

# 49 - 59 FORD CUSTOMLINE



**CAR CLUB OF VICTORIA Inc.**  
THE PREMIER CAR CLUB FOR YOUR  
FABULOUS FIFTIES FORD CUSTOMLINE



**BEST CLUB DISPLAY**  
**KANIVA SHOW -- 4<sup>TH</sup> YEAR IN A ROW**

[www.customlineclub.org.au](http://www.customlineclub.org.au)

March – April – May  
2013 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”.**

### **2012-2013 Committee Members.**

President:	Jim Pierce
Vice President:	Lorraine Carroll
Secretary:	Kevin Mulroney
Treasurer:	Jackie Mulroney
Committee Member:	Rob Breheny
Committee Member:	Ray Kilby
Minutes Secretary:	Helen Tuo
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 Representative:	Rob Brereton

**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.**

**If you have any Membership Queries or Questions then please contact the Secretary, Kevin Mulroney on 5783-1721 or E-mail at: [mulrone1@bigpond.net.au](mailto:mulrone1@bigpond.net.au)**

**Our Club Meetings are held on the third Sunday Bi-monthly, commencing at 11 am.**

### **The Next Meeting Dates are:**

**Please note the March meeting is the Second Sunday  
March 10<sup>th</sup> 2013:Committee/General Meeting  
Please also note the May meeting is the Fourth Sunday  
May 26<sup>th</sup> 2013:Committee/General Meeting  
July 21<sup>st</sup> 2013:Committee/General Meeting  
September 15<sup>th</sup> 2013:Comm/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.  
Mick Breheny. Assistant Newsletter Editor.**

### **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 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.

### **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.

Download an application form from the Clubs web site. Fill it in, sign it and send it back to the address shown on the form.

**If you have any Membership Queries or Questions then please contact the Secretary, Kevin Mulroney on 5783-1721 or E-mail him at: [mulrone1@bigpond.net.au](mailto:mulrone1@bigpond.net.au)**

**Visitors are always most welcome  
to attend the Club's meetings.**



## A Word from Our President

Hello Members,

17th February 2013

Happy New Year to all members and friends. Well our first run for the year was the Picnic at Rippon Lea, which was well attended and with good reports from all.

The first meeting in January went well, being not so distant from the previous meeting as other years and was well attended, followed by a social lunch at the Black Stallion Hotel.

The Kaniva Show n' Shine was very well attended with 10 Customlines, and Kevin Mulroney's Classic restored Falcon. We won the Best Club Display trophy again, Best Pre 1960 Ford was won by Kevin and Brenda-Lee Shepard with their 1956 Victoria and 2<sup>nd</sup> Best Ute was won by Wayne and June Patterson with their 1957 Mainline.

Thanks for breakfast on Sunday, Bernie and Judy Lawson and Brenda Norman, much appreciated.

Also thanks to Mick Breheny for the new extension to the Big Top and to Kevin Mulroney for the transportation of the Big Top to Kaniva in his Classic Falcon.

Being a hot day Helen and I set off in the Galaxie to Melbourne to the picnic at Edwards Park Lake where it was great to meet and put a face to Peter and Denise Cox. We had a great afternoon and picnic tea and due to early morning commitments we waved goodbye to those members going into the Drive-in.

The Fish & Chip night in Altona we were unable to attend and look forward to seeing all at the next meeting.

Well, coming up in March we have the "Great Escape 2013" to Moruya and surrounds, which I am looking forward to. With so many going and meeting up with John Newman, our Moruya member, and also the highlight will be our meeting, half way between Moruya and Sydney, to spend the day with the 49-62 Ford V8 Club of NSW. I personally am looking forward to our stay at Albury where we can catch up with Alan and Beryl McKenzie and Dave Zimmer, always a great chat.

Because of the trip date, our March meeting will be on the second Sunday of the Month, being Sunday 10th March 2013.

After the Great Escape we have the Mystery Car Rally to look forward to in April.

Thanks once again for your participation in our events.

Keep on Cruising... (In a Fifties Ford V8.)

*Jim Pierce.* Your Club President.





