

49 - 59 FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

THE PREMIER CAR CLUB FOR YOUR
FABULOUS FIFTIES FORD CUSTOMLINE

The Year 1952



FORD

March - April - May 2007 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”.

2006-2007 Committee Members.

President:	Don Macumber
Vice President:	Ken Lee
Secretary:	Richard Van Egmond
Treasurer:	Frank Beale
Newsletter Editor:	Rob Brereton
Property Officer:	Phil Butt
Trophies / Merchandise:	Phil Butt
Runs Co-ordinator:	Helen Tuo
Committee Members:	Smiley Edmonds Ray Shalders Harry Beckwith
AOMC Representatives:	Ken Lee, Ray Shalders As Above. Wayne Paterson
Club Plates (RED CH & H PLATES) Authorised Permit Officers:	Ken Lee – Wayne Paterson – Harry Beckwith As above.
Club Plates Scrutineers:	Ken Lee, Wayne Paterson. As above.
Club Plates “Special Use Vouchers” are available from:	Harry Beckwith Phil Butt Ken Lee Wayne Paterson

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: rbrereton@optusnet.com.au

**Club Meetings are held on the 3rd Sunday,
Bi-monthly, commencing at 11:00 am,
and followed by a sausage sizzle.**

The Next Meeting Dates are:

April 15th General Meeting
June 17th General Meeting
August 19th Annual General Meeting

**Our Meeting Place is at the
Sunbury R.S.L. Rooms
Corner of Barkly & Macedon St. Sunbury.
Melways Ref: 382 F 4.**

Rob Brereton. Newsletter Editor.
Phone: (03) 9555-4160 or E-mail to:
rbrereton@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: rbrereton@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.

**Visitors are always most welcome
to visit these meetings.**



A WORD FROM OUR PRESIDENT

Hi Everyone.

Well, Christmas and the New Year have come and gone, which I hope were Joyful and Happy for everyone.

The first bit of news this year was the cancelling of the All Ford Day, rather disappointing for all to say the least.

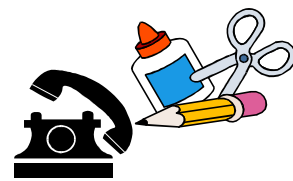
We will be organising some great runs for 2007, so I would love to see more of our members attending our runs and meetings. So let's get out there with our Cussies and show 'em off.

Our last General Meeting on February 18th seen a good turn up of members, 15 in all, and a good show of cars, seven in all, despite the weather being extremely hot, to say the least.

Our next run is a leisurely picnic day at the Sugarloaf Reservoir on March 11th. After that is the "In the Drivers Seat - Visually Impaired Day" at Sandown Motor Circuit on the 25th March. So come along to this one as we always have a wonderful day there and the visually impaired people really enjoy riding in our cars. Also keep in mind our annual run to Mt Franklin at the end of April.

I hope you are, as I am, looking forward to our runs in 2007, so for now, Safe and Happy Cruzin.

You're President.
Don Macumber.



FROM THE EDITOR'S DESK.

Just a short note from me to say that this edition of the Newsletter is just a bit smaller than previous issues due to the fact that there is only one run report. This is because not much happens in December, January did not include any runs and February seen the cancellation of the All Ford Day. The next three months should rectify this a little as we have organised some good runs.

Can I also ask all of you to please send me write ups of your restoration projects or repair details, with pictures, so everyone can benefit from your experience in these matters, which I will say would be greatly appreciated. Ed.

NEW MEMBERS

We would like to welcome these New Members to the Club:

Greg & Janet Hamilton.	Werribee.	Black 1954 Sedan
Graham Lineker.	Point Cook.	Blue & White 1953 Fordor Sedan.
Ian Burgess.	Werribee.	Red 1939 Ford Pickup.

Sugarloaf Reservoir Picnic Run

We have at long last rescheduled our picnic run to "Sugarloaf Reservoir" for a quiet picnic lunch by the waters edge. The last time we were to attend this run the temperature topped 42.2 Degrees Celsius and we called it off. So let's hope for more moderate weather this time. Details as per run sheet. See you all there.

"In the Drivers Seat - Visually Impaired Day".

