

49 - 59 FORD CUSTOMLINE



CAR CLUB OF VICTORIA Inc.

THE PREMIER CAR CLUB FOR YOUR
FABULOUS FIFTIES FORD CUSTOMLINE

*A MERRY CHRISTMAS
AND A HAPPY NEW YEAR*



TROPHY WINNERS FOR 2012

www.customlineclub.org.au

December 2012

January - February 2013 Newsletter

49 – 59 Ford Customline Car Club of Victoria Inc.

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

2012-2013 Committee Members.

President:	Jim Pierce
Vice President:	Lorraine Carroll
Secretary:	Kevin Mulroney
Treasurer:	Jackie Mulroney
Committee Member:	Rob Breheny
Committee Member:	Ray Kilby
Minutes Secretary:	Helen Tuo
Newsletter Editor:	Rob Brereton
Assistant Newsletter Ed	Mick Breheny
Runs Co-ordinator:	Mick Breheny
Trophies:	Ray Kilby
Merchandise:	Rob Breheny
Webmaster:	Rob Brereton
Property:	Mick Breheny
Club Permit (RED CH & H PLATES) “Authorised Permit Officer”:	Les Cross
AOMC Representative:	Rob Brereton

Please feel free to contact any of the committee or relevant reps for any queries on any of the above phone numbers, or write to:

**49-59 Ford Customline Car Club of Victoria Inc.
PO Box 221 Reservoir 3073 Victoria Australia.**

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

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

The Next Meeting Dates are:

Please note the Month Changes for the meetings in 2013
January 20th 2013:Committee/General Meeting
Please also note the March meeting is the Second Sunday
March 10th 2013:Committee/General Meeting
May 19th 2013:Committee/General Meeting
July 21st 2013:Comm/Gen & AGM Meeting

**Our Meeting Place is at the
Sunbury RSL Rooms at the corner of
Barkly and Macedon St, Sunbury.
Melway Reference Map 382 F4.**

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

The Club Newsletter.

This Newsletter is at present published four times a year by the 49-59 Ford Customline Car Club of Victoria Inc, Registered No: A0018043T, PO Box 221 Reservoir 3073, Victoria Australia, and is free to all financial members.

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Unless stated otherwise the views, opinions and beliefs expressed in the newsletter are those of their authors and do not necessarily represent the views of the Editor or the Club.

Submitting Articles and Photos.

This newsletter is prepared using a word processor and is printed by the Club. It is preferable to type articles and reports but they can be in e-mail format or most word processing formats, and if any of these are unavailable they can then be submitted in neatly, legible hand written format.

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

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

Articles and images can be submitted to the Editor by Post, i.e., hand written, typed, or on 3.5inch floppy disks or CD's.

Membership.

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

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

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

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

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

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



A Word from Our President

Hello Members,

3rd December 2012.

It certainly is a busy time of year for the club. The roll up to the Healesville picnic was fantastic and the side trip to Rob and Irene Bruton's place to see his original Single Spinner was a real bonus, I am told he has the car registered and on the road now. Well done Rob!

I believe the Wallan car show was a success for the Club with Kevin and Brenda-Lee Shepherd winning Best Ford overall and Margaret Breheny winning the raffle on the day, being three hot laps at Sandown.

The Camperdown run was well attended once again on the Saturday and a few of us went back on the Sunday. It was also good to catch up with some of the Members at Bright this year with a BBQ on the Saturday night and we had a very relaxing time.

This year the Christmas Party at Beveridge was an even bigger success with 128 meals being served and a fantastic display of Customlines and other classics. Good ole Santa turned up with the help of the local Kalkallo 2 fire truck and crew, with lots of toys and goodies for the kids, being one of the day's highlights. Thanks very much to the Lowry guys for the use of the Jumping Castle, which is always an enormous success.