## From The Editors Desk

Here we are now well into another year and we have the first issue of our Club Newsletter all ready for you to read. We have been consistently providing you with 16 pages of Club News, Run Reports, Ford History and some interesting articles, which we intend to continue this year. If there is anything you feel we are missing or if there is something you wish published, in our Newsletters, then please talk with us so we can discuss its inclusion. The Forthcoming Events page is again full of interesting Runs for the Club, so come along and enjoy yourselves. Once again we hope you enjoy reading this issue of the Club Newsletter.



**Rob Brereton Newsletter Editor & Mick Breheny Assistant Newsletter Editor.**

## Our New Cussy:

We have to congratulate Rob & Margaret Breheny on the purchase of their new Cussy.

It is a Black & White 1956 Fairlane Victoria with a 351 motor.

See more pictures on our web site.

### FOR SALE.

1956 REPAIRED FORD MAINLINE FUEL TANK.

IN FINE RUST FREE CONDITION.

REAR FILLER TUBE TYPE. COMPLETE WITH TOP BREATHER TUBE.

TANK NEEDS EXTERNAL REPAINTING.

\$50.00. PICK UP ONLY.

**PETER HIBBERT.** Mobile: 0419 800 122.

E-mail: [peter\\_hibbert@bigpond.com](mailto:peter_hibbert@bigpond.com)



## SEE IF YOU CAN SEE THROUGH THIS..

Last year I replaced all the windows in my house with that expensive double-pane energy efficient kind. But this week I got a call from the contractor complaining that his work had been completed a whole year and I had yet to pay for them.

Boy oh boy, did we go around! Just because I have a certain light coloured hair doesn't mean that I am automatically stupid. So, I proceeded to tell him just what his fast-talking sales guy had told me last year...that in one year "the windows would pay for themselves". There was silence on the other end of the line, so I just hung up, and he hasn't called back. Guess he felt really stupid, huh?

# Happy Birthday to You

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

### March:

3<sup>rd</sup> Stephen Wright  
3<sup>rd</sup> Ken Wylie  
10<sup>th</sup> Tammy Carroll  
11<sup>th</sup> Rob Bruton  
21<sup>st</sup> Kevin Mulroney

### April:

3<sup>rd</sup> Pam Dahlstrom  
4<sup>th</sup> Sandra Hibbert  
5<sup>th</sup> Connie Vella  
5<sup>th</sup> Phil Hird  
11<sup>th</sup> Margaret Stocks  
20<sup>th</sup> Beryle McKenzie  
20<sup>th</sup> Joe Vella  
23<sup>rd</sup> Rebecca Camilleri  
25<sup>th</sup> Margo Westwood  
30<sup>th</sup> Ray Kilby

### May:

1<sup>st</sup> Janet Hamilton  
2<sup>nd</sup> Jim Bryant  
8<sup>th</sup> Bev Gillespie  
23<sup>rd</sup> Alan McKenzie  
24<sup>th</sup> Bernie Lawson  
25<sup>th</sup> Daryl Fielder  
27<sup>th</sup> Debbie Breheny  
28<sup>th</sup> Michael Conneely  
29<sup>th</sup> Jim Pierce

# PICNIC AT RIPPON LEA MANSION

## 6th January 2013



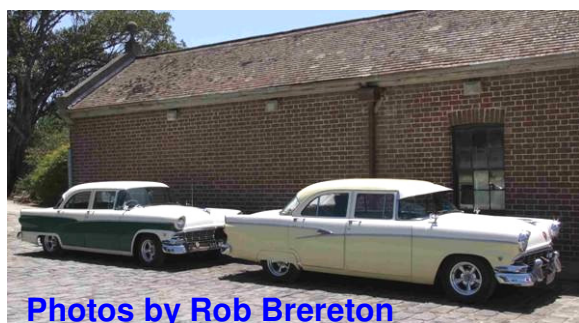
Joan and I left home this pleasant Sunday morning at about 10:30am, stopping off along the way to get some lunch. We were hoping to be there shortly after 11:00am, and to our surprise when we pulled

up in the street we were the last ones to arrive. A few minutes later the gates opened up for us to drive in, but Ray had a bit of trouble getting his Vicky to fire up, so a jump start fixed that. We wound our way up the drive and found a park next to the old stable building. The Brenehy's M&D, Mulroney's, Breheny R, Shepherd K, Munro's, Myer's, Jim & Dave, Burness's, Cattach's and the Brereton's all greeted each other and then we headed off to find a nice picnic spot.