Come along to this wonderful fun filled day at Sandown Motor Circuit. Let the visually impaired people ride in and feel what its like to be in a Customline from the 1950's. Each year those who attend say what a great day and it is a fulfilling day knowing that you have given these people so much pleasure. If you wish to attend see the run sheet for details.

Mt FRANKLIN RUN

Don't forget to mark this run on the calendar. Our Annual run to Mt Franklin is on again in the lovely Autumn weather. You can bring a picnic lunch or you can bring your own meat to cook, as the Clubs BBQ trailer will be there. There will possibly be a short stop at the Sunday Market again this year, or you can proceed straight to Mt Franklin. Further details are on the run sheet.



Come on a run to the Royal Hotel, The Esplanade Mornington for a leisurely lunch. It's their 150 Anniversary.

We will depart Maccas Edithvale at 11:00 am, and heading down the Mornington Peninsula Freeway to arrive at Mornington approx 11:30-45.

We can then have a look around at the shops or market, before meeting for lunch at 12:30pm at the Pub.

Please ring Helen Tuo on 93 for bookings.

PICNIC AT HANGING ROCK

At 7.30am Richard stood at the front of the shed with the roller door up gazing out and wondered whether to take the car out or not. We thought and hoped that the weather would improve and so decided to go.

As we travelled through Trentham the fog lifted and we no longer needed to use the windscreen wipers (an unused feature lately!).

We arrived at the gate at about 9.20 and proceeded without delay to a shaded parking spot. We positioned our chairs to view the varied makes and models as they entered. Later our friends from Maryborough arrived in their 53 sedan (in original condition with only 53,000 miles on the dial.)

We had an enjoyable day of chatting and catching up with various friends from other clubs. Several Customlines were spotted but even though we searched throughout the area did not spot anyone else from our club.

It turned out to be a magnificent day with a huge display of cars and bikes. There were display cars all the way back on the racecourse. It was disappointing that no-one else from the club had their cars on display, but nevertheless we had a great day and will be there again next year.

Safe cruising, Barb Van Egmond.



Here are some of the mini cars on display. Brings back memories of the peddle car I had when I was a kid. Ed.

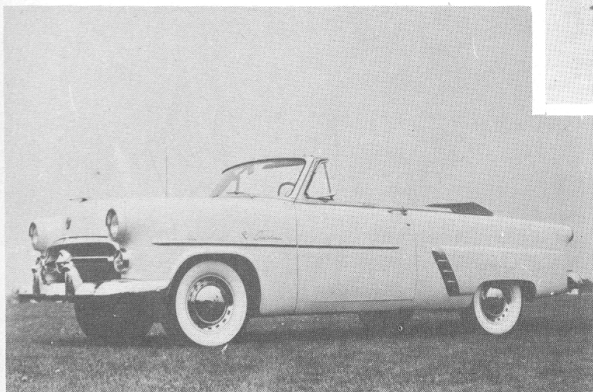
FORD FOR 1952



Top line for 1952 was the new Crestline series, having as its flagship the Crestline Victoria Hardtop, priced at \$2,105.



The Country Squire now was an all-steel station wagon with wood veneer trim. Produced as a 4-door model only, it sold for \$2,385.



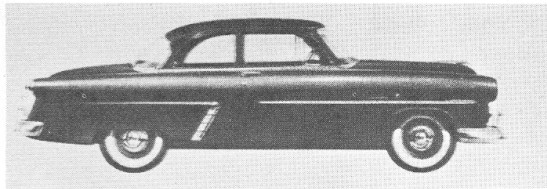
The Crestline Sunliner Convertible sold for \$2,215.

Eleven models were offered this year, divided into three series, the low priced Mainline, the medium priced Customline, and the higher priced Crestline. Several distinct styling changes were made to set these cars off from previous models. In addition, a new overhead valve six replaced the old flathead six, and was available in all cars except the Crestline series and the Country Sedan in the Customline range.

Also new for the year was Ford's first two door all metal station wagon. Christened the Ranch Wagon, the handy vehicle drew immediate acceptance from those who liked the convenience and load holding abilities of a station wagon, but who previously did not like the price or nuisance of wood bodied vehicles. The regular station wagons also gave way to large areas of metal,

with the wood being retained strictly as panel trim on the Country Squire only, and certainly no longer functional.