Thanks to our Run Co-ordinator Mick and all his helpers for another great day, the hamper gatherers, raffle and trophy organizers and thanks for all donations received. Also congratulations to all the Trophy winners on the day, for their achievements and to the owners of all the display cars, for their efforts. Well Done!

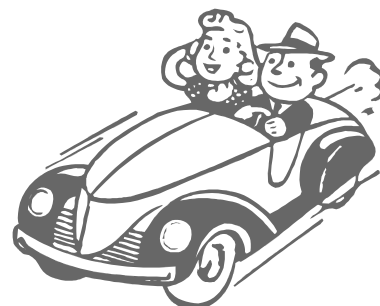
Please mark your calendars with the future runs set out in the Forthcoming Events page and join in the fun. Our first Club meeting for 2013 will be on the 20th January.

Now I would like to wish each and every Member and their families a Merry Christmas and a Safe and Happy New Year.

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

Jim Pierce

Your Club President.



From The Editors Desk



Well here I am again with another fresh Newsletter for you all to read. I hope I can keep up the good work and keep you all glued to our Newsletter again this issue. Of course all this is made a lot easier with the help of my assistant, Mick Breheny, and by the excellent reports written and supplied by our members. There are some more good Run Reports for you to read in this issue and a few interesting articles to read as well. There is a full Coming Events page for your reference so keep your Newsletter handy so you can remember when all the Runs are on and make sure you have the Cussy primed and Ready to Rumble.

Rob Brereton Newsletter Editor & Mick Breheny Assistant Newsletter Editor.

THE GREAT ESCAPE 2013: East Coast Cruise. Dates are now in place, we leave Wednesday 13th March and return Monday 25th March. Visiting Lakes Entrance, Merimbula, Moruya, Canberra, Wodonga then Home. So far there are 19 Club cars attending this run. More would be welcome. A trip highlight will be meeting up with the 49-62 Ford V8 Club of NSW, to have a look at their Cussies etc. For more details please ring Mick's Mobile: 0418 & before 8:30 pm.

Our New Member: We have ONE new membership to welcome into the Club this Newsletter, so let's all give a very warm welcome to: Col and Christine Pass who live in Samford Queensland, and have a Blue 58 Mainline Utility with a 292 motor, which is currently under restoration.



A COUPLE OF QUICK ONES FOR YOU TO PONDER

My sex life is like the Pension, I get it twice a month and it don't last very long!!

I just took a leaflet out of my mail box today telling me I can have sex at 79.

This is "great news", I am so happy, because I live at number 71.

So its not too far to walk home afterwards.

And its on the same side of the street.....

I don't even have to cross the road!!

May be this is what they call "safe sex"?????

Happy Birthday to You

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



December:

7th Ray Shalders
7th Les Cross
9th Mario Barroso
10th Kate Anderson
11th Henk Mennen
20th Peter Moore
21st Susie Barroso
27th David Patching
28th Alan Gascoyne

January:

2nd Phil Gillespie
10th Mick Breheny
16th Janet Fielder
21st Marie Edmonds
22nd Harry Beckwith
24th Margaret Breheny
30th Gretta Taylor

February:

1st Margaret Mennen
7th Bev Lavery
14th Brenda-Lee Shepherd
14th Charles Dean
16th Peter Hibbert
16th Linda Faralla
18th Gavin Anderson
20th Maureen Horne
21st Peter Auer

Healesville Market Visit to the Bruton's & Badger Creek Picnic Run 16th September 2012

