

49 - 59 FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

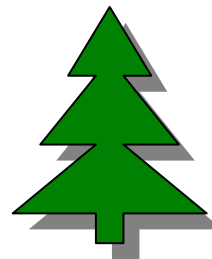
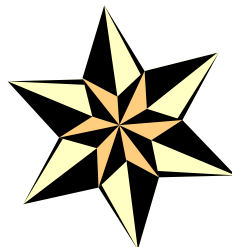
THE PREMIER CAR CLUB FOR YOUR
FABULOUS FIFTIES FORD CUSTOMLINE



A MERRY
CHRISTMAS
AND A



HAPPY NEW YEAR
TO ALL



www.customlineclub.org.au

December 2007

January – February 2008 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”.

2007-2008 Committee Members.

President:	Wayne Paterson
Vice President:	Ken Lee
Secretary/Public Officer:	Rob Brereton
Treasurer:	Frank Beale
Newsletter Editor:	Rob Brereton
Property Officer:	Phil Butt
Trophies / Merchandise:	Phil Butt
Runs Co-ordinator:	Helen Tuo
Committee Member:	June Paterson
Webmaster:	Rob Brereton

AOMC Representatives: Ken Lee - Wayne Paterson. As Above.
Ray Shalders

Club Plates (RED CH & H PLATES) “Authorised Permit Officers”:
Ken Lee - Wayne Paterson. As above.
Club Plates “Scrutineers”: Ken Lee - Wayne Paterson. As above.
Club Plates “Special Use Vouchers” are available from:
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 the
Cussy Club at: cussyclub@optusnet.com.au

Club Meetings are held on the 3rd Sunday,
Bi-monthly, commencing at 11:00 am.

The Next Meeting Dates are:

December: 2nd General Meeting, at Xmas Party
February: 17th 2008 General Meeting
April: 20th 2008 General Meeting

**Our Meeting Place is at the
Sunbury R.S.L. Rooms
Corner of Barkly & Macedon St. Sunbury.
Melways Ref: 382 F 4.**

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

The Club Newsletter.

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Victoria Inc, Registered No: A0018043T, PO Box
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to all financial members.

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beliefs expressed in the newsletter are those of
their authors and do not necessarily represent the
views of the Editor or the Club.

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:
cussyclub@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, or download an application form
from the Clubs web site.

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



A Word From Our President

Hi Everyone.

Well here I am as your new President for the coming year and with my first report to you. I will endeavour to do my best for you and the Club, so all I ask in return is to see more members taking part in our Club activities in the coming months, and as the Club is made up of Members, no Members means no Club, so get your Cussy out of the shed and onto the road.

There is not much to report since the last newsletter, but my first General Meeting in October had to be postponed as not enough members turned up, but thanks to those few who made the effort to come along. We did have quite a few apologies for that meeting which helped reduce the numbers. In lieu of that meeting a small Committee meeting was held on the 3rd November to deal with the Club's business at hand.

We had one new member voted into the Club during the last few months, a Ken Fowler from Kerang who is restoring a 57 Sedan, welcome Ken. We have also had quite a few inquiries for application forms, so there may be a few more members joining soon.

A small working bee was held on the Committee Meeting day to prepare the Club BBQ Trailer for the, just past, Christmas Party. There were some out of date articles we binned and a good old steam clean brought it all back to life and looking quite respectable. The gas burners were inspected and adjusted and all were working again like new. All of the BBQ equipment was given a good wash and clean and made ready.

We have a few good runs planned for the next few months but December is usually quiet during the lead up to Christmas, so mark your calendars and be ready to rumble in the New Year.

Lastly I would like to wish you all a very Merry Christmas and a Safe and Happy New Year.

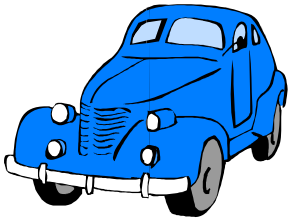
*Safe Cruising, see ya all at the next Meeting or Run.
Your President. Wayne Paterson.*

On a sad note the Club has been informed that Helen Tuo's mother, Stella McCartie, passed away on the 7th November 2007. Jim and Helen were only just back from New Zealand, where Helens mother lived, and had to make the trip again. All the Club Members send their deepest sympathy and thoughts to Helen and her family on their loss.



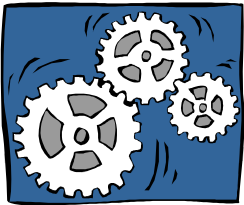
Shepparton Swap Meet

9-9-2007



On the Saturday we had a leisurely drive up to Shepparton to meet up with Ken and Shirley at the Paradise Waters motel where we also met up with Phil and Cherie. Later in the day we all went for a drive to the SPC factory where we spent some time looking for a bargain.

