

49 - 59 FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

THE PREMIER CAR CLUB FOR YOUR
FABULOUS FIFTIES FORD CUSTOMLINE



www.customlineclub.org.au

September - October - November 2019 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".

2019-2020 Committee Members.

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Vice President:	Graeme Bushby	0408 330 607
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AOMC Representative:	Colin Smith	0419 878 461
	Jim Camilleri	0429 331 300

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.
8 Nemoya Court Wallan 3756 Victoria Australia.**

**If you have any Membership Queries or Questions then please contact the Secretary, Kevin Mulroney on
(03) 5783 1721 or E-mail him at:
mulrone1@bigpond.net.au**

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

The Next Meeting Dates are:

See Run Sheet for exact details as to Where & When

September 15th 2019: Committee/General Meet

November 17th 2019: Committee/General Meet

December 1st 2019: Annual Xmas Party

January 19th 2020: Committee/General Meet

All Club Runs are as per the Club "Run Sheet"

**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.
Cindy Stocks. 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, 8 Nemoya Crt Wallan 3756, Victoria Australia, and is free to all financial members.

This newsletter is prepared using a word processor and is distributed via e-mail by the Club.

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Submitting Articles and Photos.

It is preferable to type articles and reports 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. They should be attached to e-mails 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 or typed, or on USB Drives or CD's or as e-mails.

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 or Club Run 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
(03) 5783 1721 or E-mail him at:
mulrone1@bigpond.net.au**

**If you wish to contact the Editor then contact him at:
cussyclub@optusnet.com.au**

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



A WORD FROM OUR PRESIDENT

Hello every-one and welcome to my first report as your new Club President.

First of all a few thank-you's. I would like to say thank-you to Harry Beckwith for chairing the AGM election again this year, Dave Healey for a job well done as past President and to all the past committee members for the time and effort

they have put in.

The last thank-you is to all the members who attended the Annual General Meeting and taking part in electing our new committee.

To the new committee, I know, we will work well together to keep the club growing and provide plenty of runs, shows and changes to enjoy our beautiful Cussies and each other's company, which is what the Club is all about. I think that every-one who came to lunch after the meeting enjoyed their lunch and the chance to chat.

For a full report of the Annual General Meeting and the members of the new committee please see the reports in the following pages.

Here I would like to mention that our Annual Christmas Party is drawing very near and I would love to see as many members and their families as possible attend this year, the date of the Christmas Party is Sunday 1st. December 2019.

It's being held again at the same venue as last year. The flyer and return slip, with all the details, is attached with this newsletter. There will also be lots of raffles with hampers to win.

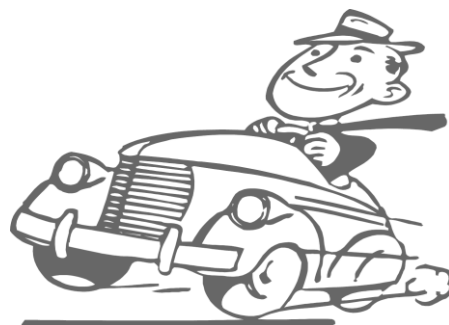
If anyone has any queries or suggestions about the Club you can contact any of the committee or have a look at our website. All the committee details are in the newsletter on page two.

Thanks again every-one and I look forward to seeing you all at our events in the coming months.

Let's keep on enjoying our beautiful Cussies.

Lorraine Carroll

Your Club President.



Happy Birthday to You

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

September:

2nd David Nicholson
4th John Rippon
6th Lynette Murcott
9th Ann Wylie
19th Paul Cattach
23rd Jackie Mulroney
25th Rob Brereton
25th Jim Camilleri

25th Christine Holt

October:

6th Rob Breheny
10th Larry Cornell
10th Bernie Dwyer
10th Anne Paris
13th Colin Smith
24th Sandra Kilby
31st Joe Faralla

November:

3rd Georgina Patching
3rd Kevin Shepherd
8th Wayne Murcott
11th Dominique Heyen
18th Joan Brereton
28th Andrew Brooks
30th Les Horne
30th Les Stocks



From the Editors Desk

Hi All. Once again we have another Newsletter successfully Edited and sent out via the Clubs E-mail News Bulletin Service. We did not have any problems at all with the last issue.

Don't forget to keep a copy of the Run Sheet handy for quick reference.

See you all on a Run or at a Meeting.

Rob Brereton Newsletter Editor and Cindy Stocks Assistant Newsletter Editor.



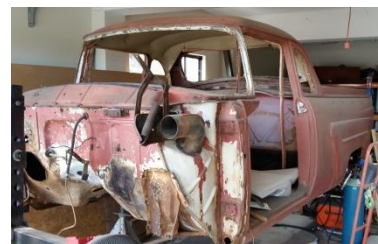
New Members

We have Three New Memberships this Newsletter. So lets all welcome John & Jan Rippon from Patterson Lakes. They are looking to buy a Star Model Sedan.



Drummond & Terese Dick from West Launceston Tas, who have a Blue & White 58 Star Model Sedan. Alan & Anne Paris from Heatherton who have a Green & White 58 Mainline.

We all hope you enjoy your time with the Club. At right is newer Member, Bernie Dwyer's, 56 Mainline which is taking shape.



Don't forget our Christmas Party.

Also attached with your e-mail Newsletter is your flyer for this year's Club Christmas Party. Please send back, by mail, the reply slip, to the address supplied, with your payments ASAP, so we won't forget to cater for you and your family and don't forget to insert your Member Surname. This year it is to be held again at the Broadmeadows Sporting Club where we will be having a catered feast. All details as per the attached Flyer and Runs Sheet. Please return forms to Rob Breheny by the **25th November**, so the committee can organize this function.

