

# 49 - 59 FORD CUSTOMLINE



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



NOW HERE IS SOMETHING YOU DON'T SEE TOO OFTEN:-  
A 1956 FORD FAIRLANE RANCHERO

[www.customlineclub.org.au](http://www.customlineclub.org.au)  
June - July - August 2020 Newsletter

# ***49-59 Ford Customline Car Club of Victoria Inc.***

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

## **2019-2020 Committee Members.**

President:	Lorraine Carroll	0479 100 775
Vice President:	Graeme Bushby	0408 330 607
Secretary:	Kevin Mulroney	0438 314 373
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Newsletter Editor:	Rob Brereton	(03) 9555 4160
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Club Permit (RED CH, H & M PLATES) "Authorised Permit Officer"	Les Cross	0418 342 041
AOMC Representative:	Colin Smith	0419 878 461
	Jim Camilleri	0429 331 300

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

**49-59 Ford Customline Car Club of Victoria Inc.  
8 Nemoya Court Wallan 3756 Victoria Australia.**

**If you have any Membership Queries or Questions then please contact the Secretary, Kevin Mulroney on 0438 314 373 or E-mail him at: [secretary.customlineclub@gmail.com](mailto:secretary.customlineclub@gmail.com)**

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

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

**See Run Sheet for exact details as to Where & When**

**~~May 17<sup>th</sup> 2020: Committee/General Meet~~**

**~~July 19<sup>th</sup> 2020: Comm/Gen/AGM Meet~~**

**~~September 20<sup>th</sup> 2020: Committee/General Meet~~**

**~~November 15<sup>th</sup> 2020: Committee/General Meet~~**

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

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

**Rob Brereton. Newsletter Editor.**

## **The Club Newsletter.**

This Newsletter is at present published four times a year by the 49-59 Ford Customline Car Club of Victoria Inc, Registered No: A0018043T, 8 Nemoya Crt Wallan 3756, Victoria Australia, and is free to all financial members.

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

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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.**

It is preferable to type articles and reports in e-mail format or most word processing formats, and if any of these are unavailable they can then be submitted in neatly, legible hand written format.

Electronic images should be submitted as JPEG's. They should be attached to e-mails and not included in the body of the e-mail article and all images should be accurately captioned.

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

Articles and images can be submitted to the Editor by Post, i.e., hand written or typed, or on USB Drives or CD's or as e-mails.

## **Membership.**

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

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

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

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

**If you have any Membership Queries or Questions then please contact the Secretary, Kevin Mulroney on 0438 314 373 or E-mail him at: [secretary.customlineclub@gmail.com](mailto:secretary.customlineclub@gmail.com)**

**If you wish to contact the Editor then contact him at: [cussyclub@optusnet.com.au](mailto:cussyclub@optusnet.com.au)**

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



## A WORD FROM OUR PRESIDENT

Hello everyone.

Well, I hope everyone has been well and safe in this time of isolation.

I would like to wish everyone who celebrated birthdays or special events since the last newsletter, best wishes.

To all people celebrating birthdays in the next three months, Happy Birthday and have an enjoyable day.

To any of our members who have been unwell, we hope you are feeling better soon.

Since my last report we haven't been able to take out our beautiful Cussies, which is a disappointment, but it has been due to the fact that we all needed to stay safe and healthy, so when this crisis is over we can all be together to enjoy the cars again as a group.

I have an important message to pass on to you and that is this will be Rob Brereton's last Newsletter as Editor. I would on behalf of myself, the committee and all members, like to thank him for his 15 years as Editor. Which leads me to my next announcement that Cindy Stocks, who was going to take on this role, is now unable to do so, due to new job commitments.