Other engineering changes included suspended clutch and brake pedals, giving these controls greater leverage and doing away with holes in the floorboards. In order to keep the V-8 the more powerful of the two engines, horse power was raised to 110. The new six, released after four years of testing, had 101 hp.



The Customline Club Coupe. \$1,805.



The new intermediate range was designated the Customline series. This is the Fordor Sedan at \$1,845.



New York City provides the background for this Customline Tudor Sedan. It sold for \$1,795.

New for the year was the return of the 4-door station wagon, this time with an all-steel body. Designated the Country Sedan, it sold for \$2,250.

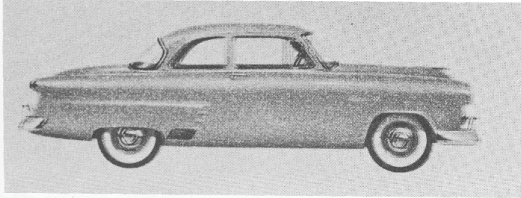


The remaining 2-door wagon was the economy priced Mainline Ranch Wagon, with an all-steel body. It sold for \$2,080.

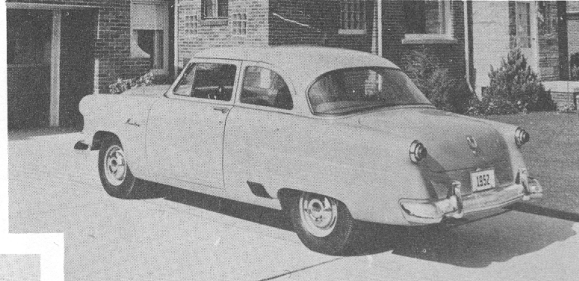


The Mainline Fordor, \$1,755.

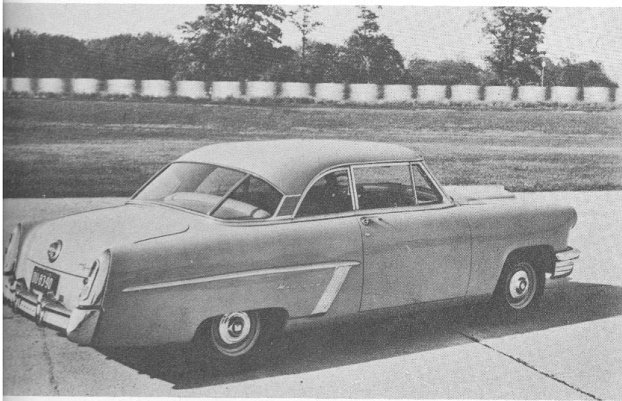
1952 saw an increase in wheelbase to 115" with accompanying increases in width and length to provide a larger car. Changes in the appearance of the car were made, and thinner windshield corner posts and one piece curved windshields (and rear windows) joined to give the appearance of a "bigger" car.



The Mainline Business Coupe, \$1,600.



Leading the sales figures of the new economy series, the Mainline, was the Mainline Tudor Sedan at \$1,706.

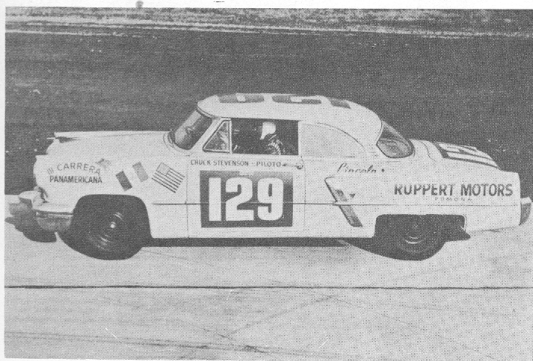


The new Mercury also reflected Ford's angular styling, and seemed to lose some of the grace of previous years. This is the Custom Hardtop Sport Coupe, the economy model hardtop. It sold for \$2,313. As did the Crestline Victoria Hardtop, the Mercury Hardtops also used the three-piece rear windows.

↓ A fleet of British built Zephyr Six Sedans is delivered to an English factory. Its price in the U.S. was \$1,890.



For the first time since the early 1920s, Lincoln entered factory supported open racing competition. Its support consisted of a four-car team in the 1952 Pan-American Road Race, a grueling 2,000 mile run through Mexico. The team, led by Chuck Stevenson (below) scored an amazing 1, 2, 3, 4 in the stock car division, and also outran 76% of the sports cars entered. The Lincolns used were really 1953 models, released early especially for the race.



