



EFCCQ Winter Newsletter 2024 Volume 4



EFCCQ PUBLICATIONS



Welcome



The Early Falcon Car Club of Queensland Summer Newsletter brings together the last three months of club runs, events and meetings, our members and early Ford Falcon vehicles.

This publication also highlights the social aspect of our car club that was formed in 1986 to promote motor sport activities and gatherings where members can enjoy meeting other people with the same interests of owning, restoring, repairing, driving and showing Early Ford Falcons.

This issue

- EFCCQ News
- Roundabout Rules
- Billies Bay club run
- EFCCQ Membership day at the All Ford Day
- The Falcon chronicles, Part 3
- Member profile
- XL restoration
- EFCCQ Autumn club runs
- Autumn motoring events, shows and swaps
- Sponsors Page





What's New in the EFCCQ

The EFCCQ Annual General Meeting takes place on the 26th of June.

The positions of President and Vice President will be vacated by Jack Shelley and Peter Stanley at the AGM. Anyone wishing to apply for either position can nominate in writing to the secretary or be nominated at the AGM.

EFCCQ registration day will occur at the ALL FORD DAY at Willowbank on the 21st July 2024.

The 2024-25 membership cards will be available for collection for members.

A smaller, lighter club trailer is to be built which will enable more club cars to tow the trailer to club runs.

The 2025 Events Calendar is currently being developed.

With the increase in insurance premiums over the past several years, we regret to inform members that all memberships will increase by \$5.00.

The new master member database has now been updated with historical data from the old EFCCQ website, SIV registration records and member applications. However, there is still missing information for some members and information that needs to be updated. A member details sheet will be emailed to all members with the annual membership renewal invoice. The member details database is a requirement of Fair Trading and Queensland Transport Department.

2023 -2024 EFCCQ Committee Members

Club President: Jack Shelley
Vice President: Peter Stanley
Treasurer: Rosalia Norbido
Secretary: Jon Clayton
Merchandise: Dave Anderson
Newsletter Editor: Dale Lait
Events Coordinator: Dave Anderson
Suppliers Coordinators: Mark Ward & Dave Anderson
Rockhampton Coordinators:
Merv & Annette Ferguson
Registration Officers:
South Brisbane – Geoffery Scraggs
North Brisbane – Reter Rapkins
Rockhampton – Merv Ferguson

Message from the Editor

Welcome to the Winter EFCCQ Newsletter.

In this edition, Craig highlights the XL Falcon, Trim, Taught and Terrific. This newsletter will celebrate all things XL including members' profiles, photos of our past and present members' awesome XL Falcons, XL code breaking, classic advertisements and much more.

We will continue this theme well into the future so we can highlight the extraordinary Ford models and their owners in our club, sequentially with Craig's Falcon articles.

The All FORD Day at Willowbank is fast approaching (21st July 2024). This show is the pinnacle show for our Early Falcon Car Club. If your car is running, registered and roadworthy, I hope to see you there.

If there are any Falcon or motoring based stories or articles that you want covered in the EFCCQ Newsletter or if you would like to contribute to the club newsletter, please let us know and we will endeavor to make it happen.

Lastly, I will be standing down as Newsletter Editor at the AGM to apply for another position on the committee. If you would like to take on the position please contact the club secretary.

Many thanks for all the support over the last year and happy reading,
Dale

How Australians measure distance:

Next door= 1-2 minutes
Right up the road= 5-10 minutes
A couple miles= 10-20 minutes
Not too far= 20-50 minutes
A little ways= over an hour
A pretty good drive= 2 hours +



RULES for ROUNDABOUTS

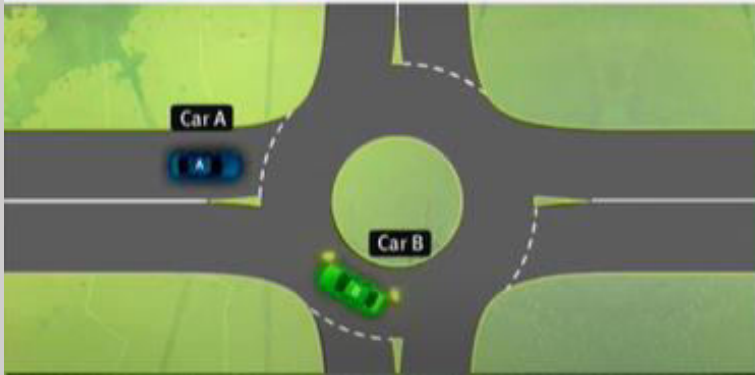


From the Qld Department. of Transport website.

Roundabouts

1. Single lane roundabout

When approaching a roundabout, you must give way to all vehicles already on the roundabout. In this example below, Vehicle A (blue) must give way to Vehicle B (green).



2. When to turn off a multi-lane roundabout.

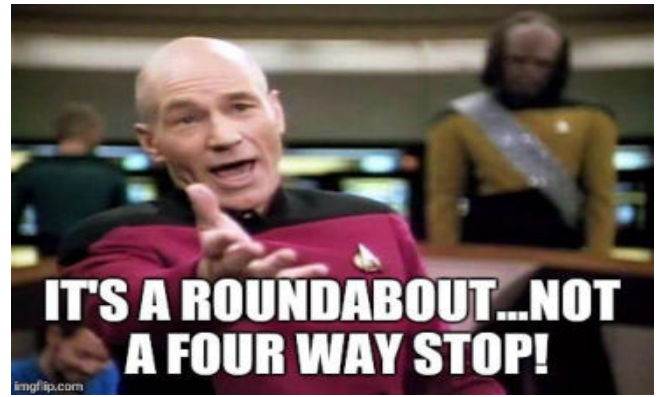
You can position your car to be in the correct lane at a roundabout by looking for signs, lane markings and arrows when approaching a roundabout.