We set up camp on the back lawn under some nice trees where we chatted and ate our lunch. We were looking directly at the south side of the building and that was quite impressive. To the west of us was the Ballroom which was undergoing some floor restorations and to the south west was the Fernery, the largest covered

type in the world. After lunch we all wandered off in all directions to have a good look at this place. Some also went on the guided tour of the inside of the building. The front of the building and surrounds are quite magnificent and was created in 1868 by Sir Frederick Sargood on 14 acres of land which features a windmill, lookout tower, heritage orchard, lake, waterfall, fernery and more. Rippon Lea House and Garden is one of Australia's finest grand suburban estates and the first to achieve National Heritage Listing.



Photos by Rob Brereton

The last owner was Louisa Jones and she decorated the house in Hollywood Style and added a grand ballroom and swimming pool, allowing her to entertain the glamorous Melbourne social set on a lavish scale.

Some members had to leave early so the rest of us wandered around the gardens and lake to have a good look at the place. There were quite

a few other people wandering about enjoying the open lawn area where a small group were playing music and singing to the visitors. It was quite an impressive place and I am sure there would be more to look at if you went back again.

Rob & Joan Brereton.







Although this event is not listed as a Club Run I thought it ought to bear some credence as Our Club was represented by three Club Cars.

Rob Breheny had his new 56 Victoria on display this year, which I believe makes his 13<sup>th</sup> year of attending this event. Mick Breheny had his 57 Sedan and Rob Brereton had his 56 Sedan on display and that makes their 7<sup>th</sup> and 3<sup>rd</sup> years of attending this event.



We all had a pretty early start this day arriving there at about 7:00 am, we then proceeded to get ourselves parked in our allocated spots in the Domain Gardens. We get this privilege as we also act as

Marshall's for the day helping the RACV to get all the vehicles, about four hundred of them, parked up for the days display.

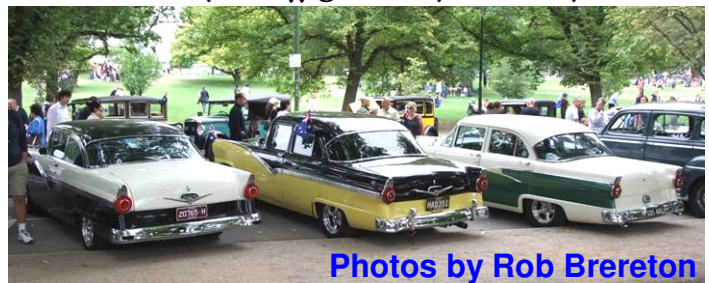
There are always a few hiccups along the way but generally all the attendees are pretty good and obey our directions. Its sometimes not as easy as it sounds but once all the cars have arrived we get to sit back and have a rest until we have to get them all moving again, mid afternoon, and out of the gardens.

There are usually lots of other displays as well and it takes some time to get around and see them all. It is very interesting to see all the different makes of vehicles that register for the event and they are all sparkling for the day. This year the feature Marque was the "Morris" and they had a wide variety of models on show.

Once again, at noon, the cannon surely let you know what time it was, as the "BOOM" is actually spine chilling when it catches you off guard, you really have to be there to appreciate it. Lots of things were happening during the afternoon with a procession coming in from the City and a flag raising ceremony as well.

About 3:30 pm we were again in work mode as it was time to get all these vehicles moving again and out of the gardens, and once again not all goes smoothly. Once that is done we relax again, pack up our gear and head for home, for a rest and a nice cold beer.

But I can bet you that we will be back there again next year. Rob Brereton.



Photos by Rob Brereton

# Edwards Lake Picnic & Drive In Night

16th February 2013

Joan and I left home about 3:15 pm on this very warm afternoon and stopped off along the way to pick up something for our picnic tea. For some reason the roads were very busy which makes you wonder where they were all going on such a hot day? We arrived at Edwards Park Lake just after 4:30 pm to find Jim



and Helen and Mick and Debbie already there. Shortly after Kevin S (KI) arrived followed in by Les and Sue and then by our newer members Peter and Denise Cox.

