

49 - 59 FORD CUSTOMLINE



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June - July - August 2012 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:

June 17th - 2012:Committee/General Meeting
August 19th - 2012:Annual General Meeting
October 21st - 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.

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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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,

May 9th 2012

We have been very busy over the last few weeks attending various Club runs and activities. At the Pykes Creek picnic day it was great to see a couple of new members and their cars. We also had a good attendance at the Clarkefield Hotel for lunch after the April meeting. In the Drivers Seat was well attended and although it was a long day, it was extremely gratifying. The Castlemaine run was also well attended and very encouraging to see our visitor for the day Jim Randall come along in his magnificently restored 1955 Crown Victoria.

I would now like to welcome our new members, Gavin and Kate Anderson from East Keilor, they own a Red 1959 Customline. Also I would like to welcome our new Advertisers on board, Trans Gears & Diffs (Thomastown), and Reflex Automotive Engineers (Campbellfield).

At our last meeting we had a discussion about the writing of the Meeting Minutes for the newsletter which will be sorted out and trialled over the next couple of issues. There was also discussion over the Club Trophies, which will be sorted out by the Trophy Committee person Ray Kilby and Myself and will be finalised by the next meeting. I would like to make it quite clear that undue criticism of a committee volunteer is both unacceptable and unnecessary.

Once again our Run Co-ordinator Mick Breheny has some great activities for us in the next few months. He is also putting together another holiday away for the Club to the NSW south coast for next year around March. So keep the forthcoming events sheet handy and the Cussie ready for runs.

On a final note I would like to remind all members that the Club Membership Fees are due for renewal and payment by 1st July 2012. So please fill out the renewal form and send it to the Secretary at his address as soon as you can, for continued Club membership.

I would also like to remind you that the Clubs Annual General Meeting will be held on the 19th of August 2012, so if possible please come along and show your Club support on this day.

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

Jim Pierce

Your Club President.

AN AFTERNOONS VISIT TO ANTHONY O'DONNELL'S

All it took was a phone call from Mick, our runs co-ordinator, asking if we could go see Anthony O'Donnell on Sunday 18th March, as he is ill. Anthony and Aisha are new members of the Club and he once owned a Star Model.

We were told to meet at the "Red Rooster" on the corner of Highbury and Blackburn Roads at 11:30 a.m, but Red Rooster was cunningly disguised as Hungry Jacks.

There were a number of us, Mick Breheny, Phil Butt, Jim Camilleri and his mate Dave, Kevin Shepherd, Paul Cattach and Norm and Linda Myers. Tony was tickled pink that the Cussy Club had come to see him. He invited his brothers, a friend, Mum and Dad as well.

After some time Norm loaded Tony, his wife Aisha, Dad and Tony's friend into the Star Model Customline and took them for a drive. They went from East Burwood to Wantirna and back again which they all enjoyed immensely. Much admiring was done to all the cars and Tony thoroughly enjoyed the day.

Aisha gave us lunch, which was much appreciated. We all left about 2.00pm, after an enjoyable time with Tony, his partner Aisha and the other members of his family. Norm & Linda Myers.





From The Editors Desk: Hi everyone, my turn for a few words again. Mick and I have tried our best again to keep you glued to this issue of the Club Newsletter. There is a good spread of run reports and articles to keep you reading for a while. The Forthcoming Events page or "Run Sheet", as we like to call it, is ready for your attention, so keep it handy so you don't miss any of the Club Runs.

Rob Brereton Newsletter Editor & Mick Breheny Assistant Newsletter Editor.

THE GREAT ESCAPE 2013: East Coast Cruize. Dates are now in place, we leave Wednesday 13th March and return Monday 25th March. Visiting Lakes Entrance, Merimbula, Moruya, Canberra, Wodonga then Home. So far there are 19 Club cars attending this run. More would be welcome. A trip highlight will be meeting up with the 49-62 Ford V8 Club of NSW, to have a look at their Cussies etc. Please ring Mick for more details.



Our New Members:

We have ONE new membership to welcome into the Club this Newsletter, so let's all give a very warm welcome to: Gavin and Kate Anderson from East Keilor, who own a Red 1959 Customline.

