

49 - 59

FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

THE PREMIER CAR CLUB FOR YOUR  
FABULOUS FIFTIES FORD CUSTOMLINE

*Merry Christmas and  
a Happy New Year*



December 2005 - January - February 2006  
Newsletter

# 49 – 59 Ford Customline Car Club of Victoria Inc.

**“Dedicated to the preservation, restoration and enjoyment of  
V8 Fords built throughout the years 1949 to 1959”.**

## **2005-2006 Committee Members.**

President: Ken Lee  
Vice President: Wayne Paterson  
Secretary: Harry Beckwith  
Treasurer: Frank Beale  
Newsletter Editor: Rob Brereton  
Property Officer: Ray Shalders  
Trophies: Phil Butt  
Club Merchandise: Phil Butt  
Runs Co-ordinator: Combined Effort  
Committee Members: Awaiting Confirmation

AOMC Representatives: Ken Lee  
Wayne Paterson  
Ray Shalders

Club Permits are available from:  
Harry Beckwith  
Phil Butt  
Ken Lee  
Wayne Paterson

Please feel free to contact any of the committee or relevant reps for  
any queries on any of the above phone numbers, or write to:

**49-59-Ford Customline Car Club of Victoria Inc.  
PO Box 221 Reservoir 3073 Victoria Australia.**

Or if you wish you can send an e-mail to  
Rob Brereton at: [rbrereton@optusnet.com.au](mailto:rbrereton@optusnet.com.au)

**Club Meetings are held on the 3<sup>rd</sup> Sunday  
Bi-monthly, commencing at 11:30 am,  
and followed by a sausage sizzle.**

**The Next Meeting Dates are:**  
December: See Special Note Page 3.  
January: None, February: 19<sup>th</sup>.

**Our Meeting Place is at the  
Sunbury R.S.L. Rooms  
Corner of Barkly &  
Macedon St. Sunbury.  
Melways Ref: 382-F4.**

Rob Brereton. Newsletter Editor.  
Phone: (03) 9555-4160 or E-mail to:  
[rbrereton@optusnet.com.au](mailto:rbrereton@optusnet.com.au)

### The Club Newsletter.

This Newsletter is at present published four times a year by the 49-59 Ford Customline Car Club of Victoria Inc, Registered No: A0018043T, PO Box 221 Reservoir 3073, Victoria Australia, and is free to all financial members.

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### Submitting Articles and Photos.

This newsletter is prepared using a word processor and is photocopied by the Club. It is preferable to type articles and reports but they can be in e-mail format or most word processing formats, and if any of these are unavailable they can then be submitted in neatly, legible hand written format.

Electronic images should be submitted as JPEG's, GIF's or Bitmaps. They should be attached to e-mails (or included on disks) separately and not included in the body of the e-mail article and all images should be accurately captioned.

Photos or pictures submitted, that need to be scanned by the Editor, should not be folded and should be packaged with enough protection to ensure their safety in transit.

Articles and images can be submitted to the Editor by Post, i.e., hand written, typed, or on 3.5inch floppy disks or CD's, to 13 Isabella St Moorabbin 3189 Vic. Aust, or via e-mail to: [rbrereton@optusnet.com.au](mailto:rbrereton@optusnet.com.au)

### Membership.

Anyone interested in becoming a Club Member can do so in one of the following ways.  
Contact the Secretary and ask for a membership application form to be mailed to you.  
Come along to a General Meeting and introduce yourself to the Club Officials.  
Send an e-mail to the Editor and get an application by return e-mail.

**Visitors are always most welcome  
to visit these meetings.**



# A WORD FROM OUR PRESIDENT

## December Meeting Note

Please note that the “December General Meeting will not be held in December” due to the third Sunday being very close to Christmas. The meeting was brought forward to take place on the day of the Christmas Party, which was held on the 27<sup>th</sup> November.

Hi Everyone

It's that time of the year again and on behalf of the Committee and Myself I would like to wish all members and their families a Very Merry Christmas and a Safe and Happy New Year.

I would like to say a very special thank you to Jim Pierce for the wonderful performance he put on for us at the Christmas Break Up, and a special thanks to all the Committee and Members who helped make our Christmas Break Up such a wonderful day.

Thanks also to all the club members who took part in our club runs throughout the year, and I am looking forward to seeing many more of you in 2006.

Starting with our run to Sugarloaf Reservoir, for a picnic, in January and our next club meeting at Sunbury in February.

Merry Christmas and a Happy New Year.

Your President.

Ken Lee.

PS. Does anyone know the whereabouts of the Club Property Book? If you do, could you please ring the President.

## Editors Note.

I would like to thank those members who have supplied me with information for inclusion in the Club Newsletter and also to those members who have supplied reports of our runs and events. I will endeavour to have different members write reports throughout the year as this will give all members a chance to contribute to our Newsletter.