**So this leaves us in urgent need of a New Newsletter Editor. Please, if anyone has the time and thinks they would like to have a go at the job, to please notify Rob or myself. Rob is willing to help train the new Editor in how the system works. So please, everyone, have a think about doing this job for the Club.**

I would like to hear feedback on what the Members would like to do for their first run after we get back to normal. My suggestion is a picnic or BBQ some where central to all, to be able to enjoy each others company and admire our beautiful Cussies.

Please remember that if you have any suggestions for runs or trips or wish to talk about anything that concerns you, your President and committee are available to talk to, their numbers are on the second page of this newsletter.

Looking forward to when we can all get back to our runs and meetings, at the Sunbury RSL, to see all our beautiful Cussies again.

So that's it for this report, looking forward to seeing you all soon.

*Lorraine Carroll*  
*Your Club President.*



# Happy Birthday to You

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

## June:

16<sup>th</sup> June Paterson  
16<sup>th</sup> Lorraine Carroll  
19<sup>th</sup> Norm Myers  
19<sup>th</sup> Carol Cattach  
21<sup>st</sup> Graeme Dahlstrom  
30<sup>th</sup> John Young

## July:

2<sup>nd</sup> Drummond Dick

5<sup>th</sup> Wayne Paterson  
16<sup>th</sup> Mark Wheatland  
21<sup>st</sup> Gayle Conneely  
26<sup>th</sup> Ria Gascoyne  
28<sup>th</sup> Bernie Anstee

## August:

4<sup>th</sup> Peter Goodwin  
5<sup>th</sup> Helen Tuo  
5<sup>th</sup> Graeme Bushby

7<sup>th</sup> Sandra Munro  
10<sup>th</sup> Sue Cross  
11<sup>th</sup> Alan Paris  
13<sup>th</sup> Bill Stocks  
16<sup>th</sup> Jeanette Auer  
19<sup>th</sup> Graedon Munro  
30<sup>th</sup> Sheryn Geitenbeek



## From the Editors Desk

Hi All. Well here we are again with another issue of the Club Newsletter. We hope you enjoy what you find and learn from the articles included. If you have any questions regarding this Newsletter then please contact the Newsletter Editor via the Club e-mail at [cussyclub@optusnet.com.au](mailto:cussyclub@optusnet.com.au). Don't forget to keep a copy of the Run Sheet handy for quick reference. See you all on a Run or at a Meeting, whenever ??.



**Rob Brereton Newsletter Editor.**

**But** before I sign off I have to inform you that this Newsletter will be the **LAST** Official Newsletter I will be the Editor for, as I am not nominating for this position at the next AGM, whenever that will be. But we do need a New Newsletter Editor ASAP.

I must say that the last 15 YEARS as Editor has taught me a lot and I have actually exceeded my own expectations in doing this job. When I took over the job, as of the AGM in 2005, I had to start each Newsletter from scratch, which left me with many options.

I learnt to deal with Microsoft Word, and all its quirks, which was very frustrating at times. But I pressed on and found solutions to the problems it presented. Eventually I conquered the program and most Newsletters fell into place without much to do.

Its amazing that if I count the Newsletters I have Edited these past 15 years the total comes to Sixty (60). I have no idea of the time I spent doing all this as I never kept a tally of the hours. Most of it was done in my quiet times when I could sit down, with a nice cold beer, and put pen to paper. Editing the Newsletters also kept me busy during the evenings and kept me occupied. Of those 60 newsletters I also wrote quite a few Run Reports and within those 60 Newsletters I have edited well over 300 of those Run Reports and supplied countless pictures to adorn the pages. At times it was very frustrating awaiting the arrival of other Run Reports and pictures, which at times held the Newsletter up from being delivered to the Members.

Even one year when I was in hospital the Newsletter did not go out on time but it was only a couple of weeks late, and that was when we were getting it printed. The Club Newsletter has advanced over the years going from Black & White photocopied pages to Full Colour professionally printed and in recent times we have been delivering it, to most Members, via e-mail and in full colour.