Annual General Meeting - 19th August 2012

The August Meeting for the Club is the Annual General Meeting which is to be held on the third Sunday, the 19th August 2012 at the RSL Rooms Sunbury at 11:00 am. This allows the Club time to have the financial records audited and ready for presentation at the meeting. We would like to see as many members as possible, old and new, at this meeting to show us your support for the Club. If you can only attend one meeting a year, please try and make it this one as this is where you can nominate your favourite members to be a committee member to help run the Club for the following year. We would really love to have your support, so we hope to see you all there. See the run sheet for more details.

"SAUSAGE SIZZLE SUPPLIED". Don't forget to DRIVE the Cussy.

Achievement Award

At the Annual General Meeting all financial members will be eligible to vote for the member who has displayed great commitment and contributed to the Club over the last twelve months. The Trophy is awarded in the memory of Ernie Taylor who was always a faithful member displaying a great love for Customlines and the Club. You must be in attendance at the AGM to be eligible to vote.



Happy Birthday to You

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



June:

13th Judy Lawson
13th Garry Westwood
16th June Paterson
16th Lorraine Carroll
16th Charles Edmonds
19th Norm Myers
19th Leigh Turnbull
19th Carol Cattach
21st Graeme Dahlstrom

July:

5th Wayne Paterson
11th Keema Green
16th Terry Usher
18th Maxine Woollaston
21st Gayle Conneely
26th Ria Gascoyne
28th Bernie Anstee
30th Simon Woollaston
31st Silvana Usher

August:

5th Helen Tuo
5th Greg Hamilton
7th Sandra Munro
10th Sue Cross
13th Bill Stocks
16th Jeanette Auer
19th Graedon Munro
24th Smiley Edmonds

PYKES CREEK RESERVOIR

PICNIC AFTERNOON - 25TH MARCH 2012

It was a great looking day but with Debbie and Jackie having things to do at home it was just Kevin Mulroney and myself off to Pykes Res. We looked pretty good in the Bumble Bee, if I must say so myself, you know we might even go cruising for chicks on the way home, but I don't like our chances. We pulled into the BP at Rockbank and sitting there was a really nice little pony, not the four legged but the four wheeled type, great car Wayne and June. You both looked pretty good in it, but it would look much better with a Cussy sticker on the rear window.



It was then time to head off with Bill and Marg in the lead but there was a bit of confusion at the turn off so Rob Breheny took control. When we had all arrived at Pykes Res we had the Myer's, Paterson's, Shepherd's, Butt's, Stock's, Pierce's, Breheny M, Breheny's R plus family, a

Mulroney and it was great to see new members Paul & Carol Cattach and Gary & Margo Westwood there as well, and we had a really great line up of cars as well. Rob said there was a better spot around the corner, but the grass is always greener somewhere else, on this occasion it was true so we all moved, great spot Rob. I had asked Helen to have a look at Pykes a few months ago and her opinion was spot on, thanks Possum. It is always good to find great places to go and on this day there was no wind, the Sun was out and the BBQ's were all fired up. Bill & Rob had a cook off, I



I don't who had the best snags but I think Bills were hotter. There was lots of chatter and cheer about our Moruya trip and other things. I was a bit of a lost cause with Deb not being there but I managed to get something to eat as I don't need

much these days. During the day there were lots of people looking at and taking photos of our cars.

All too quickly it was time to pack up, another run was over.

Till next time, keep on cruising, Mick Breheny.

FOR SALE: Overdrive Manual Gearbox to suit Customline Mainline 54-59 or Hot Rod with YBlock Motor. Dismantled and checked, OK. With cable relays and wiring diagram. \$1750.00. ono. Ray. Ph: (03) 9716 3459 or Mobile: 0402 036 675. Also see web site advt.

Warning: Don't Use Autogas for Domestic Appliances

By Jason Treseder, ESV Gas Engineer.

Autogas is intended for refuelling vehicles only and consumers who are using autogas to operate domestic propane appliances are putting themselves and others at risk.

In recent times we have seen increases in petrol prices create a greater focus on alternate fuels for our vehicles. This combined with a number of government rebates has created a dramatic increase in the number of cars now converted for operation on autogas (automotive LPG). Autogas is now selling at many service stations across the state and at a significantly lower cost than petrol or diesel.

In addition, Autogas is typically less expensive than the commercial propane supplied for use on domestic appliances such as cookers, barbecues and heaters. This has led to some consumers trying to save money by filling their LPG cylinders with Autogas for use with domestic appliances.

