

49 - 59 FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

THE PREMIER CAR CLUB FOR YOUR
FABULOUS FIFTIES FORD CUSTOMLINE



**B-24 LIBERATOR COCKPIT CONTROLS
"NOT YOUR AVERAGE DRIVING POSITION"**

www.customlineclub.org.au

September - October - November - 2011 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”.

2011-2012 Committee Members.

President:	Jim Pierce
Vice President:	Helen Tuo
Secretary/Public Officer:	Kevin Mulroney
Treasurer:	Jackie Mulroney
Committee Member:	Rob Breheny
Committee Member:	Ray Kilby
Newsletter Editor:	Rob Brereton
Assistant Newsletter Ed	Mick Breheny
Runs Co-ordinator:	Mick Breheny
Trophies:	Ray Kilby
Merchandise:	Rob Breheny
Webmaster:	Rob Brereton
Property:	Mick Breheny

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

AOMC Representatives: Rob Brereton
Ray Shalders

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 on the third
Sunday Bi-monthly, commencing at 11 am.**

The Next Meeting Dates are:

October 16th-2011:Committee/General Meeting
December 4th - 2011 Annual Christmas Party
February 19th-2012:Committee/General Meeting
April 17th-2012:Committee/General Meeting

**Our Meeting Place is at the
Sunbury RSL Rooms at the corner of
Barkly and Macedon St, Sunbury.
Melway Reference Map 382 F4.**

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

The Club Newsletter.

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Submitting Articles and Photos.

This newsletter is prepared using a word processor and is printed 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 attend the Club's meetings.**



A Word from Our President

Hello Members,

23rd August 2011

Well with the AGM just gone, I can't think of a better way to start the new year than the way we did by welcoming four new members to our club. We can look forward to catching up with the new members and their Customlines at future meetings, club runs and in the newsletter.

With the Committee and appointed positions being filled, it is also a great show of confidence by the members in the way the past committee has managed to keep really good attendances at our meetings and runs. So I offer my thanks on behalf of the members for your efforts in the past twelve months.

I am very proud to be in the Presidents chair again this year and I welcome the new committee members, Helen Tuo as Vice President and Ray Kilby as a new committee member. The continuing roll of Kevin and Jackie Mulroney as Secretary and Treasurer, I know will be a great ongoing service to the club.

The appointed positions have had a few changes, welcoming Rob Breheny as Merchandising Officer, the newsletter team have swapped hats, with Rob Brereton now the Editor and Mick Breheny the Assistant Editor. I am sure you already know what a quality job the newsletter has been and will continue to be with this team.

All the other positions have stayed the same, with Ray Shalders and Rob Brereton looking after AOMC matters, Les Cross club permit officer, Ray Kilby attending to Trophies and Mick Breheny Run Co-ordinator. I thank you for your ongoing support.

I will take this opportunity to congratulate Mick Breheny on the 2011 Ernie Taylor perpetual Achievement Award. A special thanks goes to Mick for the great effort he puts in as Run Co-ordinator. Over the last year he has put together the Great Escape to Tasmania, The Kaniva Car Show and the Christmas Party, just to name a few of the successful outings he has organised for us. I know he has more great runs on the agenda for the future as well.

One of the things I find exciting is when I see new members cars on the website and in the newsletter, This is a fantastic effort by Rob Brereton and on behalf of the club and myself, I would like to thank him for the tireless hours he puts in to make the website and newsletter a credit to our club.

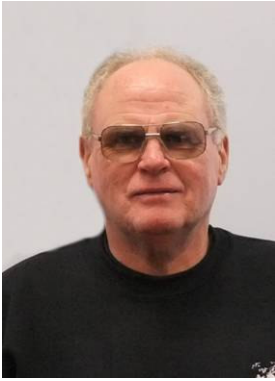
Finally it is good to know the Christmas party is being organised once again and the BBQ trailer will be up and running soon. I urge you to come along and enjoy our runs and events in your Customlines, which is what it is all about.

Safe and Happy Cruising. (In a Fifties Ford Of course.)

Jim Pierce

Your Club President.