Joan and I left home this dull but fine morning and headed to Macca's at Croydon to meet up with other members who might be going our way. Jim Camilleri and Dave were already there when we arrived so we joined them in a cuppa. Shortly after Les and Maureen Horne arrived for a cuppa as well and a chat, before we all left about 9:45am. We arrived at Healesville about 40 minutes later to find Mick and Debbie already there along with our new member Ray Burness in his Crown Vicky. Rob Bruton and his dad John were



there also, as they just live a little down the road. Then in rolled the Myers, Pierce's, Munroe's, Kilby's and the Cross's. After a bit of a chat the girls were ferried off to the market while the boys all headed off to Rob Bruton's place to have a look at his Single Spinner. Rob has done a bit of mechanical work to get it mobile but the rest is as honest as the day it was made and I am sure Rob will treat all that with due care



when he gets the time. Life has been difficult for Rob and his family as they were another of our members who lost their property in the Black Saturday fires. But Rob has his Ford in a new shed, beside the new house, and has since collected a few bits of motoring memorabilia to show off in his neatly decked out shed and Jim was noted to be admiring some of Rob's signs.

After some chatting and some photos taken we all headed back to Healesville to pick up the girls from the market, but we found that they had made their way off to the local bakery. We all then parked and



headed into the bakery for something to eat. Shortly after we all departed the car park and headed off to Badger Creek Picnic Area.

Mick and Jim turned left just after crossing the bridge, but in the rush the rest of us missed the turn and headed off on a roundabout to get back on track.

Eventually we got back onto the right road, after losing

a couple of carloads on the way, and then found our way into the Badger Creek Picnic Area. Eventually everyone arrived so all was well. Tall trees and tree ferns abounded, as it is a National Park, but there was no Sun to be seen. After parking the vehicles we found a big rotunda where we all set up for our picnic and to enjoy the surroundings. It seemed like a fairly popular spot as the car park filled up pretty quickly. Although dull and cool we still enjoyed our selves while some members watched the waters flowing under the bridge and then, all too soon, we were on our way home again. See Ya Soon.

Rob & Joan Brereton.



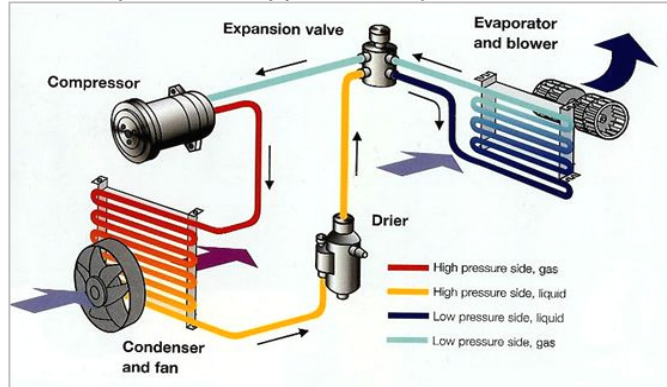


As the "Dog Days of Summer" approach my area of the world, I can't help but appreciate the comfort and convenience of air conditioning...especially in my car. That got me to thinking as to when auto air conditioning first made its appearance.

I found that the first car with an air conditioning system was the 1939 Packard. It consisted of a large evaporator, called a cooling coil which took up the entire trunk. The only

control was a blower switch. Packard advertised this mechanical marvel by stating "Forget the heat this summer in the only air-conditioned car in the world."

In 1941 the Cadillac division of General Motors produced approximately 300 cars with air conditioning, which like the Packard, was located in the trunk. The big drawback with Cadillac's air conditioning system was that there was no compressor clutch, which meant the air conditioning pump would be on whenever the engine was running. To alleviate this, the car's owner had to go under the hood and remove the compressor belt...very inconvenient. Cadillac improved a bit on this after World War II by developing air conditioning controls. The only drawback to this "improved" system was that the Cadillac owner had to climb into the back seat to operate it as the controls were mounted on the shelf behind the rear seat.

