

49 - 59 FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

THE PREMIER CAR CLUB FOR YOUR
FABULOUS FIFTIES FORD CUSTOMLINE



Joe's 56



Kevin's 59



Henk's 55



Peter's 59



Mick's 58



Rob's 50



James's 56

*Here are a few
new Cussies
joining our Club.*



John's 54

www.customlineclub.org.au

September – October – November 2009
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”.**

2009-2010 Committee Members.

President: Mick Breheny
Vice President: Phil Butt
Secretary/Public Officer: Ray Kilby
Treasurer: Jackie Mulroney
Newsletter Editor: Vacant at this stage
Trophies: Phil Butt
Merchandise/Property: Mick Breheny
Runs Co-ordinator: Helen Tuo
Committee Members: Ian Burgess
Bill Macumber
Webmaster: Rob Brereton

Club Permit (RED CH & H PLATES) “Authorised Permit Officer”:
Les Cross

AOMC Representatives: Ray Shalders
Ken Lee

Club Permit “Special Use Vouchers” are available from:
Wayne Paterson
Phil Butt
Ray Shalders
Ken Lee

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

**Our Club Meetings are held
Bi-monthly, commencing at 11:00 am.**

**PLEASE NOTE THE VENUE FOR
THE NEXT MEETING.**

The Next Meeting Dates are:

**October 18th - 09: Committee/General Meeting
December 6th-2009: Christmas Party-See Flyer**

**Our Meeting Place will be at the
Premises of Statewide Cranes,
10-14 Gipps Court Epping Vic 3076
Melways Ref: 181 – J 10.**

Rob Brereton. Newsletter Editor.
Phone: (03) 9555-4160 or E-mail to:
cussyclub@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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Unless stated otherwise the views, opinions and 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 the Club's meetings.**



A WORD FROM OUR PRESIDENT

Hi Everyone.

As your new President I would just like to say that I am honoured to take this position and I hope that I will continue to keep up the good work of our retiring President Wayne Paterson and I will endeavour to do my best for you all and for the Club. Just like Wayne and the rest of you I also have a real passion for Customlines and I suppose that gives me the spirit to drive this Club on and into the future.

Now it is time for me to get into the serious side of the Club. That time of the year has come and gone again, yes our Annual General Meeting was held back on the 16th August 09 when we elected a new committee to run the Club for the next year. As your new President for the next year I would especially like to thank all those committee members for their help and support throughout the past year, as without them we would not get very far and I should also wish all the new committee the best for the year ahead. You can find their pictures on the next page.

A very special thank you is extended to retiring committee member Rob Brereton. Rob has held the position of Secretary this past two years as well as designing and maintaining our Web Site and producing our Newsletter. His contribution to the Club has been excellent and it will be very hard to fill his shoes. We wish Rob and Joan all the very best in their retirement and hope they will continue to be involved in the Club.

Since our June meeting we have had ten new members join the Club with many vehicles owned by them. This really is great to see these new members coming into the Club as it shows us that we must be doing something right to keep our numbers advancing. I must say a special thank you to one of our new members Jackie Mulronev for accepting the position of Treasurer. It is great to see new members getting involved in the Clubs business so quickly. So when you see these new members at a run or meeting please introduce yourselves and make them feel part of the Club, as I am sure they will be happy to join in.

You can read all about the winner of the Ernie Taylor Memorial Trophy for Achievement this year on the next page, but let me say here that every member has a chance to win this trophy, all it takes is a little determination to help the Club prosper throughout the coming year, so I invite you all to get cracking on this now.

Now just a reminder that our next meeting is on the 18th October and will be held at the premises of Statewide Cranes, 10-14 Gipps Court Epping Vic 3076, thanks to the generosity of Les and Sue Cross once again.

Before I finish I would like to invite you all to our Christmas Party this year to be held at the Woodstock Hall, and you can find all the details on the attached flyer.

Finally I would like to invite all members to come on our runs and attend our meetings over the next twelve months which will help to make us a better Club.

Your President. Mick Breheny.

Your new Committee for 2009-2010



President
Mick Breheny



Vice President
Phil Butt



Secretary
Ray Kilby



Treasurer
Jackie Mulroney



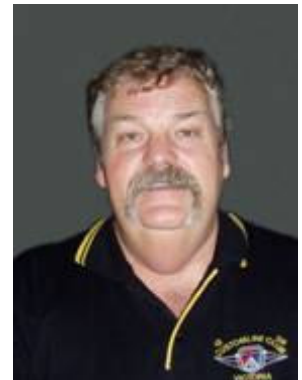
Webmaster
Rob Brereton



Runs Co-ordinator
Helen Tuo



Trophies
Phil Butt



Merchandise/Property
Mick Breheny



At Left we have our
Club Permit Officer
Les Cross.

