at the Hotel was excellent and I hope all enjoyed. As for the Ghost Tour it was a little disappointing I found but an interesting history of the hotel was told to us.

Once again thank you all for a great weekend.

Carol and Ian

Strathalbyn Auto Swap
Sunday October 13th 2024
Strathalbyn Oval Complex

Gate opens 6 am for sellers
6.30 am for buyers

Ashbourne Road only no vehicle access.

Sellers site fee \$20 includes 2 people

Public admission \$5 adult

Undercover sites \$40 pre book 8552 1042

No onsite parking

No fires,

No alcohol,

Dogs on leash

Catering by community groups

Further enquiries Greg 0428 886 500

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Bendigo Swap Meet Tour 2024

November 15 to 17 2024

Travel to Bendigo swap meet in comfort and hassle free to seek and retrieve those illusive parts you require.

Enjoy the company of fellow collectors and enthusiasts.

Pick Ups

Friday Nov 15- Coach departs the depot 8 Hales Road, Lonsdale at 7.30 pm Central Bus Station, Bowen Street, just off Franklin Street at 8:30 pm Departs Crafers at 8.40 pm, Mount Barker Interchange at 9:10 pm, Callington at 9:30 pm. A comfort stop will be made at Tailem Bend at approximately 10:00 pm Bordertown around midnight.

Saturday Nov 16 - Arrive at Bordertown at about 12:10 am for a food/comfort stop. Travel on to Bendigo, arriving about 6:00 am, parking within the showgrounds, where breakfast will be supplied. We spend the day at the swap meet, departing at 4:00 pm. Travel to the Philadelphia Motor Inn, Echuca, arriving at 5:15 pm. Dinner will be at 6.30 pm.

Sunday Nov 17 - Breakfast will be at 6:45 am, we depart the motel at 7:45 am, return to the swap meet for the morning.

At 11:30 am the cargo hold is sorted and packed ready to leave the swap meet at 12:15 pm for a return to Adelaide. A lunch stop is made at Horsham around 3.00 pm, and another stop at Tailem Bend around 7:00 pm. Arriving at Mount Barker at 9:00 pm and Franklin Street at 9:45 pm.

Note all times are SA times and subject to variation

Included in cost is

- Return coach travel to the Bendigo Swap Meet
- Breakfast on arrival Saturday morning
- Swap Meet entry for two days
- Motel accommodation, dinner and breakfast in Echuca
- Freight of parts to South Australia (provided they fit, the coach has a large cargo hold and will accommodate that mudguard, bonnet or bike)

Cost \$363.00 per person twin share
\$413.00 per single

A fee of \$80.00 is required by 30th August to secure your place (non-refundable)
The balance payable by 6th October 2024 (refund by negotiation only)

Further information or forms:

Simon 0413 881 499 or tonkinsimon30@gmail.com or
Shirley 0439 898 851 tonkin.shir01@hotmail.com



37th Power of the Past

9th & 10th November 2024

Mount Barker Showgrounds

Alexandrina Road

Mount Barker

Veteran, Vintage & Classic Cars, Trucks & Motorcycles

Heritage Stationary Engines, Machinery and Tractors.

General Displays & Trade stalls.

Children's activities, fully catered.

Admission \$10

Concession \$7

Children under 16 free

10 am to 5 pm Saturday

9 am to 3 pm Sunday



SWAP MEET



**TafeSA Regency Campus Car Park,
137 Days Road, Regency Park**

**Sunday Morning
17th November 2024**

Gates open for Traders at 7 am

Gates open for Buyers at 8 am

Traders' entry fee is \$20 per site (about 8m x 5m)

Public / Buyers' entry fee is \$5 per person

Children under 14 Free

Note – No smoking, food, drinks, fires or dogs are permitted

FOOD & DRINK catering will be supplied by the
Rotary Club of Regency Park

Phone: Jack 0418 605 475

Email: info@RegencyParkRotary.org.au

www.RegencyParkRotary.org.au

Legends Picnic Sunday 24th November 2024

SUNDAY

Gates of the Virgara Winery open
between 10.00am– 4.30pm

DJ Ash starts the day at 10.30am

\$5 entry

Classic cars, BBQ, food stalls,
merchandise & jumping castle on site

Many thanks to our sponsors:
Virgara Winery, Slovenian Club
Bennett's Classic Auctions
Ray White-Prospect
Lost in the Fifties



For classic
car entries,
please phone
Lou on
0428 576 436

Proceeds from the day will go to the Make a Wish Foundation.