Your New Committee for 2011-2012



President
Jim Pierce



Vice President
Helen Tuo



Secretary
Kevin Mulroney



Treasurer
Jackie Mulroney



Newsletter Editor
Rob Brereton



Runs Co-ordinator
Mick Breheny



Trophies
Ray Kilby



Merchandise
Rob Breheny



At left we have our Club Permit Officer, Les Cross.

We also have two Committee Members who already hold other positions and they are Rob Breheny and Ray Kilby.

Rob Brereton also holds the Webmaster position and Mick Breheny also holds the Property position and the Assistant Newsletter Editor positions.

Kevin Mulroney as Secretary also holds the Public Officer Position.

Rob Brereton and Ray Shalders hold the AOMC Representative positions.

ACHIEVEMENT AWARD

At the 2011 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 all his Club positions, and for his continued efforts to improve the Club throughout the past twelve months.

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



Don't forget our Christmas Party.

Included with your 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 again at the Beveridge Recreation Reserve Hall where we will be having a fully catered Spit Roast. All details as per the attached Flyer and Runs Sheet. Please return forms to Mick Breheny by the 16th November, so the committee can organize this function. Hope to see you all there again this year.

Jim Pierce. President.

From The Editors Desk: Hi everyone, well here we are again inviting you to enjoy this edition of our Club Newsletter. You will find we have a good spread of run reports with a double page spread on our B24 Liberator Run and lunch at Point Cook. We have complimented this report with a few other Ford Aeronautical related articles which I hope you all enjoy, plus all the usual stuff and our Birthdays List. The Forthcoming Events page is there for you to cut out and nail over the top of the last sheet, hope your fridge is still OK, so you don't forget what is coming up. We hope once again you will enjoy this issue and keep it handy for easy reference.

Rob Brereton Newsletter Editor & Mick Breheny Assistant Newsletter Editor.



Our New Members



We have four new memberships to welcome into the Club this Newsletter, so lets all give a very warm welcome to Garry & Margo

Westwood of Bacchus Marsh who have a 1956 Red/White Victoria/Coupe, Colin Wicks of Corinella who has a 1958 Blue/White Star Model Sedan, Mark & Sylvie Camilleri of Hillside who have a 1957 (USA)



Red/White 4 door hardtop and Scott & Keema Green of Blackmans Bay, TAS, just on the south side of Hobart, who have a Black 54 Mainline.

Ford 100th Anniversary

DEARBORN, MICHIGAN - JUNE 9 2003: Edsel B. Ford II, great-grandson of Henry Ford, poses with the company logo on a replica of a Ford Flivver plane at the Dearborn Proving Ground June 9, 2003 in Dearborn, Michigan. The Proving Ground originally opened in 1925 as Ford Airport, the first modern airport in the world. The landing today of five vintage planes, part of Ford Motor Company's 100th Anniversary Celebration, was the first time in 56 years the test track has functioned as an airport. **RJB.**



MENTONE BOWL AFTERNOON

SATURDAY 4TH JUNE 2011

Joan and I arrived at the Mentone Bowl about 3:30pm meeting Jim in the car park. We wandered inside to find Kevin and Brenda sitting in the Café where Helen joined us as well. It was not long before the Wallan crew arrived, Debbie, Jackie, Kevin and Mick. A quick bite and a drink and then it was time for bowling, about 4:15pm.



Jim teamed up the members with Jackie, Debbie, Helen and Mick on the first team and Kevin (K1), Jim, Shep (K2), and Rob

on the other. Brenda and Joan were charged with keeping the peace during the games as they were not bowling. We were off and running, a bit rusty to start with but after a few balls down the gutters most balls seemed to hit the target, but then again the inherent wobbly ball made the gutters again.

The first team got along pretty well with reasonably good scores, except Debbie who at one stage got three STRIKES

in a row, with the others all getting strikes at some stage. The second team did pretty much the same with great cheering when good bowls were made. The second game was pretty much the same as the first with everyone getting a gutter ball as well as a strike or two, to great cheering once again.



At one stage there was great discussion as to the configuration of the pins and how many in each row, which was finally

resolved when it was concluded that there were only 10 pins in "Ten Pin Bowling". I think in the end team

two were just in front of team one, but that didn't really matter as we were all there just to have a great time. Helen got that excited she took off with my jacket until she realised I was wearing a jacket with "Helen" stitched on the front.

