

# 49 - 59 FORD CUSTOMLINE



## CAR CLUB OF VICTORIA Inc.

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Oil's Ain't Oil's

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

March - April - May 2009 Newsletter

# 49 – 59 Ford Customline Car Club of Victoria Inc.

**“Dedicated to the preservation, restoration and enjoyment  
of V8 Fords built throughout the years 1949 to 1959”.**

## 2008-2009 Committee Members.

President:	Wayne Paterson
Vice President:	Ken Lee
Secretary/Public Officer:	Rob Brereton
Treasurer:	Ian Burgess
Newsletter Editor:	Rob Brereton
Trophies:	Phil Butt
Merchandise/Property:	Mick Breheny
Runs Co-ordinator:	Helen Tuo
Committee Members:	Don Macumber Bill Macumber
Webmaster:	Rob Brereton
AOMC Representatives:	Ken Lee - Wayne Paterson. Ray Shalders
Club Plates (RED CH & H PLATES) “Authorised Permit Officers”:	Ken Lee - Wayne Paterson.
Club Plates “Scrutineers”:	Ken Lee - Wayne Paterson.
Club Plates “Special Use Vouchers” are available from:	Phil Butt Ken Lee Wayne Paterson 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](mailto:cussyclub@optusnet.com.au)

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

**PLEASE NOTE NEW VENUE FOR THE  
NEXT TWO MEETINGS. SEE RUN SHEET.**

## The Next Meeting Dates are:

**April 19<sup>th</sup> - 09: Committee/General Meeting**

**June 21<sup>st</sup> - 09: Committee/General Meeting**

**August 16<sup>th</sup> - 09: Annual General Meeting**

**Our New Meeting Place will be at  
10-14 Gipps Court Epping Vic 3076  
at Statewide Cranes Premises.  
Melways Ref: 181 - J10.**

**Rob Brereton. Newsletter Editor.  
Phone: (03) 9555-4160 or E-mail to:  
[cussyclub@optusnet.com.au](mailto: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 photocopied by the Club. It is preferable to type articles and reports but they can be in e-mail format or most word processing formats, and if any of these are unavailable they can then be submitted in neatly, legible hand written format.

Electronic images should be submitted as JPEG's, GIF's or Bitmaps. They should be attached to e-mails (or included on disks) separately and not included in the body of the e-mail article and all images should be accurately captioned.

Photos or pictures submitted, that need to be scanned by the Editor, should not be folded and should be packaged with enough protection to ensure their safety in transit.

Articles and images can be submitted to the Editor by Post, i.e., hand written, typed, or on 3.5inch floppy disks or CD's, to 13 Isabella St Moorabbin 3189 Vic. Aust, or via e-mail to: [cussyclub@optusnet.com.au](mailto:cussyclub@optusnet.com.au)

## Membership.

Anyone interested in becoming a Club Member can do so in one of the following ways.

Contact the Secretary and ask for a membership application form to be mailed to you.

Come along to a General Meeting and introduce yourself to the Club Officials.

Send an e-mail to the Editor and get an application by return e-mail, or download an application form from the Clubs web site.

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



## A Word from Our President

Hi Everyone.

Well I hope you have all now recovered from the Christmas – New Year Period and found your way back into the work force without too much bother. It has been a pretty trying time for everyone as the drought continues, fires whip through our state and with the financial markets playing up, one consolation was that petrol for our guzzlers came down a bit, but unfortunately it is on the way up again.

There has not been very much activity from the Club over the past few months with the Christmas and New Year periods and the holiday season taking up big chunks of our time. We did though have a wonderful day at Jim and Helens place at Creswick in January, which I would like to give them a “big thank you” for entertaining us that day, and you can find out more about this in the run report.

Our runs co-ordinator Helen Tuo has once again organised some more very interesting runs for us over the next few months. So keep your eye on the run sheet, mark those runs on your calendar, come along on our runs and enjoy our friendly company.

I should also wish all members who are going on “The Great Escape 2009” trip to Adelaide all the best and hope that all the Cussies behave themselves whilst away from home.