Hope to see you all there again this year.

Lorraine Carroll. President.

New Club Mugs

The New Club Mugs are displayed for you at right.

They are white ceramic and they "do" have handles.

If you wish to purchase one or several then please see Rob Breheny or Mick Breheny at a run or a meeting.

For Members they are only \$10.00 each.



YOUR NEW COMMITTEE FOR 2019-2020



President
Lorraine Carroll



Vice President
Graeme Bushby



Secretary
Kevin Mulroney



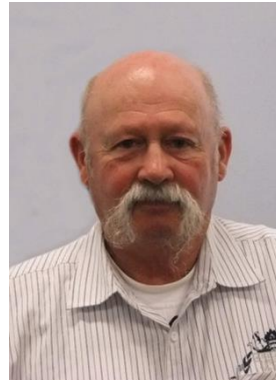
Treasurer
Marg Stocks



Newsletter Editor
Rob Brereton



Runs Co-ordinator
Dave Healey



Trophies
Ray Kilby



Merchandise
Rob Breheny



At left we have our Club Permit Officer, Les Cross. We also have Four Committee Members: Marg Mennen, Joe Faralla, Mick Breheny and Rob Breheny. Rob Brereton also holds the Webmaster position and Mick Breheny also holds the Property Officer position. Cindy Stocks holds the Assistant Newsletter Editor position. Helen Tuo is again the Minutes Secretary. Colin Smith and Jim Camilleri hold the AOMC Representative positions. Rob Breheny has also taken on the job of Advertising Co-ordinator.

49-59 Ford Customline Car Club **Presidents** **Achievement Award**

At the 2019 Annual General Meeting the Presidents Achievement Trophy was decided on. The trophy is awarded to a member who has displayed great commitment and contributed to the Club over the last twelve months.

This year the Trophy was awarded to Marg and Bill Stocks, in recognition for their service to the Club.

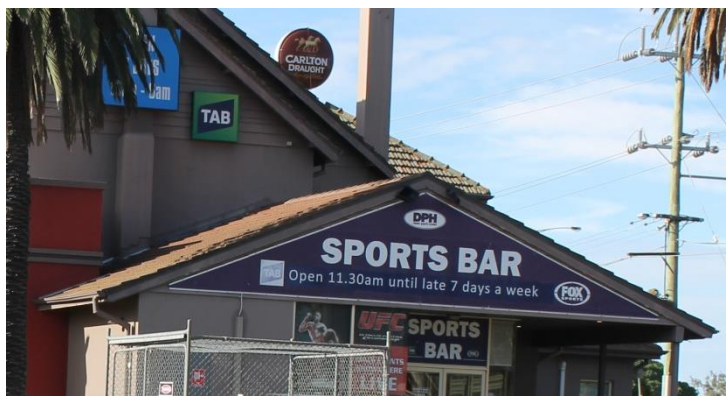
Well done Marg and Bill, and keep up the good work. From all at the Customline Club.



DEER PARK HOTEL LUNCH RUN

June 9th 2019

On Sunday 9th June it was decided to go for lunch at the Deer Park Hotel and to meet in the car park where greetings took place. We headed to the dining room and proceeded to peruse the menu which was different to our previous visit. After we had made our choices we placed our orders and as seniors we got a discount. I only paid \$10 for a 2 course meal. Lots of chatter took place around the table. Those present were Rob & Marg Breheny, Mick & Debbie Breheny, Kevin & Jackie Mulrone, Kevin Shepherd, Wayne Paterson and Graeme Bushby. I thoroughly enjoyed my meal and the cruise around the Ring Road. I look forward to doing it again. Catch-ya on the next lap. **Graeme Bushby.**



The day was sunny and warmish in Alex with a good turnout. Many large trucks to see and rods and cars as well. Lots of food as per usual and a live on stage band.

Check out the two piece rear window on the early 50's Woodie Wagon, a large tow unit from Marysville that looked military, and an early Albion in fairly untouched order.

Andrews Star Model was also in the crowd of utes, rods and lots of chrome. A good morning out but the crowd builds up around lunchtime so it pays to be early.

This is a good day out as the Alex speedway is also on.

Graedon Munro.

This was not an Official Run but thanks to Graedon for the Report. Ed.



"RATS, TATTS N' PINUPS"

Excelsior Hotel

June 23rd Thomastown.

I left home at 8.50am and had a casual cruise through the thick fog and arrived at the venue at approx. 9.40am and was ushered to a vacant parking area.

My first thought was how many Cusso's would we have, so I parked the car so as to get as many as we could in the one location. Next to arrive was Rob & Marg Breheny, Jim Camilleri and Les Peterson. A short while later Kevin Shepherd arrived. There was three

other Vicky's parked nearby and one of them was Les Cross's old Vicky. The venue filled very quickly and before long the bands started playing and the party livened up.

The crew went and bought coffee to warm up the insides and wandered around looking at some of the cars on display and Rob bought a CD. Time went by very quickly and Rob said I'm going home, it's cold and he left about 12.45pm, followed by Kevin. A little while later Jim said he was leaving and was soon on his way at 1.15pm. I left at 1.30pm. Great turn up for a quite cold day and I am looking forward to the next Rats, Tat's & Pinups @ The Meadow Inn.

Catchya on the next Lap guys & gals. Polish & drive the Cusso. **Graeme Bushby.**



THE "HENRY FORD COMPANY".