To the right we have
our two Committee
Members Ian Burgess
and Bill Macumber.

**We still need a
Newsletter Editor**



Achievement Award

At the 2009 Annual General Meeting the members present voted for the member who had displayed great commitment and contributed to the Club over the last twelve months. The Trophy was awarded in the memory of Ernie Taylor who was always a faithful member displaying a great love for Customlines and the Club.

This year the Trophy was awarded to Mick Breheny for his outstanding effort in the Merchandising department, as you can see one of our new shirts in the picture, and for his enormous enthusiasm in organising the Great Escape trip to Adelaide and for his continued efforts throughout the past twelve months.

**Well done Mick, and keep up the good work,
From all at the Customline Club.**



FROM THE EDITORS DESK



Hi All. I hope you have all enjoyed reading the newsletters I have been producing over the last four years, but I suppose all things must come to an end, as I am going to have a break from this role after this issue. It has been a lot of fun, and hard work at times, getting all the reports together and linking them up to the pictures supplied. I must admit though since I have had a digital camera it really has made my job a lot easier. But I have really enjoyed putting it all together as I get great satisfaction from seeing and hearing how all the members enjoy reading and waiting for the next issue to arrive. I thank you all for your contributions, and wish the new editor well in the coming year. Read more further on. Rob Brereton - Newsletter Editor.

DON'T FORGET OUR CHRISTMAS PARTY.

Attached to the front of this Newsletter is your flyer for this year's Club Christmas Party. Please send back the reply slip, with your payments ASAP, so we won't forget to cater for you and your family. This year it is to be held at the Woodstock Community Hall where we will be having a fully catered Spit Roast. All the details as per attached Flyer and Runs Sheet. Please return forms to Debbie Breheny by the 17th November, so the committee can organize this function. Hope to see you all there again this year. Mick Breheny. President.

Our New Members

We have ten new member to welcome into the Club this newsletter, so let's all congratulate, Jeff & Joanne Phillips of Singleton NSW, who have a Blue 59 Star Model, which will soon be starting its restoration. Henk & Margaret Mennen of Harcourt Vic, who have a 55 Mainline which is also being restored. John Piescik from Pascoe Vale who has a Yellow 54 Victoria. James Piescik, Johns son, from Pascoe Vale who has a Red & Black 56 4 Door Victoria. Robert & Irene Bruton from Chum Creek who have just acquired a Single Spinner Sedan. Peter & Jeanette Auer from Mt Waverley with a Champagne & White 59 Star Model, a two tone Blue 55 Sunliner, and a Yellow & White 56 Victoria which is still being built. Kevin & Jackie Mulroney from Wallan who have a Blue 59 Star Model. Mick & Norwyn Gardiner from Glenaroua who have a 58 Starmodel & a 56 Victoria. Graeme & Pam Dahlstrom from South Morang who don't have a Cussy yet, and Bill Patton from Whittlesea who does not have a Cussy yet.

Club Permit Scheme. Revised Procedures

As of the April 09 meeting the Club made the decision to make it compulsory for all New Club Permit Applications to provide a Roadworthy Certificate before a Club Permit could be approved. Also the procedures for doing this were revised but in the process were not relayed correctly. Please read below a much clearer definition of the procedure.

Procedures to follow for Club Permit Applications.

A person who wishes to apply for a Club Permit, must first be a Current Financial Member of the Club.

*A person who is a Current Financial Member of the Club **must apply in person at a Club Meeting to be approved for a Club Permit.***

A member who is approved for a Club Permit may then apply to Vic Roads for a Club Permit through the Club Permit Officer by: (then to follow the rest of the procedure).

The applicant must also completely fill out the Clubs "Club Permit Application Form" and bring that form and all other documents, with photocopies, to that meeting as well.

Failure to comply with these requirements will prolong the period of approval.

SAN REMO RUN

WEEKEND AT PHILLIP ISLAND

12th - 13th June 2009

Jim and I headed off to Melbourne early Friday morning, after organising the wild beasts to be fed by our ever so animal loving neighbours.

Waiting on the side of the South Eastern Freeway for the Brereton, Faralla and Breheny cars to arrive was certainly an experience. I was more than a little nervous to have our "Star" sitting there so close to all those maniacs roaring past, and stories of trucks running into vehicles in emergency lanes floating around in my head, but any way we were soon all on our way toward our destination, San Remo.

Lunch Stop was Koo Wee Rup, and a lovely bakery which of course the intrepid "Fat Controller" had Googled, (I wish I had that much time to spend on the computer, not that I would, but it would be good to just have the time).



After partaking of the midday feast we perused the local shops, of which there were a number of second hand/antiquey places which bought much reminiscing and laughter. Rob found a bargain and Jim bought it. I as usual found myself attracted to the book section and came

away with an armful of 50c books. Eventually we all managed to pull ourselves back to the cars and head off again, next stop San Remo.