Now for some ‘not so good’ news. Our new members Joe and Linda Faralla lost their home at Kinglake West, in the recent bushfires, but they are safe and well as is their Cussy. Smiley and Marie Edmonds also lost their home, and Smiley’s 54 Cussy, in the bushfires at Kinglake, but they are safe and well also. Miraculously Graedon and Sandra Munro survived the firestorm at Kinglake as did their house, but with some slight damage, Graedon’s Cussy also survived the fires. Ray and Sandra Kilby were lucky enough that the fires did not reach their new home at Yan Yean, but they had their bags packed and ready to go just in case. They all thank us for our thoughts and concerns during this time.

It is now with much sadness I have to report that Jim Pierce’s brother, Rob, lost his life in the bushfires at Kinglake. Our condolences go out to Jim and family and to all others who have also lost family and friends in these recent fires.

What can one say, except to wish that they can rebuild their lives once again and that our thoughts are with them and all others who have suffered from this tragedy.

I hope though you will all still enjoy reading the rest of this issue of our Newsletter, although it is not as packed with reports as the last Newsletter.

**Safe Cruising, see ya all at the next Meeting or Run.**

**Your President. Wayne Paterson.**

## From the Editors Desk



Hi All. Another few words from me this issue and just a few is all, as there has not been much activity from the Club over the Christmas/New Year period so there is not much to edit for you. Although I have managed to find some interesting Ford material, so I hope you enjoy what I have found. Rob Brereton - Newsletter Editor.

## Our New Member



We don't have any new members to welcome into the Club this newsletter, but we now have a picture of new member John Newman's vehicle. John has a Salmon Pink & Black 57 Sedan, as pictured at left, and he lives at Moruya NSW, which is just south of Batemans Bay.

## FROM THE CLUB WEBMASTER

If you have changed your e-mail address recently or acquired a new one then please let the webmaster know, otherwise you will miss out on important Club information that is delivered to you via your e-mail address. Just send a message to the Club at [cussyclub@optusnet.com.au](mailto:cussyclub@optusnet.com.au) and you will be added to the list.

## LAZY HAZY DAYS AWAY.....

Our Runs Co-ordinator has agreed to accept expressions of interest in regards to the Club organising 2 or 3 overnight stays away from home during the year. They would not be organised around any other events, they would be just social get togethers by Club members to sit back and enjoy a drink or two with friends and being over a weekend it would be a very relaxed atmosphere, and don't we all need some of that. They would be organised away from long weekends, school holidays, and public holidays to try and keep the costs as low as possible. It may even be possible to get a discount for group bookings at some places. So if you know of somewhere that could be of interest or you would like to attend one of these weekends then please contact Helen Tuo on (03) 5345-1420

## Club Flag – Windscreen Shade

Are you interested in purchasing a Club Flag which you can hang on your wall, fly from a flagpole 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 just a sample, not the real thing. If you want one (8 members have already placed orders) please contact Mick Breheny on (03) 5783-1711, between 7 to 9 pm. They are \$98.00 each and measure approx 1600mmx500mm.



# ***New Rules Govern the use of Front Fog Lights***

***This article was taken from the AOMC Newsletter.***

Police have warned motorists that it is now an offence to use front fog lights unnecessarily. Fog lights can no longer be used other than in "hazardous weather conditions", as stated in Road Rule 217 of the Road Safety (Road Rules) Regulations. The rule previously only applied to rear mounted fog lights. The changes, effective from 16th April 2008, mean motorists now face a \$116.00 fine if found using front fog lights unnecessarily. Acting Inspector, John Gibson, of the Road Safety Strategic Services Division, said the regulation was amended in response to numerous public complaints about the unnecessary use of front mounted fog lights.

"The number of vehicles on the roads with front fog lights has increased significantly and they tend to dazzle oncoming drivers making them a (driving) hazard, said Acting Inspector Gibson. "Drivers should only be using front fog lights when the road conditions call for them". However, the rule remains open to interpretation. "Hazardous" is defined as anything that reduces a driver's vision.

It is very rare, in Australia to have 'pea soup' fogs thick enough to warrant the use of rear fog lights, let alone front fog lights. Front fog lights used to be yellow, and in some cases, still are. They were designed to project a low, flat beam of light under the fog to pick up road markings. Today's fog lights are more of a decoration than an effective method of illumination. Used indiscriminately, they are very effective at dazzling on-coming drivers, especially in wet conditions. Motorists concerned about the use of fog lights are advised to speak to their local police.