After we left the SPC factory we all headed for the local R.S.L. Club for tea, the food was good and the gaming room was really good to me, lucky me.



On the Sunday morning we all went to the swap meet to try and find some bargains, which was harder than one would think. There were no bargains to be found by me, but Phil eventually found what he wanted. Ken also found what he was looking for, but June did not find anything to spend her money on.



So after some time there, some finding what they needed and others only just having a good look around, it was now time to head for home.



We all had an enjoyable weekend away and are looking forward to the next escape to the Bright Rod Run in early November.



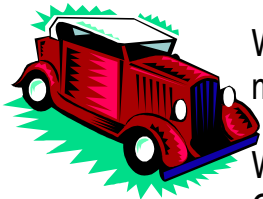
Regards Wayne Paterson.



Bright Rod Run

10th & 11th November 2007

We left home on Friday which was a nice sunny day, and heading to Bright in our grand old Cussy, just cruisin along and enjoying the drive. On our way up the highway we were passed by many hotrods and classic cars all going to the same place we were, the Bright Rod Run for 2007.



When we arrived at Bright there were cars just everywhere, but we did manage to find some other Cussy Club members hanging around the town.



We soon booked into our cabin at the caravan park and then we Cussy Club members had a B.B.Q. for tea at the camp kitchen hangout. We got a lot of laughs out of Ken and his jokes and Don had a few to tell as well.

The next day, Saturday, we awoke to the sounds of loud V8 engines, as other rev heads had risen before us to warm up their machines for the days activities. After some lunch we went down to the main street and checked out all the displays of cars parked and parading up and down the street, which was a great sight to see all these cars in their splendid colours.



After spending the afternoon drooling over all these fine bits of machinery it was then time to head off to tea and drinks at the local Star Hotel.



Sunday morning was just as noisy as the previous day, no sleeping in again. Then after breakfast it was time to head to the local oval where the main display was and where everything was happening. There were great prizes to be won, and our very own Vice President, Ken Lee, won a great radio system in the raffle. After spending the afternoon there it was then off to the Cosy Kangaroo for a good hardy Sunday nite tea.

Monday morning arrived and it was time to pack up and head for home again. We stopped off at the Milawa Bakery for lunch on the way, which was very enjoyable. We all had a safe trip back and everyone arrived home safe and well.



Regards, June and Wayne Paterson.



Cussy Club Christmas Party

Hawkstowe Park 2-12-2007



Well here we are again, Joan and I, heading of this Sunday morning to another Cussy Club Christmas BBQ Party, and this year at Hawkstowe Park South Morang. The weather is fine and hot and it looks like a good day unfolding. An hour or so later we arrive at the park, meet up with some other members and prepare for the days activities.

There was plenty of chatting as members caught up with each other to discuss the year's events and happenings since the last Chrissy BBQ. You could even hear the odd sound of a tinnie or two being opened to quench a hard earned thirst.

It was not long before the BBQ was fired up, just after midday, and while it heated up the cooks prepared all the meats ready to be sizzled. Not long after there was a good stack of steaks, sausages and hamburgers ready for the hungry hoards of members and friends to tuck into, and once again it was all cooked to perfection thanks to Jim & Wayne.



Soon we rounded everyone up to buy raffle tickets for the hamper and other prizes as there were plenty to be won. Everyone seemed to be really enjoying themselves while getting stuck into their sweets and chatting and checking out the members vehicles that have arrived today. It is really great to see all the Cussies out in the sunshine showing of their best for everyone.

Early into the afternoon Santa arrived to the delights of all the children present and also for all the big kids as well. Santa had a full

sack of presents to hand out to all the kids and they all got a Chrissy Stocking filled with goodies. Once again Santa has thrilled everyone with his presence and we all should thank him greatly for taking the time out of his busy schedule to visit us.

The kids then played some games with prizes distributed to all, and the Piñata proved very popular again which was skilfully put together by Sandra Kilby. After the games we drew the raffle with the Hamper being won by Sandra Kilby, and other prizes being won by Sharni, Richard and Shannon as well as a great many other prize winners.



A bit more chatting, another tinnie or two, a few more laughs, just lazing around, what a great way to spend an afternoon. It was now time to sort out who would win the trophies, so once again we had independent judges to award the trophies this year to Frank Beale 49-54 class, Peter Fogarty 55-59 class and Jim Pierce for best American.

The day was starting get on and by about 4:30 people started to head for home after enjoying another great Cussy Club Christmas BBQ Party. We also packed up our gear and headed for home.