Entry per car and all passengers will be \$25 per car.

Electrical Connections

This relates to all the 32-53 cars: electrical connections which become an issue. If you have ever worked on the wiring on your car, likely you have seen the bullet connectors that are at the end of the wires, and the round rubber or plastic covered cylinders that the bullet connectors plug into. Over time these often get corroded or rusted, and may fail to conduct the necessary electricity to make things work.

The solution is as follows: take the connection completely apart even if it means cutting off the rubber/plastic over it and spreading the cylinder slightly to get it to let you pull the bullet connectors out. Then take an electric drill with a bit slightly under the size of the cylinder, and ream out the cylinder until it is clear that the metal inside will really conduct electricity (shiny and clean looking). Then use a small wire brush (I like to use a brass one) and insert it in your electric drill and shine up the bullet connectors so they also look good and shiny. Finally, if the rubber/plastic covers are decent, they can be re-used.

As an aside, I put the connectors with their covers in a carburetor vat for a couple of hours, then rinsed them in hot water, dried them off, and took them apart, as this seemed to clean the connectors and soften the rubber/plastic. Check the fit of the bullet connectors in the cylinder and clamp down slightly if needed with pliers to assure a tight fit. Lastly, if the cover is re-usable, put it back on, then re-assemble the bullet connectors inside, and you should have a good usable connection again!

I hope this helps you go down your lane!

*Taken from The Ford Script
October 2024*

READ WHAT FORD AND LINCOLN ZEPHYR OWNERS SAY ABOUT THE COLUMBIA OVERDRIVE AXLE

"To say I am pleased with its performance is to make a very mild statement. No amount of money could buy my Lincoln Zephyr if it were impossible to obtain another one so equipped."
H. W. Dow
Milwaukee, Wisconsin



"I am very much impressed with the Lincoln Zephyr equipped with the Columbia Two-Speed Axle. The car and axle is operating perfectly and I would not hesitate to recommend either one."
L. R. Stewart
Marshfield, Wisconsin



"On long trips in my Ford V8, the use of Columbia Overdrive permits me to get gasoline mileage of twenty to twenty-two miles per gallon. The oil consumption is so negligible that it is unnecessary to add any oil between the fifteen hundred mile oil changes."
F. H. Juss
Oak Park, Illinois



"The Columbia Two-Speed Axle that was recently installed on my Ford V8 is the third I have purchased. So satisfactory was the first one, that when I bought in successive years, the axle was included with the purchase order."
W. E. Martens
Glen Ellyn, Illinois



THE MAGIC BUTTON FOR OWNERS OF THE MERCURY

8



ADVANTAGES OF COLUMBIA OVERDRIVE AXLE

- 1 INCREASED ECONOMY—Owners report three to five added miles per gallon of gasoline. Oil life prolonged 50 to 100%.
- 2 ADDED SMOOTHNESS—Ordinary operating noises and vibration materially reduced.
- 3 LONGER ENGINE LIFE—A saving of several thousand miles of engine life in an average driving season.
- 4 LONGER LIFE FOR OTHER IMPORTANT DRIVING PARTS—Because of its location in the rear axle, Columbia Overdrive reduces rotating speed of the entire driving train from fan to rear axle inclusive.
- 5 POSITIVE CONTROL—Columbia Overdrive has the exclusive advantage of positive, preselected control. A shift is made only at the will of the driver.
- 6 ADDED GEAR RATIOS—Because Columbia Overdrive can be accomplished through any transmission gear, six forward speeds in the car are available.

THE COLUMBIA AXLE CO.

MANUFACTURED UNDER EXCLUSIVE PATENTS

CLEVELAND, OHIO

CRUISE AT "60" WITH YOUR ENGINE LOAFING AT "43"

Sounds like an automobile engineer's dream, doesn't it? But it is perfectly possible and can be realized by the owner of any Mercury 8 car. The installation of a Columbia Overdrive Axle enables you to do this because it reduces 28½% the speed of the engine and other driving parts without reducing road speed. The 60-43 ratio is, of course, merely an example—the same proportionate reduction is obtainable at all road speeds.