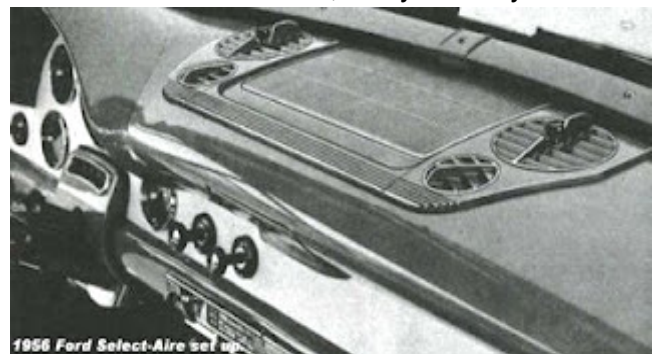


Chrysler offered air conditioning, on a limited basis in 1942. It was similar to the Packard design and three 1942 DeSotos with this system are still known to exist. Chrysler made its "Airtemp" air conditioning system available for its luxury cars starting in 1953. It wouldn't be until 1954 that an efficient and affordable air conditioning unit could be mass produced for the auto industry. Credit for that goes to the Harrison Radiator Division of General Motors.

GM first equipped its 1954 Pontiacs with this new system which used a magnetic clutch, so when it was not in use, no power was needed to drive the compressor. This improved performance and fuel economy...no delving under the hood or into the back seat with this system. It was noted by some however, that the Chrysler "Airtemp" system was a better design because it ran quieter and unlike the GM system which had plastic air distribution tubes mounted on the shelf behind the rear seat, Chrysler's system had small, flat ducts located behind the rear seat that directed cool air toward the ceiling of the car, preventing the air from blowing directly at passengers. By 1955 Chrysler's "Airtemp" system was available on all its car models.

Not much has been written about Ford's air conditioning attempts, but by 1956 air conditioning was offered on most Ford models. Ford's Select-Aire was a factory installed system and early models directed air through the vents just below the windshield. In 1958 Ford's air conditioning system was redesigned and cooled air was now rerouted through vents below the dashboard. Ford also offered a dealer installed air conditioner called Polar-Aire which was a stand alone hang on unit.

As comfortable as air conditioning was, it wasn't a frequently ordered accessory until the late 70's, when it became the reliable and efficient system we are familiar with today. It is estimated that 90% of cars made today have air conditioning. **Ed, Sourced from the Internet.**



Euroa Show n' Shine

7-10-2012

It rained quite heavily over night and was still drizzling as we prepared to head off to the Euroa Car Show.

It had eased off a bit but returned as we climbed over Mount Slide, thinking it may be a bit wet and soggy we pressed on, but as we came down off the Slide the weather improved and stayed dry for the rest of the day.

We arrived at about 11:00 am and our entry ticket was number 398 and not many cars arrived after us, so it would seem numbers were down on previous years, possibly due to the races at Bathurst. There was also a big screen mounted on a truck showing the events at Mt Panorama.

The show itself was well organized having helicopter rides, stalls, food and entertainment, also the Army was present. The cars were all well presented as always with a large variety of makes on display.

We were having a cuppa and watching the race unfold on the big screen when club member Terry Usher strolled up for a bit of a yarn, we then went over to have a look at his extremely well restored 1955 Victoria. His efforts were recognised by the show organisers as he drove away with the **"Runner Up to the Best FORD"** trophy, a great achievement for him and the Cussy Club.

Norm & Linda Myers.



CLUB CHRISTMAS PARTY

2nd DECEMBER 2012



Well here we are again coming into the Festive Season and Christmas just around the corner. That's why Rob and I headed off to Beveridge again this year for the Cussy Clubs Annual Christmas Party. We had a reasonably easy run across town and arrived at the hall just before 10:30am to find Mick just heading in as well, although he and others had been to the hall earlier to set the place up for the day.

It was warm in the car but the breeze was coolish at times when we arrived and the Sun was in and out of the clouds all day. It was not long before everyone else started to roll in, get their Cussy parked up, greeting all with Christmas Wishes and finding their place at the tables in the hall. A few Christmas drinks were also consumed to get everyone into the spirit of the day.