However, Autogas is not the same as commercial propane and connecting a domestic appliance to a cylinder filled with Autogas can be dangerous if the appliance has been tested and certified for operation on propane.

In Australia almost all domestic appliances such as barbecues, cookers, heaters and hot water units are designed to operate on either natural gas or commercial propane. These appliances are required to undergo strict certification and testing to ensure that under a reasonable range of operating conditions appliances will perform as expected and will not create hazardous conditions for the end user.

“Autogas and commercial propane are not the same product”. Commercial propane is considered to be almost pure propane. The composition of commercial propane is rigidly defined by Australian Standards and the maximum limits of non-propane components like butane is specified to ensure the quality and properties of the gas are within a narrow band.

While autogas also contains propane, the main difference is the addition of Butane gas. Butane is less expensive than propane, which allows the price of Autogas mixture to be reduced when compared to commercial propane.

The regulations governing the composition of Autogas do not directly specify maximum or minimum proportions of propane or butane. The quality of Autogas is maintained by specifying other related parameters such as minimum vapour pressure requirements and RON (Research Octane Number) limits that allow the proportion of butane to vary from zero per cent

(pure propane) all the way to more than 50 per cent butane.

The design of vehicle engines enables them to operate on a range of different gas compositions and the limits for Autogas have been developed to ensure engine operation is reliable under Australian operating conditions.

The proportion of butane in the gas supplied to a particular service station can vary widely and is dependent on a range of factors including the location of the service station, the location of the supplier, the time of the year as well as other factors relating to the manufacture and supply of Autogas. One day the gas may contain no butane at all and the next day the gas could contain up to 50 per cent butane or anywhere in between. As a result of the uncertainty in the gas composition, Autogas sold at service stations should only be used for refuelling vehicles. Section 79A (1) of the *Gas Safety Act 1997* requires that autogas must not knowingly be sold or supplied for use in an appliance designed to be operated on commercial propane. Significant penalties and fines apply to individuals and companies involved in the incorrect supply of gas.

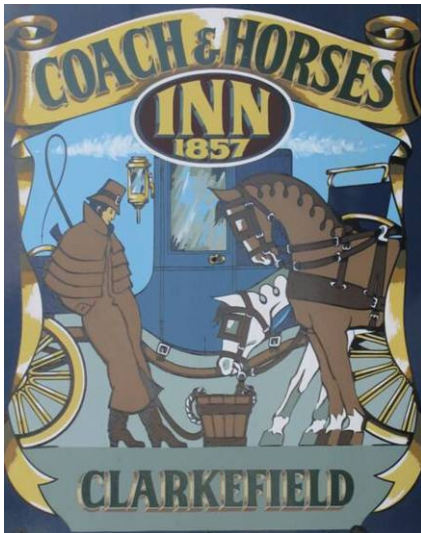
An appliance that has been designed to operate on commercial propane can behave very differently when a mixture of propane and butane is supplied instead. The combustion of butane creates significantly more heat and requires more fresh air than the combustion of an equivalent amount of commercial propane.

An appliance burning a mixture of propane and butane can produce higher temperatures, which may increase surface temperatures as well as causing internal gas components and surrounding surfaces to overheat. At the least it may result in the appliance operating outside its design tolerances and may damage the appliance or void the appliance warranty. More serious consequences can include burns, failure of overheated gas and electrical components, fires and gas leaks.

Also, if the additional fresh air required by the butane is not available then safe operation of the burner can also be affected. The flame can change appearance and become abnormal. The abnormal flame has the capability to produce excessive carbon monoxide and deposit soot. All of these consequences can have a serious impact on the safe operation of the appliance and the people around the appliance.

“Do not take the risk of using Autogas on domestic appliances”.

Reprinted from Energy Safety News. ED.



LUNCH RUN 15th April 2012

Built in 1857 the hotel once served as the first Cobb and Co coaching stop outside Melbourne on the way to the gold fields, and is reputed to be haunted.

Well today's meeting was bought forward an hour so we could go for lunch at the Clarkefield Pub afterward, which is about 15 minutes from Sunbury. Jim and I left home not sure what the weather was going to do but it did turn out to be a great sunny day.