Rule 217, which now includes front fog lights, states: "The driver of a vehicle fitted with a rear fog light must not operate the fog light unless the driver is driving in fog or other hazardous weather conditions causing reduced visibility." It compliments Rule 219 which states: "A driver must not use, or allow to be used, any light fitted to or in the driver's vehicle to dazzle, or in a way that is likely to dazzle, another road user."

***Below are some comments made regarding the above statements.  
Please do not take them as being in any way correct.***

1. Judging by the number of vehicles still being driven with fog lights on, in clear driving conditions, this Road Rule has clearly not sunk in. The State's coffers stand to gain funds in a most handsome manner!
2. The proliferation of 'fog' lamps recently has been amazing and alarming. They are alarming because of the fact that they can be used with the vehicle's headlamps on dipped beam - which surely contravenes the Road Rules?
- 3 The use of rear mounted fog lamps, should, in the Road Rules be more clearly defined. Such lamps can assist in preventing rear-end collisions if used in an appropriate manner. In Britain, there only has to be slight fog or rain and the rear mounted fog lamps are switched on in near unison. The same requirement should apply in this country too.
4. This fog light dilemma is probably a topic that the RACV and its national body, the AAA, should be actively addressing. It is clearly apparent that Road Rule 217 is not tight enough. A road rule should not be open to interpretation by either the police or the vehicle's driver. There should be specifications for aligning auxiliary lamps and, there should be a requirement for rear fog lamps to be fitted in pairs - one on each side of the vehicle.
5. A perusal of the accessory lamps that are currently on offer at the shops, will reveal that the term 'fog light' applies to virtually any type of auxiliary light on display. It seems that any lamp can now be officially called a 'fog light'. Some are so blatantly similar to an aircraft landing light, that those who actually know what a true fog light is, must surely cringe!
6. What is the cause of this phenomenon? Is it that the Asian manufacturers do not have a clue about what they are selling? Or, is it another example of the modern degeneration of the English language? It is, very likely, much easier for people to simply describe such lamps as, simply, 'fog'. It is, after all, much easier to say than 'driving', 'passing' or 'spot' lights. Laziness rules!

***So let's all remember this next time we use our lights and avoid a hefty fine.***

# Ford Commemorates 80 Years on the Line



**The Ford Motor Company is on this day the 24<sup>th</sup> March 2005, commemorating 80 years of operation in Australia and a proud history that reflects the transformation of automotive manufacturing in this country.**

**The Ford Motor Company of Australia** was incorporated on March 31 1925 in Geelong, Victoria and almost immediately began assembling Model T cars in a temporary plant in Gheringhap St, virtually opposite the site of the Ford Discovery Centre today.

In the following 80 years since that momentous day for the Australian motor industry, Ford has been at the forefront of innovation, design and manufacturing in this country. It has a proud history of producing affordable, reliable transport for generations of Australians.

That first assembly line compared with today was a very crude affair with vehicles being pushed by hand from one area to the next as they were assembled. Only one model was available – the ubiquitous Model T. It came with several different body styles but the choice of engines and transmissions were limited to one of each.

**Assembly of the Model T** was a simple task. Huge crates were offloaded at the nearby wharf from ships that came from Ford of Canada. Chassis components, engines, transmissions and rear axles were unpacked and stacked alongside the 40-metre line.

Workers used hand tools to bolt the components together and a block and tackle to lift the assembled body onto the spindly chassis. All the upholstery was hand stitched and the body frame was made of wood by skilled craftsmen and supplied by an outside vendor until Ford's brand new factory was finished on Geelong's Melbourne Road.

As each car was built, it was pushed out the door and across the street where it was either driven to the railway station or picked up by a dealer.

Over the years, Ford introduced many innovations and new technology into the manufacturing and assembly process. In 1936 it was the first Australian manufacturer to replace the wooden body frame with an all-steel frame with the body panels welded to it.

One year later, Ford installed a massive stamping press that was capable of stamping the entire roof panel of a Ford V8 sedan in one piece – and so was born the complete steel body as we know it today.

**Ford's engineers were constantly improving** the assembly line process to increase production and improve the quality of the vehicles. When the first Model T rolled out the door of the temporary factory in Geelong in July 1925, production was around thirty vehicles a day.