Check-in at the reception was a loud, boisterous affair and I'm glad I got in and out quick. It did not take long for the others to figure out that Jim and I had the Deluxe suite, but my excuse is that since I organized it I was entitled to it, snigger, snigger.

Not long after the Kilby, Cross, Dahlstrom and Butt families arrived and it was off to the San Remo Pub for Dinner and drinks. A great night all round. Arriving back at the motel it was too blooming cold to be sitting around drinking and gasbagging so I scooted off to bed.

Saturday morning saw it rather cold but at least we had no rain. In Convoy down to Cowes and a nosey around the small but interesting market & shops, there was plenty of fun and laughter at





some of the purchases of the day, a possum for Possum and some rather scary beanies in a range of colours.



Lunch was at the bakery, then we cruised back to the Chocolate Mill which of course had us all drooling. Time for a photo shoot of the cars and a stroll through the mill I thought was interesting, having never seen a cocoa bean I did learn something that day, but others thought a waste of money, and I decided I like wasabi chocolate. Helen & Jim.

Helen I know what a cocoa bean is, I could've told you what it was and saved myself \$12!! It is now a known fact that you are tougher than me because I would never have eaten wasabi chocolate!



Now we have all congregated at the front of the Chocolate Factory. Phil and I had our photo taken with the chocolate maker and it does look as silly as it sounds!!

Half the group has headed off to the beach (they were the ones with the warm coats) while the rest of us headed back to the sanctuary of the warm motel as it was beer o'clock. Later we all gathered together to head off for dinner at the Cowes RSL and what a lovely place it was. The meal and conversation around the very large table was very pleasant indeed.



Diamond Lil, true to her form picked up another \$200 as did Debbie. The night was getting on so we all headed back to the motel for more drinks! We all started to reminisce about how

much Stones Green Ginger Wine we needed to consume to keep ourselves warm in our youth!

Up bright and early the next morning to find a beautiful day and a small amount of dew on the cars to be chamoied off. The Kilby, Cross, Pearce and Dahlstrom cars all



needed to head off home, while the Breheny, Brereton, Farella and Butt cars all ventured on to the Continental Hotel at Cowes where we met up with Mick and



Debbie's daughter Courtney, son in law Kane and grandsons Kyle and Jacob. It was also here where I presented Phil with a present, a cake of 'butt and face soap'!



We all enjoyed a lovely breakfast then headed off guided by Rob and Joan, for a tour around Phillip Island and down to the racetrack.



The competitive spirit was soon alive when the big boys found a Scalextric track to play. Joe came through taking the checkered flag! Rob showed us his competitive spirit on the motor bike challenge. "Gotta lean into those corners Rob", was the handy advice from Phil.



Then back into the cars to begin our journey home. We stopped at Grantville for a nice lunch and a chat before we all headed our separate ways. It has been a while since we have enjoyed a weekend away, we will need to organize another sooner rather than later. Mick and Debbie.

Before we got to the race track we had a stop off at the Nobbies, no, not the tyres, but the big rocky thing at the end of Phillip Island. There was a big sign telling us we were there but some other big nobs were hanging around the sign and it was hard to get a good picture.



visitors centre. Fortunately for us he was on an overdue holiday and he let us pass unscathed to tell our tale.



The visitors centre was quite vast with plenty of nic-nacks for tourists to purchase, yes we all bought something I think. They must do a

roaring trade when the bus loads of tourists arrive from Melbourne. Anyway we had a great weekend. See you all on the next adventure.

Rob & Joan Brereton.

Double Deuce

lost in the 50's Bar & Café. 4-7-09.

Late Saturday afternoon I headed off to meet other members at the Double Deuce Bar & Café in McIntyre Road Sunshine, which is just off the Western Ring Road. I arrived there just after 6:00 pm to find a few other members had already arrived. Not long after quite a few more members arrived and we eventually had about 15 all up.



Inside was an amazing display of motoring memorabilia. The walls were covered with pictures, posters, signs, and the shelves were filled with oil cans and other bits. There were several pool tables in the middle of the hall and at the front was a midget racing car, petrol bowlers, juke box and the walls covered in old records. There were also many engines on stands around the walls and all brightly painted.



They had a well stocked bar where a few members hung their elbows, whilst the rest wandered around looking at the marvellous collection they had. I am sure everyone could have spent much more time there but it was well after 7:00 pm and we had to head off to the Keilor Pub for tea.



It was only a short drive to the pub from the DD, but some members decided to take the scenic route arriving there eventually to meet the rest. We all had a few drinks, ordered and ate our meals and chatted the night away. I think it was just after 11 pm when I headed home to end another enjoyable outing with the Club. Rob Brereton.

A bit more from the Newsletter Editor.