After a lively meeting, we headed off in convoy to said Pub. Apparently it is haunted which would make it an interesting place to visit in the evening in the winter.

A couple of the cars were moved from their shady spot under a tree, after the owners realised that certain droppings were coming from the offending tree.

Anyway there was a good turnout of members for both the meeting and the lunch. A good catch up with lots of the usual tall stories and lots of laughter. Les and Sue Cross had their Granddaughter with them who entertained our table, with the adults attempting to guess the name of her doll.

The meal was lovely and well worth the wait, which gave us plenty of time for the chit-chat.

There were also a number of bike riders having a meal at the pub and a few of us found that a nice sideline admiring their



bikes. It does not matter the genre, guys love their wheels and they were as well loved as the cars.

Another well organised run, thanks Mick. Regards Possum.



In the Drivers Seat Visually Impaired Run

Sunday 22nd April 2012

Cherie and I headed off towards the Sandown Race Track with the weather looking a bit gloomy. We got there around 9:40 am, closely followed by Jim Camilleri and friend Dave, then followed by Mick Breheny, Robert and Margaret Breheny, with Kevin and Brenda-Lee Shepherd.

While we were registering and getting a quick cuppa Jim and Helen Pierce rolled in, not far behind. As for the weather, Mother Nature was on our side and the day cleared up just nice, so we started taking the Visually Impaired folks around. With there not being many at first the numbers soon started to build and the day got busier and busier.

We finally got to drive on to the track around 1:40 pm and boy did the folks like it then. I had one guy saying how he would love to drive my Cusso around, boy did I get back quick to drop him off. What was good is they had a ball, once we let loose, and from the comments I received the Visually Impaired had a great day. I wonder if they enjoyed themselves as much as I did?

I look forward to next time. Cheers, Phil & Cherie Butt.

Mandy Ramona has been totally blind since childhood, but that has not stopped her meeting a major challenge - driving a motor car! "I am writing this letter three hours after I stepped out from behind the steering wheel and I am still grinning from ear to ear," she wrote in a letter to the Lions Club.



In The Driver's Seat is now an annual event of the Lions Club and is assisted by the resources of the Victorian Automobile Chamber of Commerce, the Vintage Driver's Club, the Ulysses Motor Cycle Club, and the '49-'59 Ford Customline Club. The VACC provides the venue and independent driving instructors provide the dual controlled cars while the Vintage Car Club, the Motor Cycle Club and the Ford Customline Club make for added thrills on the day. This information has been taken from the Lions Club web site. ED.



Castlemaine 6th May 2012

We left home at around 11:00 am and headed off to Harcourt to fill up with petrol, then off to Castlemaine to meet the Cussy Club for a tour of the XXXX Antique Complex.

We arrived in Castlemaine at the same time as the Club was arriving and we all met at the lights at the same time. It was great to see all the cars coming in as a convoy, they looked just picture perfect.

We had a good look at the XXXX Antique Complex shop with lots of hello's and chatter whilst doing the rounds. The boys were very interested in the old fuel bowsers and signs, and there was a lot to see.



Then it was time to head off for lunch to the Skydancers Butterfly and Nursery Cafe in Harcourt, a lovely spot with plenty of parking. The food was good and we had fantastic company, and we really enjoyed the day.

After a few people made purchases of handbags and plants it was mid afternoon and time to head off for home.

To finish the day off the GENTLEMANS award went to Rob Breheny. He started to drive off then all of a sudden he stopped, got out of the car, walked around to Margaret's side of the car and put her seat belt on.

Well done Rob.
(That's because of her arm being in a sling. Ed).



Thanks Mick for organising another great run.
Marg & Henk Mennnen.

Overall we had 7 Cussies, a Mainline, a Galaxie and a Caddy turn up on the day. Ed.

YE OLDE Y BLOCK

By 1948 the famous Flathead Ford V8 had been developed about as far as it could go. So management at Ford Motor Co. instructed its engineers to develop a new engine for the future. It wasn't until 1954 that Ford introduced its new Y-Block V8. It came in 239ci (256ci for Mercury), the same displacement as the old flathead V8 but with a bigger bore and a shorter stroke (3.5" X 3.1"). It produced 130hp as opposed to the flatheads final 110hp.