Today, Ford's huge assembly plant in Broadmeadows on the outskirts of Melbourne builds 500 vehicles a day. The whole assembly process is extremely well organized – it has to be! Controlled by a master computer, dealer orders from all over Australia are programmed into a production sequence.

Up to 20 different models are built on the same production line, ranging from Falcon sedans, wagons, utes, Fairmont Ghia, Fairlane and LTD luxury vehicles to Ford's new award-winning Territory Sports Utility Vehicle.

Each different model comprises different components, colours and trim levels. To manage this complexity, each vehicle has its own 'identity card', which specifies the exact component to be fitted. **With more than 4000 individual parts in each car, there is no room for mistakes.**

Ford uses a "Just In Time" supply system to deliver components to the assembly line. Rather than waiting for parts to be transported from other locations, suppliers can transfer their products directly to the production line as they are needed.

Each new Falcon or Territory that starts down the assembly line at Broadmeadows passes a bar code scanner. This triggers an electronic data message to each on-site supplier, specifying the model, trim level and suspension requirements.

Ford was the first assembly plant in Australia to use robotics and today 123 robots (compared with 50 just five years ago) undertake work such as welding and painting.

Most importantly, the lives of people on the assembly line have improved dramatically. Gone are the images portraying manufacturing as dirty and dangerous. Today's modern facilities provide bright, clean, healthy and safe workplaces compared to 80-years-ago when there was little understanding of the importance of the workplace environment.

The modern assembly line is a far cry from the crude line where men pushed the cars along in often-hazardous conditions. High-technology robots have replaced the hand tools, sophisticated water-based paints and automatic paint systems have replaced the original lacquer and brushes, and computer-driven machinery produces thousands of seat and door trims from materials never dreamed of in 1925.

*While proud of past achievements, today's Ford employees are already looking to the future and are developing the technologies that may one day shape the workplace of 2085. From the Ford Motor Company - 24 March 2005.*

### **Ford History Timeline 1904 to 2005**

**1904** First Ford car, a Model A imported into Australia.

**1905-25** Ford cars imported through agents and distributors from Canada and the United States of America.

**1918** First Fordson tractors in Australia.

**1919** Ford branch office established in Melbourne by Ford of Canada.

**1925** Ford Motor Company of Australia formed on March 31. Production of Model T begins July 1 in leased premises in Geelong. Construction of assembly plants in Geelong, Brisbane, Fremantle and Adelaide commenced.

**1926** Manufacturing and Assembly Plants opened in Geelong, Adelaide and Brisbane.

**1928** Introduction of Model A.

**1932** Introduction of V8 models. First small English Ford, the Model Y, introduced.

**1934** World's first coupe utility, Model 40, designed and built by Ford Australia.

**1937** Model 78 with first steel turret-top body on an Australian-built sedan.

**1939-44** Geelong production facilities converted to wartime manufacture.

**1945** Resumption of civilian vehicles. Ford V8 sedan launched by PM Ben Chifley.

**1949** All new Ford V8 sedan with independent front suspension - Single Spinner model.

**1952** Customline sedans and utilities announced.

**1955** Australian-built Customline sedans and Mainline utilities fitted with OHV V8 engines.

**1959** Broadmeadows Car Assembly Plant opened in August

**1960** First XK Falcon sedan off line in June and the full range of Falcon introduced.

**1962** 100,000th Falcon produced.

**1965** Henry Ford II, Chairman of Ford, visits Australia.

**1972** XA Falcon - first all-Australian designed.

**1979** Henry Ford II visits Australia for launch of all-new XD Falcon.

**1985** Construction of new paint facility at Broadmeadows started.

**2000** Ford Australia 75th Anniversary; 40th Anniversary of Falcon – June.

**2003** Ford worldwide commemorates 100th anniversary.

**2005** *Where we are today at the 24<sup>th</sup> March.*

# RUN TO CRESWICK TO VISIT JIM AND HELEN

18 January 2009

On this fine and cool but sunny Sunday morning Joan and I headed off in our Cussy to meet other Club members at the Mobil garage on the Western Highway at Rockbank. We arrived there about 9:30 am to find some members had arrived and the rest followed in soon after. After a short yak we were on our way again for the run up the Western Highway to end up at Jim and Helen's new place at Creswick. It was really great to see quite a few Cussies cruizin up the highway, and "oh what a sight" it would have been back in the 50's and 60's on our roads.