The Henry Ford Company (Not to be confused with Ford Motor Company.) was the second company for Henry Ford, founded November 1901. It resulted from the reorganization of the Detroit Automobile Company, his first unsuccessful attempt at automobile manufacture a year before. In March 1902, Ford left the company following a dispute with his financial backers, William Murphy and Lemuel Bowen, as Ford was devoting considerable time to the sport of auto racing. In a final settlement, Ford left with his name and US \$900, he then went on to start the Ford Motor Company in 1903 at the Ford Mack Avenue Plant. In August 1902, Henry M. Leland was brought in by the investors to appraise the plant and equipment prior to selling them. Instead, Leland persuaded them to continue in the automobile business. The Henry Ford Company reorganized that year as Cadillac in honor of Antoine de la Mothe Cadillac, the founder of Detroit. **Sourced from the Internet. Ed.**



Only one photo from Sunday's trip to Ballarat! Chris Healey, one of his mates, Hans Treiber (from Macedon Ranges Car Club) and I made the trek through the cold to the Fridge Swap Meet.

There were plenty of parts on display but not much Customline stock available, although Chris did find a new '56 pickup bed for sale. (Anyone interested should give him a call as he got the contact details from the vendor.)

We agreed that the number of stalls was down this year. Could it be that people are finally realising that strolling slowly along inside a concrete

JUN 30 The Fridge swap meet ballarat
Public · Hosted by Ballarat Road Rodders



ice-cube is not really conducive to better marketing?

It was true to its name - freezing in the car park, however was probably warmer than it has been for some trips there, at least it didn't snow this year!

I managed to get there without meeting any more kangaroos as happened last time I went 3 years ago. After a trip to the top car park for a look at the display cars it was back down for a thaw out at the local coffee shop and then back home to a positively balmy Melbourne!

See you all there next year, just don't forget your electric socks!



David Healey.

IN THE DRIVERS SEAT - VISUALLY IMPAIRED RUN - SANDOWN 7-7-2019

Another year and here we are at Sandown Race Track ready for a great day with taking the Visually Impaired for a ride in our cars. Weather is promising 18dg.c. We had a good turn out of willing people who give up their time to make this special day for some people less fortunate.

Andrew Brooks: Aprilia 1100 bike, Les Peterson 55 Mainline Ute, Jim Camilleri 57 Cussy, Les Horne 1979 XD and Ray and Sandra 55 Sunliner. The Jesters: Joe Camilleri XY, Santo Singarella XW, Sam XY, Jamal Yatim XA Falcon Coupe.

There was also 6 "older Group A racing cars". They were kept busy too. We also had a Police Pursuit car there to help out. They were very caring in helping different ones in and out of the cars. The group A's were thrilling their passengers with their awesome rides around the track.

The spectacle of the day, after the event, was Andrew Brooks doing monos on the Aprilia, with his front wheel half a metre off the ground in 3rd, 4th and 5th gear down the front straight.

ANDREW you were the hero of the day for the Cussy Club.



Although not so spectacular were all the other cars, kept busy ferrying passengers around the car park and on the track. All up we had another great day and the weather was just great considering it was July.

A huge thanks to all who attended and made it such a great day. **Ray and Sandra**

Here is a letter of thanks to the Club from one of the participants.
From Betty Macfarlane: Thank You Ray and your Club.

I would like to take this opportunity, to say a huge thank you, to you and all the drivers of the "Ford classic cars" for all generously donating your beautiful cars and your time to help make "In The Driver's Seat", on Sunday, such a great success!

We have been coming to this event since it's conception, as you well know, when Peter Watts had the idea for giving those who's vision had deteriorated, another opportunity to get behind the wheel of a vehicle. Or for that matter for those who had never driven a car. It is because of kind generous people such as yourselves, that make it possible for them to take part in such a special event. Making their day that much more special. Thank you so much!

God bless you all for being so very generous!

Yours truly, Geoffrey and Betty Macfarlane.

And another one: To all the volunteers at In the Drivers Seat, Thanks very much for driving with me. I loved the whole day and my favourite thing was the speed of the motorbikes and cars.

I really appreciate the time that everyone spent with me and can't wait until next year.

Kind regards, Tracey Clark.



ANNUAL GENERAL MEETING

ANNUAL GENERAL MEETING 21-7-2019

G,day all. Well another year has passed and here we are at another AGM having a change of guard. The past committee has left some big shoes to fill for the new President Lorraine Carroll



and the new Vice president Graeme Bushby. David Healey is the new Runs Co-ordinator ably assisted by Mick Breheny and Graeme Bushby. Other positions did not change. The meeting was well attended and thank you to all who attended.



After the meeting we all left and went to the Black Horse Hotel in Bulla and had a very nice meal and there was lots of chatter and everyone was enjoying themselves. We discussed all the happenings in the future and I believe that runs will be well attended and enjoyed by all as there is some great ideas



for runs being put forward, so keep your eyes open for the next Runs sheet and the Newsletter with lots of news and Ideas. Also don't forget we now have a Facebook page (49-59 Ford Customline Car Club of Victoria Inc.) where you can post anything of interest to Customline owners. You can buy, swap & sell Cars & Parts as well as post pics and news of events, so get on board and help make our Club a great Club for all.



Catch-ya on the next lap. Polish and drive the Cusso.

Graeme Bushby. Vice President.

PS. There were a total of 26 Members who attended the meeting, a great effort. **Ed.**



Castlemaine Pub Lunch & Mill Market

28th July

2019

Joan and I headed off in the Cussy this Sunday morning and headed for the meeting place at Calder Park BP and then onto Castlemaine. But firstly we had to head into the middle of the city to pick up our passengers, being Drummond &



Terese Dick who have just joined the Club. They are over from Launceston, without the Cussy, but are getting their Starry's fuel gauge

and sender unit sorted out.