At the Clubs Annual General Meeting we failed to acquire a new Newsletter Editor, and as I am retiring from this role after this Newsletter, there will be a hole to fill.

I must now impress on you all that we really do need someone to do this job, as without a Newsletter you won't find out what is happening within the Club and you won't know when to come along to a Meeting or Run. The next Newsletter is not due out at the beginning of December, but three months will pass by very quickly and the third month is usually when it all happens. Also the Clubs photocopier has failed again and parts are not available to fix it, so the Club will have to replace it before the next newsletter is due out, which means purchasing another unit and the new newsletter editor familiarising themselves with it. A good replacement unit could cost \$600 to \$650 dollars, but it would be a Digital Multi Function unit, eg; scan, copy, fax, and print and copy direct from a computer.

So come on all you budding newsletter editors, step up and show us what you can do.

Rob Brereton. Retiring Newsletter Editor.

FOR SALE: FORD CUSTOMLINE PARTS

1. Manual Gearbox to suit Star Model.
2. Spats to suit 55-59 original, new old stock (never used).
3. Manifolds, mouldings, hub caps, dash parts & misc items to suit 55-59.
4. Engine parts, manifolds, small body parts & dash parts to suit 49-51 models.

Phone JIM: 04

SPIRIT OF QUEENSLAND



A Customline Quest

Fifty years ago, a 1959 Ford Customline, just like the one Phil Hird owns, (actually a 57 Ed.) came through Townsville as part of Queensland's centenary celebrations. The car enthusiast tells Ian Frazer about his so-far-fruitless search for the "Spirit of Queensland".

The road from Tully to Ingham was a line of water filled craters when rally driver Keith Thallon braved it during a tour of Queensland in June 1959. Mr Thallon, a Boonah dairy farmer with a yen for

motoring adventures drove 7300km around the state in nine days to celebrate the State's centenary. He bumped over the Tully potholes in his Ford Customline Star two days out of Brisbane. On June 4th - 1959, he travelled from Cairns to Proserpine via Townsville, Charters Towers and Bowen with messages to civic leaders from then State Premier Frank Nicklin.

In all, Mr Thallon and his crew visited 65 shires during their meandering trip sponsored by the State Government, Ford Motors, British Petroleum Australia and Dunlop Tyres. Ford supplied the V8 car, BP paid for the fuel and Dunlop pledged to provide any tyres needed.

Phil Hird, a Townsville Ford enthusiast who has researched the tour, says Mr Thallon minimised mechanical problems by taking the then brand-new car around the route in 1958 and later strengthening the suspension to cope with rough stretches.

**"I made efforts to trace the car's whereabouts...
but to no avail. I just hope it did not become a part of landfill"**

The section from Mount Isa to Cloncurry, once a goat track, had been upgraded by then to service the Mary Kathleen uranium mine. "He knew what to expect", Mr Hird said. He told *Courier-Mail* journalist John Elliott that "the trip would be interesting, with road and traffic hazards, washouts, potholes, ditches, sand, rain, mud, dust, heat and cold". Their timing was calculated to the last minute for all sections, with the whole run to take eight days and 10.5 hours. "The total time allowed for official stops would be 102 hours or four days and six hours.



As John Elliott said, "anyone got an air cushion?" Keith Thallon was a well-known rally driver, having taken part in the first two around-Australia Redex trials in 1953 and 1954. He began the Goodwill Tour at Brisbane GPO at 8.30am on May 29th and reached St George the same day. His itinerary took

him to Charleville on day two, Boulia day three, Mary Kathleen day four, Lyndhurst day five, Cairns day six, Proserpine day seven, Gladstone day eight and back to Brisbane GPO precisely at 7pm on day nine.

Mr Hird was a 10-year-old schoolboy in 1959, more interested in guitars than cars. He missed the excitement of Mr Thallon's hour in Townsville alongside centenary pageant committee chairman Frank Robertson, who handed out Queensland pennants. But years later he read about the journey in a book his brother Tony found in a second-hand store and began looking for ways to re-enact it to celebrate Q150.

By then he owned a 1959 (57) Ford Customline with an original 272-cubic-inch V8 motor and was curious about the fate of Mr Thallon's trusty 'Spirit of Queensland', painted maroon and white. He began by contacting Keith Thallon's son, Don, a Brisbane surveyor and historic racing enthusiast. Don knew the car had

Centenary Cavalcade

Collaboration

Dunlop delivers
"Spirit of Queensland" safely
ROUND THE BAY

6,500 qualifying miles at high speeds given during last night's Rally. Driver, Keith Thallon, of the "Spirit of Queensland" which recently returned to "round the bay" (about 1,000 miles) in a driving time of four days, has this to say about Dunlop tyres: "Good evidence on the road proved Dunlop's compound particularly easy on the road. Conditions which were generally good were badly hit up and eventually rough to extreme, exceeding some 100mph of miles. Other vehicles which are gone at any time since at that time for many years. I am pleased to confirm that as the rally car the Dunlop 'V8' 180s are the best. Witnessed on the road gave an altogether magnificent performance of better than many." This is further proof that Dunlop tyres were the best order of vehicles.

join the demand for
DUNLOP B5 car tyres
Availability in excess of 100,000

been owned by a Toowoomba insurance salesman in the mid-60s, but nothing more.