Hopefully by the next Newsletter there will be a list of “New Members” who have joined the Club over the last few months.

# Fabulous Fords of the Fifties



Introduced in June of 1948, the all-new 1949 Ford was a stylish precursor to the Fords of the fifties. With its sleek bullet nose & integral fender design, it was a radical departure from the vehicles that Detroit offered after the war.

fabrics. Ford's stylists focused much of their energy on rooflines throughout this era, starting with the tinted plastic of the Skyliner and culminating in the attractive stainless sweep of the 1955 and 1956 Crown Victorias.

A two-speed automatic and the pillar-less hardtop roofline were hallmarks for Ford during the early fifties, as well. With subtle modifications, this body style was carried through the 1951 model year.

The year 1952 brought a new body style along with updated chassis and suspension features. The Customline, Mainline & Crestlines through 1953 also boasted a one-piece windshield along with updated & modern interior



1953 marked the end of an era, with the last of the venerable flathead V8s rolling off the assembly lines to make way for the overhead Y-block V8 of 239 cubic inches. The horsepower wars were on and Ford increased its displacement through 312 cubic inches, along with upgraded induction systems. To house

these modern power plants, Ford introduced the longer, lower and wider styling of the 1957 model line.



This trendsetting year also saw the introduction of the Skyliner retractable hardtop and the stylish workhorse known as the Ranchero. With a complex electrical system of relays, switches and motors the rare Retractable still wow car show audiences to this day.

Ford continued it's competitive performance edge with the "FE" series of big block mills with the 332 and 352 cubic inch offerings in 1958. This year also saw the availability of the Cruise-o-matic transmission and all new dual headlight design.

The popular Galaxie nameplate was first unveiled in 1959, signifying the top of the line model, a name that would serve Ford well, through the year 1972. As the decade drew to a close, the end of an era also brought with it the end of Ford's retractable and full-sized Ranchero models. (The Ranchero evolved into the Falcon line.)

All in all the fifties can well be remembered as a time of numerous styling, performance and luxury innovations for the Ford Motor Company.

#### Mercury Arrives . . .

The new 1949 Mercury line was unveiled to an eager public in April of 1948. Based on the larger & more luxurious Lincoln platform, this represented the first dramatic post-war restyling.

The Monterey Coupe was a two-door option in 1950, highlighted by a vinyl roof and a luxurious leather interior. This body style, with minor upgrades, would remain through the 1951 model year. In 1952 Mercury launched a completely restylized body showcasing a hood scoop design, an elevated integral bumper and grill & a novel "aircraft-type" instrument cluster.

Like Ford, Mercury now featured a one-piece windshield and the introduction of the pillar-less two-door hardtop roofline. 1953 & 1954 saw subtle mechanical and styling improvements, most notably the introduction of the overhead Y-block V8 in the latter year. The ride & handling was greatly enhanced by a ball-joint front suspension as well.

Longer & lower was the mantra for the 1955 through 1956 Mercury offerings, proudly introducing the Montclair and economical Medalist nameplates. The larger & now more powerful 312 cubic inch V8 was also an option throughout this time period.

With both an increase in wheelbase and overall length the 1957-59 Mercury's were some of the sleekest on the highways, now boasting up to 430 cubes under the long expanse of hood. 1958 also saw the introduction of the Park Lane, having been designed to compete head on with Buick's Roadmaster.

The memorable & aptly named Turnpike Cruiser was also on the road in 1958, remembered for it's quad headlamps & canted vee-shaped taillights. These models came standard with an automatic transmission & offered continental kits and air-conditioning as options.

From the "James Dean" Mercury's of 1949, through being named the Official Pace Car for the Indy 500 in 1957, to the powerful 345 h.p. Monterey's in 1959, the decade of the fifties shall forever be remembered as a time when the Mercury division truly came into its own.

#### . . . then came the Edsel

In April of 1955, the powers at Ford Motor Company approved & established a "Special Products Division" to pursue the development of a medium-priced car known then as the E-Car (experimental).

This, of course, was the Edsel, designed to be a unique, readily recognizable car named after Henry Ford's only son.

Introduced with much fanfare, publicity and expectation, an estimated 2.5 million Americans made their way into showrooms during the September 1957 launch date.

Perhaps the overly ambitious line-up of 4 distinct models built on two separate platforms was too much for the general public to consider. Or perhaps the unusual and controversial styling had something to do with the less than stellar sales records.

Regardless, with slow sales to contend with, the Edsel division trimmed their product offerings to the Ranger & Corsair model lines by 1959.

The 361 cubic inch engine was the power plant of choice for the Ranger & Pacer in 1958, while the larger 410 inch mill powered the larger & heavier Corsairs & Citations. Edsel's exclusive Tele-touch pushbutton transmission, was incorporated into the steering wheel and was a unique element along with it's "floating" speedometer built into the dash cluster.