When I reflect back over those 15 years it gives me great satisfaction in knowing what I have achieved for the Club and how the Club has prospered by having such a great Newsletter, which I have been told, is the envy of many other Clubs.

So here is my Farewell to you all as the Cussy Club Newsletter Editor and I hope I have served you well over the years. Now please be helpful to our new Editor, whoever that may be, to make their transition into this venture as smooth as possible. **Farewell. Rob Brereton.**

**Another "NOTE" from the Editor.** Due to the outbreak of the Coronavirus many Car Shows & Swap Meets have been cancelled by the organisers. The ones we had listed in the Run Sheet will get a mention in the Newsletter but there will be NO reports or pictures for those events that have been cancelled. This is something the Cussy Club has no control over, so when this virus has calmed down then we can get back to normal running. The Club will endeavour to keep you interested in the Newsletter by adding an extra, or two, articles of interest for you to read.  
**Keep Well. Ed.**

***New Members...*** We have 1 new Membership this Newsletter, so lets all welcome Robert & Barbara Fox from Warwick QLD, who have a Maroon 1955 sedan. This vehicle is also for sale, see web advert for details. We hope you enjoy your time with the Club.



## ***YARRA GLEN SWAP MEET SHOW N SHINE 8-3-2020***

Sunday 8<sup>th</sup> found us heading for Yarra Glen for the Yarra Glen Swap Meet and Car Show. Helen came along with me and we met up with the others at Whittlesea for the run over to Yarra Glen via Kinglake.



Graeme Bushby led us off and soon had us struggling to keep up with him as he showed a clean pair of heels to the rest of us. Joe joined us outside his place and luckily this gave Graeme a reason to let us all catch up – the

Starry was running like greased lightning!



Down into Yarra Glen and a quick loop past the pub to check for anyone waiting for us but all clear and on to the racecourse. We found our spot under the trees and soon had the gazebos set up, thanks to Kevin, and the kettle on the gas, thanks to Rob.

The weather turned out to be very pleasant, the swap meet was well attended and there were a good number of interested visitors to our display. All in all, a very enjoyable day was had.

**David Healey.**



## ***New Club Mugs***

The New Club Mugs are displayed for you at right.

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

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

**For Members they are only \$10.00 each.**

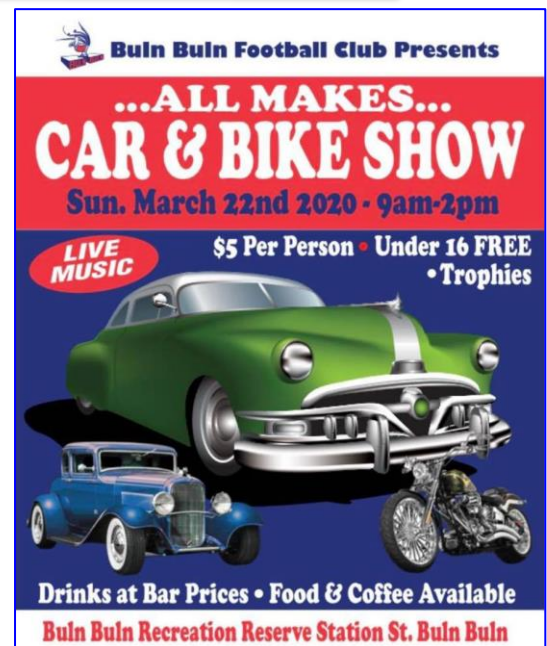


Also please note what the President has conveyed to you. Also the Clubs AGM will be held when the Covid situation calms down. You will be informed in due time.  
The Presidents Achievement Award will also take place when the next AGM is held. Ed.

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The Cussy Club Runs Coordinator has indicated that this Car & Bike show has been cancelled by the event organisers.

No reports or pictures for you.



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A good friend of mine, who owns a sizeable car collection, has been buying up more pre loved Ford cars for his collection.