Keith Thallon died in 1999, aged 82. "I made efforts to trace the car's whereabouts, via Freedom of information inquiries, Ford dealers and the Chamber of Commerce, but to no avail," Mr Hird said. "I even placed an ad in the Toowoomba newspaper". "I just hope it did not become a part of landfill". Mr Hird also failed to interest sponsors in a re-enactment. To date his longest trip in his diamond white Customline Fordomatic has been Townsville to Rockhampton. He bought the car 16 years ago from an elderly couple in Childers.



His 'wheels' around town, the V8 is capable of 24 miles per gallon on ethanol-blend petrol. "I reckon it's done 700,000km, Phil said. "This is my first old Ford, she has been so reliable." Thanks Phil for the great story. Ed.
Phil Hird is another of our faithful Club Members, who lives in Queensland.

1947 ALLARD

Rodney Williams, one of our interstate Members from Moonah Tasmania, sent in this article on his 1947 Allard, which sort of fits in a bit as it is powered by a Ford V8 Side valve motor. Rodney is hoping that someone may know something about the history of the car as it lived in Victoria for some time. Rodney has provided a short article for you to read below.



I'm told it could be an, Allard? Alvis? prototype? clone? or a custom? In 1980 it was sold as a Allard Special Bodied Roadster 1947. The car has a Ford side valve V8 engine, Ford three speed gear box, De Dion diff, coil springs and a split front center pivot beam axle.

Its presumed history is that it lived up near Echuca in the mid 1970's. Pre 1970 its owner lived in Kalgoorlie, Western Australia, who left the car in a swamp by a lake near Jandakot W.A. It was then purchased in 1970 in W.A. by Warren Scally who pulled it from a swamp and

did a full restoration and painted it British racing green.

In 1972 Warren Scally sold it through Sotheby's before going over-seas. In the late 1970's John Stration of Mount Waverly, Vic, owned and sold the car to Clarie Pearce in 1980. At this stage it was painted white and the wire wheels were replaced with steel wheels before its sale. Clarie Pearce of Victoria, who then moved to Tasmania, owned the car until his death, at which time I purchased the car.



As I wish to do a full restoration of the car, I would like to know its full history before commencement. I would need the history pre 1970 and between 1972 to 1980. The car's unique grill and similarities to an Allard or Alvis maybe a clue to its original history.

Rodney Williams. 118 Main Road, Moonah Tasmania.
Ph: 03 62720544 (Bus). Mob: 0418123056
Fax: 03 62732936. Email: denturecentre@bigpond.com
Rodney is one of our Tasmanian Club Member. Ed.





Annual General Meeting

16th-August-2009

Our New President Mick Breheny welcomed in the new committee for the next year and thanked all those retiring for their efforts over the last twelve months. A special thanks goes to Wayne Paterson for looking after the BBQ Trailer, as it has now found a new home at Wallan.

It is encouraging to see some new faces on the committee and hopefully they will bring some new ideas into the Club. Have a look at the accompanying pictures and see just what we do and get up to at these meetings. We had a really good turn up for this meeting including the newly voted in members and some more new members who were voted in at the last meeting. This gives us a good indication that we must be doing something right to keep the Club advancing.



Above are all the members at our meeting, although you can't quite see them all, plus the two sitting at the table with me as I took these shots. It was a bit difficult at times as the day was terribly windy which rattled the roller door louder than our speakers. Then the rain and hail on the roof which was quite deafening occasionally. But we pressed on not letting the weather hold us up for long. Les had a couple of gas heaters going before the meetings so we were not at all cold.



A special thanks goes to our chef's for the sausage sizzle, they did a grand job once again. Also a special thanks to all members who attended this meeting as without your attendance we would not have much fun.



There are a couple of pics of the guys at the BBQ which was very welcome as we did not finish our meetings till 2:10 pm, and by then we were really looking for something to eat. After the sangers there was plenty of cakes and sweets and you could wash it all down with a cuppa, or as most of the blokes preferred, a nice cold beer. Phil can be seen below presenting Mick with his trophy and also Rob with the replacement trophy which he gets to keep and place on his mantelpiece at home.



The new faces on the committee for the coming year are pictured on page four, so please give these new committee members your full support and help make their jobs easier during the next year.

So come along to our meetings and runs and get your photo in the newsletter.

Rob Brereton. Editor.



Alternator Alternative

This article was sent in by Jim Pierce.