Unless traffic lane arrows indicate otherwise, if you want to:

Turn left, use the left lane

Turn right, use the right lane

Go straight ahead, use either lane



Turning left

1. Position your vehicle in the left lane, unless arrows on the road or signs indicate otherwise.
2. Use your left indicator as you approach and enter the roundabout.
3. Give way to all vehicles already on the roundabout.
4. Remain in the left lane as you complete your turn.
5. Continue to use your left indicator as you exit the roundabout.
6. Stop indicating once you have exited the roundabout.



Turning right or U-turns

1. Position your vehicle in the right lane, unless arrows on the road or signs indicate otherwise.
2. Use your right indicator as you approach and enter the roundabout.
3. Give way to all vehicles already on the roundabout.
4. Before exiting, use your left indicator and follow the exit lane marking.
5. Stop indicating once you have exited the roundabout.



Never turn right from the left lane unless arrows on the road indicate that you can.

Going straight ahead

1. Position your vehicle in either lane unless the arrows on the road or signs indicate otherwise.
2. There is no need to use your indicator until you are ready to exit the roundabout.
3. Give way to all vehicles already on the roundabout.
4. Before exiting, use your left indicator and follow the exit lane marking.
5. Stop indicating once you have exited the roundabout.



<https://www.qld.gov.au/transport/safety/rules/road/roundabouts>



Ecio (Eddie) Norbido Memorial Car Run to Billies Bay: A Day of Wheels and Memories

The Early Falcon Car Club of Queensland (EFCCQ), founded in 1986, is a vibrant community of car enthusiasts who share a passion for early model Ford Falcons. One of their cherished annual events is the Ecio (Eddie) Norbido Memorial Car Run to Billies Bay.

EFCCQ has been gearing up for its annual pilgrimage to Billies Bay, a picturesque spot that holds special significance for car enthusiasts. This event, dedicated to the memory of Ecio (Eddie) Norbido, promises a day of camaraderie, engines fantasy, overheating issues, and scenic beauty. Expect engines revving, twists, bends, and perhaps a touch of overheating as participants explore the scenic route. And yes, they'll be calibrating their G-force accelerometer in those GT Falcons on those twist and bends.!



First on Race Day line up on the Warrego Highway Puma fuel stop, Ipswich Queensland

Just past Fernvale, a place to stop for the forgotten milk, butter and buns, there is a turn to the right to Mt Glorious that many have missed. This is evidenced by tight turnings with endless circles of rubber left on the bitumen. It's a popular destination for motorcyclists who enjoy the winding mountain road and the cooler, crisp climate.

Remember to take the right turn to Mt Glorious, this is where we lost Pat and Maureen one year and they missed lunch returning on the RACQ tray back after accidentally activating the kill switch on the blessed red ute, Pat's first car. Pat and Maureen, club elders, had quite an adventure! Accidentally activating the kill switch on Pat's first car, the red XP ute, must have been a surprise, but Maureen said "Not as bad as the old days, sniffing petrol all the way. At least I knew where we were when we got there."

It's good to know they were able to return safely with the help of RACQ, even if they did miss lunch. These unexpected detours often make for the most memorable stories. I hope your future journeys to Mt Glorious are filled with more pleasant surprises! Drive safely.





It seems like the journey to Hays landing is quite an adventure in itself! The tricky left turn, the endless circles of rubber on the bitumen, and the steel fibres all add to the thrill. The one-way bridges over creek crossings offer some beautiful views and of course, the familiar 'Loo with a View' at Hay-s landing adds a unique touch to the trip. It's these little details that make a journey memorable. Enjoy your travels and stay safe on the road.



We learnt from our club champion, Eddie & John, to get there early and save the spot.
Or you will hear about it, on the way home.

The working party soon arrived. Flags were flown and banners displayed with a quick erection of tables and merchandise to display. Whether you're a club member or simply curious about the world of early Falcons, this event promises a memorable day in honor of Ecio Norbido. So buckle up, enjoy the ride, and soak in the beauty of Billies Bay!

Al Sweeney





2024 All Ford Day Southeast Qld

Posted by  Boss



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SUNDAY, JULY 21, 2024 AT 6 AM - 3:30 PM PDT

All Ford Day Southeast Qld

Willowbank Raceway | Drag Racing's Finest

EFCCQ Membership Day

The Early Falcon Car Club of Queensland has been invited back to the All Ford Day at Willowbank on Sunday the 21st July.

We have been allocated 30 car spaces for us to show our awesome early Falcons at Queensland's pinnacle Ford car show.

The committee has decided that this event will be the club's membership registration day from now on.

For those that have pre-paid their membership online, your membership cards will be available to collect on the day.

You will be able to pay for membership on the day if you have not already done so (cash only).

The club will be providing members with food and drinks from our club trailer and marquis (please bring your own chair).

By attending, you will be part of the largest car show in Queensland and the best part is, it is **all Ford, all day**

Please confirm attendance on the club website to book your car space in the EFCCQ site please See you there.




All Ford Day
SEQ - WILLOWBANK RACEWAY
21ST JULY 2024

SWAP MEET - DRAG RACING - SHOW N SHINE - TRADE STANDS - DYNO - MORE

OPEN TO THE PUBLIC FROM 8AM
 ENTRANT & SWAP MEET SETUP FROM 6AM - 8AM

PLUS FOOD & DRINK
 KIDS ENTERTAINMENT

JOIN US FOR THE BIGGEST FORD CAR SHOW
 IN SOUTH EAST QUEENSLAND

Willowbank Raceway
 DRAG RACING SINCE 1958

TRADE STAND ENQUIRIES
 AD TAYLOR - 0417 008 057
 JORDAN@WILLOWBANKRACEWAY.COM.AU

FURTHER ENQUIRIES
 MARK - 0417 596 051
 BOB - 0419 676 138

FOR MORE INFO VISIT WILLOWBANKRACEWAY.COM.AU





The Falcon Chronicles

Introduction

Welcome to the third in a series of articles focusing on the compelling history of the Ford Falcon.