Passengers sorted and we are on our way. Out the City Link and the Calder Freeway and stopped at the BP for breakfast and to meet up with the rest of the crew. It was not long before we were





on the way again to Castlemaine. A pleasant cruise up the freeway with six Cussy's in convoy and in no time we turned off towards



Castlemaine, and arriving there at approx 11:15am. We had a quick cruise around town for a look and then joined the rest to head for the Bridge Hotel for lunch. After lunch we visited the Mill Market.

After that we gathered again chatted more and said our goodbyes to each and all. We then found our way back



out of Castlemaine and headed off for home approx 4:00pm. We had a good trip back down the highway and the weather was kind to us. Joan and I dropped off our passengers, back in the City, and headed for home. Rob & Joan Brereton.



And now a few words from Graeme.

G'day All, I left home approx. 08.45am and headed to our pre-arranged meeting place at BP Calder where I fuelled up the Cusso and myself. After all greetings were exchanged we headed for the car-park and after talking to admirers we climbed aboard our chariots for a leisurely cruise to Castlemaine. After a 1hr 15min cruise we arrived at Castlemaine and stopped for a refreshment stop. Customlines on the cruise were driven by David Healey & passengers, Kevin Shepherd & passengers, Rob Breheny & get in the car Marg, Rob & Joan Brereton, Jim & Bec Camilleri, and Graeme Bushby. These members spent the Weekend in Castlemaine, Marg & Bill Stocks, Kevin & Jackie Mulroney & a Mazda driven by Mick & Debbie Breheny, Helen Tuo, Margie and Henk Mennen and Lorraine Carroll made their way on the day. We finally headed to the Hotel for lunch and after ordering food & drinks the chatter got louder and everyone was enjoying themselves. After a very filling lunch we went to the Mill Market and wandered around looking at all the wares on sale and Helen bought a tray and ornaments.

After a bit of a chat and the usual change of plans we decided to go to the Coffee joint next to the Mill. Quite a few of us decided to sit down at a table while others got takeaway, but whatever the service was very poor and I would not go there again and I have a lot of friends. Afterwards we went out to the car-park and chatted to admirers. We then made our way back home and had a leisurely trip down the Calder. All in all it was a great turnout and day and everyone agreed to do it again. Polish & drive the Cussy.

Catch-ya on the next lap. Graeme Bushby.

To finish off with we have a short note from Drummond & Terese Dick, our New Members from Launceston. Read their e-mail below.

Hi Rob and Joan.

Sorry it has taken a while to write this email to you and the Club.

Terese and I would like to thank you and Joan for going out of your way to pick us up and drop us off after the run to Castlemaine, we would also like to thank all of the members on that run that made Terese and I feel very welcomed.

Thanks again Drummond.

Joan & Rob: We also thoroughly enjoyed your company for the day out with the Club.

Albert Champion.

By David Conwill from the March 2018 issue of Hemmings.

Although the term “HORSELESS CARRIAGE” implies a direct descent from the horse-drawn carriage, the bicycle, and in particular, bicycle racing, seems to have had a larger influence on the development of the automobile. Take, for example, Henry Ford’s first effort: the Quadricycle, which was based on bicycle parts. The career of bicycle-racer-turned-race-car-driver Barney Oldfield is another instance. That late 19th-century velodrome races were often paced by motorcycle, motor trike, or automobile.



Another well-known bicycle racer who found himself drawn to the infant auto industry is Frenchman Albert Champion. Born in 1878, Champion was a successful velodrome racer who achieved fame at the age of 20 by unexpectedly winning the 1899 Paris- Roubaix bicycle road race. That victory led to an offer to relocate to Boston to race for a bicycle firm there.

Over the next three years, Champion racked up many victories, and reinvested some of his earnings in the purchase of a motorcycle. Perhaps, like Oldfield, Champion recognized that America’s attention was shifting from bicycle racing to motor racing. Like Joe Jagersberger, however, whom you have encountered in this column before, an accident and an injury would change the course of Champion’s life and the auto industry.

In October 1903, Champion was invited to pilot the Packard Gray Wolf at Brighton Beach in Brooklyn, New York, against the Ford 999 and the Winton Bullet. The 999 and the Bullet were both also piloted by bicycle racers—Tom Cooper and Oldfield. Champion lost control of the Gray Wolf, sheared off a fence post, and suffered a broken femur in the crash. He was hospital-bound for several months, and emerged with one leg two inches shorter than the other.



Perhaps sensing that his longevity depended on finding a safer means of support, Champion decided that he would rather be on the production end of things. In the spring of 1904, he departed for his home country looking for financial backing in a new endeavor. While there, Champion competed in a final bicycle race, using a specially fabricated set of pedals to compensate for his unequal legs.

Champion’s friend, aircraft pioneer Édouard Nieuport, was in the business of producing ignition parts (primarily spark plugs and magnetos). Nieuport provided technical training to Champion and informed him of a Boston firm in the business of importing Nieuport products for the U.S. market. When Champion returned to the United States in 1905, he, along with two of the Stranahan brothers, incorporated the Albert Champion Company in Boston.

Within a few short years, Champion’s company was producing eponymous-branded spark plugs, but as yet another Stranahan brother joined the firm, Champion may have been feeling squeezed out. A 1908 meeting with William Durant led to Champion departing the Boston firm and relocating to Flint, Michigan, to supply Buick with spark plugs of his own design. Durant



soon formed General Motors and utilized the newly founded Champion Ignition Company for the corporation's needs.