Camp was set up under the shade of the trees which was reasonably pleasant and helped along with quite a

few cold drinks. Much discussion was had on subjects of all description from dogs to Customlines, yes Cussies got a mention including, engine numbers, club plates, club bumper badges etc. Around 6:30 pm it was time to put on the feed bag and enjoy our picnic under the trees and all washed down with another drink or two.

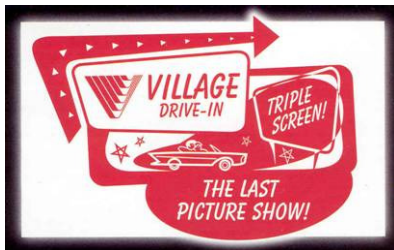


About 7:45 pm we headed off to the Drive



In but Jim and Helen and Peter and Denise did not follow as they had other plans the next day and had to get off home early. Anyway we had 4 Cussies at the drive in, not as many as there could have been, but I suppose it being such a hot day most stayed at home with their air-cons going, but us die-hards ventured out and enjoyed the day. During the evening it was quite warm still and after the little breeze died it seemed to get hotter. Les and Sue and Reggie enjoyed the open air with the top of the Sunliner down.

The movie we chose was "DJANGO", with the D being silent, as stated by the man himself. The story was set just before the American Civil War about a white bounty hunter befriendng a black slave and together they hunted bounties, with the final ambition of finding Django's slaved wife, which he did and they rode off into the sunset as the white plantation owners homestead blew sky high. Lots of gorey gun play and blood and guts



splattering during the gunfights with, at times, a bit of humour thrown in, but still quite an enjoyable movie.

We left the drive in about 12:30 am all heading in our own directions home and it was a very pleasant drive with the cooler breeze wafting through the Cussy.

Hope to see more of you all next year.  
Rob & Joan Brereton.



Photos by Rob Brereton



# Kaniva Show n' Shine

## 2nd February 2013

Well that time has come and we are off to Kaniva again, it seems like no time since we were there in 2012. This year we had a great line up of cars, five Australian and five American, plus 1 XW Falcon, but I don't care if they are Aussie or Yankee, I am just glad the members came along.

We had a good run to Kaniva this year, only 5-1/2 hours to get there and that



is a record. On arrival at the motel we unpacked and as it was a bit warm to wash the cars we did the next best thing, we had a drink and after many cans were consumed we were cool enough to wash the cars. By this time we were looking for some tea, some members



went to Bordertown, the rest of us had hamburgers and chips, picked up by Paula from the motel, who looked after



us really well. All too soon it was bedtime, but somebody wanted coffee and a chocolate wagon wheel, but sometimes you don't always get everything you want,

do you KevM.

On Saturday we were up at 7:00 am and off to the show to set up the Club display. Many hands make light work of a big job, everyone pitched in to help, Jim P was even there to help. When all the gazebos, banners, flags and cars



were in place it all looked pretty good. The judges thought so as well so we won the "Best Club Display Trophy", now that's the fourth year in a row. Kevin Shepherd won a trophy for the "Best Pre 1960" car, Wayne Paterson won the trophy for "2<sup>nd</sup> Best Ute", great job Kev and Wayne and Mick won a raffle prize.



All in all a good day was had by everyone, all be it a long one.



# Club & Cars on Show

Some members went to the pub for tea that night and said it was a good night out and the rest of us had a



quiet night at the motel, which was a relaxing evening.

Up the next morning, Sunday, about 8:00 am and off the Judy & Bernie's for breakfast. Egg and bacon



sandwiches, coffee and tea and a great spread as usual. Many thanks go to Judy, Bernie and Brenda for a great job getting it all ready for us. Many thanks also to Paula and Paul



from the Kaniva Motel, for all their help.

Well it is now time to head for home. As we head out of Kaniva it is a great

sight to see a magnificent line of Customlines following along the road. We had a good drive down to Ararat



where we had some lunch. It was then full speed in the direction of home.

Lastly I would like to thank all the



members who came along on this trip for their support and company, and especially Laurie Westcott, Bill Patton & Tony Gill for their help.

Mick & Debbie Breheny.



**Editors Note:** I believe that a Very Big vote of thanks should also go to Mick Breheny for the sterling effort he put in to get all the gazebos, flags and cars organised for this event, as this was the "Year of the Ford" at Kaniva and Mick certainly scored big time with this event.