↓ The British built Consul.



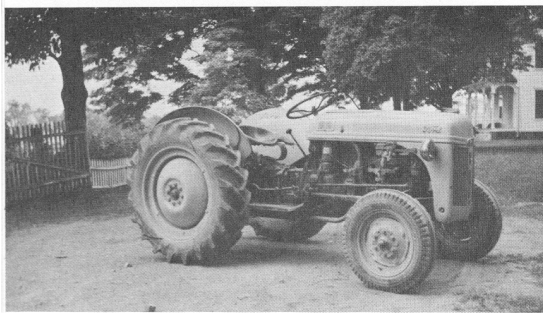
Ford introduced a third line in 1952 and redesigned the earlier two. The Crestline (formerly the Custom), the Customline (formerly the DeLuxe) joined the new Mainline which was the lowest price, or economy version.

A new overhead valve six cylinder engine was available optionally in all but the Crestline models. Modifications made to bodies included the relocation of the fuel filler to a position behind the license plate at the center rear (to allow filling from either side), and an exceptionally accessible hood latch located at the front.

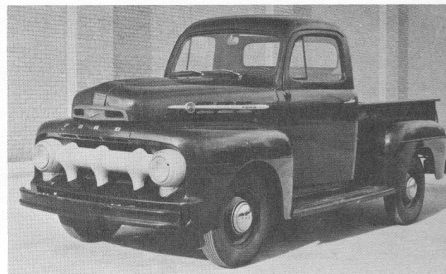
The new 101 HP high compression SIX now had enough power to function correctly with the Fordomatic, which, like Overdrive was offered as an optional accessory in place of the conventional three-speed manual transmission, and the brake pedal (and clutch, when used) were suspended from above "cleaning up" the floorboard area.

Ford's list of available optional accessories had now reached over 30, not including cleaners, waxes, polishes, and lubricating and maintenance items.

Truly Ford had become a "Big car".



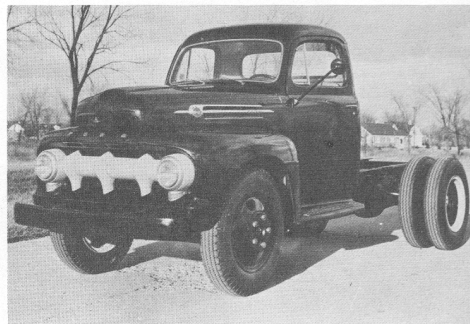
Providing intermediate service on innumerable farms across the country were these gray and red Ford Tractors. This unit was owned by the author.



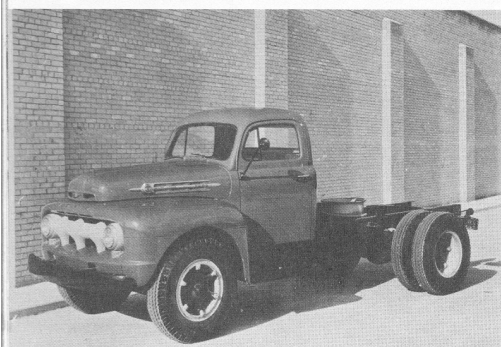
The F-1 1/2-Ton Pick-up, priced at \$1,425.



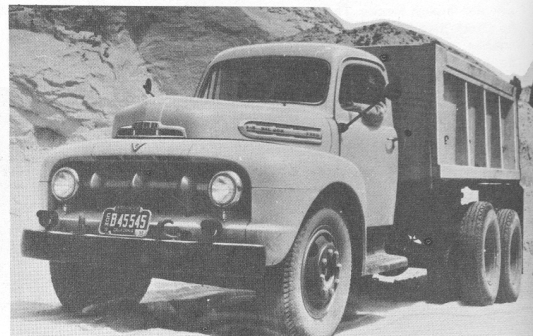
Utah pulpwood gets set for a trip to the mill on this F-7 logger truck.



The F-6 was a popular truck for inter-city tractor-trailer work.



This F-7 Big Job will be fitted with a "fifth wheel" for tractor duty.



California was the home of this 10-wheel F-8 dump truck, here hauling construction sand.