As part of the 1959 model year cost reductions, Edsel offered the Ford division's 292 Y-block in the Ranger & 332 cubic inch in the Corsair. New for this model year was the option of the 223 cubic inch six cylinder.

1960 was to be the final year in the colourful Edsel history & now only the Ranger & Villager station wagon models were available. Based upon the Ford model platform, the Edsel

Ranger had unique side mouldings, grille ornamentation & vertical tail lamp housings.

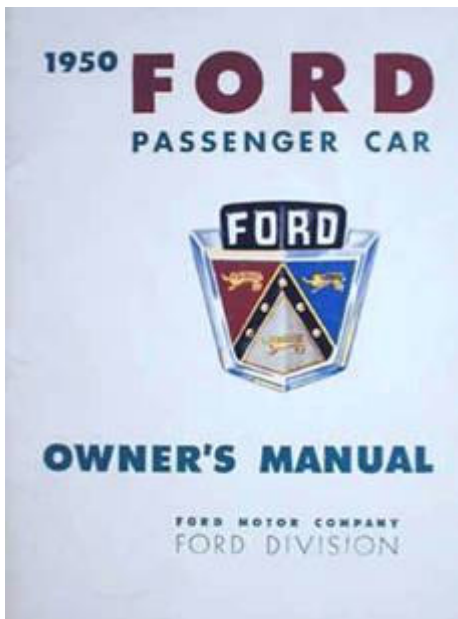
Prospective Edsel buyers for 1960 could order four-way power seats, back-up lamps, padded dash, "Polar-Air" air conditioning and two-tone paint to mention but a few options and were further enticed by the 292 cubic inch V8 and once again the 223 cubic inch inline six cylinder (as a delete option).

Sadly, just over a month after its October 1960

introduction date, it was announced that the Edsel Division was to be no longer. The production figure for 1960 was a mere 2,846 units, bringing the total 3 year run of one of America's most unique cars to 110,847.

Whether it was the over-hyped promotion...or its over-the-top styling...or the result of an untimely national depression, the fact remains....the Edsel will remain one of the Ford Motor Company's (and automotive history's) biggest curiosities.

\*\*\*\*\*



Article by Rob Brereton.

1950 Crestliner.

# Ford for 1950

Only very minor changes marked the difference between the 1950 and the 1949 models. The number of styles available was again cut back, with the Club Coupe no longer available in the lower priced line. The DeLuxe name was brought back, but for the lower priced cars. The fancier ones bore the name Custom, coined the year before. This year the six cylinder engine was not available in either the Convertible or the Station Wagon. Ford came out with its first automatic transmission

during the year, but customer response was negligible. The engines continued the same, with the fast get away 95 hp six or the high cruising speed 100 hp V-8. Prices too remained constant, except for a \$5 cut in the Standard Fordor and Tudor. The fancy Crestliner, basically a dolled up Tudor, was issued at mid-year and drew much interest from car buffs and automotive magazines. However, sales were disappointing.

\* \* \* \* \*



The Custom Club Coupe offered seats for six at \$1,595.



The Custom Tudor, \$1,590.



The Custom Fordor, \$1,640.



Appealing to the economy minded was the DeLuxe Tudor at \$1,495.



The DeLuxe Fordor was the year's economy sedan at \$1,545.



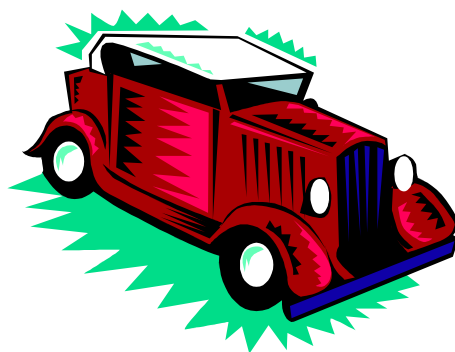
The DeLuxe Business Coupe was a three-passenger car selling for \$1,420. Except for wheel and side trim and a non-opening rear quarter window, it was identical to the Custom Club Coupe shown here.

# BRIGHT - NOV - 2005



**W**ell, there we were in this year 2005, back in BRIGHT, and bright and sunny the weather was, as well there were plenty of bright coloured cars. The turnout was fantastic this year, the biggest crowd ever seen up there. We arrived on Friday night and there were plenty of people at the B.B.Q. and drinking hole.

We had a run to Porepunkah on the Saturday as the hot rods and showy cars were on display in the main street for everyone to view. We then ventured from there to the Beechworth Bakery for lunch with Ken and Shirley, then back to Myrtleford for a bit of recreation.