OK, that's all from us, so a Merry Christmas and a Happy New Year to all.

Rob and
Joan Brereton.



2007 Chrissy BBQ Pics



Above is a selection of pictures of the day's activities. Although the day was hot and sticky everyone seemed to be enjoying the Christmas spirit and the friendship of all the Club Members who attended our BBQ Christmas Party at Hawkstowe Park.

Ford for 1954

The 1954 Ford is often mistaken for the 1952 Ford. Both have slots in the grille & side bars but the 54 has small teeth in them. This is the perfect "starter" car for an inexperienced beginner or the professional restorer.

The model range was extended to 14 through the inclusion of the brand new Skyliner Hardtop, plus the addition of a two-door Ranch Wagon to the Customline series, and a Fordor to the Crest Line series. The big news however, was the new overhead valve V-8 of 130 horse power, replacing the old flathead.

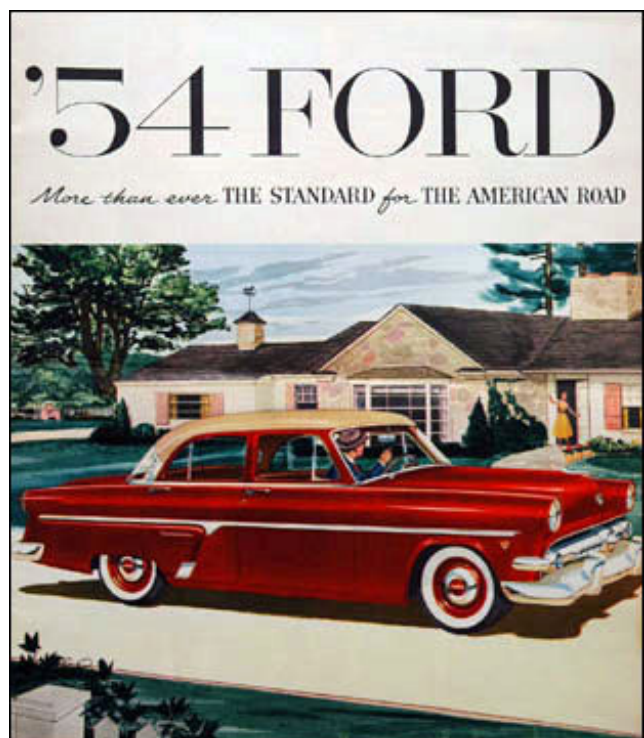
For the first time, either the six or the V-8 could be had in any model, though the people's choice was the new V-8. This engine offered the highest horse power in its price class, was designed to run on regular gasoline, and was a sure temptation to those who liked to get away from the light first.

The new style leader was the Skyliner, a version of the Crestline Victoria Hardtop that had a transparent plastic front roof section. At \$2,245 (US), it was priced the same as the Convertible. Late in the year Ford unveiled its new "sports car", the first Thunderbird. Initial tests showed that this revolutionary (for the American market) little two-seater was capable of 110 mph and possessed excellent handling characteristics. However, since so few cars reached the public, 1954 Thunderbirds are considered 1955 models by virtually everyone in the automotive field.

McLellansAutomotive.com

**Year: 1954 (Item #B35025) -
Photo 1**

FORD (Mainline, Customline and Crestline), "Ford: More Than Ever the Standard for the American Road": 28 page colour catalogue, 8x12. Tan and brown covers open to two page photo rendering showing front and side views of two-tone green Ford Customline Fordor Sedan. Seventy-three photographs, photo renderings and drawings show exterior, interior, engine, chassis, features, upholstery selections and accessories for Customline Tudor and Fordor Sedans, Club Coupe, Ranch Wagon and Country Sedan; and Crestline Fordor Sedan, Skyliner, Victoria, Sunliner Convertible and Country Squire Station Wagon. Includes detailed discussion and specifications. Some prices are written neatly in white borders beside cars. Dated 11-53. Form No. FD 7463. **Price: \$60 (US).**



At the right, you can see at a glance how much the various models of Ford cars would have cost you from CAVE FORD in 1954.

"Don't" give em' a call, as I don't think they will come and pick you up from home for a test drive. But just think how lucky people were back in 1954 when car dealers would do this for you.

Exclusive & Exciting Cars & Trucks Built By Ford of Canada

Canada's climate is colder, its population is much smaller, and its economy is less efficient compared with the United States. These and other factors have set the stage for some fascinating differences in Canadian cars. Even cars produced by the same manufacturer often digressed from the American pattern. What follows is a review of the uniqueness found in many vehicles produced by the Ford Motor Company of Canada, Limited during its long and illustrious history.