By 1955 Ford increased its displacement to 272ci and introduced the Thunderbird with a 292ci engine. (Mercury also got the 292ci as their standard engine.) In 1956 the Y-Block was increased again to 312ci for the Thunderbird and the Mercury. 1957 was a great year for the Y-Block with increased hp from bigger valves, single and dual 4 barrel carburetors, and McCulloch (Paxton) superchargers. Then in 1958 Ford introduced the FE with 332ci and 352ci (which could also be considered a Y-Type block because of its deep side skirting). The Y-block was detuned and relegated to a secondary engine in cars and trucks. The 312ci was phased out in 1960. The 292ci carried on in cars until 1962 and in trucks until the end of its U.S. production in 1964.



Pros and Cons: One of the design qualities of the Y-Block V8 is its deep skirting which makes for a very rigid block for added strength in the bottom end. The drawback to this is it also makes for a heavy cylinder block. This being Ford's first OHV engine, they had to feed oil to the rocker arm shafts through a passage from the center cam bearing. Because of the low detergents in oils of that era these passages would often become clogged giving the Y a reputation for bad oiling to the top end. Ford came up with a stop gap measure for this problem by feeding oil via an external tube directly to the rocker shafts from the main oil gallery. Because of better oils today and a grooved center cam journal, a clean freshly rebuilt Y-Block should no longer have this problem and thus, no need for the external oiling tube.



Cylinder heads on the Y have always been a point for discussion. Because of their odd intake port configuration (stacked horizontally instead of side by side vertically) and the fact they have to make sharp turns around head bolts, they have been called "bad breathers". Truth is, although they do not flow as well as some others, they can be made to rev to 7,000+ rpm easily.



The 292 forged steel crankshaft was popular with motor enthusiasts in stroking the 289 V8's. With some machine work, this part was used to upstroke the 289 V8's to 340 cid in combination with custom-made pistons and a .040 inch overbore (4.040 in. x 3.3 in.).

Ford Australia released its 272ci V8 motor as its only option in the 4-door Customline sedan for 1955 through 1959 (based on the Crown Victoria), and its utility, based on the same styling as the Customline, called a Mainline.

The 292 version was also produced by Ford of Brazil and equipped the Brazilian LTD starting in 1969. Both the 272 and 292 engines were replaced on Brazilian cars by the 302 engine starting on 1976 model year.

A Bright Future: With the advent of nostalgia racing and the "Rat-rod" movement, the Y has made a re-surgence in recent years. They are a powerful and torque engine with a pleasant exhaust tone because of their unusual firing order (1-5-4-8-6-3-7-2). Their relative rarity makes them fun to work with.

The Lincoln engine from 1952 to 1957 is also sometimes considered a Y-Block with 317ci, 341ci, and 368ci. These Y engines were also used in HD trucks and industrial applications of the same era with 279ci, 302ci, and 332ci. Information gleaned from the Internet +. ED.

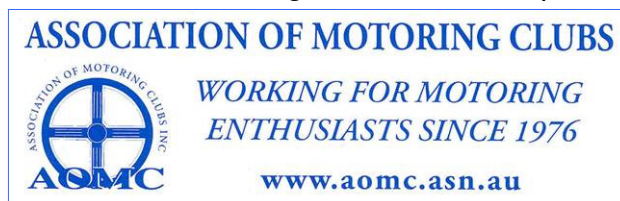
NATIONAL MOTORING HERITAGE DAY

YARRA GLEN - 20TH MAY 2012

Joan and I headed off this morning first to pick up Joan's girlfriend Kay and her partner Rick at Chadstone. We then headed off to Yarra Glen at 9:50 am. The weather was a bit gloomy but it wasn't raining and the heater kept us warm. We arrived at Yarra Glen, just before 11am and found our way into the Racecourse.

We met up with some friends Jill and Les from the FCM&RC just inside the gate and had a bit of a chat. Rob Breheny appeared and we found out where the rest of our crew were parked, so in due course we moved to there.