ADDED SMOOTHNESS AND ECONOMY

The new Mercury 8 is a remarkably quiet, smooth-running and economical car. It has tremendous power that owners will experience the thrill of having under easy and perfect control. There's power that responds instantaneously on the get-away, power that flattens out the hills and enables you to cover cross-country miles tirelessly and makes driving a joy.

But do you realize that only a small part of that power is needed to maintain desired speeds when cruising on the open road? That's how you drive most of your miles—and that's where you will really appreciate the almost unbelievable advantages of



the Columbia Overdrive Axle.

Being installed in the rear axle, the Columbia Axle slows down the speed of all driving parts, from fan to differential, without reducing road speed. The resulting advantage is smoothness of operation that is almost unbelievable. As for economy, many owners report savings as high as one gallon of gasoline in every five, with useful oil life increased 50% to 100%.

POSITIVE CONTROL—6 FORWARD SPEEDS

The shift from conventional gear to Overdrive is made at the will of the driver—at any speed. Six forward speeds are obtainable because of this positive control which enables the driver to combine the Overdrive with any transmission ratio whether high, second or low gear is engaged.

Taken from The Crankshaft Oct 2024

Good for a laugh

Q: Doctor, I've heard that cardiovascular exercise can prolong life. Is this true?

A: Heart only good for so many beats, and that's if. Don't waste time on exercise. Everything wears out eventually.

Speeding up heart not make you live longer, it is like saying you extend life of a car by driving faster.

Want to live longer? - Take Nap!

Q: Should I reduce my alcohol intake?

A: Oh no. Wine made from fruit, Fruit good for you, Brandy distilled wine, that means they take water out of fruity bit so you get even more goodness that way. Beer also made from grain. Grain good too—Bottoms up.

Q: What are some of the advantages of participating in a regular exercise program?

A: Can't think of one, sorry. My philosophy, NO pain. Very good!

Q: Are fried foods bad for you?

A: YOU ARE NOT LISTENING! Food fried in vegetable oil. How can getting more vegetable be bad?

Q: Is chocolate bad for me?

A: You crazy! HEL-LO-LO-O!! Cocoa Bean! Another vegetable it best feel good food around.

Q: Is swimming good for your figure?

A: If swimming is good for figure, explain whale to me.

Q: Is getting in shape important for my lifestyle?

A: Hey! 'Round' is also a shape!

Well I hope this has cleared up any misconceptions you may have had about food and diets.

AND REMEMBER

Finally the Japanese Doctor summed up: Look mister, Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways—Beer in one hand—Chocolate in the other—body thoroughly used up, totally worn out and screaming 'WHOO—HOO' what a ride my life was!!!

Eat whatever you like because you will still DIE, don't allow motivational speakers deceive you.

- 1 The inventor of the treadmill died at age 54
- 2 The inventor of gymnastics died at the age of 57
- 3 The world bodybuilding champion died at age 41
- 4 The best footballer in the world Maradona died at age 60

BUT

- 5 The KFC inventor died at 94
- 6 Inventor of Nutella brand died at the age of 88
- 7 Imagine, cigarette make Winston died at the age of 102
- 8 The inventor of opium died at the age of 116 in an earthquake
- 9 Hennessey Cognac inventor died at 98

How did these doctors come to the conclusion that exercise prolongs life?

The rabbit is always jumping up and down but it lives for only 2 years and the turtle that does not exercise at all lives 400 years.

So take some rest, chill, stay cool eat, drink and enjoy life.

Robert Mondovi drank a bottle of wine every day of his adult life he lived to be 94.

Clever Uses for Wax Paper

Unstick pages—If you've accidentally spilled water on a book, separate the damaged pages with pieces of wax paper, then close the book. As it dries, the wax paper wicks away moisture and prevents wrinkles.

Revive your can opener—Fold a small sheet of wax paper in half, then place it between the blades of a can opener and crank the handle a few times.

The wax lubricates the blades so they'll glide along the edge of a can.

Polish metal—Keep kitchen and bathroom fixtures shiny by rubbing them with wax paper. The wax will repel water and oil so you're not left with spots or fingerprints.