Generally, Fords built in Canada mirrored their American counterparts. At times, a body type may have been omitted from Canadian production, but still offered in limited numbers as an import.

However, there was one leading deviation by post war Canadian Fords from the U.S. pattern. That concerned all the 1954 Fords. It was for that year that Ford United States discarded the old flat-head V-8 to introduce the new more powerful OHV V-8.

Ford of Canada did not offer the new engine until the 1955 models. So, the 1954 Canadian built Fords retained the old flat-head V-8. For 1952 and 1953, all Ford used the 239 cid 110 hp engine.

However, the 1954 Customline and Crestline series got the larger 255 cid version, rated at 120 hp. That was the engine the two upper lines of Meteor had used.

When the new V-8 came to Canadian Fords, it was the 272 cid engine rated at 162 hp. No power-pack or other engine options were available.

Finally, after a 15-year delay, the 6-cylinder motor was available as a delete option in the early spring of 1956.



J. F. Bryan
**4814 ELM STREET
 BETHESDA, MD.**

**WE ALL KNOW THE '54 FORD
 LOOKS IMPRESSIVE!
 BUT-HAVE YOU EXPERIENCED
 THE SATISFACTION OF
 DRIVING ONE?
 COME TO CAVE FORD OR
 WE'LL PICK YOU UP AT HOME
 TELEPHONE: OL 6-8200**

1954 PASSENGER UNITS

MAINLINE MODELS	6 CYL.	8 CYL.
BUSINESS COUPE	\$1,717.00	\$1,854.00
TUDOR	1,820.00	1,957.00
FORDOR	1,870.00	2,006.00
RANCH WAGON	2,202.00	2,338.00

CUSTOMLINE MODELS	6 CYL.	8 CYL.
TUDOR	\$1,928.00	\$2,064.00
FORDOR	1,977.00	2,114.00
CLUB COUPE	1,937.00	2,074.00
COUNTRY SEDAN	2,396.00	2,532.00
RANCH WAGON	2,309.00	2,446.00

CRESTLINE MODELS	6 CYL.	8 CYL.
VICTORIA	\$2,245.00	\$2,381.00
SUNLINER	2,354.00	2,491.00
COUNTRY SQUIRE	2,535.00	2,672.00
SKYLARK	2,554.00	2,691.00
FORDOR	2,085.00	2,221.00

OPTIONAL EQUIPMENT & ACCESSORIES (INSTALLED)

DIRECTIONAL SIGNALS	\$12.25
FORDOMATIC TRANSMISSION	184.00
HEATER - MAGIC AIR	71.50
OVERDRIVE	110.00
RADIO - 8 TUBE	87.50
RADIO - 6 TUBE	89.50
UNDERCOATING	25.00
POSITIVE ACTION WIPER	9.00

THE LIFE OF

Henry Ford

CHILDHOOD

Henry Ford, born July 30, 1863, was the first of William and Mary Ford's six children. He grew up on a prosperous family farm in what is today Dearborn, Michigan. Henry enjoyed a childhood typical of the rural nineteenth century, spending days in a one-room school and doing farm chores. At an early age, he showed an interest in mechanical things and a dislike for farm work.

In 1879, sixteen-year-old Ford left home for the nearby city of Detroit to work as an apprentice machinist, although he did occasionally return to help on the farm. He remained an apprentice for three years and then returned to Dearborn. During the next few years, Henry divided his time between operating or repairing steam engines, finding occasional work in a Detroit factory, and over-hauling his father's farm implements, as well as lending a reluctant hand with other farm work. Upon his marriage to Clara Bryant in 1888, Henry supported himself and his wife by running a sawmill.

THE ENGINEER

In 1891, Ford became an engineer with the Edison Illuminating Company in Detroit. This event signified a conscious decision on Ford's part to dedicate his life to industrial pursuits. His promotion to Chief Engineer in 1893 gave him enough time and money to devote attention to his personal experiments on internal combustion engines.

These experiments culminated in 1896 with the completion of his own self-propelled vehicle-the Quadricycle. The Quadricycle had four wire wheels that looked like heavy bicycle wheels, was steered with a tiller like a boat, and had only two forward speeds with no reverse.

Although Ford was not the first to build a self-propelled vehicle with a gasoline engine, he was, however, one of several automotive pioneers who helped this country become a nation of motorists.

FORD MOTOR COMPANY

After two unsuccessful attempts to establish a company to manufacture automobiles, the Ford Motor Company was incorporated in 1903 with Henry Ford as vice-president and chief engineer. The infant company produced only a few cars a day at the Ford factory on Mack Avenue in Detroit. Groups of two or three men worked on each car from components made to order by other companies.