I am pretty sure that he has the dreaded **Car Owner Virus !!!**

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## HENRY FORD:

### BIOGRAPHY, FACTS, ASSEMBLY LINE & ACCOMPLISHMENTS

Henry Ford created the first functioning automobile for public use, forever changing transportation. In this article, we'll explore Ford's life and see how he revolutionized the American factory.

#### Roots of a Businessman

Henry Ford is one of those rare entrepreneurs who revolutionized the way people live. Many historians of American industry rank him as the most important inventor of the 20th century. His automobile not only altered transportation but changed the American factory system.

Ford was born in 1863 on his family's farm near Dearborn, Michigan, but he knew from an early age that farming wasn't the life for him. Ford moved to Detroit at age 16 to work as a machinist, but after marrying Clara Bryant in 1888, he returned to the family farm, where he tinkered on car designs in the barn. In 1891, the couple moved back to Detroit, where Henry worked for the Edison Illuminating Company as a night engineer. Two years later, the Fords welcomed their only child, Edsel, who would become company president after his father. By 1896, Ford had advanced to the position of chief engineer of Edison Illuminating. However, he had continued to toy with automobile designs, and the same year as his promotion, he completed his first model, the **Quadricycle**, a gasoline-powered horseless-carriage. Also in 1896, Ford met Thomas Edison, who was intrigued by his designs and helped put Ford in contact with interested investors.

**At Right: The Big Three: Henry Ford, Thomas Edison, and Harvey Firestone.** Ford left Edison Illuminating in 1899 to become superintendent of the Detroit Automobile Company, allowing him to devote his full attention to designing cars. However, sales lagged, and



investors dissolved the company in 1900. Undeterred, Ford continued to design and hand-build cars, unaware that his fortune was about to take a turn.

### Automobile Empire

Ford's big break came in 1901, when he entered one of his cars in a 10-mile sweepstakes race in Grosse Pointe, Michigan. Ford's car beat that of legendary car designer, racer and millionaire Alexander Winston, garnering Ford the publicity and investors he needed to incorporate the Henry Ford Company.

Only a few months later, in March 1902, Ford left the company that bore his name following squabbles with stockholders over car designs. But by November, he was back in the spotlight, after his 999 race car, driven by racer Barney Oldfield, won the Manufacturer's Cup Challenge, again defeating Winston. The win gained Ford more investors, and in 1903, he launched Ford Motor Company, beginning production on the Model A.

Ford built several automobile models, but sales struggled until 1908, when the **Model T**, or 'Tin Lizzie', became an instant hit. He needed to shift away from producing race cars and luxury cars in favor of building for the general public. The Model T remained in continual production - with over 15 million made - until 1927. The design worked because it was simple, increasingly affordable, and famously came in one color - black.

In time, Ford branched out to build trucks, ambulances, boats, tanks, tractors and even aircraft. The latter was somewhat surprising since Ford swore he would never fly; however, famed aviator Charles Lindbergh convinced Ford to take his first flight. During the Second World War, the Ford Motor Company churned out thousands of B-24 bombers along with the individual parts needed to build thousands more.

### Scientific Management

What made Ford's industrial production so successful was not only his product but his methods. Ford incorporated Frederick Taylor's **Principles of Scientific Management** to streamline production. Specifically, he utilized **interchangeable parts**, the **assembly line**, and **division of labor**.

The logic of interchangeable parts was not new, but Ford made certain that each car part was uniform and identically made for the same car model. In 1913, he created the first moving assembly line, whereby each worker specialized and built or assembled only one part of a car as it moved by them. It was like a series of jigsaw puzzles where each worker was assigned a different spatial area, and in the end, the entire puzzle was completed though no one person had worked on the entire form.