After lots of greetings, a cool drink and sitting under the BBQ covered area and getting a bit crowded we all decided that we should transfer our chairs out under the big tree they had in the back yard, which proved to be quite cool as the day moved along and warmed up.

Sitting under the tree eating our beautifully cooked BBQ lunch was very pleasant and just as well as it got a bit smoky under the BBQ covered area, not because the cooks were burning the meat, the smoke from the cooking just had a job getting out. I think Jim is going to get some roof vents for his birthday! After we had devoured some sweets, had a bit more of a yak, had another drink or two, it was time to inspect Jims shed, although some had a look before lunch at what Jim had down in the corner of his block .

We were all given the cooks tour of Jim's big new shed/garage he had erected just a short while ago, with a newly painted floor to keep the dust down. There was plenty of room for all his cars and plenty of room around each one to get in and out without banging doors. He has a good sized work area at one end with plenty of room to swing stuff about. When we were there he had his Galaxie, over the hoist he had installed, with the motor all newly painted and being fitted back into the engine bay.

His showed us his line up of cars, all sparkling and clean, and especially their latest arrival, a two tone blue 58 Star Model sedan which was in original un-restored condition although there had been some parts and rubbers replaced. It even had an original sticker in the boot showing the correct way to stow the spare wheel and bumper jack. Now I can go and fit mine the correct way.

We were all amazed at the collection of bits and pieces Jim had around his big shed, all set out very neatly and a lot wired into place to display them fully. He had all sorts of things from motors to oil cans, and one oil drum I remember him buying at the Tyabb Packing House run we had a while ago.

I am sure all who attended this run really enjoyed their day and we all thank Jim and Helen for putting on such a good day for all of us.

Report and Pictures by Rob and Joan Brereton.



# Poosum Place Pictures



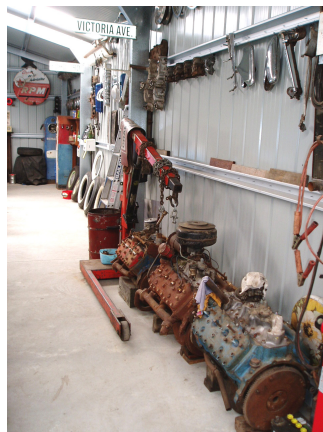
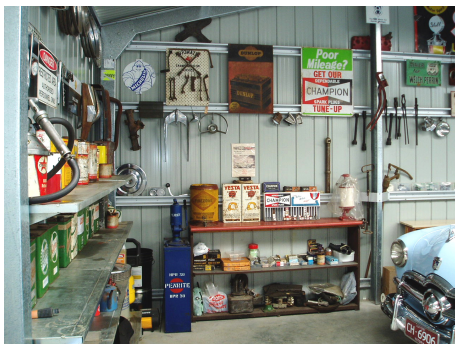
Three of our cars at Poosum Place on the left, and on the right we have Poosum holding up the BBQ with Mick, while the Preso cooks the meat, under the watchful eye of Mrs Preso.



At right we are all gathered under the big shady tree to eat our lunch, have a yak and a nice cold beer.



In the pictures below you can see the fantastic job Jim has done to set up his "BIG SHED" for all his cars. He also has done a great job of displaying lots of the goodies he has collected over the years.





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2009

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The David Calleja Memorial Car Show.

Although there is not much to report for the days event, I can say the weather was hot and the ground was dusty, but there were plenty of Classic Cars to see. Some customized jobs, and lots of bikes all mixed in with some good old music and it turned out to be a good day. I have included a picture of a good ole Star Model (looks familiar), and the Chev won the trophy for the best in show. Billy & Michelle.

Good News from the Van Egmonds.

We now have another grandchild - Jessica Paige arrived 2 weeks early on Thursday 5th February - 6lb 14 ozs, with a mop of thick black hair. Tracey and bub are well. Jamie is very excited and a proud dad. Congratulations and best wishes to all from all of us at the Cussy Club.