The first bit of excitement for the day was when the local Kalkallo fire truck and crew arrived with Santa on the back. Well, kids scrambled from all directions and headed outside to greet the great old fella in the red and white suit. Santa eventually found a seat and all the kids sat down in front of him. He had a bit of chit chat with them for a while and then Santa's helpers brought out all the pressies. One by one all the kid's names were called out and they received their pressie from Santa. What a great sight to see so many excited kids, parents and grand parents, and the rest of us enjoyed it all as well. Eventually Santa departed on the back of the fire truck with the siren blazing.

It was then time to settle in and enjoy the day before lunch was served. There were many raffle tickets sold during the morning with everyone hoping to get a chance to make a selection from the table which held a vast and varied selection of goodies. Some members acquired more tickets than others hoping for that chance.

The word was then passed around that the tucker was ready, so everyone headed for the kitchen, in an orderly fashion, to get their share. Roast beef, pork and chicken was the go with plenty of salads to fill up the plate. I am sure everyone got a good fill and then it was time for the sweets, Pavlova "Yum Yum", Plum Puddings and some Apple Strudel was the fare.

Jim then did the spruiking for the trophies and I think everyone was pleased with the trophies they received, which provided coverage for a great cross section of vehicles. There were 12 Cussies lined up out the front and I am sure the judges had a hard time making their selections as they were all well presented and looked great.

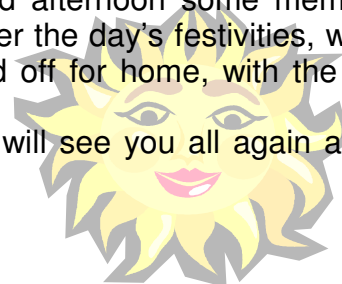
Next up was the drawing of the raffle and Jim once again called out the winning tickets which were drawn from the large box by Micks grand kids, and yes they did pick one for their mum and grandma, lucky devils. There were quite a few prizes won by one table, not to be mentioned and there were also a couple of other members who had their names drawn out more than once.

Our President Jim then made a few thanks for the organising of the day, and especially to Mick for the unmentioned work he did in preparing for the day. Jim then wished everyone a Merry Christmas and a Happy New Year. A few more drinks were consumed and a lot more chatting took place and then mid afternoon some members started to head for home. The place was then cleaned up after the day's festivities, which was made easy by the many helpers. We then also headed off for home, with the Sun shining, after another great Christmas Party with the Club.

Thank you all for a great day out and hopefully we will see you all again at the next Cussy Club Christmas Party in 2013.

Joan and Rob Brereton.

Merry Christmas and a Happy New Year.



Party Picture Highlights



26-27-28 October 2012

Camperdown

CRUISE

ROCKABILLY WEEKEND

Friday saw Jim and I heading off to Colac at 11.00 am from Creswick, it is less than 2 hours, stopping for lunch at Beeac. We decided to stay in Colac as it is so much closer to Camperdown than Geelong and it is impossible to get accommodation there for this weekend. Ray and Sandra Kilby and Les and Maureen Horne arrived at the caravan park not long after us. We spent the afternoon and evening catching

up with each others news at one of the local pubs.

Saturday morning we set off at 9.30 after a call from Kevin Mulroney letting us know the rest of the gang were running late. As



usual the main street was pumping, the band had fired up on the main stage and Rockabillies were dancing already. Most of the shops had 50's displays in their windows which added to the atmosphere, I love it. Not to long behind us

the Mulroney's, Cross's, Shepherd's, Breheny's x 2, Dahlstrom's and Stock's all rolled in. We decided to meet at the Bakery for lunch, as last year it was packed, a very popular eatery and a good chance to catch up with them all. After lunch it was off for another lap of the cars and tramping up to the other end of town for the best jam doughnuts, Sandra and I agreed, we had ever tasted. So much for any diet!!