Six o'clock came around and we headed off to the pub for tea, with a couple of members following a van to nowhere, but we all pulled into the Royal Oak Hotel car park together. Once inside and seated a few drinks were consumed whilst perusing the Menu. Jackie was confused at one stage as she didn't remember having all those things in her handbag until she realised she was rifling through Joan's bag. Some meals came a bit quicker than others but overall they were quite satisfying and then came the sweets that Joan and I



ordered, quite the envy of those who didn't order them. But not to be outdone, Mick did a quick con on Aggie, the head chef, and got a house special desert made up especially for him, although he had to give Aggie air kisses, lucky Mick!!!

Joan decided she needed the Ladies rest room at one stage but thought she might see who was hanging out in the

Gents first, you know she hasn't done that for 40 years, which gave us all a laugh. Time rolled on and everyone decided it was time to head for home as most had quite a drive in front of them, although Joan and I were home in ten minutes.

A great day and evening, hope a few more of you can come along next year.

Rob and Joan Brereton.



Ford Airport Dearborn MI

Henry Ford had become an investor in William Stout's airplane manufacturing firm, which built single-engine aircraft. However, Ford was not happy with his investment, so in an attempt to control the company he bought into, he had a 2nd Stout airplane factory built on the corner of Oakwood & Village Road. In addition to the airplane factory, Ford constructed an airport at the site.

When it was built in 1924, the Ford Airport was widely touted as being the first "modern" airport in the world. The airport was the first in the US to operate a regularly scheduled passenger airline in continuous domestic service, the first in the US to have an airline terminal for passenger use. The first in the world to have a hotel, the Dearborn Inn with 179-rooms, built in 1931 and designed and built for the air traveler, and the first in the world to have a flight of commercial airliners guided by radio.

The Ford Motor Company Airplane Division manufactured aircraft at this location starting in 1925. "Ford Airport had the world's only privately-owned dirigible mast." It was erected by Henry Ford in 1925.

Stout aircraft had a poor flight record, suffering many crashes. Ford was losing money rapidly, and on the night of January 27, 1926 a fire mysteriously started in the all-brick & steel plant, destroying the building. Shortly after the fire Henry sent Bill Stout on a nation-wide public relations tour and then contracted with Albert Kahn to design and build two new buildings - one a new airplane factory and the other, the world's first airport hotel (The Dearborn Inn). Never again would the Stout name appear on an airplane factory. Eventually Henry Ford bought out William Stout and turned his transportation company into Ford Air Transport.

Unfortunately, Henry Ford lost more than \$10 million on his airplane division, which closed in 1933. The airport itself continued to operate for several years more, however the Ford Airport closed in 1947 and Ford Airport's dirigible mast was torn down shortly after the airport closed.

In the circa 2001 aerial photo, the remains of two paved runways (the longest is 3,300') were still discernable in the middle of the auto proving grounds. Along the south end of the former airfield, the building farthest to the left is a Ford Engineering facility that was built in part of the old Ford Airplane Factory. Looking at it today you could never tell what it was in a former life.

The original Ford hangars, complete right down to the original hangar doors, still exist on the Southwest side of the former airfield (along Oakwood Boulevard). They are currently used as testing labs. Directly across from the hangars is the Dearborn Inn, it is still in operation as the premier hotel in Dearborn.

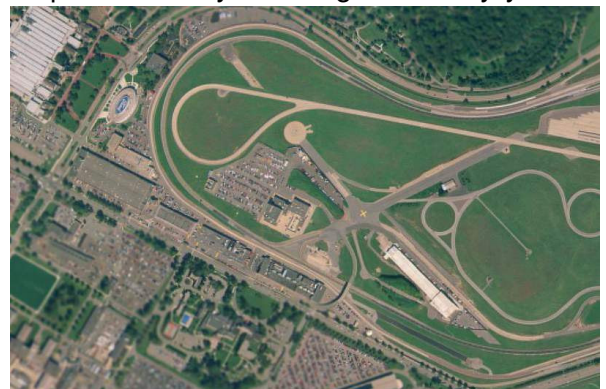
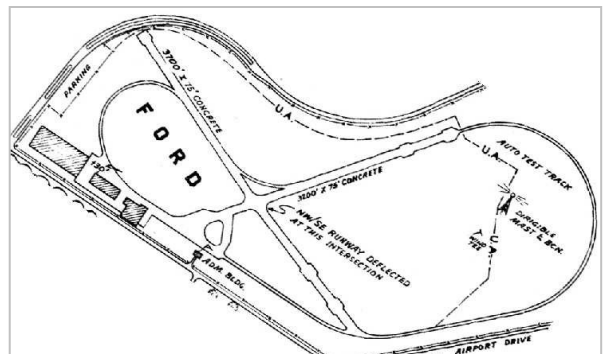
The Ford Airport site is located north of the intersection of Oakwood Boulevard and Rotunda Drive. The Henry Ford Museum is adjacent to the airport site. **RJB.**