On Saturday night the old 55' band, F.J. Holden and Wilbur Wilde, were playing in the street and it was packed. Colin Farnham and Laurel were having a good time till the early hours, as well as Phil and Cherie. It was good to see that Don was in one piece this year. Before you knew it, it was Sunday morning, time to pack up and get ready to head for home.

There were so many people there this year it was hard to find and catch up with a lot of our Cussy friends and we must not forget our hot rod friends as well. We hope to catch up next year with the ones we missed.

CHEERS FROM BRIGHT, 2005.  
JUNE & WAYNE PATERSON.



# *Now, that's a "Bright" idea.*



**Wayne & June.**



**Tony & Wendy.**



**Colin & Laurel.**



**Phil & Cherie.**



**Ken & Shirley.**



**Red 5 Window.**



**WYLD 59.**



**Neat Black Ride.**



**Dinky Di Trailer.**



**"WIKD" 5 Window.**

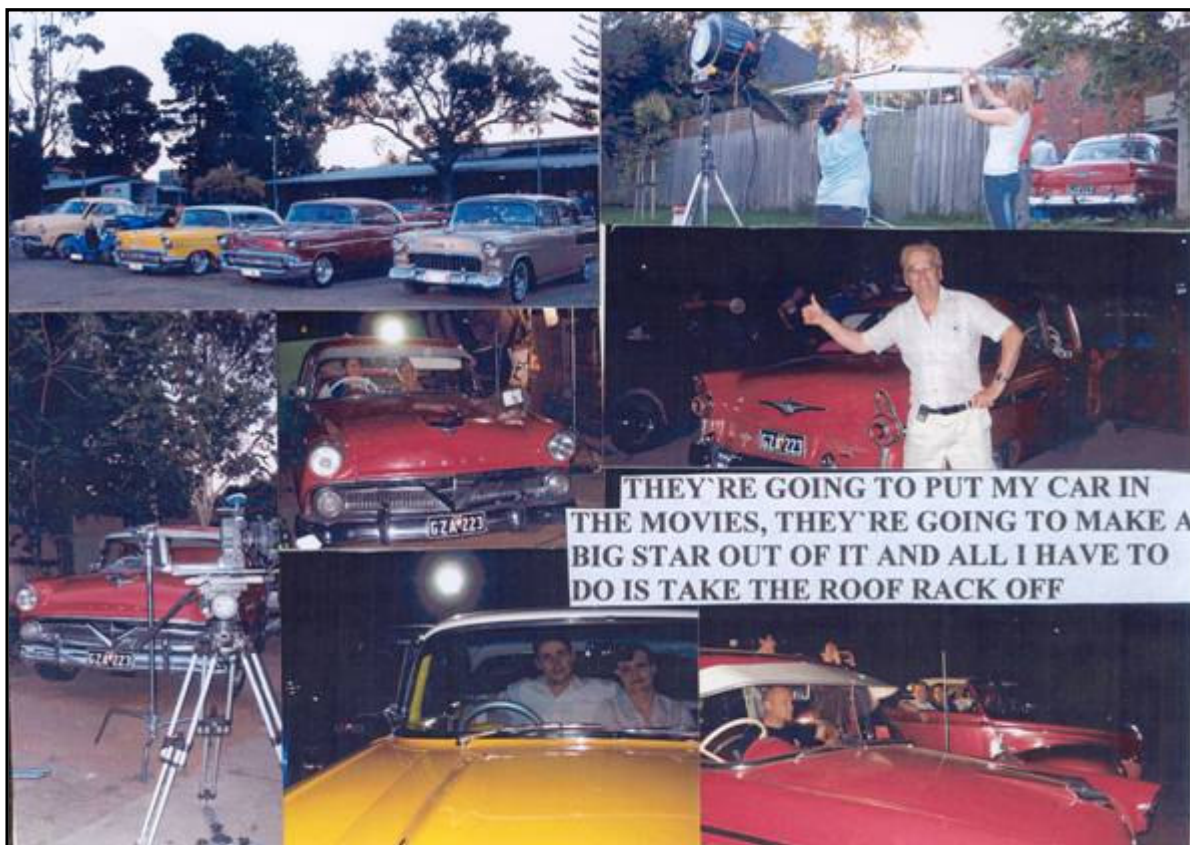


**Corner shop Cussy.  
Pictures by Ken Lee**



**Mighty Mainline.**

## "THEY'RE GONNA MAKE A BIG STARRY OUTA ME"



THEY'RE GOING TO PUT MY CAR IN THE MOVIES, THEY'RE GOING TO MAKE A BIG STAR OUT OF IT AND ALL I HAVE TO DO IS TAKE THE ROOF RACK OFF

**DANGER:**

## WHEELS ON FIRE

POLICE have condemned the sale of a device that shoots flames from car exhausts. At the flick of a switch, it shoots flames from 60cm to "as big as you want" in a fiery display of road hooliganism.