While it is mighty impressive to have two separate and respected companies in the same field bearing one's name, it certainly creates branding issues. The Stranahans, suppliers to Willys-Overland as Champion Spark Plug Company, eventually sued Champion Ignition Company over use of the founder's name. Ultimately the suit was settled when Champion Ignition agreed to change its name to AC Spark Plug, a name familiar to generations of GM buyers.

Perhaps one of the more interesting innovations undertaken by Champion during his years in Flint was the recognition that the ceramic kilns used in the production of spark-plug insulators could be damaged by excessive heat cycling. To keep the kilns in constant operation, he founded the Flint Faience & Tile Company in 1921, creating art tiles for prestigious homes much like the famed Pewabic Pottery in Detroit. Appropriately, the Flint-area homes of many General Motors executives from the era featured Flint tiles.

Champion died in Paris in 1927 at the age of 49, the victim of an assault by a jealous husband. He left an estate valued at \$15 million. His name, a synonym for "winner," continues to grace products both by Champion Spark Plug (now a division of Federal-Mogul) and ACDelco, which has been a GM division since

Champion's death. General Motors President Alfred Sloan eulogized him thus: "The keynote of Champion's success was, that he was never satisfied...his mind was open to the necessity for constant improvement."

Sourced from the internet. Ed.



Mirboo North Cruise

August 4th 2019

Hi All. Jim Camilleri came along with his 57 Customline, he travelled up without Rebecca as she had to work. Ray and I were able to go and we had two guests from Hastings, Jo and Rob Kupsch with their two tone Blue 57 Ford Customline. We had a nice lunch and a chat and left to travel home around 2.30pm.

Thought we might have had a few more from the South Side attend this run.

Not a bad day for the trip. **Sandra Kilby.**



PONDER OVER THESE.....

If your car could travel at the speed of light, would your headlights work. ????

OK, so what's the speed of dark. ???

When everything is coming your way, you're in the wrong lane!!!

My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."

A Lot On Our Plates

The following is an interesting conversation from the pages of Unique Cars.

Hi folks. Club Rego. What a can of worms. In researching what the rules are in different

states, it quickly became apparent that there are numerous rules and regulations, with some similarities, but many differences.

The most basic element, that seems to be uniform across this wide brown land, is the need to be a member in a car club and to be approved at that level. Now, talk to any rusted-on car club guy, and you'll quickly hear that numbers have swelled appreciably in recent times. All of a sudden it's remarkably attractive to join a club. The amount of sausages going on the barbie at the monthly meetings, however, has remained a little constant. Yep, the same people are turning up.

All these keen newbies have other things to do, it seems.

You don't have to be Stephen Hawking to deduce from all this that there are people joining clubs just to get a piece of the lessened cost of club permit rego. Of course, the clubs are well aware of all this and most have placed a restriction on eligibility. You need to attend a set number of events, wait twelve months etc. You get the drill. And that's as it should be.

I also hear of some individuals who refrain from filling out their log books, taking advantage of the strong possibility that they will not be pulled over. As if there is not enough time to fully enjoy a classic or collector vehicle under the scheme (in Victoria, it's 45 or 90 days). It may surprise those doing this, that, if they do happen to be pulled over, they will be done for being un-roadworthy and un-registered and get like, a really big fine. Of course, any insurance is null and void as well. All to gain one day on their permit. Pretty flippin' dumb. There are other scams going on, but I don't want to highlight those too much. The clubs are aware of them and have put in place schemes to weed these people out.

All this chicanery is not just the move of a pretty un-scrupulous person, but it puts in danger the whole scheme. Yes, people rorting this system could have a dramatic effect on those of us that do the right thing. You see, for the most part, these schemes are not totally written into legislation. Look closely, and you'll find they are 'pilots'. If Plod engages the Sarge over a donut and reports that he's been seeing a bit of this lately and it happens at a few stations, it won't be long before the next sweaty politician looking to move a few seat rows forward at work grabs hold of it, tosses a big hissy in the house and, hey presto, you have tabloid news. Then the half hour, double digit IQ appealing 'current affair' swines will be all over it. What happens then?

Yep. The 'pilot program' is rescinded.

Anyway, I reckon the club rego thing is very, very good. It allows multiple vehicle ownership without paying full rego on each to use them. It has kept many cars on the road that might have returned to the soil otherwise. I respect the system and play to the rules. As do you, I am sure.

So, if you hear of someone doing the wrong thing, have a whisper in his ear, to suggest he may just be part of the total dismantling of a very good setup and the fact that he is peeing on your boots.

A good thing is a good thing. Let's work to keep the club rego setup alive and well.

That way, everyone wins. Greg Leech. Unique Cars #354.

Sourced from the AOMC Newsletter. Ed



PS. On the Old CH Plates scheme there were 9,999 vehicles issued with Club Permits. On the newer H Plates Scheme there were 99,999 vehicles issued with Club Permits. The even Newer

H + "9" scheme has plates already reaching well over 80,000 Club Permitted Vehicles. This does not include M Plated Vehicles or Street Rod Plates or Vintage or Veteran plated vehicles. The number of vehicles being accepted for Permits is growing at an alarming rate. **Ed.**



PUB TEA



Dinner and only four turned up. We had a good meal and a lot of talking. It had been a nice day but leaving the pub it was very cold and raining.