Henry Ford realized his dream of producing an automobile that was reasonably priced, reliable, and efficient with the introduction of the Model T in 1908. This vehicle initiated a new era in personal transportation. It was easy to operate, maintain, and handle on rough roads, immediately becoming a huge success.

By 1918, half of all cars in America were Model Ts. To meet the growing demand for the Model T, the company opened a large factory at Highland Park, Michigan, in 1910. Here, Henry Ford combined precision manufacturing, standardized and interchangeable parts, a division of labour, and, in 1913, a continuous moving assembly line. Workers remained in place, adding one component to each automobile as it moved past them on the line. Delivery of parts by conveyor belt to the workers was carefully timed to keep the assembly line moving smoothly and efficiently. The introduction of the moving assembly line revolutionized automobile production by significantly



Henry Ford, age 2 1/2



Henry Ford and the Quadricycle, 1905.

reducing assembly time per vehicle, thus lowering costs. Ford's production of Model Ts made his company the largest automobile manufacturer in the world.

The company began construction of the world's largest industrial complex along the banks of the Rouge River in Dearborn, Michigan, during the late 1910s and early 1920s. The massive Rouge Plant included all the elements needed for automobile production: a steel mill, glass factory, and automobile assembly line. Iron ore and coal were brought in on Great Lakes steamers and by railroad, and were used to produce both iron and steel. Rolling mills, forges, and assembly shops transformed the steel into springs, axles, and car bodies.



Aerial view of the Rouge Plant in 1930. Number of men on payroll at capacity: 81,000. Total floor space: 6,952,484 sq. ft. Total cost: \$268,991,592.07. Dearborn, MI.

Foundries converted iron into engine blocks and cylinder heads that were assembled with other components into engines. By September 1927, all steps in the manufacturing process from refining raw materials to final assembly of the automobile took place at the vast Rouge Plant, characterizing Henry Ford's idea of mass production.

CHRONOLOGY

- 1863** Born July 30 in Greenfield Township, Michigan.
- 1879** Leaves family farm for Detroit to work in machine shops.
- 1888** Marries Clara Bryant of Greenfield Township and moves to 80-acre farm in what is today Dearborn.
- 1891** Secures position as engineer with the Edison Illuminating Company; returns to Detroit.
- 1893** Edsel Bryant Ford, only child of Henry and Clara Ford, born.
- 1896** Completes his first automobile, the Quadricycle, and drives it through the streets of Detroit.
- 1899** Ends eight years of employment with the Edison Illuminating Company to devote full attention to the manufacture of automobiles. Made chief engineer and partner in the newly formed Detroit Automobile Company which produced only a few cars.
- 1901** Henry Ford Company, organized with Ford as engineer. Ford resigns over dispute with bankers in 1902 and the company becomes the Cadillac Motor Car Co.
- 1903** Ford Motor Company is officially incorporated. Ford's first Model A appears on the market in Detroit.
- 1908** Ford begins manufacturing the famous Model T.
- 1910** Begins operations at factory in Highland Park, Michigan.
- 1913** Introduces first moving automobile assembly line at Highland Park.
- 1914** Announces his plan to share the Ford Motor Company's profits with workers, paying them \$5.00 for an eight hour day.
- 1915** The Oscar II, Ford's "Peace Ship," sets sail for Norway on a pacifist expedition to end World War I.
- 1917** Begins construction of industrial facility on the Rouge River in Dearborn, Michigan.
- 1918** Loses his bid for the U.S. Senate.
- 1919** Edsel B. Ford, son of Henry Ford, is named president of Ford Motor Company
- 1921** Ford Motor Company dominates auto production with 55 percent of industry's total output.
- 1926** Focuses on air transportation and develops the Tri-Motor airplane.
- 1927** Transfers final assembly line from Highland Park plant to the Rouge. Production of the Model T ends, and the Model A is introduced.
- 1929** Dedicates his Edison Institute of Technology and Greenfield Village with a celebration of 50 years of the electric light.
- 1932** Builds first V-8 Ford car.
- 1933** Successfully resists first efforts to unionize workers at Ford plants.
- 1937** "Battle of the Overpass" occurs between Ford security staff and United Auto Workers union organizers. As a result, the court orders Ford not to interfere with union activity.

- 1941** Ford Motor Company signs a contract with UAW.
- 1943** Edsel B. Ford dies at age 49.
- 1947** Henry Ford dies at age 83, at Fair Lane, his Dearborn home.

Henry Ford was a complex, and at times, contradictory personality with a wide range of interests and strongly held opinions. You probably know about Ford's achievements in automobile production, but...