A Melbourne company, Flame Throwers Pty Ltd, is selling the devices for \$165 from a website and claims they are legal if used off road.

"Cops just don't like these things for some reason," the website said. "But they are for off-road use only. So to be safe, just *don't* go shooting big flames while your driving around on public roads."

Superintendent Peter Keogh, of the police Traffic Support Division, said the devices were illegal modifications and car owners who fitted them faced fines of \$500.

"This is ludicrous; they are obviously designed for people to show off in front of their mates," Supt Keogh said.

"They could be quite dangerous and, if not fitted properly,

could blow the car up." Craig Lapsley, deputy chief officer of the Country Fire Authority, said the devices could 'cause fires. He said car owners could be charged with illegally starting fires, face jail or fines and be sued for compensation for any damage caused.

Australian Securities and Investments Commission records show that Flame Thrower Pty Ltd is registered to Alan Keele and Diane Tonks, of Lower Plenty. Mr Keele said the devices were legal if "used responsibly" and, were confined to off-road use. He said he was unaware of complaints or criticisms of the device.

*This page kindly supplied by our very own Ian (Hoon) Hayward.*

**Hoon Hazard:** A flame throwing device fitted to a car is a fire risk ????





# MAKE YOUR OWN GASKETS!

Almost any gasket can be made at home. All you need is the appropriate material, a utility knife and hole punches.

Did you ever have the situation where you needed to make a repair to your classic, but didn't know where you'd ever find new gaskets? Well, your problems are over, because we'll show you how you can make your own.



**It's easy.** If your old seal is more or less intact, you only need to place it on a piece of gasket paper and shoot a little paint around it, then punch out the holes with hole punches and cut it out with a utility knife.

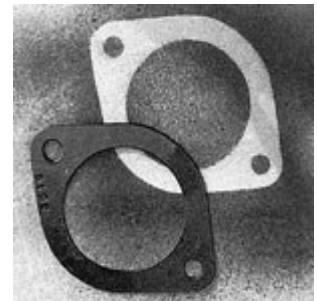


*You can actually cut the gasket out using a hammer, but it produces a rather ragged seal.*

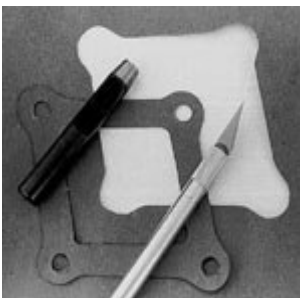
## **Your old gasket fell apart? No problem...**

But suppose your old gasket disintegrates when you take things apart. It's still not a big problem. Place a piece of gasket paper over the mating surface and then just tap lightly all the way around.

Use the round end of the hammer for the bolt holes. This makes a nice outline. Then all you have to do is cut it. As any old-time mechanic can tell you, if you tap hard enough, you can actually cut the gasket out with the hammer, but it leaves rough edges and doesn't produce as good a gasket.



*Place your old seal on a piece of gasket paper, then shoot on a fog from an aerosol can to create a template.*



A set of hole punches used for leather working are perfect for making the holes.

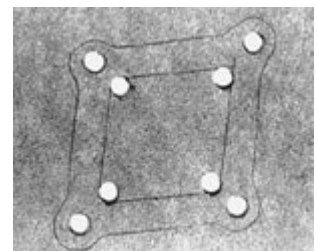
Cut the holes first, then cut the rest of the gasket out with a utility knife. Be sure to use the correct thickness of gasket paper in order to avoid leaks, and don't try to cut all the way through the first time with thick material.

## **Don't have gasket paper?**

Find out what else you can use...

You can make cork gaskets using the same techniques, but be sure to use a sharp new blade in your utility knife, and take care not to stretch and deform the material when cutting it out.

Also be careful not to over-tighten when you're installing a cork gasket because it will just squeeze out like putty if you do.



*Cut the holes first, then the straight lines. Don't try to cut through thick material in just one pass. You'll stretch and ruin it if you do.*

*When you're finished, use a little silicone sealer or Permatex to hold your new gasket in place. Tighten things evenly to the recommended torque.*

In an emergency, some people have even used ordinary shirt box cardboard or manila envelopes to make gaskets. If you're out on a tour and don't have the right stuff to make a proper gasket, this trick might get you home, but put in a proper seal at the first opportunity because ordinary paper gaskets won't hold.

Article by Your Editor. These Tips courtesy of the Internet.

# Forthcoming Events

## Official Club Runs are in: “***Bold Italics***”

### December 2005

11<sup>th</sup> Show ‘n’ Shine. Deakin Waterfront Car-park. Geelong. 10am to 4pm.