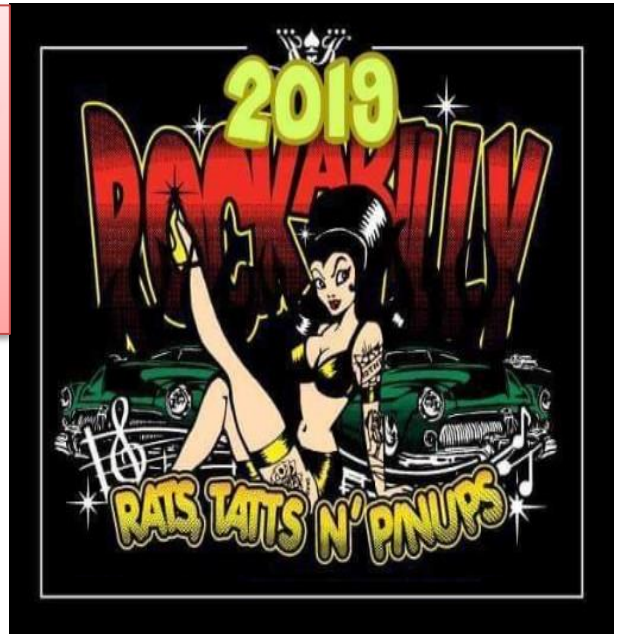
Graham drove his Cussy. Dave, Ray and I had our everyday cars. Sandra & Ray.

"RATS, TATTS N' PINUPS"

August 25th -- Campbellfield

G'day All. There were four members and Cars who attended the Rats, Tatts N Pinups at Meadow Inn on Sunday 25th August. Those in attendance were Kevin Shepherd, David Healey, Ray Kilby and Graeme Bushby. The weather was fine, dry but cool.

The usual greetings were exchanged and the cars kept rolling in. The Band was Rockin & Rollin and everyone was in party mode. Overall these events are very well attended as the entry is only a gold coin, so they are well worth attending. Catch-ya on the next lap. Don't forget to polish & Drive the Cussy. **Graeme Bushby.**



The Russian President asks Donald Trump what does the J. stand for in Donald J. Trump. ?? Trump replies.....the "J". stands for "Genius".

**Some people try to turn back their odometers. Not me!
I want people to know why I look this way.
I've travelled a long way and some of the roads weren't paved.**

“MATCHBOX”

**England's premiere die-cast models
got kids worldwide enthusiastic
about American cars.**

Matchbox from Hemmings Classic Car
January, 2018 - Jeff Koch

For millions of kids around the world, over the course of decades, a Matchbox model was their first car, packed with attention to detail that often lacked on other models.

However, the start for one of the world's most storied die-cast names was tentative. Unrelated founders Leslie Smith and Rodney Smith began the Lesney Products foundry in England in 1947. "Lesney" was a self-referential moniker that simply blended their first names, as they weren't yet sure what they'd be making.

Soon, Rodney brought pal Jack Odell into the fold. An engineer by trade, Odell was a toolmaker with no place to set up. Soon, the company's meager ability to fill orders outstripped its ability to attract new ones. To survive, Lesney began marketing toys under its name in the late 1940s and early '50s. The last of these early Lesney models was a covered wagon, of the sort that was instrumental in the westward expansion in America a century prior. The Matchbox name dates to 1953, following the success of its model of Queen Elizabeth II's Coronation Coach. Early models slotted in at roughly 1:76 scale (or OO scale, for scale train enthusiasts), sized to fit in a... well, you know. However, throughout the '50s, Matchbox cars gradually grew. Its Land Rover and Daimler ambulance castings were issued in multiple sizes, each a little bigger than the last, in order to enhance play value. They're widely considered to be 1/64 scale (or S scale), but in truth, Matchbox cars have long been made to fit the packaging.

Early Matchbox models were primarily commercial and construction vehicles, which were particularly prevalent in post-WWII Britain as the nation rebuilt from the ravages of war. In 1954, Matchbox issued its first passenger car: an MG TD, number 19 in the series. Matchbox's international scope meant that the company produced models of cars from a variety of world markets, including America. The first American car arrived in 1957-- a 1956 Ford station wagon, number 31, (right, you've already seen this one in an earlier article).

Where other companies offered crude interpretations of popular cars, with rough edges on the tooling and minimal prep work before paint, Matchbox offered crisp tooling, smooth-opening parts, and a fidelity to detail that was second to none. Matchbox cars presented a new level of detail: interiors, chassis, and (in the early 1960s) window glass. (Compared to the crude charm of a three-inch Tootsie toy -- with a stamped body, crimped axle stanchions, and little else -- Matchbox models were engineering marvels.) These were not mere toys, these were true models that had play value as a side benefit.



Matchbox brought a little bit of the automotive world into everyone's homes. Not every European kid had seen a real live late 1950s Ford station wagon, or '59 Impala, but plenty knew about them from Matchbox's small-scale efforts. For 49 cents apiece, children could own a fleet. Matchbox packed its models with play value and whimsy: Witness the late 1960s Mercury Commuter station wagon with two dogs sticking their heads out the back, or the Studebaker Wagonaire, complete with hunting figures.

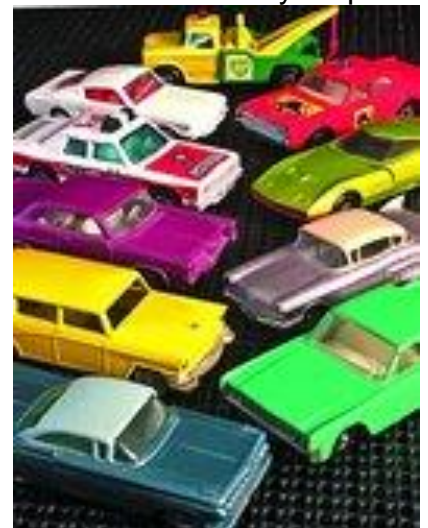


By the late 1960s, Matchbox was producing five-million models per week, three quarters of which were sold overseas. Soon, the Matchbox name was synonymous with quality, detail, imagination, and play value. The brand became so massive, so pervasive, that it was in danger of becoming a genericized trademark, like Kodak, Xerox, and Kleenex. And it was an ambassador for American cars to millions of kids worldwide.