COLAC CAR SHOW JANUARY 2007

Here are a few photos below of Frank Beale and his 1951 DeLuxe Twin Spinner Ute. Frank has set up a tool display in the back of the Ute and has also crafted a wonderful display board filled with lots of goodies.



Here are a couple of pics sent in by Ian Hayward. He and Sue just love their junk. Also the model engines look great and very detailed. You can judge the size of these models by comparing them to the matchbox.



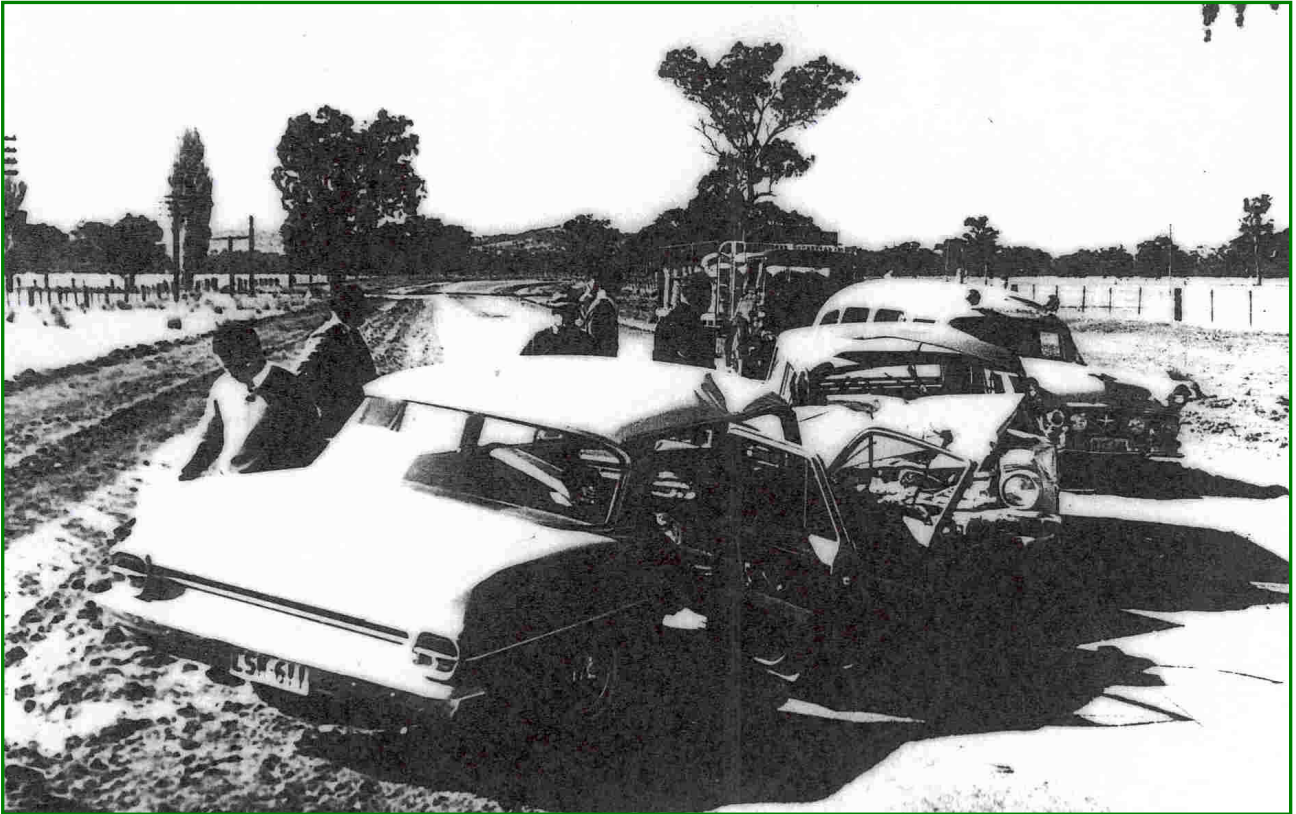
FORD COLOR RANGE 1946-62

Black 286-2222 Available all years
Aurora Rose 286-4118 1960, 61, 62
Nullabor Beige 286-4119 1960, 61, 62
Pacific Blue 286-4120 1960, 61
Botany Green 286-4121 1960, 61, 62
Wattlebark Tan 286-4137 1960, 61, 62
Broadmeadows Green 286-4138 1960, 61, 62
Skymist Blue 286-4140 1960, 61, 62
Brewster Green 286-4174 1960, 61
Starlight Blue 286-4330 1960, 61, 62
Acacia Yellow 286-4367 1962 only
Emu Grey 286-5001 1962 only
Tasman Blue 213-5002 1962 only
Gambier Blue 286-5003 1962 only
Guinea Green 286-5004 1962 only
Kurrajong Green 286-5005 1962 only
Cassia Yellow 286-5006 1962 only
Woomera Red 286-5007 1962 only
Sandshell Beige 286-5009 1962 only
Reef Blue 286-5010 1962 only
Kingsley Cream 286-5602 1946, 47, 48
Almond 286-5603 1946, 47, 48
Drydan Grey 286-5604 1946, 47, 48
Pine Green 286-5605 1946, 47, 48
Forest Green 286-5606 1946, 47, 48
Empire Blue 286-5607 1946, 47, 48
Regal Blue 286-5608 1946, 47, 48
Venetian Red 286-5609 1946-51
Highland Green 286-5793 1949 only
Windsor Grey 286-5788 1949 only
Special Regal Blue 286-5789 1949 only
Cypress Green 286-5790 1949 only
Sycamore 286-0791 1949-50
Autumn Gold 286-5792 1949 only
Moss Green 286-5907 1950 only
Heather Beige 286-5906 1950 only
Clyde Grey 286-5908 1950 only
Commodore Grey 286-5909 1950 only
Sherwood Green 286-5910 1950 only
Regal Blue 286-5933 1950 only
Hunter Grey 286-6035 1951 only
Brighton Sand 286-6036 1951 only
Ivory 286-6037 1951 only
Clematis Green 286-6038 1951 only
Valley Green 286-6039 1951 only
Timor Blue 286-6040 1951 only
Cottesloe Beige 286-6041 1951 only
Gambia Blue 286-6042 1951 only
Alpine Ash 286-6243 1952 only
Ascot Beige 286-6244 1952 only
Stirling Grey 286-6245 1952 only
Berwick Green 286-6246 1952 only
Portsea Blue 286-6247 1952 only