### January 2006

8<sup>th</sup> Korumburra Swap Meet. Show Grounds. Phone Rob: (03) 5689-1200  
15<sup>th</sup> All Makes Swap Meet. Sandown. Convertibles Display. Buyers \$6 from 8:30am.  
21<sup>st</sup> Port Arlington Summer Festival. Car Display, Food, Wine, Car Boot Sale. 9am to 6pm.  
***22<sup>nd</sup> “Sugarloaf Reservoir”. Mel Ref: 273-A2. BYO Picnic etc. Meet McDonalds Nunawading, Cnr Maroondah Hwy & Springvale Rd. 9:45am, Dep 10:30am.***  
21-23<sup>rd</sup> Victorian Hot Rod Show Royal Exhibition Building  
26<sup>th</sup> Australia Day Historic Vehicle Display, Venue - Kings Domain, Melbourne  
29<sup>th</sup> All Holden Day FB-EK Holden Car Club 03 9890 0524  
Venue Sandown Raceway, Victoria www.victorianallholdenday.net

### February 2006

3-5<sup>th</sup> Queenscliff Rod Run  
4<sup>th</sup> Berwick Swap Meet- Dandenong Valley Historic Car Club.  
Akoona Park Princes Highway, Berwick (Melway Map 111 h10)  
5<sup>th</sup> Bendigo Swap Meet. Lords Raceway, from 6am. More Info (03) 5442-6668.  
5<sup>th</sup> Epping Swap Meet Epping Recreation Reserve, High St, Epping  
Ph: 9716 1863 Mobile: 0419 128 969  
12<sup>th</sup> Picnic at Hanging Rock - Macedon Ranges & District Motor Club  
Venue - Hanging Rock Reserve, Woodend, Victoria  
***19<sup>th</sup> “General Meeting”, RSL Hall Sunbury. “Bring the Cussy”, we need your support. Meeting Starts 11:30 am. Sausage Sizzle after. See you there.***  
19<sup>th</sup> Kiwanis All Ford Day, Geelong  
19<sup>th</sup> Yarra Glen Swap Meet - Vintage Drivers Club (Max Coomer) 03 9432 6948  
Venue - Yarra Glen Racecourse, Yarra Glen.  
***26<sup>th</sup> “Ballarat Swap Meet”, at Airport. See you there as some like to get in early.***

### March 2006

***5<sup>th</sup> “AOMC - RACV American Motoring Show”. The “New” Flemington Racecourse Car-park. Epsom Rd Entry. 10:am to 3:30pm. See you there.***  
***19<sup>th</sup> “Show ‘n’ Shine. At the Liberator Hanger”, in conjunction with the Werribee & District Collectible Vehicle Club. 10:00am, Cnr Farm Rd & Geelong Rd Werribee. Mel Ref: 205-F10. If you are interested in attending this run then please ring Wayne on 97 .***  
19<sup>th</sup> All Makes Swap Meet. Sandown. Buyers \$6 from 8:30am.

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**We will also be having a Run to Daylesford Speedway.  
Plans are being made and we will advise you probably in  
the next newsletter, due out in early March 2006.**

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**We are still looking for someone to be our full time “Run’s Co-ordinator”, so if you feel that you would like to help then please contact one of the Club Officials.**



# Happy Snaps

## *Blasts from the Past*



Jim, Helen, & Barb, at Sandown.



Display Day, Footscray Market, January 1999.



Three Old Aussie Girls who have seen much better days.

Never a dull moment under the bonnet of a beloved Customline.

Thanks to the proprietor of the Tarneit Garage, and others, the dizzy was replaced and he was on the way again in no time.



Pictures supplied by the Editor.

## *AOMC MEETING REPORT.*

Customline Club representatives attended a meeting at the AOMC Club Rooms, Pascoe Vale, on the 28<sup>th</sup> Nov 2005.

The meeting started at 8:00 pm with two guest speakers. The first regarding Motor Insurance, and the second regarding Advanced Driving Education.

Annual elections were held with many points of order and references to the constitution and rule book.

It was then onto General Business, where many delegates were concerned over un-financial club members gaining Red Plate Permits.

There was also some interesting debate over the changing from permit books to a ninety (90) day permit where a permit holder would be required to fill out a log book on usage of a vehicle.

Meeting closed at approximately 11:00 pm.

Your Representative, Ray Shalders.

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*Here are a few shots of Racing Customlines.*



Above is Len Lukey's Customline. These pictures are at the Philip Island Car Museum. Notice that his and others have registration plates attached. Pictures by John Cobden.





# *Merry Christmas*

## *Club Christmas Break Up 2005*

Sunday morning was slightly overcast and we were on our way to McDonalds at Taylor's Lakes for a rendezvous with other Customline Club members. Seven sparkling Customlines were already there with other members in their everyday cars.