We were worn out by 4.00pm and tramped back to our cabins for a well earned beer



and wine. Then off to the other Pub for tea, dissecting the day and planning for Sunday. Sunday saw the sun shining which was a relief, after the cloudy cool day before. The crowd on Sunday was just as big, but with lots of different

cars. Long time members Ray and Brenda Shalders in Ray's 34 Hot Rod with his teardrop caravan, certainly drew a crowd. Awesome! Lunch was back at the Bakery, then Sandra and I deciding we needed more doughnuts! Maureen thought a chocolate éclair was a better option. Then off to see more cars, stalls and of course watching the dancing. Some of those outfits are amazing.



Once again it was about 4.00pm when we all decided it was time to give our feet a



rest and head off. Sunday night saw us partake of a few more drinks and the local Chinese fare, very tasty.

Monday morning it was off home, after a very enjoyable weekend and we are already planning for next year.

Regards, Helen Tuo.



History of the Ford Rouge Plant Part 3

Decentralization

The company grew to rely more and more on an ever increasing cadre of suppliers and to methodically extract itself from other fields such as mining, lumbering and glass making. In 1981 steel making operations at the Rouge became part of a new independent company. When these operations were sold to Rouge Steel in 1989, Ford gave up ownership of all Rouge River frontage and boat docks, as well as about 45 percent of the original 2,000 acres.

Over time the number of operations and jobs at the Rouge dropped. Economic pressures mounted to retire old brown field manufacturing facilities and to replace them with state of the art green field plants.

The Rouge however, had evolved into a community with a strong sense of its own identity. Families worked from generation to generation in the Rouge and few were willing to walk away from their hard earned heritage. That fact became clear in 1992 when the only car still built at the Rouge, the Ford Mustang, was about to be eliminated and assembly operations in Dearborn Assembly terminated.

UAW Local 600, in cooperation with Alex Trotman, then president of Ford's North American Operations, set out to keep the Mustang in production and to keep production in the Rouge. "Save the Mustang" became synonymous with "Save the Rouge." Working together the company and the UAW established a modern operating agreement and fostered numerous innovations to increase efficiency and quality. The company, for its part, would redesign and reintroduce the Mustang and invest in modern equipment.

The Rouge Enters the New Millennium

In 1997 the Rouge was making a comeback. UAW Local 600 membership and the company approved the Rouge Viability Agreement and the Ford Board of Directors agreed to modernize the company's oldest and largest manufacturing complex. The first efforts focused on extensive renovations to the Dearborn Engine and Fuel Tank Plant and other plants at the Rouge. Dearborn Assembly Plant would get an environmentally advanced paint operation and plans called for CMS Energy to develop an entirely new power plant by 2000.

Ground was already being cleared for the new high efficiency power plant when tragedy struck. The Number Six boiler at the Rouge Power Plant exploded and six employees were killed. A dozen more were seriously injured.

Within two hours of the explosion Ford Chairman and CEO Bill Ford arrived at the scene offering whatever support he could. "Our employees are like extended members of our family", Ford said, "My heart sank, its about the worst feeling you could ever have".

The Rouge entered the new millennium humbled by disaster and downsizing yet still an industrial giant. About 6,000 Ford employees work at the Rouge.

Now called the Ford Rouge Center, the 600-acre site remains Ford Motor Company's largest single industrial complex and a massive revitalization effort is under way to restore this icon's glory. The new Ford Rouge Center will include one of the worlds most advanced and flexible manufacturing facilities, capable of building up to nine different models on each of three vehicle platforms. The plan includes numerous pilots of advanced environmental concepts designed to balance the needs of auto manufacturing with social and environmental concerns – and to save money.

The Dearborn Truck Plant will become the center piece of the new Ford Rouge Center the largest industrial redevelopment project in U.S. history and the flagship of Ford's vision of sustainable manufacturing for the future.

Looks like Ford will really be around for some time to come. Ed.