After we got ourselves parked, which was



Unfortunately not all together, we headed off to have a look at

RACV
Cavalcade of Transport
 A drive to Yarra Glen Racecourse
Sunday 20th May 2012
 To celebrate the
National Motoring Heritage Day
 A tribute to Australia's Motoring Heritage
 Entry is by Gold Coin Donation
 Proceeds donated to Yarra Glen CFA

Event Sticker & Grille Badge	Picnic atmosphere
Childrens face painting	Onsite catering

Free bus to Yering Station Farmers Market (entry to market: free)
 & National Trust Gulf Station Open Day (entry fee applies)

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of VICTORIA

all the vehicles and to catch up with other Club members. After the first round of looking we eventually caught up with Rob Breheny, Kevin Shepherd, Kevin Mulroney, and their friend Brian. Jim Camilleri and Dave then appeared and shortly after we caught up with Phil and Cherie Butt.

Us guys did some more wandering and looking and found Paul Cattach parked up the end, and the girls had wandered off to catch the bus to the farmers market. It must have been about 1:30pm or so when they arrived back with some goodies they purchased. We also met up with Ian Hayward and had a bit of a chat. Eventually we wandered back to the car and by



this time we needed a sit down. We had a bit more of a chat with the other members and eventually said our good bye's and headed off for home just after 2:30pm.



On the way home we came across a nose to tail bingle and there was a little old Austin convertible sandwiched between two other bigger cars, with all it's front and back caved in. Not a very nice way to finish off a good day out.



See you next run. Rob & Joan Brereton.

Lost & Found - "THE SHORTLANE"

Posted in Hemmings Classic Car, Lost and Found.

Sometimes we get some cool submissions for Lost and Found that we just can't run because the image quality is so poor. Our Photoshop wizards can do some awesome stuff, but they can't perform miracles.

But all is not lost: The Internet doesn't demand the high image quality that print publications demand, so we can pop 'em grainy photos up here.

Such is the case with the photos that Robert Dalziel of Maspeth, New York, sent us. Along with the photos came no background information, only a plea to help identify the car in the photos.

Obviously, it's a cut-n-shut Ford sedan, and if that grille is any indication, it's a 1955. Fairly common modification from the 1960s or 1970s.

But something tickled my brain. Didn't Ford do something similar and cob-up a shortened Fairlane while they developed the Thunderbird in the mid-1950s? Is there a chance this could be it?

Ah, but I answered my question with only a moment's worth of research. Ford – specifically, Bill Burnett – did indeed shorten a Ford sedan, according to William Boyer, in his book, "Thunderbird: An Odyssey in Automotive Design." But Burnett shortened a 1953 Ford (it was later dubbed the Burnetti), and because Burnett was an engineer, not a designer, it hardly could compete in the looks department.

And, one should note, he didn't shorten the Burnetti nearly as much as the above car was shortened. As for what ever happened to the Burnetti, I've yet to figure that out. Anybody out there know?

Written by Daniel Strohl. November 7th, 2008.

Only in the US would someone do such a thing, but has anyone seen anything like this in Australia? If you have, then tell the Editor.



FOR SALE: 1955 2 door Ford Customline. No motor or trans, needs complete restoration, rust free body. \$10,500.00. Contact Scott Green for more info, 0417 110 981

"FAIR LANE" ESTATE - DEARBORN MICHIGAN

Fair Lane was the name of the estate of Ford Motor Company founder Henry Ford and his wife Clara Ford, in Dearborn Michigan in the United States. It was named after an area in County Cork in Ireland where Ford's adoptive grandfather, Patrick Ahern, was born. The 1,300-acre (530 ha) estate along the River Rouge included a large limestone house, an electrical power plant on the dammed river, a greenhouse, a boathouse, riding stables, a children's playhouse, a treehouse and extensive landmark gardens. The residence and part of the estate grounds are open to the public as an historical landscape and house museum and preserved as a National Historic Landmark.

Architecture:

Frank Lloyd Wright participated in the initial design. However, after Wright hurried off to Europe with Mrs. Cheney, the architect Marion Mahony Griffin revised and completed the design according to her own interpretation of the Prairie Style. Henry Ford and his wife took a trip to Europe and on returning dismissed Griffin and used William H. Van Tine to add English Manor house details. In 1913 architect Joseph Nathaniel French was brought in to work on the final stages to complete the residence in 1913.

The house, with 56 rooms covering 31,000-square-foot (2,900 m²), was considered befitting but less grand than other great houses and mansions of the era in America. It included an indoor pool and bowling alley. The pool is now covered over and serves as a restaurant.