#### **At Right: Assembly Line at the Highland Park Assembly Plant**

Ford's Highland Park plant became a streamlined factory, where time, machine, and worker were arranged according to scientific principles. Though it expedited production time, it also created monotonous, repetitive tasks and contributed to the decline of skilled craftsmen. To incentivize workers, Ford instituted a **\$5-a-day pay day**, which doubled the pay scale of his competitors. He also routinely hired African American workers when many leading businessmen refused. But despite his progressive hiring practices, Ford remained a firm opponent of unions. **Sourced from the Internet. Ed.**



The Cussy Club Runs Coordinator has indicated that this Car & Bike show has been cancelled by the event organisers.

No reports or pictures for you.



The Cussy Club Runs Coordinator has indicated that this Car & Collectables Swap Meet has been cancelled by the event organisers.

No reports or pictures for you.



The Cussy Club Runs Coordinator has indicated that this Cruise Night has been cancelled by the event organisers, until further notice.

No reports or pictures for you.



### Australian Production

The Customline was also produced by Ford Australia from 1952 to 1959. Cars were assembled using Australian built bodies and imported chassis kits which included all front sheet metal. In addition to the Customline sedan, a limited number of station wagons and the Australian developed Mainline Coupe Utility were produced.

The 1952 model was updated in 1953 and 1954 along the lines of the US Fords. All were powered by the Flathead V8 which went into Australian production in 1952. This included the 1954 model which

was fitted with the older engine rather than the new overhead valve Y-block V8 which had been introduced in the US for 1954.

The 1955 body was used for the four model series in Australia (55 to 58). The 1955 model was powered by the overhead valve Y-block V8 which had entered partial Australian production with locally sourced components. The 1956 model featured the 1956 US Customline grille, 12 volt electrics and a new Fordomatic automatic transmission option. The 1957 model retained the 1956 body but featured a large V8 badge positioned in the grille and utilized 1956 Ford Fairlane trim. The 1958 model used the 1955 Canadian Meteor grille with a four-pointed star and 1956 Meteor side trim. The 1958 'star model' was badged as either a Customline or as a Fordomatic. Production ended in September 1959 with the introduction of Australian assembled 1959 Fairlane 500, Custom 300 and Ranch Wagon models. An estimated 18,000 examples of the 1955-1959 sedans were produced. **From Wikipedia Ed.**

# FACTS ABOUT THE FORD MOTOR COMPANY.

**The Ford Motor Company has a history that spans 115 years.**

BY JESSICA JENNINGS JUL 01, 2018

Since the beginning of the 20th century, there have been a lot of inventions that have changed the way the world functions. None of those inventions are as important as the automobile. It allowed people to do a lot of things that they weren't previously able to do. It allowed them to travel to work and move out of the urban centers and helped to create the suburbs. The companies that arose in the early 1900's have become some of the most influential companies in the world. One of the most important companies that separated itself from the rest was Ford.



The Ford Motor Company has a history that spans 115 years, and there have been a lot of things that they've done that have left their mark on the auto industry. Ford is one of those companies that is a household name, and it's recognized by people all around the world. There are a lot of things that Ford has done that the whole world is aware of, and there are some things that they've been involved in that not many people know about.

Henry Ford and the company that he started has become a worldwide powerhouse and has done things in the industry that have garnered serious respect. There's a lot of history that comes with 115 years of existence, and some of those things are incredible and interesting. Here are some of those things that people around the world probably don't know about the Ford Motor Company.

## **Edison Illuminating Company**

Before Henry Ford became the great man we all learned about in history class, he worked for Thomas Edison at the Edison Illuminating Company in Detroit, Michigan. He was Edison's chief engineer, and he considered Edison to be his mentor and an inspiration. While he was working at the Edison Illuminating Company, he became intrigued by gasoline-powered vehicles and was working on his dream of creating a horseless carriage. He was working for Edison before he left to go and pursue his dream of building automobiles. Edison was instrumental in Ford going on to be the man he became.

When he was working for Edison, he was on call 24 hours a day because he was the guy who was making sure that the electricity in Detroit continued working.