I have been an avid supporter of Ford in general and the Falcon in particular since my dad brought home a used XR Falcon 500 sedan in 1969. From that point onward, my interest in the car and the brand was forever piqued.

Whilst I own one of the last Falcons ever made (FGX G6E), my strong interest in all generations of the car remains.

Last time I explored the making of the first Falcon in Australia, covering the trials and tribulations that Ford went through during the first 12 months. This time I wanted to detail some more info on the XK before moving on to its replacement, the XL. This will include the many challenges faced by Ford at the time, plus as usual, the odd related detour along the way.

XK Falcon Consolidation

Sales of the XK Falcon in the second half of 1961 were on a recovery trajectory, albeit slowly. GM-H still had around 50% of the car market in Australia with just one model. Ford by contrast had around 25% of the market but spread across several vehicles. This market share included models from the UK, the US, as well as the Falcon, the latter making up the bulk of the sales.

After the early ball joint and clutch troubles, Falcon's reliability was improving, at least from a warranty perspective. The public though were still not overly convinced, which was not helped by Holden Dealers, and even some of their advertising, portraying the Falcon as "...fragile and too modern". Regrettably the term 'Foulcan' became an unwanted label for the car.

To counter this, Ford introduced a longer warranty (12 months) with full coverage and greater distance between oil changes (4000 miles) the latter supported by a new full flow oil filter. Ford also did their best to keep the purchase price competitive with the Holden. It invested heavily in a large parts distribution warehouse at Broadmeadows to ensure any spares needed could be sourced overnight. All these improvements were primarily aimed at Fleet buyers after Ford received feedback that it needed to keep the total lifecycle cost low. At this point the level of local content in the Falcon approached 90% which was comparable to its Holden peer.





The Falcon, from the beginning, had the option of a two-speed automatic transmission, something that Holden with its FB was unable to offer at the time. GM-H fast tracked their next update (EK which was released in May 1961) dropping many planned changes in the interest of time. The ones that survived included a change in the number of grille bars (from 6 to 8), electric wipers, and various trim changes inside and out. The big news though for the Holden was the option of the three speed Hydramatic automatic box, imported fully built from the US. This gearbox was reliable and durable and was considered by most observers to be superior to the Falcon's two speed equivalent. The saving grace for Ford was that the automatic Holden, lumbered with the old grey motor, was slow!!

Also, in May 1961, additional body styles were added to the Falcon range including a utility (Falcon Utility) and a panel van (Falcon Sedan Delivery). These new body styles differed from their American counterparts in that they utilised the sedan front doors rather than the longer units used in the US. This reduced cost and eliminated the need for unique tooling to make them. The US version of the Ute also had a 200mm longer rear overhang which caused the car to bottom out on gutters and driveways.

Whilst all the improvements and additions had a positive effect on sales, and gave Ford Dealers something to crow about, it still didn't provide a major step up in market share.

Marketing Push

Ford invested heavily in marketing during the early 1960s including sponsoring the Miss Australia competition (remember those), regular full-page ads in most major newspapers, and short spots on radio and television. It also started to invest in a motor racing team albeit in a small way at first. This increased dramatically in later years. More on that in later articles.

Whilst sales of the XK Falcon started to recover during its lifetime, the amount of marketing money being spent made each additional sale quite expensive. The resultant financial outcome was not great with Ford Australia experiencing significant losses across the early years of the Falcon.



Figure 1 - National Parts Distribution Centre (note complete bodies) – Image from “Ford Australia” by MD Cook and DM Wallace

Industrial Turmoil

Ironically it was probably a good thing that sales did not ramp up too much as other problems were impacting production. With the creation of the new plant at Broadmeadows and the major expansions at Geelong, Eagle Farm, and Homebush, worker shortages became an issue. Forced to hire unskilled labour, often from overseas, coupled with poor management training, the outcome was major industrial problems. The main union, the VBEF, pushed for better work conditions and additional training for workers. To help their cause, they instigated widespread strikes and go slows.

Whilst many of the plant supervisors were locals, their selection to be in those roles was heavily based on their relationship with the American managers. The yanks loved nothing more than to put their buddies in charge regardless of experience or skill.

Additionally, faced with production targets that couldn't be met, plant management would approve evening overtime stints sometimes only 15 minutes before the end of the day shift. This late notice created turmoil in the worker's personal lives contributing to the high staff turnover rate that in 1961 approached 100%, making a mockery of the extra money being expended on worker training.

It was beginning to become obvious to most why American staff had been sent down under. With the turmoil seemingly getting worse, and at the prompting of a couple of the senior Australians with contacts in the US, Dearborn acted. Most of these senior staff were recalled to the US and replacements sent to Melbourne. This process would continue for the next few years. Many of the names of these replacements will be familiar to club members and includes luminaries such as Wally Booth and William (Bill) Bourke. The workers who returned to the US, unsurprisingly left Ford's employment soon after.

Total sales for the XK series amounted to 68,465 across all body styles. This included a small number that were exported to various Commonwealth Nations and Empire colonies. Interestingly Ford had predicted in early 1960 that it would sell 70,000 XK Falcons across its life – not a bad guess as it turns out.