As the models' popularity increased, so did the scope of the Matchbox range, until, by the late 1950s, it had expanded to 75 models -- a number with great history and tradition in the Matchbox realm. Operational features (opening doors, hoods, and trunks, mostly) were commonplace by the early to mid '60s. Around the same time, the wheels changed from bare grayish-silver metal to black plastic. More than a million a week were sold. And they inspired competition: Impy and Husky are but two of the competitive brands launched in the '60s to compete with the might of Matchbox. Even British die-cast car giant Dinky launched a Mini Dinky line to compete.

Matchbox's American subject matter mixed the obvious and the obscure: a line of late '50s full-size Ford station wagons, '58 Cadillac, and a '59 Chevrolet were all part of the lineup in the early '60s; later models included a 1960 Pontiac Bonneville convertible, Ford "Squarebird" Thunderbird, '64 Pontiac Grand Prix, Cadillac ambulance, a variety of Jeeps (including a Gladiator pickup), a Mustang fastback, Lincoln Continental, the afore mentioned Wagonaire, Chevrolet Impala taxi, '65 Ford Galaxie police/fire car, Mercury Cougar, Ford pickups, Dodge tow truck, and much more.



So, what happened? Hot Wheels. Mattel's fast-rolling, Spectra-flame-painted fleet captured the imagination of America's youth (and their parents' wallets) in the fall of 1967, and Lesney shifted into defensive mode.



Superfast wheels were added to Matchbox models by 1969, a direct reaction to Hot Wheels' piano-wire axles and



delrin bushings. Fantasy models, never seen in the world of Matchbox previously, crept in with wild designs like the Toe Joe tow truck, Stretcha Fetcha ambulance, Blue Shark racer, and more. Even so, Matchbox continued to innovate. Witness the Rolamatics subseries of the '70s, where a turn of the wheel could turn the light on the roof of a police car, or spin the cooling fans of a futuristic racer -- no batteries required, only kid power.

American subject matter continued to flow in the Superfast era. Witness: the mid-'70s Corvette Stingray; Pontiac Firebird Formula from the same era, which was later retooled into a '79 Trans Am; Lincoln Continental Mk V; mid-'70s Plymouth Fury police car; a Chevrolet van. Even a couple of classics arrived: A 1957 Thunderbird, Model A Ford, and '62 Corvette graced the line

in the early '80s. But sales continued to slide, and by 1982, Lesney was bankrupt, its assets sold to the Universal Toy Company of Hong Kong.

To its credit, Universal took a back-to-basics approach. Some of the wilder flights of fancy departed the line, and a range of 1/64-ish cars continued on the world's store pegs for another dozen years. Examples include the Dodge Daytona Turbo Z and Dodge Caravan minivan, IROC Camaro, C4 Corvette (convertible and targa top), Cadillac Allante, Ford LTD police car, Mercury Sable station wagon, and GMC tow truck. Opening features started to disappear, a consequence of cost-cutting. By 1993, U.S.-based Tyco (famed for its slot and radio-controlled cars) took Matchbox from Universal, and introduced a flood of vintage American cars to the line:



1969 Camaro coupe and convertible, '56 Ford pickup, early Mustangs, and a '70 GTO Judge. In 1996, toy giant (and Matchbox rival Hot Wheels' parent company) Mattel bought Tyco -- mostly for its radio-controlled car expertise, it must be said. Matchbox was simply part of the deal. And for more than 20 years, Matchbox and Hot Wheels have existed side by side.

American ownership has not hurt the appearance of U.S. based models in the Matchbox lineup. As they were new cars,

vehicles like the PT Cruiser, Dodge Viper Coupe, Ford and Chevy pickups, and an increasingly truck and SUV centric lineup full of Suburbans, Jeep Grand Cherokees, Ford Econoline vans, Cadillac Escalades, and the like, arrived on pegs. Yet history was not ignored. New tools for vintage American iron, like a pair of mid '50s Cadillacs, a '57 Lincoln convertible, a variety of early Corvettes, a Hemi 'Cuda, Dodge A100 pickup, a Hudson Hornet police car, '69 Cadillac Sedan De Ville, and more, were introduced. Vehicles themed to resemble classic Lesney-era tools turned up, as well. The Willys pickup recalled the Jeep Gladiator, a Cadillac ambulance updated the '64 S&S Cadillac ambulance from the pre-Superfast era, and the new second-generation Pontiac Firebird Formula had more than a whiff of the 1975-era tooling about it.

To celebrate Matchbox's 65th Anniversary in 2018, no fewer than 46 new castings are coming across both the basic range and a couple of new premium lines that will recall the brand's '60s heyday. Among them, as expected, a group of American classics for the basic \$1 line: a 1933 Plymouth sedan (possibly as a police car); a 1948 Diamond T pickup; the GMC Scenicruiser bus, famously done by Matchbox in the '60s; a '64 Ford Fairlane wagon; and a Jeep Wagoneer of yet-to-be-determined vintage. There will also be a premium series with opening parts and good old-fashioned play value, just like Matchboxes of old. They'll cost more than a standard Matchbox, but watch for a '64 Pontiac Grand Prix, Willys Jeep station wagon, '63 Chevrolet camper, Tri-Five Chevy gasser, '71 Ford Torino funny car, and a mid '80s Buick Riviera convertible. By dipping into automotive history, it seems that the future of the storied Matchbox brand has been secured. **Sourced from information supplied by Peter. Ed.**

***She feels his hand rubbing her shoulder. She: "Oh, that feels good."
His hand moves to her breast. She: "Gee, honey, that feels wonderful."
His hand moves to her leg. She: "Oh, honey, don't stop."***

But he stops.