## **Ford Airplanes**

During World War I, the Ford Motor Company branched off into building airplanes. There were numerous things that sparked this foray for Henry Ford. He had a love for anything mechanical and wanted to do his part to help out the United States military during the "war to end all wars."

Ford was the type of man who was always into inventing and expanding his reach, and he ultimately held 161 different patents in his life.



Later on, the United States Centennial of Flight Commission recognized Ford as a pioneer in aviation. He shut down the operation in 1933 because of the lack of success, but at least he couldn't say he didn't try.

## **Going Green**

We live in a time when people are becoming so aware of their effects on the planet and how the choices they make have real consequences. Henry Ford was aware of this long before anyone else was. In the 1930s, some Ford factories were burning human and animal waste as fuel. He was using biofuels before anyone knew what a biofuel even was. He may not have known it then, but he was a man who was wise beyond the times in which he lived. He was setting an

example that no one recognized, and it's too bad that no one else picked up on what it was he was doing.

### **Ford's Part In World War I**

Many people don't realize it, but World War I was the first war that utilized motorized vehicles. Before that, supplies and people were moved via horse or man power, and this is one of the reasons why wars lasted so long. This was a major shift in the way that daily functions were carried out in the field and in military technology. The Ford Model T, one of the most famous cars ever built, was used in a variety of ways. It was outfitted as ambulances, delivery trucks, and artillery transportation.



### **Ford's Contributions In World War II**

Henry Ford was openly opposed to the United States getting involved in World War II because of his pacifist stance. Despite these feelings, it was hard to say no to generous business opportunities. By the end of the war, Ford had built B-24 Liberator bombers, over 86,000 aircraft, more than 57,000 airplane engines, over 4,000 gliders, and more than 277,000 armored cars, tanks, and Jeeps, as well as thousands of superchargers and generators for various uses.



### **Worldwide Reach**

He was always a passionate engineer and an ambitious businessman. He wanted to be as successful as possible and would take his influence all over the world. At one point or another, the Ford Motor Company had stakes in Volvo, Jaguar, Land Rover, Mazda, Mercury, and Aston Martin. Today, the only brand that's owned by Ford is Lincoln.

### **It Comes Full Circle**

The Ford Motor Company is still controlled by the descendants of Henry Ford, although they're only minority owners. The last Ford descendant that held the position of CEO was William Ford Jr. One of the things that he made

sure to have was the first Ford that was ever sold. It was a 1903 Ford Model A that was sold to a Dr. Pfennig in 1903. It was a way for the family to hold onto a piece of their family heritage.

### **International Marketing**

In the case of Ford, he used the Mercury brand to appeal to the Canadian populations because of the reputation it already had in Canada. The Ford F series trucks were marketed as Mercury M series trucks in Canada from 1948 to 1968. A good example of this in modern times is Acura in the U.S. being known as "Honda Acura" overseas.

### **Ford Wasn't The First**

As instrumental as Henry Ford was in the automobile industry, he wasn't the inventor of the automobile. He was inspired by the man who created the first gas-powered vehicle in Germany. Karl Benz created a vehicle known as the Motorwagen in 1886. It was a 3-wheeled, gas-powered vehicle. It wasn't put into mass production, but it was the ripple that started the wave. Ford was the first company to mass-produce vehicles that were affordable for the everyday person or family. He also revolutionized the way that factories were organized and functioned and was key in the evolution of the automobile.