Trim, Taught Terrific

Whilst the XK Falcon had received a raft of updates during the first year of production, there remained some underlying issues. These included a borderline fragile three speed manual gearbox and clutch, unsuitably soft suspension, and a base engine (144 cu in) that was considered by most to be underpowered. There were also some grumbles about panel rust that was appearing in areas such as the bottom of the rear guards, doors, and even on the roof pillars.



add unmatched value ...

For £1,252 (tax paid) Falcon Futura gives you just about all you could ever want. Beautiful looks. Wonderful ride. Outstanding comfort. Fitted pile carpets. A personal between-the-seats console. Fully padded dashboard and padded sun visors. Distinctive ornamentation inside and out. For just a little extra you can have the best automatic in the world — Fordomatic Drive, and the rocketing performance of the Pursuit 170 engine. See your Ford Dealer for a personal test-drive of Falcon Futura - Australia's most individual car! Right now, too is an excellent time to buy, and save!

TRIM, TAUT, TERRIFIC **FALCON Futura**

Ford WHEN SALES THROUGH TO AUSTRALIA LIMITED PLEASE



With Falcon sales not improving, Ford Australia asked the US for help. The Australians knew an upgrade was coming but needed it as soon as possible to in an attempt to win over fleet operators. The Americans obliged allowing the Australians to release the new car more than two months before the US version was unveiled.

Less than two years after the release of the XK Falcon, in July 1962, the new XL Falcon was introduced. The introduction involved an even heavier marketing push with full page newspaper spreads, television and radio advertising, and billboards. All touted the new catchphrase of the “Trim, Taut, Terrific! New Falcon”.



In no other car do you get all this

Falcon's Thunderbird-inspired style says new in a way all its own. It is a car of straight-lined simplicity, of trend-setting silhouette — the sort of clean etched elegance that has meant Falcon traditionally brings top trade-in over any other car in its field. Beneath the beauty there's new engineering that goes deep down — new muscles to give you a car that is solid, tight and quiet for years to come. With Falcon you have your choice of 2 engines, and 2 transmissions, allowing you to tailor your power-train *exactly* as you'd like it. Then there's Falcon's unmatched stability and cornering ability — direct benefits from the longest wheel-base, widest track and lowest centre-of-gravity in Falcon's class.

Savings? You get the lot. Top miles per gallon . . . oil changes needed only each 6000 miles . . . major servicing only each 6000 miles, too.

Want more? . . . See your Ford Dealer — 10 minutes at Falcon's wheel gives you the *whole* story.

Trim, Taut, Terrific!



FALCON

The new model incorporated a raft of improvements and changes. There was a more squared off ‘Thunderbird’ roofline, a redesigned clutch and gearbox (albeit still a three speed), new starter motor, and some suspension improvements included in the total of 734 new or upgraded parts. The same 144 and 170 engines were retained alongside the two-speed automatic transmission. The 170 Pursuit engine proved to be much more popular than the smaller unit. In fact, in 1963, only two 144 automatics and four 144 manuals rolled out of the factory. The XL also included the option of both seat belt mounting points and a padded dash top. The chrome grille became convex instead of concave and the front indicators were repositioned to the bumper. All the body styles carried over with the new model.



A new luxury trim level for the sedan, called the Futura, was also offered. The Futura included a bright red interior, front bucket seats in a leather look vinyl, chrome trimmed centre storage console, and a thick carpeted floor. It also had full wheel trims (as opposed to hubcaps on lesser variants) and optional whitewall tyres. Lastly, it came with the 170 engine and two speed auto combination as standard.

The wagon equivalent of the Futura was the Squire. This was America down under with plastic fake wood trim on the sides and an interior in the same vein as its' sedan counterpart. While the 'Woody' wouldn't have raised a second glance in the US, in Australia it stuck out like a sore thumb. Built from early 1963, only 728 were sold (across XL and later the XM) and it was discontinued two years later.

To help counter the many reports of rust, the bodies of all cars were treated to new processes to improve corrosion resistance.