Oxford Blue 286-6248 1952 only
Lincoln Green 286-6249 1952 only
Venetian Red 286-6250 1952 only
Mist Green 286-6475 1953-54
New Ivory 286-6476 1953-54
Vermillion 286-6477 1953-54
Cumberland Green 286-6478 1953-54
Edinburgh Blue 286-6479 1953-54
Somerset Green 286-6481 1953-54

Haze Blue 286-6482 1953-54
Westminster Grey 286-6483 1953-54
Bermuda Sand 286-7359 1954-55
New Sycamore 286-7360 1954-55
Coronation Blue 286-7361 1954-55
Vermillion Red 286-7362 1954-55
Royal Silver Grey 286-7363 1954-55
Devon Green 286-7364 1954-55
Festive Blue 286-7365 1954-55
Frost Green 286-7366 1954-55
Sandalwood Tan 286-7532 1954-55
Alaska White 286-7633 1955-56
Forester Green 213-7663 1955-56
Gulfstream Blue 213-7664 1955-56
Devon Green 286-0665 1955-56
Torch Red 286-7666 1955-56-57
Waterfall Blue 286-7668 1955-56
Springdale Green 286-7669 1955-56
Starlight Grey 286-8096 1955-56
Fanfare Maroon 213-8097 1955 only
Meadowmist Green 286-7919 1956-57
Pineridge Green 213-7920 1956-57
Nocturne Blue 213-7921 1956-57
Snowdrift White 286-7922 1956-57
Brewster Green 286-7923 1956-57
Olympia Blue 286-7924 1956-57
Mountain Ash 286-7925 1956-57
Sunset Maroon 213-2018 1956 only
Wavecrest White 286-2282 1957 only
Coral Red 286-2319 1957 only
Twilight Blue 286-2320 1957 only
Pacific Blue 286-2321 1957 only
Norfolk Green 286-2322 1957 only
Platinum Grey 286-2323 1957 only
Tahitian Green 286-2324 1957 only
Moonmist Yellow 286-2325 1957 only
Buckskin Tan 286-2326 1957 only
Matador Red 286-9612 1958 only
Royal Maroon 286-9613 1958 only
New England Green 286-9614 1958 only
Corncob Yellow 286-9615 1958 only
Niagara Blue 286-9616 1958 only
Tuscan Tan 286-9617 1958 only
Champagne 286-9618 1958 only
Bristol Blue 286-9619 1958 only
Seasprite Green 286-9620 1958 only
Pearl Grey 286-9621 1958 only
Glacier White 286-9622 1958 only
Petal Yellow 286-9131 1959 only
Tahitian Bronze 286-9132 1959 only
Blue Ice 286-9133 1959 only
Moonrise (Koala) Grey 286-9826 1959, 60, 61, 62
Opal (Gull) Grey 286-9827 1959, 60, 61, 62
Colonial (Merino) White 286-9828 1959, 60, 61, 62
Jadeglint Green 286-9829 1959 only
Frosted Lime 286-9831 1959 only
Blue Velvet 286-9832 1959 only
Velvet Maroon 286-9833 1959 only
Canton (Waratah) Red 286-9951 1959, 60, 61, 62