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From the Royalauto Journal - June 1956

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# Ford - Model T to Crown Victoria



**Unless you're a cop or a New York cabbie, chances are you haven't driven a new Ford Crown Victoria.** Today's Crown Vic is the backbone of fleets; a car for enterprises that need a rugged, simple sedan with plenty of room for passengers and cargo space for all their stuff. But 30 years ago the full-size Ford was the backbone of the company's sales; an amazing 941,054 of them were sold during the 1973 model year. Twenty-five years before that it was the *only* car the division sold. Go back another 25 years and it was the Model T.

The full-size Ford, which before there were midsize and compact Fords was known as simply "the Ford," wasn't just any old car. It was upon the ubiquity of these Fords that auto racing, popular automotive enthusiasm, drive-in theaters, motels, fast food, malls, mini malls, in-between malls and virtually everything else we take for granted today was created. Over the last century, our nation, our culture and our world were built for and around these cars — the 1909 Model T and 94 years of successors.

In over a century of evolution, almost everything about how cars are constructed and engineered has changed. But surprisingly, the 1909 Model T and 2003 Crown Victoria still have more than the Ford script logo on their grilles and four wheels and tires in common. Both (and every car in the direct ancestry between them) are built on frames separate from their bodies, have solid rear axles in the back and a transmission bolted directly behind their front-mounted engines. Some things never change — or at least persist for a very long time.

## **Model T (1909-1927)**

Henry Ford started the Ford Motor Company in 1903 with a small runabout he called the Model A. But Ford's first cars were baby steps; experiments that taught Ford what mistakes to avoid when he got serious about building a lot of cars. The spindly Model T, fragile as it looks today, was serious the moment it went on sale in October of 1908 as a 1909 model.

The very first Model Ts had flat-topped fenders, brass radiators and bodies made from wood, and things like windshields and tops were optional on open cars. If a buyer wanted to know how fast he was going, he could spend the extra money for a speedometer. The 1909 Model T came in five body styles (five-passenger Touring, two-passenger Runabout, seven-passenger Town Car, seven-passenger Landulet and two-passenger Coupe) and in gray, green or red, depending on the model.

## **Current Crown Victoria (1992-2003)**

While the 1992 Crown Victoria sedan rode on the same 114.4-inch wheelbase as the '91 model, its body was obviously different. Styled with a grilleless nose similar to the midsize Taurus and a gracefully arched roof similar to a Jaguar's, the '92 Crown Victoria rode on a slightly modified version of the chassis introduced under the '79 LTD. The lack of a front grille was off-putting to many buyers, but just about everyone was enthusiastic about the new overhead-cam, 4.6-liter V8 that powered the vehicle. Rated at 190 horsepower with a single exhaust or 210 horsepower with optional dual exhaust (as on police cars), the fuel-injected 4.6 was much smoother and more powerful than the overhead valve V8s it replaced. This wasn't a fire-breathing '66 427, but it was the most civilized V8 ever installed in a rear-drive Ford sedan.

**For 2003** — the 95th model year since the introduction of the Model T — the Crown Victoria received an all-new chassis under the familiar body shell. While the suspension remained the same in principle, it differed in many details and incorporated rack-and-pinion steering for the first time. Four-channel ABS was also standard this year and side airbags were available on both the LX and LX Sport.

**But like the 1909 Model T, the 2003 Crown Vic still has a body bolted to a frame with a solid rear axle and a front-mounted engine. It's almost hard to tell them apart.**



# Happy Birthday to You



Best Wishes to all Celebrating their Birthdays during these months.

## March:

1<sup>st</sup> Peter Fogarty  
6<sup>th</sup> Gilbert Trigg  
25<sup>th</sup> Sue Hayward  
26<sup>th</sup> Michelle Graham  
28<sup>th</sup> Paul Cox

5<sup>th</sup> Connie Vella  
5<sup>th</sup> Phil Hird  
15<sup>th</sup> Barb van Egmond  
20<sup>th</sup> Beryle McKenzie  
20<sup>th</sup> Shirley Fowler  
20<sup>th</sup> Joe Vella  
21<sup>st</sup> Merv Macumber  
30<sup>th</sup> Ray Kilby

## May:

1<sup>st</sup> Janet Hamilton  
2<sup>nd</sup> Jim Bryant  
23<sup>rd</sup> Alan McKenzie  
27<sup>th</sup> Debbie Breheny  
29<sup>th</sup> Jim Pierce