Did you also know that Henry Ford

Built and drove race cars early in his career to demonstrate that his engineering designs produced reliable vehicles?

Financed a pacifist expedition to Europe during WWI?

Adopted a paternalistic policy to reform his workers' lives both at home and at work?

Was an unsuccessful candidate for the United States Senate in 1918?

Owned a controversial newspaper, *The Dearborn Independent*, that published anti-Jewish articles which offended many and tarnished his image?

Promoted the early use of aviation technology?

Built Village Industries, small factories in rural Michigan, where people could work and farm during different seasons, thereby bridging the urban and rural experience?

Sought ways to use agricultural products in industrial production, including soybean-based plastic automobile components such as this experimental automobile trunk?

Was one of the nation's foremost opponents of labour unions in the 1930s and was the last automobile manufacturer to unionize his work force?

Mobilized his factories for the war effort and produced bombers, Jeeps, and tanks for World War II? Liberator Bombers on line at right.

Established schools in several areas of the country that provided educational experiences based on traditional one room school techniques, modern teaching methods, and "learning through doing"?

Established an indoor/outdoor museum--The Henry Ford--to preserve historical items that illustrated the American experience and American ingenuity?



Places to Visit to Learn More about Henry Ford

Edsel & Eleanor Ford Home

1100 Lake Shore Road. Grosse Pointe, MI 48236. (313) 884-4222

www.fordhouse.org

The Home of Edsel and Eleanor Clay Ford and their four children.

Located on Lake St. Clair, with original furnishings and family memorabilia.

Henry Ford Estate (Fair Lane)

4901 Evergreen. Dearborn, MI 48128. (313) 593-5590

www.umd.umich.edu/fairlane

The Henry Ford Estate - Fair Lane, a National Historic Landmark on the campus of the University of Michigan-Dearborn, is the former home of automaker Henry Ford and his wife Clara. The Fords lived at Fair Lane from 1915 until their deaths in 1947 and 1950. The estate includes the powerhouse, home furnishings, and grounds landscaped with Clara's advice.

Come join us for an insightful look into the lives of the Fords.

The Henry Ford

20900 Oakwood Boulevard. PO Box 1970. Dearborn, MI 48121. (313) 271-1620

www.TheHenryFord.org

Indoor/outdoor museum founded by Henry Ford includes among its millions of objects Ford's own birthplace, a reconstruction of the Bagley Avenue shed where Ford built his first automobile, many early Ford automobiles, including the Quadricycle and several Model T's.

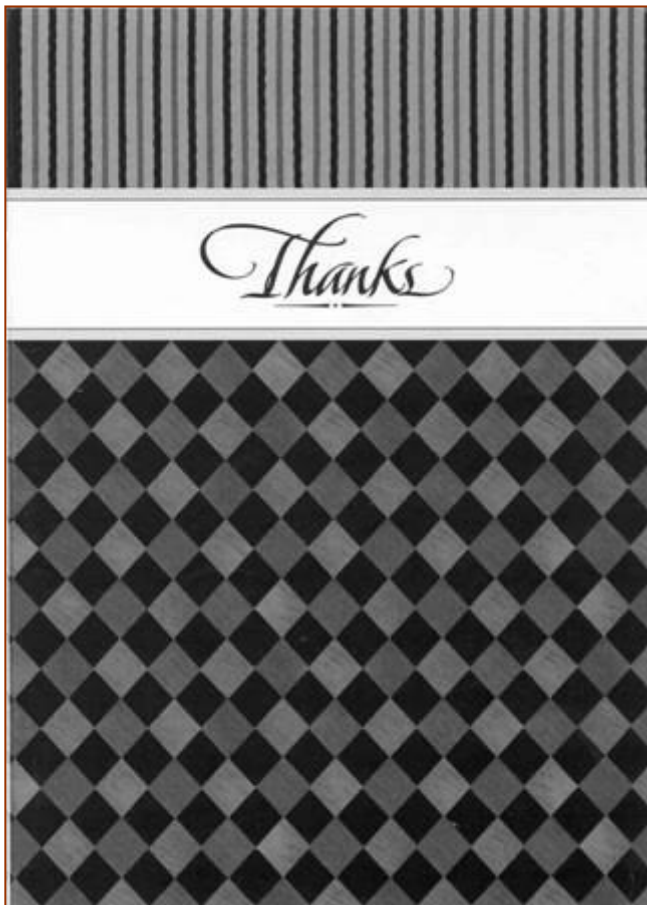
All the above courtesy of The Henry Ford web site.