The terminal at Ford Airport, 1926.



Aerial view of airport in 1931



B24 LIBERATOR & POINT COOK LUNCH RUN



Joan and I met up with other members at the Shell Westgate and then travelled to the Werribee hanger where the B24 Liberator was being restored and there we parked our cars with other members. There were Rob & Joan, Mick & Debbie, Kevin & Jackie, Kevin & Brenda-Lee, Rob & Margaret, Jim & Helen, Wayne & June, Bill & Margaret and Graedon & Sandra.



Once inside the hanger introductions were made and then we were given the Royal Tour of the Liberator Restoration. It is absolutely amazing how this enormous piece of machinery is being fully restored right down to the very last of the 440,000 rivets used to hold it together. It definitely is a much bigger project than restoring your Cussy, and a lot more time consuming and expensive.



We were able to look up inside the belly of the beast and see the work that has and is still being done. There were also many displays of the gun turrets, engines, cockpit controls and body panels that were in the process of being restored. It is amazing to realise that this aircraft is actually wider at 110' feet than it is long 68' feet and stood 18' feet high, although the Liberator did not have, at our visit, the last 10' feet of its wings attached or its tail section, just because it would not fit inside the hanger. They are looking at a bigger hanger.



Mick had organised with Judith Gilbert of the B24 group to have Rob Brereton's Cussy parked under the wing of the Liberator for a photo shoot, as Rob's dad flew these aircraft during his time in WW2 with the RAAF and also because Ford built both the Liberators and the Customlines. Rob displayed some of his dad's memorabilia and photos from the time as well as his Flying Log Book, indicating his Training and Operational flights.

We would all like to thank our guides on the day being, Ron Taaffe, Nat Eichler, John Gilbert, Tony Maher & Tony Muller. Kay Taaffe was in the shop with Margot Muller, and also to thank Judith Gilbert for arranging this visit for us which was greatly appreciated, and as one has said before "I will be back".



It was then time to head off for lunch at the Pt Cook Homestead, which was only about a 15 minute drive down the road.

We parked our cars on the lawn around the back and found our table inside. A few drinks were ordered and plenty of discussion was had on all sorts of subjects and some had the chance for an extra drink or two after our lunch orders were placed as the service was a bit slow. I am still trying



to decide if I had a late lunch or an early afternoon tea, but I suppose in all we had a good afternoon, although at times we could see the rain pelting down a few times. We departed about 3:45pm and headed for home, which at times was quite wet, and now the Cussy is due for a good wash and polish, but we still had a great day out with the Club. Rob & Joan Brereton.

Now let me elaborate a bit on Liberators and Ford.

HENRY FORD, as I have found out, was not just into building motor cars. He also dabbled into flying machines and airports. You can read some more of this in some of the other articles within this newsletter.

One such aircraft was the B24 Liberator Heavy Bomber, quite a few of which Bob Brereton (Rob's dad) flew during WW2, in fact he flew 29 of the 287 RAAF Liberators and 6 of the USAAF. The RAAF delivery included 12-B24Ds, 145-B24Js, 83-B24Ls and 47-B24Ms. What was left after the war remained in service until 1948 and were then replaced by Avro Lincolns.



Consolidated Aircraft had designed the four engine B24 heavy bomber but could only build 20 aircraft per month, so the US Department of War asked America's industrial titans to lend a hand. In September 1941, Ford won the contract to build the B24 in massive numbers. To ramp up production, Ford built a 3.5-million square foot manufacturing plant at Willow Run (left) with a mile-plus line assembly line split between two counties.