Stop a leaky faucet—Put an end to a drippy sink with this quick fix: Unscrew the aerator, wrap a thin strip of wax paper around the exposed threading, then replace the aerator. This will help fill the gaps on the thread and stop water from leaking through the connection.

Preserve paint—Float a wax paper circle directly on opened paint before you replace the lid. This prevents a thick layer of paint from forming on top, which can cause chunks (and an uneven finish) when mixed back in.

Wax paper is microwave safe! It allows moisture to escape so your food doesn't come out soggy.

Taken from Road Chatter Sept 2024

Club V-8 parts for sale.

Qty	Description	Price
	Ignition parts	
2	Helmet 37-41 2 hole Coil mount gaskets	1.00 each
6	assorted coil and distributor base gaskets	1.00 each
2	Helmet 32-36 3 hole Coil mount gaskets	1.00 each
1	60-68 Ford 6 cylinder rotor	10.00
1	66-67 Ford V8 rotor	10.00
1	49-54 rotor to shaft retainer spring	5.00
1	1949-54 distributor bushes	7.00
1	32-36 coil mount screws set	6.00
1	39-41 Condenser	10.00
1	32-34 B Model condensers	10.00
3	57-64 V-8 condensers	10.00 each
13	55-56 OHV points	15.00 each
1	65-68 Autolite points	15.00
1	Mercury outboard MK 3040.55 points	10.00
2	1958 – Ford /Holley points	15.00 each
10	Ford 57 – 64 Point set	15.00 each
2	Chev 57 – 64 V-8 Condenser	10.00 each

Please contact Mark Seidel:

0417894272 or 83896116 or email markandmargyseidel@outlook.com

Disclaimer

Readers are advised that the views and opinions expressed in this Newsletter are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of:

The Early Ford V-8 Club of America RG#94

Club Merchandise for sale.

V-8 Decals	\$ 2.00 each
Key Fobs	\$10.00 each
V-8 Tie Pins	\$ 7.50 each
2 x 2010 National Plaques	\$ 5.00 each
2010 National Video	\$ 5.00
8 x 2018 National Plaques	\$10.00 each
2018 National Shirts (Ladies 14, Men 4XL)	\$40.00 each
Old V-8 Times	\$ 2.00 each

Club T Shirts can be ordered through Carol.

Club Library Items

The Library has past issues of V-8 Times and the Bay to Birdwood Run book. Also Restoration books are available for one month lend and various Ford books.

7th National Meet – Bendigo 2000
 8th National Meet – Hahndorf 2002
 9th National Meet – Queensland 2004
 10th National Meet – Bathurst 2006
 11th National Meet – Bendigo 2008
 12th National Meet – Tanunda 2010
 13th National Meet – Morayfield 2012
 2008 & 2009 Ford Invitation Picnics at Lenswood
 2018 Renmark National Meet (USB)

Contact Ian on 0432 776 245 or see him at General Meetings.



The Early Ford V-8 Club of America S A Regional Group 94 Inc.

In Australia there were a number of Ford V-8 enthusiasts with a strong contingent in South Australia. In the spring of 1977 this group got together at a picnic at Bonython Park to discuss the possibility of forming an Early Ford V-8 Club in South Australia.

The first formal meeting was held in July 1977 and it was decided to approach the Early Ford V-8 Club of America to seek a Chapter in Australia.

A letter sent by the Committee resulted in South Australia being awarded a Chapter status and we became Chapter 94 of The Early Ford V-8 Club of America on the 9th October 1977.

By 1978 membership stood at 36 with bi-monthly meetings being held at the Flinders Lodge Hotel. Members did not have to own a Ford V-8 to join. The Inaugural Dinner was held at the Waterfall Gully Restaurant on 28th October 1977 and guests included Mr Eddie Ford, Editor of Restored Cars Magazine.

A Visitors Book was established at that time and is still in use today.

Another noted guest at a subsequent meeting of the Club was the late Lewis Bandt, designer of the first Coupe Utility in the world.

The Charter arrived 8th February 1978.

Meetings are held at the CCC Clubrooms Clark Avenue, Glandore every 3rd Monday of the month at 8.00 pm.

Visitors and prospective members are always welcome.

Website www.earlyfordv8clubsa.org