IMPORTED VEHICLES
Channel Green 286-6049 1951, 52, 53
Honey Beige 286-9299 1951, 52, 53
Essex Blue 286-2330 1951, 52, 53

Listed above is the Ford Colours Range between the years 1946 to 1962.
You can see that there was a wide range of colours to choose from, apart from "Black".



This picture was supplied by Ray Shalders. You can see what appears to be two EJ Holden's in a head on collision. I suppose like objects attract each other. Never mind, you can always rely on the ever faithful Star Model Cussy ambulance to come to the rescue.

vanity number plates

Here are a few more Vanity Number Plates for you to ponder over.
If you have seen any interesting ones please send them in. Ed.

CME4DK See me for decay, on a dentist's car.

FLAUNT On a Rolls Royce

HIHO AG Hi Ho silver!

IAMYY4U I am too wise for you

LOXMIF On a locksmith's car

PMS ESP On a lady's car in Virginia. Her translation of the plate is:
Bitch that knows everything

RM41MR Room for one more, on a Cadillac Hearse

Happy Birthday to You



Best Wishes to these people and all others celebrating their Birthdays during these months.

March

1st Peter Fogarty
6th Gilbert Trigg
25th Sue Hayward
28th Paul Cox

April

5th Connie Vella
5th Phil Hird



15th Barb Van Egmond
20th Joe Vella
22nd Col Farnham
30th Ray Kilby

May

2nd Jim Bryant
23rd Alan McKenzie
29th Jim Pierce

Jokes of the Day

The driver of a semi lost control of his vehicle and ploughed into an empty Sydney Harbour Bridge tollbooth, smashing it to pieces.

He climbed down from his truck and looked at the wreckage, not quite sure what to do. Within minutes though another truck pulled up and unloaded a crew of workmen. The men picked up each broken piece of the former tollbooth and spread some kind of creamy substance on it. Then they began fitting the pieces together and in less than a half hour, they had the entire tollbooth rebuilt as good as new.

"Astonishing," the truck driver said to the crew chief. "What was that white stuff you used to get all of the pieces together?"

The crew chief said,
"Oh, that was tollgate boothpaste."

An Indian Chief owned a very valuable throne made of pure gold.

Fearing warring tribesman would attack and find his most valued asset, he had his men hoist the throne high among the leaves of his grass hut.

The hostiles did attack, venturing inside the hut and a machete was swung slashing the vines that held the throne aloft.

Unfortunately the throne crashed down onto the chief, killing him instantly.

The moral of the story?
"People who live in grass houses shouldn't stow thrones."


* * * * *

If tin whistles are made of tin,
then what do they make
fog horns out of?