Leaving there at approximately 9:30 am we headed off down the Calder freeway to Kyneton and then onto Lauriston Reservoir where a site was chosen and the Club BBQ was set up. With more members and families arriving we were all set for a great day.



Wayne and Ken manned the BBQ, doing a fine job cooking the meat for everyone and the ladies arranged the salads and sweets. After lunch a raffle was conducted for a magnificent hamper that was arranged by Joan.

First prize, the hamper, being won by Brenda Shalders. Second prize, wine and chocolates, was won by Helen Tuo. Third prize, a bottle of wine, was won by Pam Jones and fourth prize, a tin of yummy biscuits, was won by Sandra Kilby.

A short while later Santa arrived in the rear of a Mainline utility, and what a great Santa he was. He did a superb job entertaining the children and has set the standard for future Santa's.



Our end of year meeting was conducted this day instead of the 18<sup>th</sup> of December as that day would have been too close to Christmas. A few sprinkles of rain during the afternoon failed to dampen our enthusiasm, and the afternoon finished off with members mixing and chatting away.

Ray Shalders.  
Lauriston Res. 2005.



*Merry Christmas and a Happy New Year to All*

# Christmas Gheer



Getting set up for the day.



Starting to settle in.



Jim's, Rob's & Wayne's.



Phil's & Brenda's.



Ray & Frank.



Cherie, Barb, Jim, & Phil.



Wayne, Ken, don't burn the meat. Can I please leave the room Sir?



Come on girls, eat up.



Want some more to eat girls?



Jim's Single Convertible.



Richard's 55 T Bird.



# More Cheer



**Santa arrives in his V8 Reindeer.**



**Lets see, who's been good.**



**WOW, look at my present.**

**Santa said they were the best kids he had visited that day.**



**Thanks Santa, Ripper.**



**All together now, "SMILE".**



**Santa's helper.**



**Brenda won the Hamper.**



**Helen won second prize.**



**Pam won third prize.**



**Sandra won the Tin of Bikkies.**



**A chat and a beer.  
Pictures by the Editor.**



**Is that a can of Coke I see Fred?**

# Happy Birthday to You



*Best Wishes to these people and all others celebrating  
their Birthdays during these months*

## December

8<sup>th</sup> Kellie Van Egmond  
16<sup>th</sup> Robert Mawditt  
22<sup>nd</sup> Bill Mills

## January

8<sup>th</sup> Michael Adams  
21<sup>st</sup> Peter Johnson



22<sup>nd</sup> Harry Beckwith  
26<sup>th</sup> Richard Van Egmond  
31<sup>st</sup> Jenny Taylor

## February

16<sup>th</sup> Ryan Van Egmond  
16<sup>th</sup> Peter Hibbert  
25<sup>th</sup> Shirley Lee

## Is there a Doctor in the house!

A professor wanted to teach his 5th-grade class a lesson about the evils of liquor, so he conducted an experiment with a glass of water, a glass of Vodka, and two worms. The professor first put a worm in the glass of water. The worm writhed about, happy as it could be.

He then put the second worm in the Vodka. It writhed painfully, sank to the bottom, and died. "Now, what lesson can we derive from this experiment?" the professor asked. One bright student responded, "Drink Vodka and you won't get worms".

A young doctor had moved out to a small community to replace a doctor who was retiring. The older gent suggested the young one accompany him on his rounds so the community could become used to a new doctor. At the first house a woman complained, "I've been a little sick to my stomach." The older doctor said, "Well, you've probably been overdoing the fresh fruit. Why not cut back on the amount you've been eating and see if that does the trick?" As they left the younger man said, "You

didn't even examine that woman. How'd you come to your diagnosis so quickly?"

"I didn't have to. You noticed I dropped my stethoscope on the floor in there? When I bent over to pick it up, I noticed a half dozen banana peels in the trash. That was what was probably making her sick."

"Huh," the younger doctor said, "Pretty clever. I think I'll try that at the next house."

Arriving at the next house, they spent several minutes talking with an elderly woman. She complained that she just didn't have the

energy she once did. "I'm feeling terribly run down lately."

"You've probably been doing too much work for the church," the younger doctor told her. "Perhaps you should cut back a bit and see if that helps."

As they left, the elder doc said, "Your diagnosis is almost certainly correct, but how did you arrive at it?"

"Well, just like you at the last house, I dropped my stethoscope. When I bent down to retrieve it, I noticed the preacher under the bed."