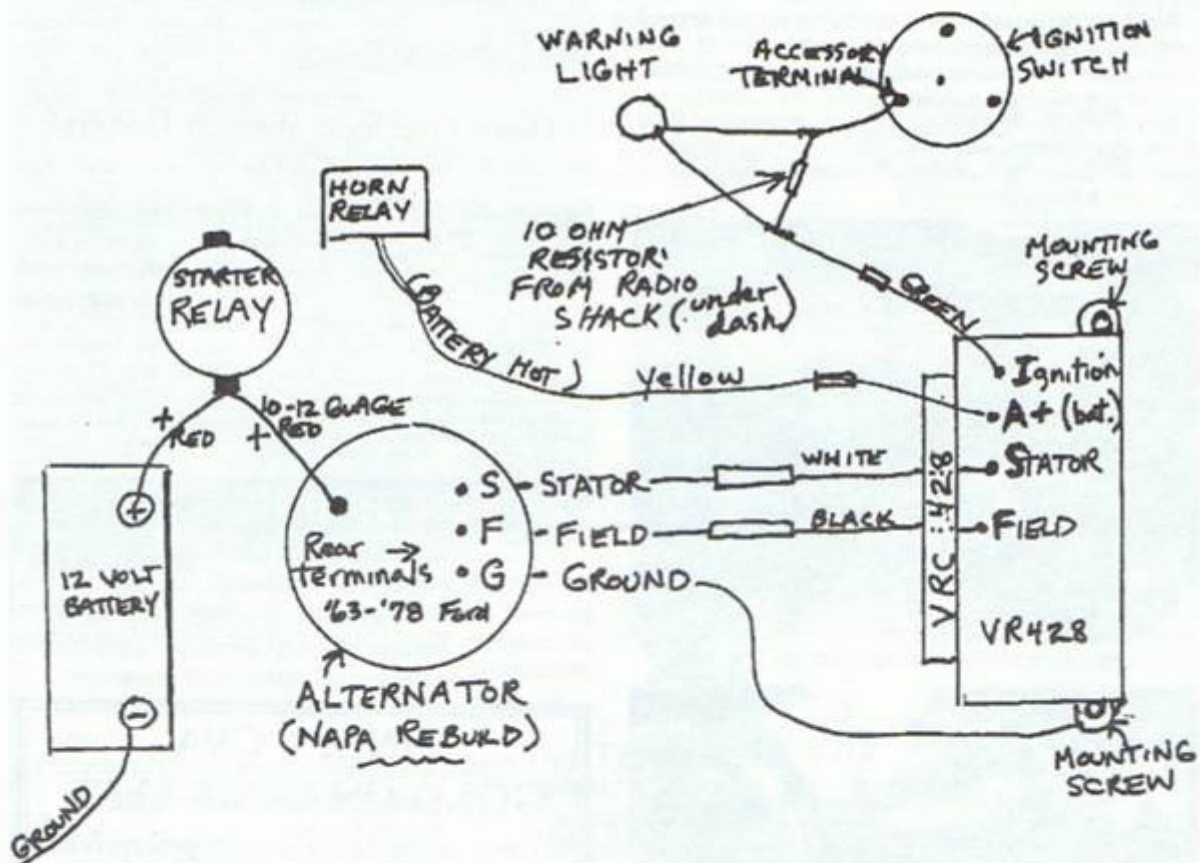
It may help you if you are wishing to change your Generator to an Alternator.

1963-1978 FORD ALTERNATOR AND REGULATOR INSTALLATION FOR YOUR 1954, 1955, 1956 Y-BLOCK

Purchase rebuilt rear terminal alternator, VR 428 regulator and VRC 428 master connector from your local NAPA store. Also a factory mounting bracket kit from Concours Parts or elsewhere. Remove generator, bracket and existing regulator. Cut off the ends of the regulator field wire, armature wire, battery wire and warning light wire, then butt connect the black wire to the one you use for the field wire at the alternator, the white one to the one you use for stator wire, the yellow one to the one for the battery from the horn relay, and the green to, the wire going to the warning light, connect the same ground wire to the mounting screw of the generator regulator

that was used on the generator system and the other end to ground on the alternator. Run 10-12 gauge red wire from battery terminal on alternator to positive battery terminal on starter relay. Now under the dash connect a 10 ohm resistor across the two wires coming from the warning light. I have this system on my 1954 and it has worked well for over two years. My 1954 has been converted to 12-volt negative ground and starts a 312 Ford motor. Any questions, call me at 1-757-267-0429.