Forthcoming Events

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


March 2007

11 th 	<i>“Sugarloaf Reservoir Picnic”</i> Melways Ref: 273-A2 BYO picnic lunch etc. Meet at McDonald’s Nunawading, cnr Maroondah Hwy & Springvale Rds. Meet 9.45am, depart 10.30am.
11 th	Supercruise to Maffra Shed. Dep top pub 311-327 Princess Drive, cnr Vincent Rd Morwell. VicRoads Country Directory 340 G6. Depart 10:30am \$5.00 Head.
17 th -18 th	Jailhouse Rock. Ararat.
18 th	Sunbury 6 th Annual Muscle Car & Motorcycle show.
25 th 	<i>“In the Drivers Seat. Visually Impaired Day”</i> . Sandown Motor Circuit. If you wish to attend ring Richard on (03) or just turn up on the day at 9:30 am, and enter Sandown Motor Circuit via the bridge or gate from the Dandenong Rd-Princess Highway side, and drive into the pit lane. See Officials for Registration/Insurance.
25 th	Werribee & District Collectable Vehicle Clubs Show “N” Shine to be held at Mossfiel Reserve, Heaths Road Hoppers Crossing. Melway ref: 206 F2 Show cars \$10 per vehicle.
25 th	Two Bays Rod Run. 8:00am for brekky. Princess Hwy & Vespa Drive Narre Warren. Mel 110 C4. Then on an Observation Run to Hastings and finally to Rosebud Primary School. \$20.00 Car.


April 2007

1 st	RACV “American Motoring Show”, Flemington Showground’s, Flemington.
31 st -1 st	Gear Grinder Motorfest. Princes Park, Maryborough.
15 th 	<i>“General Meeting”</i> , RSL Hall Sunbury. Corner Barkly & Macedon Streets, Sunbury. Melways Ref 382 F 4. Meeting starts at <u>“11:00 am”</u> , followed by a sausage sizzle.
29 th 	<i>“Mt Franklin Run”</i> . Annual run to Mt Franklin, meeting at McDonalds in Deer Park @ 9.45am for 10.30 departure, heading up Western Hwy together. Possibly stopping briefly at the Sunday Market. Club BBQ will be at this run so you can BYO meat or picnic lunch.

May 2007

13 th 	<i>“Pub Run”</i> Come on a run to the <u>Royal Hotel</u> for a leisurely lunch, at 770 The Esplanade Mornington. Ph: 59755466. Melway 104 C-10. It’s their 150 Anniversary. For those members travelling from the West you can first meet up at the Shell Westgate, departing at 9:45am, and travelling then to the next meeting point at McDonalds Edithvale, corner of Wells & Edithvale/Springvale Roads, arriving there approx 10:30am. We will then depart at 11:00 am, heading down the Mornington Peninsula Freeway to arrive at Mornington approx 11:30-45. We can then have a look around before meeting for lunch at 12:30pm at the Pub. Please ring Helen Tuo on 93 for bookings.
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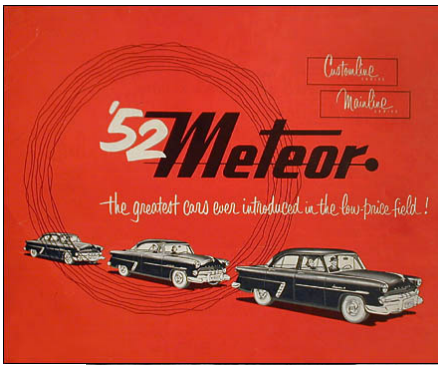
June 2007

17 th 	<i>“General Meeting”</i> , RSL Hall Sunbury. Corner Barkly & Macedon Streets, Sunbury. Melways Ref 382 F 4. Meeting starts at <u>“11:00 am”</u> , followed by a sausage sizzle.
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NOTE: There has been interest mentioned in the Club conducting another trip to Tasmania. It would possibly be in April 2008 for the Nationals.

Any one expressing an interest in going please ring Richard van Egmond on 03 .

Also, we are always looking for interesting places to go on our runs, so if you find somewhere interesting then please contact our Runs Coordinator, Helen Tuo on 93 .



Confucius Say:

**Birthdays are good for you.
The more you have,
the longer you live.**



Design Chief George Walker poses with the 1960-X dream car clay model. Photo: Ford Motor Company.

Looks like a distant cousin to the Edsel??

TOOL TIME

Some Definitions.

OXY ACETYLENE TORCH: Used entirely for setting fire to various flammable objects in your garage or workshop, aside from lighting your cigarette. Also very handy for igniting the grease inside an old brake drum you're trying to get the bearing race out of. Can also be used for boiling the billy, paint removal, and for creating loud and rapid explosions.

27-02-2007 RJB