The first Ford built Liberator was completed in May 1942. By the end of the year, Ford was building 20 aircraft per day and 650 per month in 1944. The following year, one Liberator per hour was rolling off the line. By August 1945, using two nine hour shifts Ford built 8,685 Liberators, which was about 47% of all B24s.



Pilots and crews slept on 1,300 cots at Willow Run waiting for their B24s to roll off the assembly line. Ford produced nearly half of the total B24s built and you can also see at left Henry Ford II signing off on the 8000th B24 bomber built in March 1945. They did not have V8 engines though, they were equipped with 4 Pratt & Whitney Twin Wasp 14 cylinder 1200 HP engines. The B24 Liberator was produced in greater quantities and flown in more theatres of war by the air forces of more countries than any other four engine bomber in World

War 2, with a total of over 18,482 units being built.



Bob Brereton's (RAAF No: 410445) flying training with the RAAF started in June 1942 with him attaining his Wings in September of that year at Pt Cook. He advanced through Wacketts, Oxfords and Ansons to attain his Flight Sergeant status. He eventually passed through the No2 & No4 Liberator Training Courses at Tocumwal. He also attained the rank of Warrant Officer in July of 1944. On 14th September 1944 Bob's Log Book records him as being 1st Pilot of Liberator No:A72-33, as per the picture



Bob Brereton's B24J Liberator No:33

(right), which is a good answer as to why he would have such a picture in his possession. In November 1944 he was stationed at Nadzab, New Guinea, with Wing Commander Hemsworth and the US Heavy Bomber Replacement Training Unit where he flew bombing missions with the American Liberators. In January 1945 he moved with W/C Hemsworth to the 25th Squadron in Cunderdin West Australia and in February 1945 moved with W/C Hemsworth to Cecil Plains Qld, to form the 12th Squadron Liberators. From there he continued to ferry around the W/Commander and do the occasional bombing run. On 6th April 1945 his Log Book records him as taking part in Formation flying over Brisbane in support of the Victory Loan Scheme. He continued to take part in bombing and reconnaissance operations during May, June and July of that year. Bob's last flight was in Liberator No A72-350 with W/C Marsh on August 23rd

1945, and by then he had clocked up over 950 hours flying with the RAAF. The war ended and he then returned home.

At left is a picture of Ambesia Air Strip on the 22 June 1945 showing 12x500lb bombs exploding and was taken from 9000ft altitude.

At right is Liberator No: A72-7 which indicates this picture was taken at Tocumwal and from Bob's log book either the 2nd or 6th July 1944. This is



BOB BRERETON

the flight crew that day and Bob is arrowed. I hope you have now been well informed about Liberators, Ford, and my connection with all this. **Rob Brereton.**

Lunch at Reno's



Well here we all are at Reno's, Bundoora, for lunch on this last day of July 2011. We all met up in the car park, had a bit of a chin wag and just after 11:30am we all headed for the restaurant. We had the entire western half of the dining area to ourselves, which overlooked our vehicles in the car park and there were about 24 members attending. You can see us all feasting in the pictures below and I am sure everyone had their fill of all the food served up and all washed down down by a drink or two. The afternoon rolled on and we eventually departed the car park about 3:45 pm. Once again I am sure all members enjoyed their afternoon out with the Club today and we all got home with dry cars this time. **Rob Brereton.**



During our lunch today it was discovered that Kevin and Brenda-Lee had announced their engagement. See the happy couple at right and the lovely diamond ring she was presented with. **RJB.**



Ford's Tri Motor Airplane

The Ford Tri-Motor classic airplane was used widely in both military and non-military applications. Ford's famous Tri-Motor classic airplane was adapted from the single-engine Stout Pullman, an innovative design by William Stout of the Stout Metal Airplane Company.



The subsequent Tri-Motor was America's first all-metal, multi-engine aircraft.

During the 1920s, the name Henry Ford was magic, for it identified the man who had given wheels to America in the form of the 15 million Model T's that rolled off his sophisticated assembly lines at ever-lower prices. It was natural for America to assume that if Ford turned his hand to aviation, the

same sort of magic would result. Henry thought so, too.