## April:

4<sup>th</sup> Sandra Hibbert

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

### Bee Seen in the Latest Gear from our Club

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

**P3010** Sizes: S, M, L, XL, 2XL, 3XL, 5XL  
BIZ COOL™ 100% Breathable Polyester single jersey knit. Snag Resistant fabric. Knit collar with contrast tipping. Standard 3 button placket. Contrast twin stripe from shoulder to sleeve cuff. Contrast curved panel from underarm to the back of the polo. Side splits. Loose pocket included. 185 GSM. Some other colours available at extra cost.  
Price to Members: \$30.00. Includes Club Logo.



#### MEN'S TORQUE SHIRT...& Ladies Styles

**SH730** Sizes: S, M, L, XL, 2XL, 3XL, 4XL, 5XL  
65% Polyester 35% Rayon - comfortable heavier weight fabric. Short Sleeve shirt with contrast collar, cuff and side panels. Jet pocket and side splits. All colour ways with reflective silver piping. Some other colours available at extra cost.  
Price to Members: \$45.00. Includes Club Logo.



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

Excellent Quality Caps. Invisible Elastic Banded. 2 Sizes Fits All. Includes Club logo. **BLACK ONLY.**  
Price to Members: \$25.00. Includes Club Logo.

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

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





For all Inquiries and Orders Please Contact:  
MICK BREHENY, on (03) 5783 1711, between 7:00 & 9:00 pm please. Or catch him at a Club meeting or run, where he will have order forms ready for you to fill in. **Payment is required at time of order.**




# FORTHCOMING EVENTS

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



## March 2009

<p><b>4<sup>th</sup>-10<sup>th</sup></b></p> 	<p><b><i>"The Great Escape 2009"</i></b>. The Club has organised an extended cruise through Western Victoria and into South Australia and onto Adelaide for the Adelaide All Ford Day on the 8<sup>th</sup> March.</p>
<p><b>21<sup>st</sup></b></p> 	<p><b><i>"Cruise Night to Williamstown"</i></b>. <u>A Saturday</u>. Meeting place is at the Todd Rd, Westgate, Shell Servo, Geelong bound side at 4:30 PM for a cruise to Williamstown and Altona for Fish and Chips for dinner. Enter the Servo from the outbound Westgate Freeway or from the "Todd Rd Roundabout" as you cannot do a right hand turn from Prohasky St into the servo. If you go via Prohasky St you will end up on the bridge.</p>



## April 2009

<p><b>5<sup>th</sup></b></p> 	<p><b><i>"In the Drivers Seat"</i></b>. Visually Impaired Day, at Sandown Race Track. 9.30 am start. Enter Circuit via bridge from the Dandenong Rd- Princes Hwy side, and drive into pit lane, hope to see you all there as this is a great cause, and lots of satisfaction. Don't forget to register when you arrive. Lunch, tea, coffee available.</p>
<p><b>5<sup>th</sup></b></p> 	<p><b><i>"Shannons American Motor Show"</i></b>. Flemington Racecourse, Members Car Park. Open to all vehicles manufactured in America. Meet you there.</p>
<p><b>19<sup>th</sup></b></p> 	<p><b><i>"Committee/General Meeting"</i></b> RSL Hall Sunbury. Meeting starts at 11am. See you all there. Cnr Barkly &amp; Macedon Streets, Sunbury. Melways Ref 382-F4. Hot Tea and Coffee supplied. So come along, show us your support, and Bring the Cussy.</p>
<p><b>26<sup>th</sup></b></p>	<p>All Makes Swap Meet &amp; Fabulous Fifties Fins Day. Combined Car Show &amp; Swap Meet at Sandown Racecourse.</p>