# TYRE CODES

Automobile tires are described by an alphanumeric "tire code" (in American English and Canadian English) or "tyre code" (in British English, Australian English and others), which is generally molded into the sidewall of the tire. This code specifies the dimensions of the tire, and some of its key limitations, such as load-bearing ability, and maximum speed. Sometimes the inner sidewall contains information not included on the outer sidewall, and vice versa.

The code has grown in complexity over the years, as is evident from the mix of metric and imperial units, and ad-hoc extensions to lettering and numbering schemes. New automotive tires frequently have ratings for traction, treadwear, and temperature resistance (collectively known as The Uniform Tire Quality Grade (UTQG) ratings). Most tires sizes are given using the ISO Metric sizing system. However, some pickup trucks and SUVs use the Light Truck Numeric or Light Truck High Flotation system.

## Explanation of Tire Codes.

The ISO Metric tire code consists of a string of letters and numbers, as follows: An optional letter (or letters) indicating the intended use or vehicle class for the tire:-

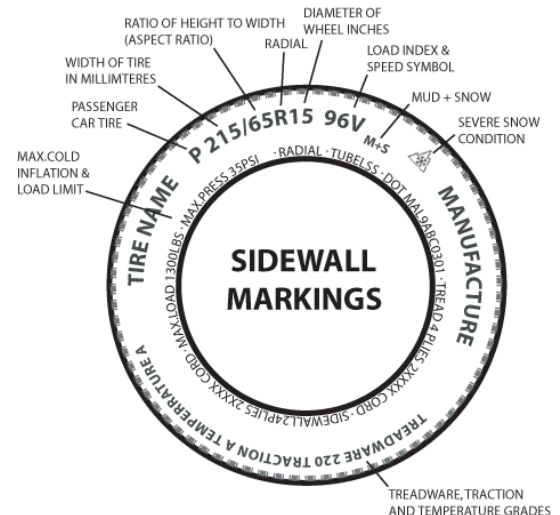
**P**: Passenger Car. **LT**: Light Truck. **ST**: Special Trailer.

**T**: Temporary (restricted usage for "Space-Saver" spare wheels).

Use of the letter **P** indicates that the tire is engineered to TRA standards and absence of a letter indicates that the tire is engineered to ETRTO standards. In practice, the standards of the two organizations have evolved together and are virtually interchangeable. **3 digit number**: The "nominal section width" of the tire in millimeters; the widest point from both outer edges. **/**: Slash character for character separation.

**2 or 3 digit number**: The "aspect ratio" of the sidewall height to the total width of the tire, as a percentage. If the information is omitted, it is assumed to be 82%. If the number is larger than 200, then this is the diameter of the entire tire in millimeters.

An optional letter indicating construction of the fabric carcass of the tire: **B**: bias belt. **D**: diagonal. **R**: radial. If omitted, then it is a cross ply tire. **2 digit number**: Diameter in inches of the wheel that the tires are designed to fit. **2 or 3 digit number**: Load index. **1 or 2 digit/letter combo**: Speed rating.



## Tire Geometry

To take a common example, **195/55R16** would mean that the nominal width of the tire is approximately 195 mm at the widest point, the height of the side-wall of the tire is 55% of the width (107 mm in this example) and that the tire fits 16-inch-diameter (410 mm) wheels. The code gives a direct calculation of the theoretical diameter of the tire.

Less commonly used in the USA and Europe (but often in Japan for example) is a notation that indicates the full tire diameter instead of the side-wall height. To take the same example, a 16-inch wheel would have a diameter of 406 mm. Adding twice the tire height (2×107 mm) makes a total 620 mm tire diameter. Hence, a **195/55R16** tire might alternatively be labelled **195/620R16**.

The diameters referred to above are the theoretical diameter of the tire. Note that the tire's cross-section and diameter are always specified when measured on a wheel of a specified width; different widths will yield different tire dimensions.