She: "Why did you stop?"

He: "I found the remote."

Did you hear the WHACK!!!

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RUN SHEET

Runs Co-ordinator Dave Healey: E-mail: dhealey2355@live.com

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





September 2019

6 th		"Whittlesea Cruise Night" FRIDAY Call the Runs Co-ordinator for details. Whittlesea Main Street. 6:00PM- 9:00PM. POLISH & DRIVE the Cussy.
15 th		"Committee General Meeting" 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 at 11 am. Tea and coffee will be provided. Sausage Sizzle after the Meeting. Don't forget to POLISH & DRIVE the Cussy.
20 th		"Wallan Cruise Night" FRIDAY Call the Runs Co-ordinator for details. Wellington Square Main Street Wallan. 6:00 to 9:00 pm. Don't forget to polish and drive the Cussy.
22 nd		"Wallan Swap Meet & Car Show" . Green Hills Reserve, Duke St Wallan Entry from 06.30AM, \$10.00 Entry for Show Cars. POLISH & DRIVE the Cussy.


October 2019



4 th		"Whittlesea Cruise Night" FRIDAY Call the Runs Co-ordinator for details. Whittlesea Main Street. 6:00PM- 9:00PM. POLISH & DRIVE the Cussy.
4 th 5 th 6 th		"EUROA Show & Shine/Rusty Springs" \$10.00 entry on the day. You may turn up on the day OR if you would like to be part of a weekend run including RUSTY SPRINGS, Avenal, you need to call Mick Breheny 0418 341 667 URGENTLY Polish & Drive the CUSSY.
18 th		"Wallan Cruise Night" FRIDAY Call the Runs Co-ordinator for details. Wellington Square Main Street Wallan. 6:00 to 9:00 pm. Don't forget to polish and drive the Cussy.
20 th		"Marsh Rodders Show N Shine & Swapmeet" Maddingley Park, Bacchus Marsh. Call the Runs Co-ordinator for details. Polish & Drive the CUSSY.

November 2019




1 st		"Whittlesea Cruise Night" FRIDAY Call the Runs Co-ordinator for details. Whittlesea Main Street. 6:00PM - 9:00PM. POLISH & DRIVE the Cussy.
8 th 9 th 10 th		"Bright Rod Run" Friday 8 TH to Sunday 10 TH November. Come along with other Club Members or make your own travelling & Motel arrangements. Ring the Runs Co-ordinator for more details. Don't forget to polish and drive the Cussy.
15 th		"Wallan Cruise Night" FRIDAY Call the Runs Co-ordinator for details. Wellington Square Main Street Wallan. 6:00 to 9:00 pm. Don't forget to polish and drive the Cussy.
17 th		"Committee General Meeting" 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 at 11 am. Tea and coffee will be provided. Sausage Sizzle after the Meeting. Don't forget to POLISH & DRIVE the Cussy.
24 th		"Kilmore Show & Shine" Kilmore Football Ground, JJ Clancy Reserve. Call the Runs Co-ordinator for details. Don't forget to polish and drive the Cussy.

December 2019

1 st		"Cussy Club Annual Xmas Party" Come along on this fun day and see Santa. Return your slip by 25 th Nov. It's being held at the Broadmeadows Sporting Club again this year. See the flyer for all the details. Drive the Cussy.
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6th	 <u>"Whittlesea Cruise Night"</u> FRIDAY Call the Runs Co-ordinator for details. Whittlesea Main Street. 6:00PM-9:00PM. POLISH & DRIVE the Cussy.
20th	 <u>"Wallan Cruise Night"</u> FRIDAY Call the Runs Co-ordinator for details. Wellington Square Main Street Wallan. 6:00PM-9:00PM. POLISH & DRIVE the Cussy.

Janurary 2020

3rd	 <u>"Whittlesea Cruise Night"</u> FRIDAY Call the Runs Co-ordinator for details. Whittlesea Main Street. 6:00PM-9:00PM. POLISH & DRIVE the Cussy.
17th	 <u>"Wallan Cruise Night"</u> FRIDAY Call the Runs Co-ordinator for details. Wellington Square Main Street Wallan. 6:00PM-9:00PM. POLISH & DRIVE the Cussy.
19th	 <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 at 11 am. Tea and coffee will be provided. Sausage Sizzle after the Meeting. Don't forget to POLISH & DRIVE the Cussy.

Please contact our Run's Co-ordinator Dave Healey for full Run Details.

Phone Dave's Mobile: 0419 217 044 & before 8:30 pm.

Or E-mail him at: dhealey2355@live.com

**NOTE: Keep an eye out for a Text Message
or an E-Mail re some fill in Runs.**

Regarding our Runs and Events, if you are not attending any of these then you are missing the best part of being a Cussy Club Member.

At these Runs and Events you can get to meet all the Committee members who run the Club and all the other Members who attend, just for the fun of meeting up with other people with the same intrests in our Customlines.

*If you have a place of interest you think might suit a Run then please contact the Runs Co-ordinator Dave Healey as he is open to suggestions.
49-59 Ford Customline Car Club of Vic.*



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