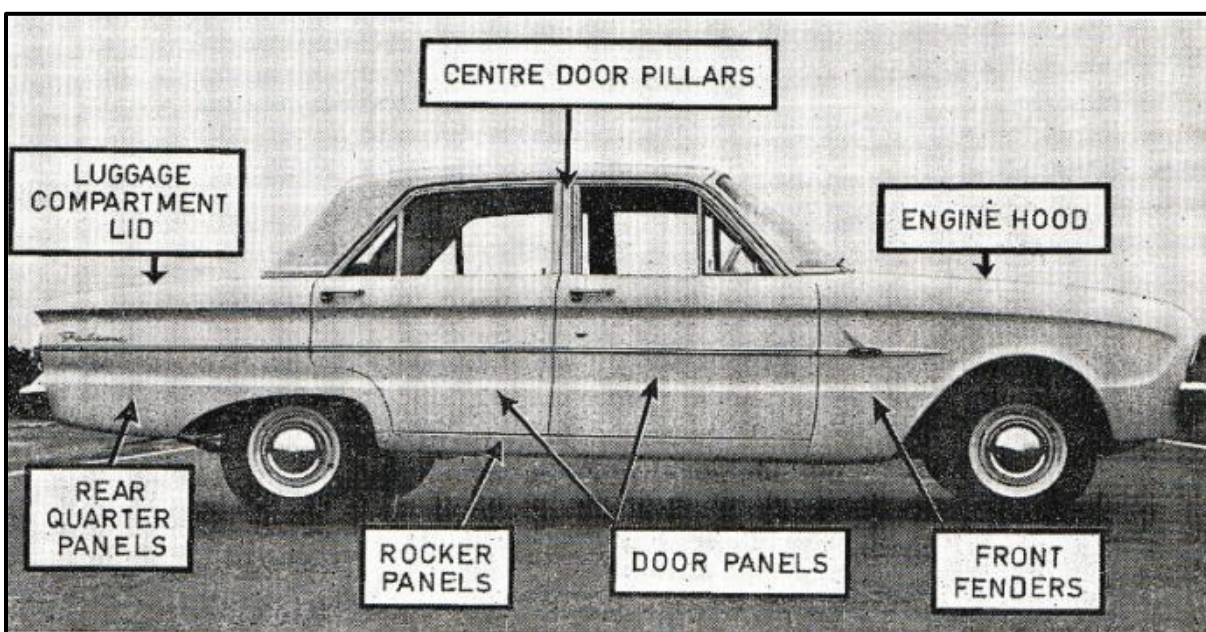


Figure 2 - Extent of Rustproofing on the XL Falcon – Image from “Ford. A History of the Ford Motor Company in Australia” G.Easdown.

The release of the XL Falcon ended up being in the same week that Holden introduced the EJ Holden, a more modern looking car than the frumpy FB/EK lumps. The EJ introduced a new luxury trim level called the Premier, complete with leather seats and trim, but it retained the old 138 grey motor that had powered the previous models. As the EJ was even heavier, it was a slug especially in automatic form when compared to the sprightly Falcon equivalent with the 170 engines.

Another competitor had also popped up in the form of the Chrysler Valiant which went on sale from January 1962. Both the R (RV1) and S (SV1) series cars were produced in sedan form only. Aimed at a more affluent buyer they came with the 225 cu in slant six engine that produced 145 hp. Standard transmissions were a three-speed manual with a floor shift and an optional three-speed Torqueflyte push button automatic. Regarded as fast and reliable, if a bit pricey, some 11,017 were produced until the AP5 was introduced in May 1963.

Ford's hopes for a major fleet sales revival were dashed when the then Managing Director John McIntyre visited major fleet buyers in the latter part of 1962. They told him “...you've blown it. You gave us the Falcon, and it was rubbish. We're going back to Holden”.



Fun Ford Facts

1. The plant at North Fremantle was a key part of Ford's Australian operations from 1929, assembling various cars right through to 1966 when it became a rectification plant. Fully built-up cars were shipped to Western Australia by train and often incurred damage in-transit. The most common damage was bullet holes in the fenders, door, and windows as punters loved using them for target practice. The hardest to fix was damage caused by large high velocity projectiles that went through one door and out the other side.
2. When the Broadmeadows Head Office was opened in September 1964, Ford recognised the complex's isolation from civilisation by allowing female employees one afternoon off a month to go shopping. This created a degree of angst amongst other workers and several years later the privilege was afforded to all Head Office employees, a practice which continued until the mid-1970's.
3. The automatic transmission, that was introduced with the XK Falcon, had an interesting history itself. The first Ford-O-Matic and was the idea of an ex-Borg Warner employee, Harold Youngren. Harold, who was then Ford's Vice-President of Engineering in the US, suggested the company adopt a design he was working on with his former employer. He facilitated a joint venture arrangement between the two companies which ultimately developed the Ford-O-Matic in 1951. It was originally a three-speed unit and in normal operation it would start in second before shifting to third. If the accelerator was floored from rest it would start in second, shift back to first, before shifting back to second and then third. The version that the Falcon received in 1960 (Australia) was a simplified two-speed unit that was first released in the US in 1958.

Until next time...

Craig

*Built for people who want a big lift in motoring
yet not in price...*



Falcon's Thunderbird-inspired roofline sets a new trend in style. Has practical slant, too — more headroom, better rear-ward vision.



Choice of 2 engines — Pick from Falcon's standard 90 h.p. engine, or the cobra-quick Pursuit 170 (optional at extra cost).



More rugged suspension soaks up road shocks and levels the roughest roads, gives Falcon immense strength underneath.



New interiors. Rich appointments and fabrics a car priced like Falcon never had before... plus stretch-out comfort for 6.



Economy-champ! Proved top petrol economy — over 30 m.p.g. with conventional drive, slightly less with Fordomatic Drive.



FORD 12/12 WARRANTY

Ford 12/12 Warranty — Australia's first "12/12" Warranty — covers both parts and labour for 12,000 miles or 12 months.

Trim, Taut, Terrific!

FALCON

24 The Reader's Digest, September 1962





2 OLD GUYS GARAGE



GEOFF SCRAGGS & NOEL O'DRISCOLL
SERVICING, REPAIRING & MAINTAINING YOUR EARLY FALCONS
NORTH MACLEAN 0475 417 636



For those who do not know, two members of our Early Falcon Car Club of Queensland have teamed together to provide all club members the mechanical services that many members have spent decades searching for, knowledge, experience, parts and quality workmanship in the specialty field of Early Falcons.

Noel O'Driscoll and Geoff Scraggs are long time members of the EFCCQ and both own Early Falcon vehicles.

They are working out of Geoff's property in North MacLean.

They have been flat out, working on members' cars over the last few months with bookings well into the future.

The scope of work the Two Old Guys offer is as follows:

Serviceing and Tune up

All repairs including engine rebuilds and manual gearbox repairs.

Minor rust repairs & painting (painting engine bays and smaller paint jobs)

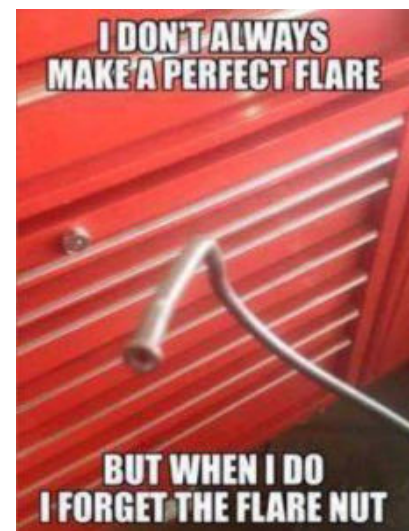
Conversions (engine, brakes etc)

Rewiring and wiring repairs

Aircon installations and repairs

Depending on the scope of work and distance, they can offer a mobile service.