Hi All. Just a short note from me this issue to let you all know that I am still struggling to get reports and other articles to put into the Newsletter for you all to enjoy reading, but I must say thanks to all those who have contributed reports, articles and jokes. But don't stop there, I still need plenty of stuff to edit for future Newsletters. This issue is not in full colour, but you will find that I have incorporated some colour as well as some photocopied bits in this issue now that the photocopier is working properly again, which will also stretch my ink supplies further. Your Editor. Rob Brereton.

From the Editors Desk

A Note of Thanks from Richard van Egmond.



Thanks to all at the club for the gift and card expressing get well wishes. It came at a time when I didn't think I could get much further down. It's very uplifting to know you have good friends thinking of you in times such as these.

WITH SINCERE APPRECIATION.

Hopefully the worst that will eventually will be a career change involving lighter duties. Thanks to a loving wife and family - and good friends I have come through a very difficult time.

Thank you all very sincerely and see you all soon.

Richard

New Member

The Committee and Members would like to welcome this New Member to the Club.

Ken Fowler. Kerang. Victoria. 1957 Sedan. Under Restoration.

The Club also wishes to note that Frank McLennan, a member of the Club from 1988 to 1992 passed away on the 18-9-2007 and his funeral was on the 24-9-2007. Kathleen McLennan said that his old Single Spinner would be used at his funeral. The Club has sent a message of sympathy to his family and friends.



Happy Birthday to You

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

December:

3rd Barbara Bartale (Mawditt)
7th Ray Shalders
9th Mario Barroso
12th Graham Lineker
16th Rob Mawditt
21st Susie Barroso
22nd Bill Mills



January:

21st Dawn Cobden
26th Richard van Egmond

February:

7th Bev Lavery
9th Val Beale
16th Peter Hibbert
25th Shirley Lee

Laugh it Up

Subject: Scotch?

On the first day of school, the children brought gifts for their teacher.

The florist's son brought the teacher a bouquet of flowers.

The candy-store owner's daughter gave the teacher a pretty box of candy.

Then the liquor-store owner's son brought up a big, heavy box.

The teacher lifted it up and noticed that it was leaking a little bit.

She touched a drop of the liquid with her finger and tasted it.

"Is it wine?" she guessed.

"No," the boy replied. She tasted another drop and asked, "Champagne?"

"No," said the little boy. . "It's a puppy!"

It was already late fall and the Indians on a remote reservation in South Dakota asked their new chief if the coming winter was going to be cold or mild.

Since he was a chief in a modern society he had never been taught the old secrets.

When he looked at the sky he couldn't tell what the winter was going to be like.

Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared.

But being a practical leader, after several days he got an idea.

He went to the phone booth, called the national weather service and asked,

'Is the coming winter going to be cold?'

'It looks like this winter is going to be quite cold,' the meteorologist at the weather service responded.

So the chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later he called the national weather service again.

'Does it still look like it is going to be a very cold winter?'

'Yes,' the man at national weather service again replied,

'It's going to be a very cold winter.'

The chief again went back to his people and ordered them to collect every scrap of firewood they could find.

Two weeks later the chief called the national weather service again.

'Are you absolutely sure that the winter is going to be very cold?'

'Absolutely,' the man replied.

'It's looking more and more like it is going to be one of the coldest winters we've ever seen.'

'How can you be so sure?' the chief asked.


The weatherman replied,

'The Indians are collecting firewood like crazy'.



FORTHCOMING EVENTS

Official Club Runs are in: ***"Bold Italics"*** with  indicated.


January 2008

5 th & 6 th	Customs Nationals at Phillip Island.
12 th	Colac Car and Bike Show in Colac.
13 th 	<i>"Geelong Jukebox Rockers Summer Rock 'n Roll 9th Annual Festival" in Geelong. Address: White Eagle House, Fellmongers Rd, Breakwater, Geelong. Melways ref (452- F12). \$10 per Adult, Children free. Meet at Fleetwings in Laverton at 9.30am for a 9.45am departure, then at the Ford Factory, Geelong at 10.30, to arrive at venue approx 11.00 am.</i>
20 th	RACV/Peter Mac - Rallying for a cure, Melbourne to Mornington Rally. \$30 entry fee going to Peter Mac Hospital.
27 th	Gippsland Vehicle Collection Of Early Australian Vehicles & Muscle Car Display Day, 1a Sale Rd Maffra.

February 2008

10 th 	<i>"Picnic at Hanging Rock". Macedon Rangers & District Motor Club. Woodend. A big event, so get there early for a good spot.</i>
17 th 	<i>"General Meeting", RSL Hall, Sunbury. See you all there. Corner Barkly & Macedon Streets, Sunbury. Melways Ref 382 F4. Meeting starts at "11:00 am". Tea & Coffee supplied. Bring the Cussy.</i>
17 th	All Ford Day. Deakin Uni Geelong. \$20 per Show car.