### **The Moving Assembly Line**

The moving assembly line was arguably one of the most important things that Henry Ford ever did for the world. It was a revolutionary innovation that changed the way that factories were organized. It allowed for a major increase in productivity. For example, it cut down the time it took to build a car from over 700 minutes to just over 90 minutes. **From the Internet. Ed**



**Have you joined the Cussy Club Facebook Page yet ??**

**If you wish to join, then open the page and request membership.**

**This page is for Members Only.**

**See the pic at right.**



## ***Identifying Your Y-Block***

### ***For those of you who still have one ??***

The Ford Y-Block was introduced in 1954. Displacement was 239 cu. in. Bore was 3.500" and stroke was 3.100" with 6.324" connecting rods. Model year 1954 Mercury vehicles had a 256 cu. in. version with 3.625" bore and 3.100" stroke. Displacement was increased in 1955 to 272 cu. in. for most Ford production cars. T-Bird and Mercury models got a 292 cu. in. version. The added displacement was achieved with a 3.625" bore and 3.300" stroke for the 272 and 3.750" bore and the same 3.300" stroke. The 3.100" crankshaft is marked EBU, while the 3.300" crankshaft is marked EC. In 1956, a 312 cu. in. version was introduced and installed in all Mercury models, and as an option in 1956 T-Birds and some high-line Ford models. The 312 had a 3.800" bore and 3.440" stroke with a shortened 6.254" connecting rod. The block crankshaft and connecting rods all have the ECZ identifier denoting special 312 parts. Although all Y-Blocks use the same connecting rod bearing with 2.188" rod journal the main bearing size was increased from 2.498" on the EBU and EC crankshafts to 2.625" for the ECZ 312 crankshaft. The letters DIF cast near the distributor identify parts cast at the Dearborn Industrial Foundry. A three-digit casting number will be found nearby, typically EBU or ECG. As stated, EBU is a 239 while ECG indicates a 272. Cleveland Foundry parts have an F surrounded by a semicircle to identify their source.

The Cleveland foundry cast the larger 292 and 312 blocks, and the casting number can be found above the oil filter. Since 312's were machined from the same block casting as a 292, they are nearly impossible to identify externally. Any casting number used on 312 blocks was also used on 292 blocks.

Although most 312's were ECZ5015 followed by A, B or C, these can also be a 292. The best way to identify a 312 externally is by checking the flywheel flange on the crankshaft. The 312 ECZ crankshaft has an aspirin-sized dot on the outer edge. If the engine is disassembled, check the casting number on the main cap. ECZ is cast into 312 main caps; all others are EBU. Regardless of the source, the external dimensions of all Ford Y-Blocks are the same.

Any year exhaust manifold will bolt to any year head.

Flywheels and bell-housings are interchangeable along with timing covers and crankshaft dampers.

There are some parts specific to the 1954 EBU 239 engines.

These include the fuel pump, water pump, oil pump, distributor, cam bearings and camshaft. From 1955 until the end of production in 1964, parts can be easily interchanged.

Y-Block production at the Dearborn foundry ended after the 1957 model year with the introduction of the new FE and MEL series of engines.

Production continued at the Cleveland foundry while the Y-Block was installed in cars through 1962 and trucks through 1964.

Y-Blocks were also used for industrial power plants and converted for marine use by Dearborn Marine.