Unfortunately, Noel has undergone surgery which will put him out of action for a month or so. We all wish Noel a speedy recovery and a very positive prognosis.



Hey Noel, my alternator light is on.
How do I turn it off?



EVERY TWENTY MINUTE JOB
IS ONE BROKEN BOLT AWAY



FROM BECOMING
A NIGHTMARE.



HAD THE SAME TOOL
BOX FOR 20 YEARS

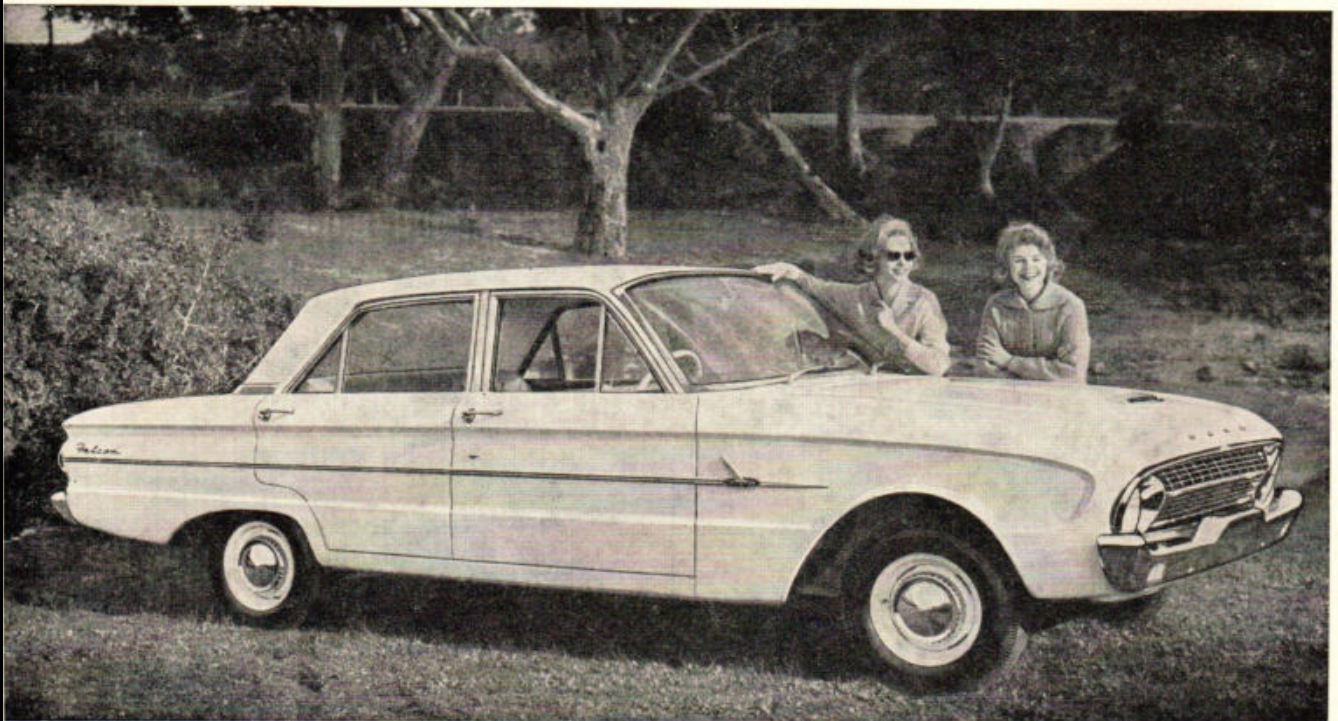


STILL OPEN THE WRONG
DRAWER EVERY TIME

TOOL EXPECTATIONS



Trim, taut, terrific . . the new Ford Falcon!



Here's the car that everyone is stopping to look at . . . and liking. The new Falcon is long, low and lean, starting a whole new style trend with its Thunderbird inspired roofline, the smooth flow of its clean, crisp, low-swept lines. And with all its new beauty, Falcon brings you new strength, deep-down where you need strength most—making Falcon the biggest-muscled car in its class. And now, Falcon offers you the greatest model choices ever available in Australia—three passenger sedans (including the fabulous new Futura), and three station wagons (including the unique Squire). In each there's a choice of two engines and two transmissions, to let you select your own brand of power and performance. Inside Falcon, you'll find comfort, deep and wide, decked out in fresh, new, functional smartness. You make your upholstery choice between vinyl, or a combination of vinyl and woven fabrics in bright new colours and patterns. Whichever engine you choose, the standard 90 horsepower or the cobra-quick 'Pursuit-170' you enjoy performance far ahead of others in Falcon's class. With either, you enjoy class-topping 30 m.p.g. economy, too. For Falcon is still the most economy-minded of all, as easy to own as it is to like, stretching oil changes to 6,000 miles, giving you all the advantages of Australia's first 12/12 Warranty and money-saving low cost parts and service. See and drive the trim, taut, terrific, new Falcon today.