# Customline Classifieds

## FOR SALE:

|   |                         |
|---|-------------------------|
| Y Blocks  | \$40.00 all each price. |
| Auto's  | \$60.00                 |
| 56-57 Grilles   | \$40.00                 |
| 57 Boot Emblem  | \$40.00                 |
| 56 Boot Emblem  | \$20.00                 |
| 55-57 Dash Assembly   | \$50.00                 |
| Master Cylinders Reco   | \$10.00                 |
| Diff Assembly   | \$60.00                 |
| Complete Stainless Strips to suit 56 Mainline Ute   | \$100.00                |
| New Fuel Tank Sender Unit (12V), 56 Mainline Rear Window, Radiators,<br>Brake Drums, Steering Columns, Suspension Parts, Generators, Starter Motors,<br>and More, plus More, plus More. -- New and Used |                         |

**Graedon Munro**

**(03)**

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## vanity number plates

Here are a few Vanity Number Plates for you to ponder over.

May be you have a few of your own, if you do then send them to the editor.

|                |   |
|----------------|---|
| <b>BITCH</b>   | Beautiful, Intelligent, Talented, Cheerful, Horny, on a "babe's" car. |
| <b>BAA BAA</b> | Baa Baa on a Black Jeep.  |
| <b>GDAM8</b>   | Good day, Mate! On an Aussie car.                                     |
| <b>IAMYY4U</b> | I am too wise for you.  |
| <b>TIH2 HO</b> | Oh Shit, mirror image.  |
| <b>TOOFDR</b>  | On a dentist's car. Tooth Doctor, get it?                             |
| <b>WAS HIS</b> | After a divorce, on a jaguar.   |

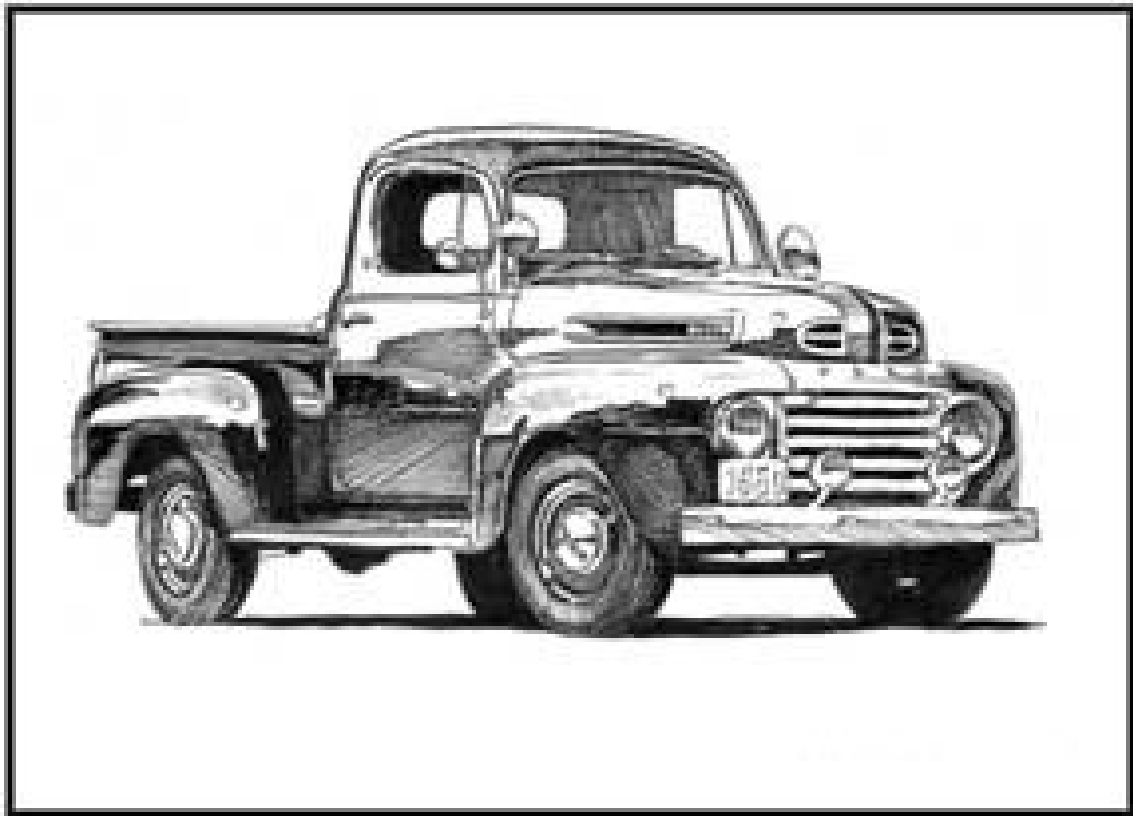
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*Customline*

**Confucius Say:**

Man who drive like hell bound to get there.  
Man who eat many prunes get good run for money.



1950 F Ford

# **TOOL TIME**

**Some Definitions.**

**Hose Cutter:** A tool used to cut hose ½ inch shorter than needed.

**Hammer:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object you are trying to hit.

10-12-2005 RJB