Robert Ray Bulls
5000 New Design Rd.
Dendron, VA 23839



NOTES:

- Use stock existing generator harness
- Use VR 428 regulator (NAPA) part #VR428 it mounts in same holes as the old regulator, beside the horn relay.
- Use VRC 428 master connector (NAPA) part #VRC428
- Use one 10 ohm resistor (Radio Shack)

Use Ford alternator, 1963-1978

Use factory alternator bracket from Concours - part #B5A10346-B (you can re-use old generator bracket)

The VRC 428 connector has four color-coded leads-green, yellow, white and black. They are marked "I, A+, S, and F" on the plug-in part of the regulator. The connector will only plug in one way to the regulator.



HAPPY BIRTHDAY TO YOU

Best Wishes to all Celebrating their Birthdays during these months.



September:

4th John Piescik
7th Chris Lavery
14th Peter Carroll
18th Barbara Black
18th Ken Lee
23rd Jackie Mulroney
25th Cherie Butt
25th Rob Brereton

27th Karen Hird

October:

24th Sandra Kilby
24th John Newman
31st Joe Faralla

November:

Jeff Phillips

2nd Joanne Phillips
12th Shane Owen
12th Bill Patton
12th Bill Reaper
18th Joan Brereton
26th Phil Butt
28th Ken Dunn
30th Les Horne

New New, New for You....Club Merchandise

Be Seen in the Latest Gear from our Club

MEN'S BIZCOOL™ Flash Polo...& Ladies Styles

P3010 Sizes: S, M, L, XL, 2XL, 3XL, 5XL

BIZ COOL™ 100% Breathable Polyester single jersey knit. Snag Resistant fabric. Knit collar with contrast tipping. Standard 3 button placket. Contrast twin stripe from shoulder to sleeve cuff. Contrast curved panel from underarm to the back of the polo. Side splits. Loose pocket included. 185 GSM. Some other colours available at extra cost.

Price to Members: \$30.00. Includes Club Logo.



MEN'S TORQUE SHIRT...& Ladies Styles

SH730 Sizes: S, M, L, XL, 2XL, 3XL, 4XL, 5XL

65% Polyester 35% Rayon - comfortable heavier weight fabric. Short Sleeve shirt with contrast collar, cuff and side panels. Jet pocket and side splits. All colour ways with reflective silver piping. Some other colours available at extra cost.

Price to Members: \$45.00. Includes Club Logo.



PEAK CAPS...Men's or Ladies Styles.

Excellent Quality Caps. Invisible Elastic Banded. 2 Sizes Fits All. Includes Club logo. **BLACK ONLY.**

Price to Members: \$25.00. Includes Club Logo.

STUBBY HOLDERS...Men's or Ladies Styles, Left or Right

Handed. Quality Neoprene Material. Non crackable printing style. Includes Club Logo with a Picture of **YOUR CAR**, (Not Micks). Please supply a picture of your car you wish to have printed on your Personal Stubby Holder. Price to Members: \$10.00. Includes Club Logo and Picture of Your Car.



For all Inquiries and Orders Please Contact:


MICK BREHENY, on 04 , between 7:00 & 9:00

pm please. Or catch him at a Club meeting or run, where he will have order forms ready for you to fill in. **Payment is required at time of order.**



FORTHCOMING EVENTS

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


September 2009

5 th	Seymour Rock 'n' Roll club. Dance at Seymour Technical High School Hall, Loco St. Seymour. Pre-paid tickets only, Booking Ph Dee on 57992505 or 0418132190. \$16. BYO everything.
5 th	Picnic at Muckleford, (Saturday). Entry \$10. Between Castlemaine & Maldon. Train rides, Market, Wines & local produce.
13 th 	<i>"Shepparton Swap Meet"</i> <i>Make your own way there or make arrangements to meet someone on the way.</i>
13 th	33-34 Ford V8 75 years. Castlemaine Rodders. Meet you there or meet on the way.
27 th	Bay to Birdwood Rally. South Australia.


October 2009

4 th 	<i>"Euroa Show 'n Shine"</i> <i>This is a great day. Meeting at the BP Service Station, on the Hume Hwy, North of Wallan exit at 8.00 am, as we want to enter the show as a Club group.</i>
4 th	Cora Lynn Country Car Show. Market/Swap. Cora Lynn Recreation Reserve. Melway Key Map 14.
18 th 	<i>"Committee/General Meeting"</i> <i>PLEASE NOTE NEW VENUE</i> <i>As the Sunbury RSL is still undergoing renovations, this meeting will be held at the premises of Statewide Cranes, 10-14 Gipps Court Epping Vic 3076. Melway Ref: Map 181 - J10. Take Yale Drive off Cooper Street and Gipps Court in the first on the right. Meeting starts at 11am. Hot Tea and Coffee supplied. See you all there & don't forget to bring the Cussy.</i>
25 th	Hazelwood All Makes Car & Motorcycle Show, Yinnar Rd. Yinnar. Near Morwell.
25 th	RACV City to Cape Run.