**NOW AT NEW
LOWER PRICES**

FROM **£1065** INCLUDING
SALES TAX
(Prices slightly higher in country areas)

FALCON 

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. FX453



Anthony Nutley

Member Profile

1963 XL Falcon Sedan, Sky Blue with Merino White roof, 6 cylinders with a two speed Fordomatic transmission.

The car was purchased from Cresswell's Earl Motors Pty Ltd of Southport, Qld on the 7th October 1963 for 826 pounds 18 shillings and 2 pence by my great grandfather, Bah as he was called. From all accounts he loved the car and spent many hours travelling up Tamborine Mountain with family. I can remember many trips myself with my grandfather in the car, mainly to the Cecil Hotel in Southport for a cherry cheer but until now, didn't understand what the hoppy smelly liquid he drank was.

It was passed to my grandmother who drove it (with the aid of a pillow to sit on) right up to when she was no longer able to handle it due to illness and not for want of trying. Nana only drove it to golf, and mahjong, and her golf clubs will still be found in the car.

It has participated in my parent's and my own wedding and still looks just the same as the day it was purchased, according to my mum (wear and tear excepted), apart from the motor and the 4GG radio station sticker. And the person who stole the cigarette lighter in the 80's then, &^%\$.

It was passed to me in 2006 and its second chance at life as Nana knew that I couldn't part with it and would have to restore it. RIP Nana. The car was passed to me pretty much as you see it but there has been a lot of love added, not to mention bits and pieces and many hours.

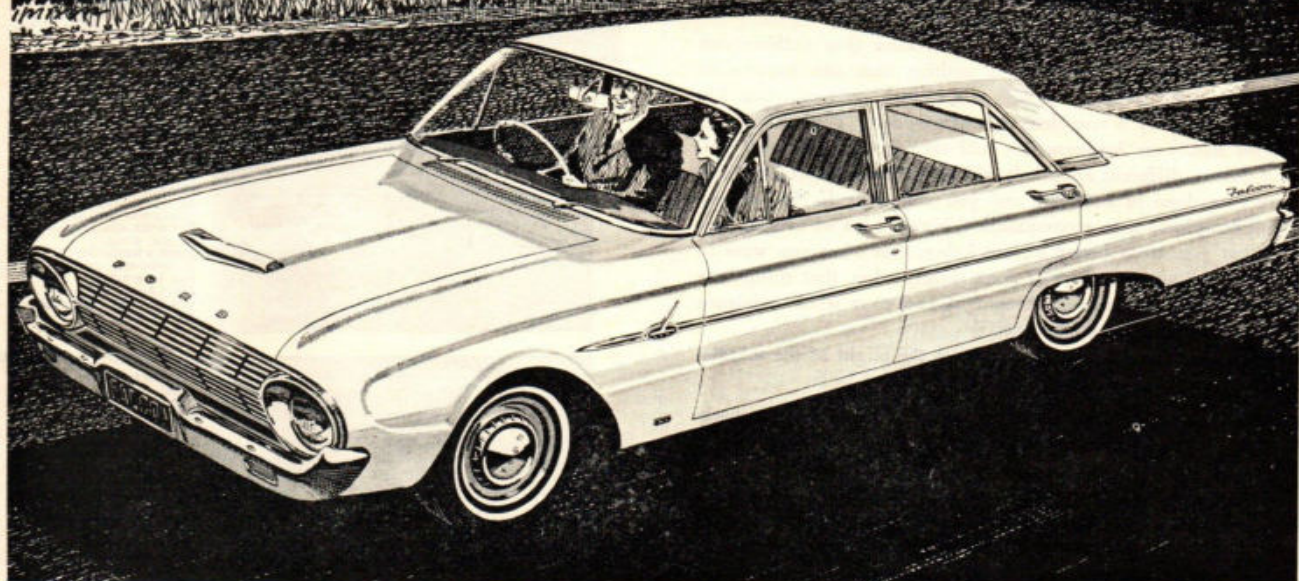
I do not understand the size of the motor or what the transmission is, or for that matter what size the brakes are, but that doesn't matter, because the car has plenty of other stories to tell (Nana had three girls, 6 grandchildren and 4 great grandchildren). I hope to add the memories of those who know the car to this site so that all of the family can enjoy something that our forefather loved.

Thanks to Geoffrey for all his work. I shall always be extremely thankful.





CHANGE TO **FALCON** — **AUSTRALIA'S NO.1 ROAD CAR!**



*No other car anywhere near its price
has **FALCON's** gift for going!*

In terms of sheer driving pleasure, the trim, taut, terrific Falcon stands out against all other cars anywhere near its price. Because of Falcon's combination of beauty, action and thrift on the road, no other car has so many admirers and enthusiastic owners. It's a reason, too, why so many competitive owners are switching to Falcon. Why don't you try the extra zest, ease and enjoyment of driving Falcon — your Ford Dealer will gladly hand you the keys for a road-test today!

**TRIM, TAUT,
TERRIFIC *FALCON***

 FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

FX571

FALCON IS AUSTRALIA'S NO. 1 ROAD CAR		
OWNER BENEFIT	FALCON	MAIN COMPETITOR
MOST HORSEPOWER	YES	NO
HIGHEST COMPRESSION	YES	NO
BEST ACCELERATION	YES	NO
QUICKEST STOPPING	YES	NO
SMOOTHEST RIDING Longest wheelbase and widest track	YES	NO
GREATEST STABILITY Lowest centre-of-gravity combined with longest wheelbase, widest track	YES	NO
MOST MILES PER GALLON	YES	NO
BEST VISION Biggest glass area	YES	NO
MOST ROOM AND COMFORT	YES	NO
MOST MODERN STYLING	YES	NO





Club Member Dale Lait XL Falcon Restoration

I feel I am a bit Falcon centric as I learnt to drive in a Falcon (XR), the first four cars I bought were Falcons (XA, XA, XB, XC) and the last two cars I bought were Falcons (BA, FGMkII). Interestingly, not one of these was a sedan.