A famous designer, William B. Stout, had kindled the interest of both Ford and his son Edsel in aviation in 1924. Stout had built a series of all-metal airplanes culminating in the ungainly Model 3-AT before the almost inevitable falling out with Ford. Ford replaced Stout with Henry Hicks and Tom Towle, who, with other engineers including Otto Koppen, refined the design to produce first the Model 4-AT classic airplane, then the definitive 5-AT, the immortal "Tin Goose" Tri-Motor.



The Ford Tri-Motor classic airplane made its first flight on June 11, 1926. Passenger capacity of the plane was 11; the views were thrilling.

Similar in appearance to the popular Fokker transports of the time, the Tin Goose had two great advantages: the Ford name and all-metal construction. Over the years, 199 Ford Tri-Motors airplanes would be built, and they would serve all three branches of the U.S. military, many airlines,

many corporations, and 20 foreign countries. Strong, reliable, and surprisingly maneuverable, the Ford Tri-Motor inaugurated transcontinental airline service in the United States while flying for Transcontinental Air Transport.

Following the inaugural flight in 1926, public interest in the Ford Tri-Motor and demand for the plane's services mushroomed. By 1929 Henry Ford's airplane factory had geared up production so that four were completed each week.

Distinguished by the corrugated aluminum skin covering, the Ford could carry ten to twelve passengers on fairly comfortable wicker seats at a cruise speed of 110 to 115 miles per hour amidst deafening noise from the three engines.

The Tri-Motor could carry heavy, bulky loads and operate out of small landing strips. It found work all around the world for many years. Today, several Fords are still flying, thrilling the public with demonstration rides at air shows. **RJB.**



Ford Tri-Motor Specifications

Wingspan: 77 ft. 10 in.
Length: 50 ft. 3 in.
Height: 12 ft. 8 in.
Empty Weight: 7,840 lbs
Gross Weight: 13,500 lbs
Top Speed: 150 mph

Service Ceiling: 18,500 ft.
Range: 550 miles
Crew: 3
Passengers: 10-12
Engine/Horsepower: Three Pratt & Whitney Wasps/450 HP each.

TESTERS REV UP PRICES

by Angus Thompson.

MECHANICS warn that customers face a price hike of at least 50 per cent for roadworthy inspections following changes in VicRoads testing requirements. All licensed testers now must take photos and keep records of several parts of each vehicle they certify, adding up to two hours of work each day. Mechanics say the loss of productivity and extra costs of buying equipment mean they must pass the costs on to customers. Mario from Mechanic City in Faulkner said he boosted the price of a roadworthy inspection from \$85 to \$130 because of the new requirements. He said he had to spend an extra hour on each vehicle, taking and logging photos of components tested. VicRoads states at least four photos must be taken during an inspection, including one of the whole vehicle, one of the vehicle identification number, one of the odometer reading at the time of the test and a photo of the vehicle on a hoist to show the brakes have been inspected. The changes are to prove the vehicle was inspected on the premises and the vehicle is actually roadworthy. Dandenong Vehicle Testing owner Vincent Zammit said the added measures caused his biggest price jump in 22 years, and he would increase the price again soon. "I can understand why they've done this because there are shoddy operators around. But they've burdened us with it," he said. From the Herald Sun 12-8-2011. **RJB.**

The Spirit of the Club There I was looking at an ad for a car and knew I couldn't look at it, after phoning the owner, because I was in Kinglake and the car was in Nowra NSW. What to do now? Not a problem when you belong to a Club. I rang Moruya member John Newman and asked if he would mind looking at it for me. Not a problem, said John and the job was done and a favourable report was phoned through pretty quick. The deal was basically put to bed in a few days and all was good. Sandra and I drove to Johns and we had a meal at the RSL Club at Moruya and John even offered accommodation but we declined and moved on to sort out transport and payment. Batemans Bay was good and so was Nowra again the next weekend. None of this would have happened if it wasn't for John Newman and "***The Spirit of the Club***".

Graedon and Sandra Munro.

THE TANGLED MAZE

CHRISTMAS IN AUGUST

We all met up at the BP Rockbank, including one of our new members Colin Wicks in his 58 Star Model, and we then headed off to Creswick. It was a leisurely drive up the highway but at on stage we had a small shower of rain. After arriving at the Tangled Maze we parked our cars and enjoyed the surroundings. Our Christmas in August Lunch was very nice which we all enjoyed and all the ladies were presented with a lovely box of Roses Chocolates. The afternoon rolled on and then it was time to head for home.