Dearborn Industrial Foundry Identifier



Cleveland Foundry Identifier



Dearborn 272 Block



Cleveland 292 or 312 Block



312 Flange Dot

BLOCK I.D.	DISPLACEMENT	NOTES
EBU	239 cu. in. V8	1954 cars only. Cleveland and Dearborn versions
EBV	239 cu. in. V8	1955 pickup
EBY	256 cu. in. V8	1954 Mercury
ECG	272 cu. in. V8	1955-1957 cars and trucks.
ECH	292 cu. in V8	1955
ECJ	292 cu. in. V8	1955
ECL	292 cu. in. V8	1955
ECK	292 cu. in. V8	1956
ECZ-A	292-312 cu. in. V8	1957. Many ECZ 6015 blocks were 292s I.D. crank flange ( main caps. EBU=292 ECZ=312)
ECZ-B	292-312 cu. in. V8	1956-1957 cars only. 292 with EBU main caps. ECZ main caps 312.
ECZ-C	312 cu. in. V8	ECZ 6015 C generally 312 292with EBU main caps
EDB	292 cu. in. V8	1958-1959 cars trucks. Dearborn foundry.
EDB-E	292 cu. in. V8	1958-1959 cars and trucks to April '59. (312 Mercury)
B5AE	272 cu. in. V8	Replacement block. Marine and fleet use.
B9AE	292 cu. in. V8	1959-1960 cars and trucks. 312 with ECZ main caps. 1959 and 1960 Mercury only.
C1AE	292 cu. in. V8	1961 cars and trucks.
C2AE	292 cu. in. V8	1962 cars. 1962-1964 trucks.
EAD	317 cu. in. V8	Early Lincoln OHV engine. Not interchangeable with Ford.
EBJ	341 cu. in. V8	Early Lincoln OHV engine. Not interchangeable with Ford.
ECU*	368 cu. in V8	Early Lincoln OHV engine. Not interchangeable with Ford.
EAM	317 cu. in. V-8	1954 Ford HD Trucks
EAL	279 cu. in. V-8	1954 Ford HD Trucks
EAA	215 cu. in. I-6	1952 - 1953 cars and trucks
EBP	223 cu. in. I-6	1954-1962 cars and trucks
CEBY	256 - 272 cu. in. V8	Cast in Canada export block. Also used in Australia and South Africa
CECK	292 cu. in. V8	Cast in Canada export block. Also used in Australia and South Africa

\*302 cu. in. 3.625" X 3.66" -1963 HD Ford truck steel crankshaft.

332 cu. in. 3.80" X 3.66" -1963 HD Ford truck steel crankshaft.

There is also a 332 FE but not the same as the Y.

**Some would say that these motors we probably used best as Boat Anchors,  
But there are others, out there, who would not have anything else.**

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

## BE SEEN IN THE LATEST GEAR FROM OUR CLUB

For Orders Please Contact: ROB BREHENY, on (03) 9302 1638 between 7:00 & 8:30 pm please. Or catch him at a Club meeting or run, where he will have order forms ready for you to fill in, or download one from the Club web site. Payment is required at time of order.

All Postage Charges will Apply on all items Sent By Mail.

THESE SHIRTS ARE NOW THE PREFERRED CLUB STYLE AND COLOUR

### Mens & Ladies Nitro Shirts BLACK/GREY ONLY

65% Polyester, 35% Cotton Twill. Concealed placket and jet pocket.

Contrast panels with piping detail and side splits.

INCLUDES CLUB LOGO EMBROIDERED ON RIGHT.

Sizes GARMENT HALF CHEST(CM-Men)

S	M	L	XL	2XL	3XL	5XL
54.5	57.5	61.0	64.5	68.0	72.5	80.5

Sizes GARMENT HALF CHEST(CM-Ladies)

8	10	12	14	16	18	20	22	24
48.0	50.0	52.5	54.5	57.0	60.0	63.0	66.0	68.0

Measurements are approximate and are for reference only

Price to Members: \$50.00. Includes Club Logo.



Also Available:

### UNISEX POLO SHIRTS. To suit Ladies & Gents

Same Colour & 3 Button Style as the Nitro Shirts

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

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

Excellent Quality Caps. Invisible Elastic Banded.

2 Sizes Fits All. Includes Club logo.

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 1600mm x 500mm.



# RUN SHEET

Runs Co-ordinator Dave Healey: E-mail: [dhealey2355@live.com](mailto:dhealey2355@live.com)

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

**Due to the Carona Virus the Club has CANCELLED  
All Meetings, Runs & Events until further Notice.**

June 2020

July 2020

August 2020



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

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

Or E-mail him at: [dhealey2355@live.com](mailto:dhealey2355@live.com)

**NOTE: Keep an eye out for a Text Message  
or an E-Mail when things get back to normal.**

***If you have questions regarding your Club Permit vehicle's use, and any Club requirements, then please contact the Club Permit Officer.***



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