Landscape:

The powerhouse had its cornerstone laid by Thomas Alva Edison and with its hydropower not only powered the estate, but a part of the town of Dearborn as well. It included the estate's garage and on the upper level a laboratory where Ford worked on engine designs. The powerhouse is also built of limestone in the Prairie Style.

Expansive meadows and gardens make up the larger landscape, with naturalistic massings of flowers surrounding the house. The largest axial meadow, the "Path of the Setting Sun", is aligned so that on the summer solstice the setting sun glows through a precise parting of the trees at the meadow's western end. The boathouse, with stonework and cliffs designed by Jens Jensen, allowed Henry Ford to travel on the Rouge River in his electric boat.

Museum:

The estate was donated to the University of Michigan in 1957 for a new Dearborn campus. The staff's former houses and a pony barn are used by the University of Michigan–Dearborn, including a child development center. The main house, powerhouse, garage and 72-acre (0.29 km²) of land are operated as a museum while a restaurant occupies the former indoor swimming pool. In 2010 the stewardship of the estate will be by the same non-profit group that operates the lakeside Edsel and Eleanor Ford House, with financial help from the Ford-Family.

Names:

The private rail car of Henry and Clara Ford, named "Fair Lane", was kept on standby at the Ford siding of the Michigan Central Railroad in Dearborn. The Ford Fairlane automobile model, sold between 1955 and 1970 in America and between 1959 and 2007 in Australia, was named after the Fair Lane estate.




From Wikipedia, the free encyclopedia.






FORTHCOMING EVENTS

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



June 2012

2nd	 Bowling Day. Saturday. Details as per last newsletter.
17th 	<u>"Committee/General Meeting"</u> Our Meeting Place is at the Sunbury RSL Rooms at the corner of Barkly and Macedon St. Sunbury. Mel Ref: 382 F4. We will start the meeting this day at 11 am. After the meeting we will have a sausage sizzle. Tea and coffee will be provided. Don't forget to DRIVE the Cussy.
24th 	<u>"Mernda Community Fun Fair"</u> At the Mernda Village Shopping Centre. Mel Ref: 390 F8. From 12 Noon to 4pm. Please ring Mick for all the details. His Phone Number is below. Don't forget to DRIVE the Cussy.

July 2012

1st 	<u>"Garage Classics of Williamstown"</u> 400 Kororoit Creek Road Williamstown. Mel Ref: 55 D7. Light lunch available. Please ring Mick to book by 17th June. Don't forget to DRIVE the Cussy.
15th 	<u>"Visit to the Rubber Connection"</u> 355-365 South Gippsland Highway Dandenong South. Just South of Pound Rd. Mel Ref: 96 A7. Meet there at 12 Midday. Light lunch will be provided. Come along, you might just find a bargain. Please ring Mick to book by 8th July. Northern Members please ring Mick for travelling details. Don't forget to DRIVE the Cussy.
29th 	<u>"Greendale Country Pub - Lunch Run"</u> 3 Greendale/Myrniong Rd Greendale. We will first meet at Maccas BP Outbound Rockbank at 10:30 am. Please ring Mick for bookings by the 15 July. Don't forget to DRIVE the Cussy.

August 2012

5th 	<u>"Lunch at Misty's 50's American Diner"</u> 105 High St Prahran. Mel Ref: 58 D6. Meet there at 11:30 am. After lunch we will visit the Rippon Lea Mansion, 192 Hotham St Elsternwick. Please book with Mick for both by the 15th July & for Costs involved. Don't forget to DRIVE the Cussy.
19th 	<u>"Annual General Meeting"</u> Our Meeting Place is at the Sunbury RSL Rooms at the corner of Barkly and Macedon St. Sunbury. Mel Ref: 382 F4. We will start the meeting this day at 11 am. After the meeting we will have a sausage sizzle. Tea and coffee will be provided. Don't forget to DRIVE the Cussy.

September 2012

2nd 	<u>"Healsville Community Market"</u> then <u>"Picnic Lunch at Badger Creek Dam"</u> Please ring Mick for all the travelling details. Don't forget to DRIVE the Cussy.
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If you have other suggestions about where we can go on a Run, then please contact our Run's Co-ordinator Mick Breheny.

Phone Mick's Mobile:

& before 8:30 pm.

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26-05-2012. RJB & MJB