November 2009

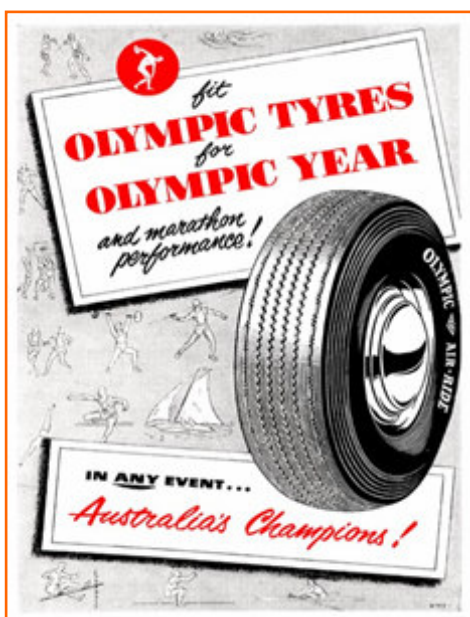
1 st	Torquay Motor Show. Entry \$5. Contact Greg Birchall. 0412914000 for entry form.
6-7-8 th 	<i>"Bright Rod Run"</i> <i>You have to make your own arrangements for this weekend away. Usually a good turnout, but try and book early if you can.</i>
14-15 th	Bendigo Swap Meet.
22 nd	American Motor Show. 60's American Muscle car club. Manhattan Hotel (Melway 63-D1)

December 2009

6 th 	<i>"Club Christmas Party"</i> <i>Come along to our Christmas Party this year to be held at the Woodstock Community Hall, Donnybrook Rd Woodstock. Check the attached Flyer for details and the Return Slip. And don't forget to bring the Cussy. Melway Map 9 - Ref K2.</i>
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January 2010

17 th 	<i>"Picnic at Lilydale Lakes"</i> . <i>Melways 38. F6. 11 am. Meeting spots next Newsletter.</i>
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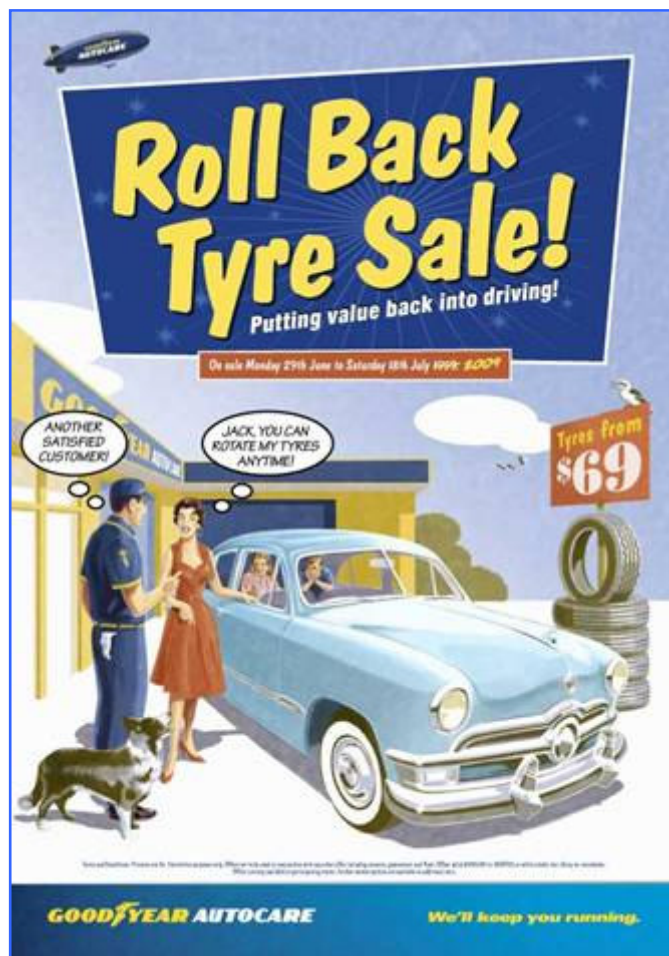
Dont take Life Too Seriously:

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

This advert, at right, was sent in by one of our new members, Rob Bruton. The original advert was in the Herald Sun Newspaper in late July, and on a couple of occasions.

The original advert was in colour also.

The thought balloons have been added later as they were not in the original adverts.



And You Reckon You've Got Problems:

2 Brazilian soldiers

The Dept of Defence briefed the president this morning. They told President Obama that 2 Brazilian soldiers were killed in Iraq.

To everyone's surprise, all the colour drained from Obama's face.

Then he collapsed onto his desk, head in his hands, visibly shaken, almost in tears.

Finally, he composed himself and asked, "Just how many is a Brazilian?"

This is not surprising, since he obviously has no understanding of billion or trillion either.

1-09-2009. RJB.

Farewell My Friends. Rob Brereton.