Hope you all enjoyed the day as I did. **Mick Breheny.**



Annual General Meeting

21st - August - 2011



That time has come around again and we have now concluded another Annual General Meeting, which relieves a lot of the Club members as they put in quite an effort in the preparation of this day and even for some time after documenting all that occurred at the meeting.

Once again we had quite a good turn up at our AGM as usually these meetings are tended to be avoided. But that just shows the Club the dedication by those members who attended, and especially those members who were willing to put their hands up to fill all the



Committee positions to run the Club for the next twelve months. It was great to see that twenty five members turned up to help make this day run smoothly, and their names are listed in the Attendance Register. You can see from the pictures



all the faces, but not mine again, as I was behind the camera.

At the voting for the Clubs Ernie Taylor Achievement Award this year the title went to Mick Breheny. It was great to see Mick receive this award as he has done a



great deal for the Club this last twelve months and he should be proud of his achievements. Rob Breheny had also made a small trophy for the winner of this award as well which he in turn presented to the winner, being his brother Mick. Helen Tuo was also presented with her replacement trophy for her last years achievements.



Committee elections time came around and Harry chaired this part of the meeting. After the elections were completed Jim Pierce took the chair again, for another year, as our new President, with the Secretaries position being filled again by Kevin Mulroney. Once again Jackie Mulroney also stepped forward to take the reins of the Treasurer's position for another year. Our two Committee Members positions were filled by Rob Breheny again and Ray Kilby. The new committee and others for the coming year are pictured on page four of this newsletter, so please give these new committee members your full support and help make their jobs easier during the next year.



Every one who attended today have shown their commitment to the Club and I am sure they are proud to be members of this Club. We also had four new members voted into the Club today, which shows us that we must still be doing something right to attract these members.

The outgoing committee must feel satisfied with their efforts over the last twelve months and I hope they can all continue this until the next AGM.

Proud to be a Cussy Club Member. **Rob Brereton.**



Happy Birthday to You



Best Wishes to all Celebrating their Birthdays during the next Three Months.

September:

7th Chris Lavery
9th Ann Wylie
18th Barbara Black
18th Peter Bennett
19th Josie Westcott
23rd Jackie Mulroney
23rd Linda Myers
25th Cherie Butt

25th Rob Brereton
27th Karen Hird
27th Linda Wright

October:

6th Rob Breheny
24th Sandra Kilby
24th John Newman
31st Joe Faralla

November:

3rd Georgina Patching
3rd Kevin Shepherd
12th Bill Patton
12th Bill Reaper
13th Colin Wicks
18th Joan Brereton
26th Phil Butt
27th Wayne Carroll
30th Les Horne

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

Be Seen in the Latest Gear from our Club

For all Inquiries and Orders Please Contact: ROB BREHENY, on 0402 , 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.**

FORD AIRCRAFT

The Ford Motor Company Airplane Division manufactured aircraft at its Dearborn location starting in 1925. The Ford Airport had the world's only privately-owned dirigible mast erected by Henry Ford in 1925 which is shown at right with an Army RS-1 Blimp moored in 1926.

At left is shown a Ford 4-AT-E Tri-motor, built in Dearborn. A total of



199 Ford Tri-Motors were eventually built at the Dearborn facility. The Tri-Motor was the first American all-metal, multi-engine, commercial airliner.

At right is a photo of a 1929 Ford Tri-



Motor which landed at Ford Airport in 2003, for the Ford 100 Year Anniversary Celebration, courtesy of Greg Steinmayer who reported in 2004, "I currently live in Dearborn, and the Ford Airport was temporarily re-opened this past summer so that Ford Tri-Motor aircraft could land there for the Ford 100 Year Anniversary Celebration."




A 2004 photo by Greg Steinmayer of the original Ford Airport hangars which still exist, complete right down to their huge glass sliding doors (now painted over). The building is now used for 'Experimental Engines' by the Ford Motor Company. **RJB.**






FORTHCOMING EVENTS

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


September 2011

10-11 th	Shepparton Swap Meet. At the Showgrounds on Saturday & Sunday. Make your own way there if you are going, or make arrangements with others.
25th 	<i>"Lunch at Deer Park Hotel"</i> Mel Ref 25 H8. Ballarat Rd Deer Park just off the Western Ring Road. Meet at Midday. Ring Mick on 0418- buy Sep 11 th for bookings. Don't forget to DRIVE the Cussy.