## Examples

The tires on a BMW Mini Cooper might be labeled: **P195/55R16 85H**

- P** — these tires are for a passenger vehicle.
- 195** — the nominal width of the tire is approximately 195 mm at the widest point.
- 55** — indicates that the height of the sidewall of the tire is 55% of the width (107 mm).
- R** — this is a radial tire.
- 16** — this tire fits 16 in (410 mm) wheels
- 85** — the load index, a maximum of 515 kg (1,140 lb) per tire in this case
- H** — the speed index, this means the maximum permitted speed, here 210 km/h (130 mph).

For a more indepth study visit: [Wikipedia at: http://en.wikipedia.org/wiki/Tire\\_code](http://en.wikipedia.org/wiki/Tire_code). Ed.



# FISH & CHIP RUN TO ALTONA

## 23rd February 2013

Arriving at the "UNITED" Service Station, which used to be the Shell Westgate, we found the Paterson's, Stock's, M Breheny, Cross's & well behaved dog Reggie, R Breheny's, Shepherd's, and the Westwood's and not forgetting us, the Brereton's. We left there about 4:30 pm to cruise through Williamstown and head for Altona and on the way picked up the Cattach's and the Vella's.



When we arrived at our usual beach parking spot it was chockers, so we drove to the

other side of the park which gave us plenty of room to park all the cars next to each other. The Faralla's and B Patton joined us then, shortly after Deb Breheny arrived with her daughter Beck and grandkids Reagan & Jasmyn, who I had fun talking with. A little while later the Kilby's arrived giving us a line up of 12 Club cars, which was a magnificent sight.

After a while of mingling Sue & Les took the Fish & Chip orders and headed off to the shop June had recommended, thanks June. Some time later they arrived back with a lovely feed of fish & chips etc, for everyone. Les & Sue let me look after Reggie, while they were at the fish shop, and he listened to me when I said "no droppings" as I didn't have a doggie bag and he did what he was told.



Photos by Rob Brereton

There was a bit of concern at one stage when a strange woman started to check out all our cars and was spotted, by June, sitting in Bills car. Mick went over to the woman and said "you aren't allowed in the cars" and she replied "that they were unlocked",

the cheek of some people.

After more socialising we left the park about 9:00 pm, as the breeze was getting a bit cool, and some of us ended up at Maccas for a cool drink and an ice cream. It was lovely to see some of our members we hadn't caught up with for some time and I hope everyone enjoyed themselves on this warm day.

To all those going on the "Great Escape", I hope you all have a wonderful time.

Joan Brereton.



# HEADLAMPS *Now that's a Bright Idea!*

A headlamp is a lamp attached to the front of a vehicle to light the road ahead. Headlamp performance has steadily improved throughout the automobile age, spurred by the great disparity between daytime and night time traffic fatalities.

While it is common for the term headlight to be used interchangeably in informal discussion, *headlamp* is the term for the device itself, while *headlight* properly refers to the beam of light produced and distributed by the device.

The earliest headlamps were fueled by acetylene or oil and were introduced in the late 1880s. Acetylene lamps were popular because the flame was resistant to wind and rain. The first electric headlamps were introduced in 1898 on the Columbia Electric Car from the Electric Vehicle Company of Hartford, Connecticut, and were optional. Two factors limited the widespread use of electric headlamps: the short life of filaments in the harsh automotive environment, and the difficulty of producing dynamos small enough, yet powerful enough to produce sufficient current.

"Prest-O-Lite" acetylene lights were offered by a number of manufacturers as standard equipment for 1904, and Peerless made electric headlamps standard in 1908. A Birmingham firm called Pockley Automobile Electric Lighting Syndicate marketed the world's first electric car lights as a complete set in 1908, which consisted of headlights, sidelights and tail lights and were powered by an 8 volt battery.

In 1912, Cadillac integrated their vehicle's Delco electrical ignition and lighting system, creating the modern vehicle electrical system. "Dipping" (low beam) headlamps were introduced in 1915 by the Guide Lamp Company, but the 1917 Cadillac system allowed the light to be dipped with a lever inside the car rather than requiring the driver to stop and get out. The 1924 Bilux bulb was the first modern unit, having the light for both low (dipped) and high (main) beams of a headlamp emitting from a single bulb. A similar design was introduced in 1925 by Guide Lamp called the "Duplo".