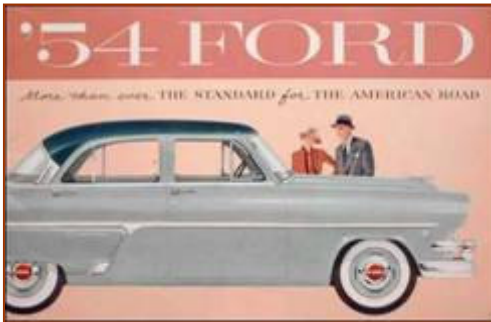
March 2008

30 th 	<i>"Visually Impaired Day", At Sandown Race Track. 9.30 am, enter Circuit via bridge from the Dandenong Rd- Princes Hwy side, and drive into pit lane. Hope to see you all there as this is a great cause, and lots of satisfaction. Don't forget to register when you arrive. Lunch, tea, coffee, available.</i>
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April 2008

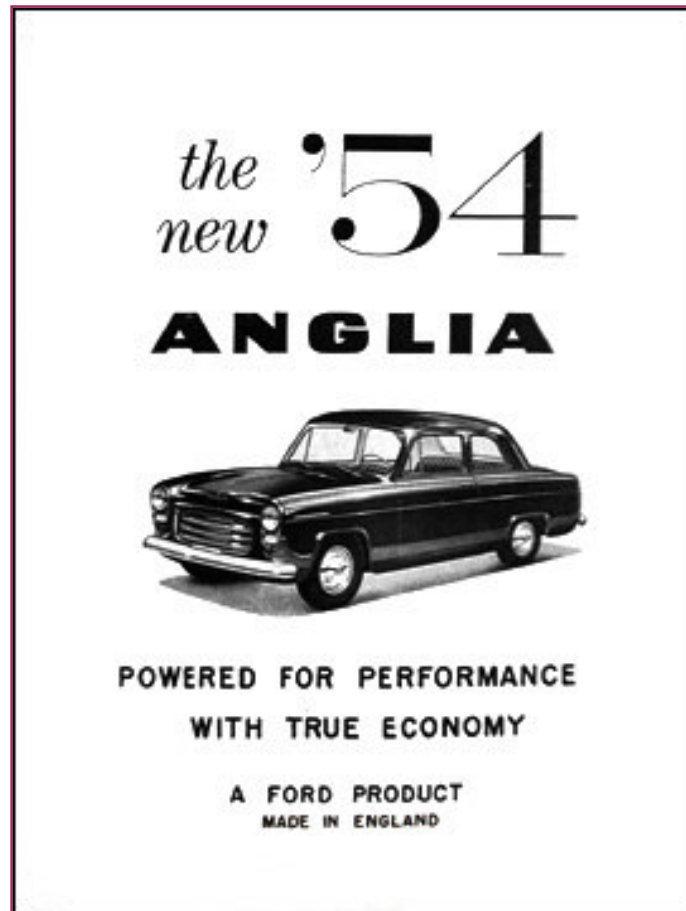
5 th & 6 th	Lakes Motor Fest. Held by the Lakes Entrance Rotary Club.
13 th 	<i>"Run to Ian & Sue Hayward's". 18 Penrose Crt Nth Croydon. For a BBQ Lunch. BYO Meat, Salads, Drinks etc, Chair & Table. Tea & Coffee supplied. Still come if it is wet, as Ian has plenty of cover. Meet at Maccas Nunawading cnr Springvale & Whitehorse Rd's at 10:30 am and we will depart at 11:30 am. If you have never been to the Hayward's then make this run a MUST.</i>
20 th 	<i>"General Meeting" RSL Hall Sunbury. See you all there. Cnr Barkly & Macedon Streets, Sunbury. Melways Ref 382-F4. Meeting starts at "11am". Tea & Coffee supplied. Bring the Cussy.</i>

We are always looking for places to go no our Runs, so if you know of somewhere that would suit, then please let us know.



Don't take Life Too Seriously:

Plan to be Spontaneous,
“TOMORROW”.



TOOL TIME

Some Definitions.

WIRE WHEEL: This is a very useful tool, used mainly to clean the rust off old bolts, nuts, and other rusty bits and pieces. But it's main purpose is to take that bolt etc, and throw it “somewhere”, under the workbench at the speed of light, never to be seen again. It also very handy for removing fingerprint whorls and hard earned guitar callouses, in about the time it takes to say, “Ouc.....”.

3-12-2007 RJB