October 2011

2nd 	<i>"Euroa Show n' Shine"</i> At the Euroa Secondary School on the way into town on your left from Melbourne. Meet at the BP Maccas Outbound Hume Freeway Wallan East at 8:30am for a 9am departure. Ring Mick on 0418- ASAP, if you intend to come on this run. Don't forget to DRIVE the Cussy.
16th 	<i>"Committee/General Meeting"</i> Our Meeting Place is at the Sunbury RSL Rooms at the corner of Barkly and Macedon St. Sunbury. Melway Reference 382 F4, & we will start at 11 am. Tea & Coffee supplied. Sausage Sizzle after the meeting. Don't forget to DRIVE the Cussy.
21st 22nd & 23rd 	<i>"Camperdown Weekend Cruise"</i> "Rockabilly Festival". Leave Friday lunchtime, BYO Tea or Pizza in the camp kitchen at the Big Four Caravan Park Belmont. Cruise to Camperdown Saturday morning, peruse the shops and the Car Show, cruise back to Belmont in the arvo, then to the RSL for tea. Sunday Geelong Foreshore for breakfast then cruise home at your leisure. For all details and bookings please ring Mick on 0418- , ASAP. Don't forget to Drive the Cussy.

November 2011

4-6 th	Bright Rod Run. Make your own way there, bookings and travelling arrangements. Don't forget to DRIVE the Cussy.
12-13 th	Bendigo Swap Meet. Prince of Wales Showgrounds.
12 th	Watsonia Car Show, at Watsonia on the "Saturday".
20th 	<i>"Wallan Car Show"</i> Meet at 10am in the car park of the Wallan Shopping Complex (opposite Pub). Please ring Mick on 0418- if you wish to attend this run as we need to book for lunch at the Blue Denim Café. Trophies awarded. Don't forget to POLISH & DRIVE the Cussy.
27 th	All Ford Day at Seymour at Kings Park. Make your own way there.

December 2011

4th 	<i>"Annual Cussy Club Xmas Party"</i> Come along to our Christmas Party this year to be held at the Beveridge Recreation Reserve Hall, Lithgow Street Beveridge. Check the attached Flyer for details and don't forget to send back the Reply Slip by the 16 th Nov. Trophies awarded. And don't forget to POLISH & DRIVE the Cussy.
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Also we will have in January a BBQ with Club BBQ Trailer. February we will have the Fish & Chip Run and the Kaniva Car Show. For other suggestions about where we can go on a Run, then please contact our Run's Co-ordinator Mick Breheny.

**ARE YOU LOOKING FOR THOSE SPARES
AND PARTS OR RESTORATION IDEAS TO
REPAIR OR RESTORE YOUR CUSSY?
IF YOU ARE THEN THE CUSSY CLUB
CAN RECOMMEND THE BUSINESS
LISTED ON THIS PAGE, AS THEY HAVE A
WIDE RANGE OF SPARES AND PARTS
AND RESTORATION OPTIONS.**

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vehicles at: <http://www.rubberconnection.com.au/PDFfiles/55-56%20FORD.pdf>

**WHEN YOU VISIT THEM TO PURCHASE YOUR PARTS DON'T FORGET TO ASK FOR
YOUR CLUB DISCOUNT, BUT REMEMBER TO TAKE YOUR CLUB MEMBERSHIP CARD
WITH YOU AS PROOF OF MEMBERSHIP, TO RECEIVE YOUR DISCOUNT.**

**REMEMBER TO SUPPORT THIS BUSINESS IN YOUR REPAIRS
AND RESTORATIONS AS THEY SUPPORT OUR CLUB.**

New Water Control System Being Tested!



This Is Dual Control

This design innovation may work to some extent but it's a bit tricky using the wipers when turning corners.

Note the right wiper is removed to allow unimpeded operation of the left hand mechanism.

Some wise words for you to remember.....

"Never, under any circumstances, take a sleeping pill and a laxative on the same night".

29-08-2011. RJB & MJB.