In 1927, the foot-operated dimmer switch or dip switch was introduced and became standard for much of the century. The last vehicle with a foot-operated dimmer switch was the 1991 Ford F-Series. Fog lamps were new for 1938 Cadillacs, and their 1954 "Autronic Eye" system automated the selection of high and low beams.

In 1935 Tatra T77a introduced a light with cornering function - the front had three headlamps of which the central unit was linked to the steering, making it possible to turn this lamp with the steering wheel.



The standardised 7-inch (178 mm) round sealed beam headlamp was introduced in 1940, and was soon required for all vehicles sold in the United States. Britain, Australia and other Commonwealth countries, as well as Japan, also made extensive use of 7-inch sealed beams. With some exceptions from Volvo and Saab, this headlamp size format was never widely accepted in continental Europe, leading to different front-end designs for each side of the Atlantic for decades.

The first halogen lamp for vehicle headlamp use, the H1, was introduced in 1962 by a European consortium of bulb and headlamp makers. Shortly thereafter, headlamps using the new light source were introduced. These were prohibited in the U.S., where sealed beam headlamps were required. In 1978, sealed beam headlamps with internal halogen burners became available for use in the United States. Halogen sealed beams now dominate the sealed beam market, though it is considerably smaller than it was before replaceable-bulb composite headlamps returned to the U.S. in 1983.

High-intensity discharge (HID) systems were introduced in 1991 BMW 7-series. European and Japanese markets began to prefer HID headlamps, with as much as 50% market share in those markets, but they found slow adoption in North America. 1996's Lincoln Mark VIII was an early American effort at HID, and was the only car with DC HID.

**Design and style:** Beyond the engineering, performance and regulatory-compliance aspects of headlamps, there is the consideration of the various ways they are designed and arranged on a motor vehicle. Headlamps were round for many years, because that is the easiest shape for parabolic reflector manufacture. **Sourced from the Net. Ed**



# 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.**



## Club Banner Windscreen Shade

Are you interested in purchasing a Club Banner which you can hang on your wall, or even use as a sun shade on the windscreen of your car on hot days, which is also a great way to advertise the Club. The picture at right is actual size, (on the car that is) and they look great. Made of durable vinyl it should last you for years. They are **\$80.00 each** and measure approx 1600mmx500mm.



**For all Inquiries and Orders Please Contact:**

ROB BREHENY, on (03)

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.**

# SPARK PLUGS

To cut a long story short I will not bore you with the need for spark plugs, as I am sure we have all encountered one or two in our travels. But you may not be aware of some of the history of the spark plug and some more technical jargon about them.

**History:** In 1860 Étienne Lenoir used an electric spark plug in his first internal combustion engine and is generally credited with the invention of the spark plug. Early patents for spark plugs included those by Nikola Tesla (in U.S. Patent 609,250 for an ignition timing system 1898, Frederick Richard Simms 1898 and Robert Bosch 1898. But only the invention of the first commercially viable high-voltage spark plug as part of a magneto-based ignition system by Robert Bosch's engineer Gottlob Honold in 1902 made possible the development of the internal combustion engine. Subsequent manufacturing improvements can also be credited to Albert Champion, the Lodge brothers, sons of Sir Oliver Lodge, who developed and manufactured their father's idea and also Kenelm Lee Guinness, of the Guinness brewing family, who developed the KLG brand of spark plugs.



**Operation:** The plug is connected to the high voltage generated by an ignition coil or magneto. As the electrons flow from the coil, a voltage difference develops between the central electrode and side electrode. No current can flow because the fuel and air in the gap is an insulator, but as the voltage rises further, it begins to change the structure of the gases between the electrodes. Once the voltage exceeds the dielectric strength of the gases, the gases become ionized. The ionized gas becomes a conductor and allows electrons to flow across the gap. Spark plugs usually require voltage of 12,000–25,000 volts or more to 'fire' properly, although it can go up to 45,000 volts. They supply higher current during the discharge process resulting in a hotter and longer-duration spark.

As the current of electrons surges across the gap, it raises the temperature of the spark channel to 60,000 K (Kelvin which is equal to 59,726.85 degrees Celsius). The intense heat in the spark channel causes the ionized gas to expand very quickly, like a small explosion. This is the 'click' heard when observing a spark, similar to lightning and thunder.