WALLAN SHOW N' SHINE

25-11-2012



Joan and I headed off from home this, overcast but fine, Sunday morning at about 8:45am and had a good run across to Wallan. We found our way into the Wellington Square Shopping Centre car park and



proceeded to get our Cussy parked up with the other members who had already arrived there. We found Mick Breheny with his 57, Paul Cattach with his 56, Ray Burness and Anne with their 55 Crown Vicky, Kevin and Brenda Shepherd with their 56 Vicky, Kevin Mulroney with his Falcon Futura and his XY Falcon Ute.

We were there in our 56 as we followed Rob and Margaret Breheny into the show in their Buick and we were followed in by Jim Camilleri and Dave in their 57, then shortly after appeared Peter and Denise Cox in their 57.

We put on a great Club display for all to see which did attract many admirers and questions from the public. All the ladies soon disappeared off into the shopping centre



to snap up a bargain or two and were later joined by Debbie Breheny and Jackie Mulroney.

After taking some photos of our vehicles, which appear in this report, I joined the rest of our crew at the Blue Denim Café for lunch. We did get our lunch this year although some orders were still dragging their heels. After our fill we headed off back to look at the rest of the



cars and the ladies headed back to the shops. There was a really good line up of vehicles this year, although they were not all Customlines, you still have to admire the people who build these vehicles as some were just magnificent. Mick left a bit early as he had to go and do a wedding.

The time came to around 2:00pm and the Trophies were awarded. Well what do you



know, our member Kevin Shepherd won the trophy for the "Best Ford", well done Kev. Also Marg Breheny won the raffle of "3 Hot Laps Around Sandown". Not long after the cars started to drift off as well as some of ours. A few of us stragglers ended up back at the Mulroneys for a cuppa and a look at Kev's "Starry" progress. Keep up the good work Kev and you will get it finished eventually, as he has had a couple of dramas with it along the way. The afternoon moved

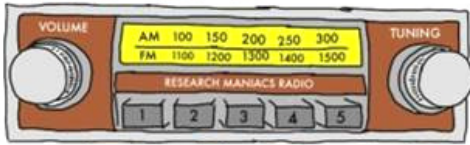
along, then it was time for us also to head for home.

Another great day out with the Club again and not long before the Xmas party, so see you all again next weekend.

Rob Brereton.



CAR



RADIO

Car Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story... One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would have been even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios and it wasn't long before they were taking apart a home radio and trying to get it to work in a car, but it wasn't as easy as it sounds, automobiles have ignition switches, generators, spark plugs, and other electrical interference, making it nearly impossible to listen to the radio when the engine was turning. One by one Lear and Wavering identified and eliminated each source of interference. When they finally got their radio to work they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing. Galvin needed a new product to manufacture and when he met Lear and Wavering at the convention, he had found it.



He believed that mass produced affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to the local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work, half an hour after the installation the banker's car caught fire. (They didn't get the loan). Galvin didn't give up so he drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association Convention. Too broke to afford a booth he parked the car outside and cranked up the radio so that passing conventioners could hear it. That idea worked, he got enough orders to put the radio into production.



That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier as in those days many companies in the phonograph and radio businesses used the suffix "ola" for their name, Radiola, Columbiola and Victrola were three of the biggest.

Galvin decided to do the same thing and called it Motorola. But even with the name change the radio still had problems. When Motorola went on sale in 1930 it cost about \$110 uninstalled, at a time when you could buy a brand new car for \$650. In 1930 it took 2 men several days to install a radio, the dashboard had to be taken apart and the ceiling had to be cut open to install the antenna. The early radios ran on their own batteries, so holes had to be cut into the floorboards to accommodate them.

Selling complicated car radios wouldn't have been easy. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with the B.F. Goodrich Tyre Company. By then the price of the radio had dropped to \$55.

The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947 when they came out with the first television to sell under \$200. In 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. The two men who installed the first radio ended up taking very different paths in life. Wavering stayed with Motorola. In 1950's he helped change the automobile experience again when he developed the first automotive alternator. Lear also continued inventing and he holds more than 150 patents. He invented radio direction finders, autopilots, and in 1963 the Lear Jet.