## May 2009

<p><b>3<sup>rd</sup></b></p> 	<p><b><i>"Rotary Club of Keilor Car Show"</i></b>. At The Historic Keilor Hotel, Old Calder Hwy, Keilor. ( Mel Ref Map 14 J6) Gates open for display 7:30-8:30 am. Show closes at 1:30pm. \$15 per car entry fee. Cash prizes. Held in conjunction with Rotary market.</p>
<p><b>9<sup>th</sup></b></p>	<p>Geelong Bay City Swap Meet at Geelong Showgrounds.</p>
<p><b>17<sup>th</sup></b></p> 	<p><b><i>"National Motoring Heritage Day"</i></b>. Picnic at Studley Park. BYO picnic, or there are BBQ's available, probably coin operated. Meet you there 11 am. Melway ref Map 2D-F8 or 44-H5. Find your way onto the Yarra Boulevard and then make your way to Boathouse Road and then into the car park. Very steep &amp; windy entry into car park, check your brakes.</p>
<p><b>30-31<sup>st</sup></b></p>	<p>Historic races at Winton.</p>

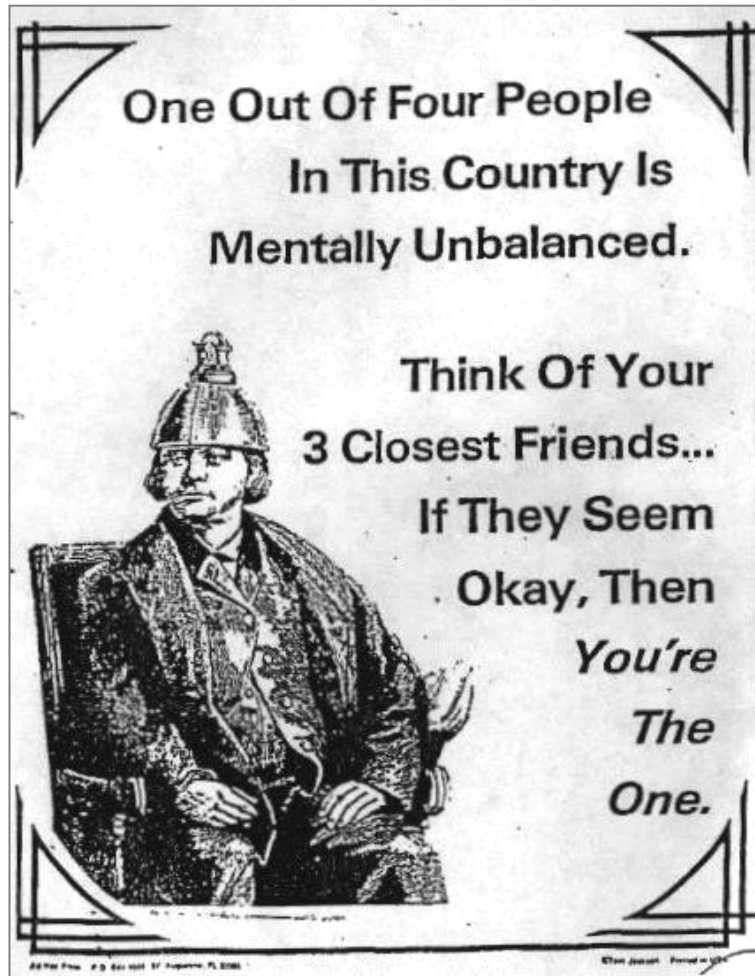
## June 2009

<p><b>13<sup>th</sup></b></p> 	<p><b><i>"Trip to Phillip Island"</i></b>. Staying overnight. More details at the meeting on the 19<sup>th</sup> of April.</p>
<p><b>21<sup>st</sup></b></p> 	<p><b><i>"Committee/General Meeting"</i></b> <b>NEW VENUE FOR NEXT TWO MEETINGS</b> 10-14 Gipps Court Epping VIC 3076. Melways Ref 181 J10. Meeting starts at 11am. See you all there. Hot Tea and Coffee supplied. So come along and show us your support, and Bring the Cussy.</p>

Fanny's Rest Stop  
**EAT HERE**  
AND  
**GET GAS**  
Beer · Food · Gas

DON'T TAKE LIFE  
TOO SERIOUSLY:

*"If ignorance is bliss,  
why aren't more people happy."*



Humour for Lexophiles  
The Lovers of Words

I went out the other day to the local ball park and while I was there I wondered why this baseball was getting bigger and bigger, then it hit me! After a short while I gathered myself together and started talking with this youth who told me that a noted scientist had discovered that the theory of earthquakes was on shaky ground ~~~~~

22-02-2009 RJB