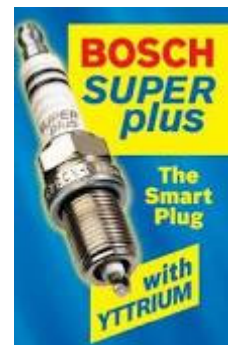


The heat and pressure force the gases to react with each other, and at the end of the spark event there should be a small ball of fire in the spark gap as the gases burn on their own. The size of this fireball or kernel depends on the exact composition of the mixture between the electrodes and the level of combustion chamber turbulence at the time of the spark. A small kernel will make the engine run as though the ignition timing was retarded, and a large one as though the timing was advanced.



**Variations on the basic design:** Over the years variations on the basic spark plug design have attempted to provide either better ignition, longer life, or both. Such variations include the use of two, three, or four equally spaced ground electrodes surrounding the central electrode. Other variations include using a recessed central electrode surrounded by the spark plug thread, which effectively becomes the ground electrode. Also there is the use of a V-shaped notch in the tip of the ground electrode. Multiple ground electrodes generally provide longer life, as when the spark gap widens due to electric discharge wear, the spark moves to another closer ground electrode. The disadvantage of multiple ground electrodes is that a shielding effect can occur in the engine combustion chamber inhibiting the flame face as the fuel air mixture burns. This can result in a less efficient burn and increased fuel consumption.

**Now, remember to be careful of those leads as they pack quite a punch. Ed.**







# FORTHCOMING EVENTS

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



## March 2013

<p><b>10<sup>th</sup></b></p> 	<p><b><i>"Committee General Meeting"</i></b> <b>THE SECOND SUNDAY</b>  <i>Our Meeting Place is at the Sunbury RSL Rooms at the corner of Barkly and Macedon St. Sunbury. Mel Ref: 382 F4.</i>  <i>We will start the meeting this day at 11 am.</i>  <i>After the meeting we will have a sausage sizzle.</i>  <i>Tea and coffee will be provided.</i>  <i>Don't forget to DRIVE the Cussy.</i></p>
<p><b>13<sup>th</sup></b></p> 	<p><b><i>"The Great Escape 2013"</i></b> <b>13<sup>th</sup> to 25<sup>th</sup> March 2013.</b>  <i>Come and join us on our 2013 Road Trip through South Eastern Victoria, the South Coast of NSW to Moruya &amp; Batemans Bay, across to Canberra, Yass, Albury and then home. If you have not contacted Mick but wish to participate in this Cruise then please ring Mick ASAP.</i>  <i>Don't forget to DRIVE the Cussy.</i></p>

## April 2013

<p><b>20<sup>th</sup> &amp; 21<sup>st</sup></b></p> 	<p><b><i>"Mystery Car Rally"</i></b> <i>Come along on our Mystery Car Rally.</i>  <i>Good Prizes and plenty of fun for all.</i>  <i>If you have not contacted Mick as yet but wish to participate in this Mystery Car Rally then please ring Mick ASAP for all the details.</i>  <i>Don't forget to POLISH &amp; DRIVE the Cussy.</i></p>
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## May 2013

<p><b>19<sup>th</sup></b></p> 	<p><b><i>"National Motoring Heritage Day"</i></b> <i>Come along on this run to Seymour with other members and join many other vehicles at the Showgrounds display.</i>  <i>We will arrive there at approx 11:00 am.</i>  <i>Ring Mick for Travelling details and his phone number is below.</i>  <i>And don't forget to POLISH &amp; DRIVE the Cussy.</i></p>
<p><b>26<sup>th</sup></b></p> 	<p><b><i>"Committee General Meeting"</i></b> <b>THE FOURTH SUNDAY</b>  <i>Our Meeting Place is at the Sunbury RSL Rooms at the corner of Barkly and Macedon St. Sunbury. Mel Ref: 382 F4.</i>  <i>We will start the meeting this day at 11 am.</i>  <i>After the meeting we will have a Sausage Sizzle.</i>  <i>Tea and coffee will be provided.</i>  <i>Don't forget to DRIVE the Cussy.</i></p>

If you have other suggestions about where we can go on an interesting Club Run, then please contact our Run's Co-ordinator Mick Breheny.

**Phone Mick's Mobile: 0418 & before 8:30 pm.**



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