(Not bad for a guy who dropped out of school after eighth grade). **Ed, Sourced from the Internet.**



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

Be Seen in the Latest Gear from our Club

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

P3010 Sizes: S, M, L, XL, 2XL, 3XL, 5XL

BIZ COOL™ 100% Breathable Polyester single jersey knit. Snag Resistant fabric. Knit collar with contrast tipping. Standard 3 button placket. Contrast twin stripe from shoulder to sleeve cuff. Contrast curved panel from underarm to the back of the polo. Side splits. Loose pocket included. 185 GSM. Some other colours available at extra cost.

Price to Members: \$30.00. Includes Club Logo.



MEN'S TORQUE SHIRT...& Ladies Styles

SH730 Sizes: S, M, L, XL, 2XL, 3XL, 4XL, 5XL

65% Polyester 35% Rayon - comfortable heavier weight fabric. Short Sleeve shirt with contrast collar, cuff and side panels. Jet pocket and side splits. All colour ways with reflective silver piping. Some other colours available at extra cost.

Price to Members: \$45.00. Includes Club Logo.



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

Excellent Quality Caps. Invisible Elastic Banded.

2 Sizes Fits All. Includes Club logo. **BLACK ONLY.**

Price to Members: \$25.00. Includes Club Logo.

STUBBY HOLDERS Men's or Ladies Styles.

Left or Right Handed.

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



Club Banner Windscreen Shade

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



For all Inquiries and Orders Please Contact:

ROB BREHENY, on (03) 9302 1638



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.



January 2013

6th 	<u>"Picnic at Rippon Lea"</u> Come along on this run and have a squiz at this famous Mansion and have a picnic lunch in the gardens. We will arrive there at 11:30am. Ring Mick for Booking & Travelling details by the 27 th December 2012. There will be a (reduced) entry fee payable. And don't forget to DRIVE the Cussy.
20th 	<u>"Committee General Meeting"</u> IN JANUARY Our Meeting Place is at the Sunbury RSL Rooms at the corner of Barkly and Macedon St. Sunbury. Mel Ref: 382 F4. We will start the meeting this day at 11 am. After the meeting we will have Lunch at the Black Stallion Hotel at Bulla. Ring Mick for booking details by the 3 rd January 2013. Tea and coffee will be provided. Don't forget to DRIVE the Cussy.


February 2013

1st 	<u>"Kaniva Show N' Shine"</u> Please ring Mick for all the travelling details. Don't forget to DRIVE the Cussy.
16th Saturday 	<u>"Picnic Afternoon & Drive In Night"</u> Meet at Edwards Lake Park just down from the Locomotive in Griffiths Street Reservoir, Melway Reference Map 18 E5, about 4:30pm. We will have drinks and a picnic tea and then proceed to the Coburg Drive In, Newlands Rd Coburg, at approx 6:30pm. Don't forget to DRIVE the Cussy.
23rd Saturday 	<u>"Fish & Chip Run to Altona"</u> Fish & Chip Night in Altona. Meeting at Westgate Shell Outbound at 4:00 pm to travel together to Altona via Williamstown for Fish & Chips on the beach. BYO chairs & tables etc. We had a great night doing this last year. Don't forget DRIVE the Cussy.

March 2013

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

April 2013

20th & 21st 	<u>"Mystery Car Rally"</u> Come along on our Mystery Car Rally. Good Prizes and plenty of fun. If you still wish to participate in this Mystery Car Rally then please ring Mick ASAP for all the details. Don't forget to POLISH & DRIVE the Cussy.
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If you have other suggestions about where we can go on a Run, then please contact our Run's Co-ordinator Mick Breheny.

Phone Mick's Mobile: 0418

& before 8:30 pm.



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