As I neared my 50th birthday I decided to purchase a Falcon from my birth year, so I could drive in a classic the same age as myself.

I originally purchased a 1962 XK Falcon wanting to restore it. Restoration planning was well underway when my wife, Cathy, found a restored 1962 XL being auctioned on ebay.

A very, very long story short, I eventually purchased the 1962 XL and sold the 1962 XK.

The restorations to the XL Falcon had been carried out by Gasoline Alley Classic Auto Restorations at Brendale. The seller provided photos of the restoration prior to my purchase.

Despite the amount of work conducted on the initial restoration there was more to do.

Under the bonnet she was not pretty, with the wrong carby, air filter, fuel pump, alternator and a vacuum tank off a Landcruiser. The engine bay had missed out on a respray, as had the underside of the bonnet.

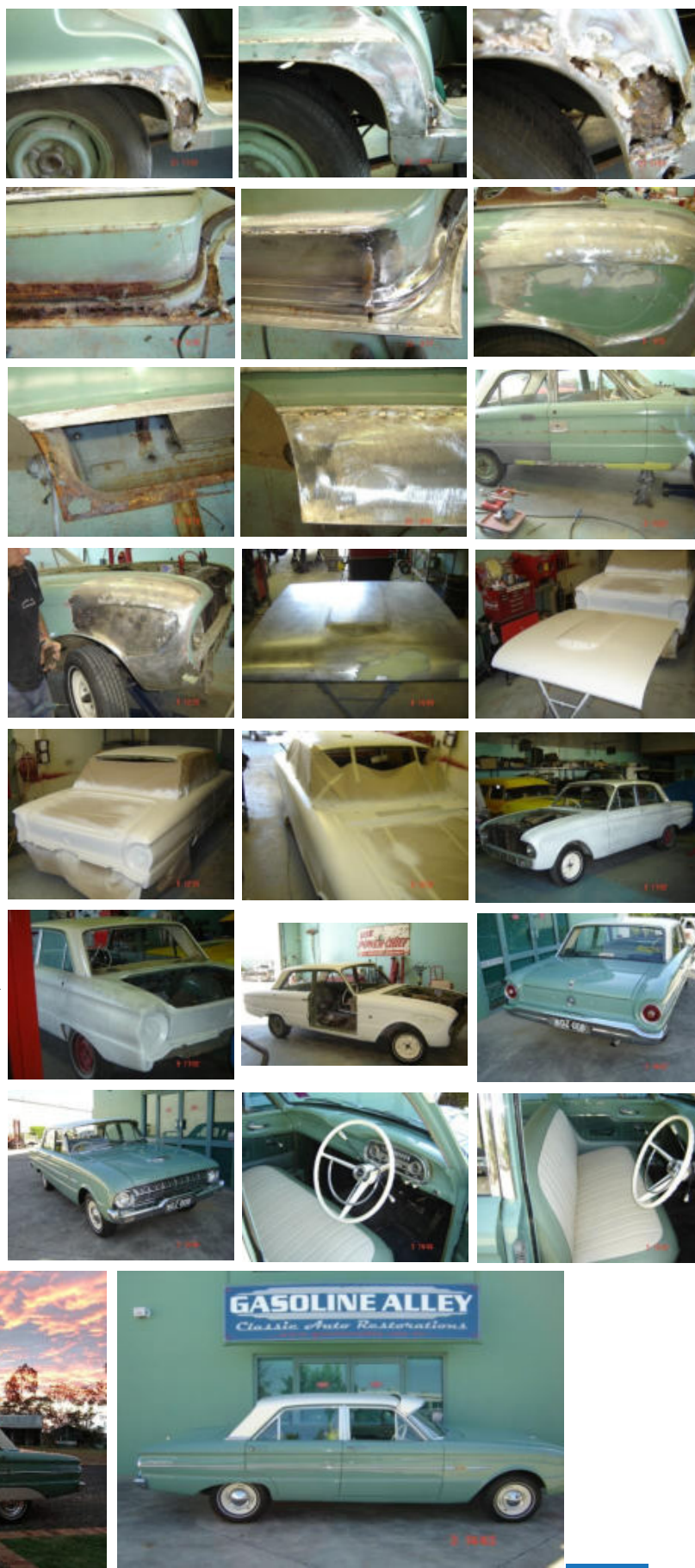
This has all been completed now along with new head lining, wind lacing, vinyl flooring and some bling attached, mirrors, wind splitters, fuel cap surround, wheel trims and spats.

As with all classics, the rust never stops and I have had rust repairs done to the bottom door corners, guards, roof gutters and had one sill replaced and the other repaired.

I have had the great pleasure in meeting Elsa, the wife of the original owner, through her daughter Zelda who recognized the 62 Falcon at car show at Yamanto shopping centre.

It was my privilege to drive Elsa to her 80th birthday party in her beloved Falcon, 'Bess'.

Bess was purchased from Gatton Motors and resided at a farm in Lockrose for many years and was driven by numerous family members including Zelda and her husband Ross.





Early Falcon Car Club of Queensland

Sanctioned Club Runs, Events, Car Shows and Swap Meets

This section is dedicated to listing the upcoming Club Runs, Events, Car Shows and Swap Meets organized by our club, and other clubs and entities.

This is not a complete list, as other club runs and events will be organized after this newsletter is published but it will give you a great indication of what is on, when and where, and you will have some evidence, which is required under the Special Interest Vehicle Concession Scheme, to attend these rallies.

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Early Falcon Car Club of Queensland	
2024 Calendar of EFCCQ Club Runs and Events	
Event	EFCCQ Rally
Date & Time	April 21st Sunday, Coffee 9.30am, BBQ Lunch 12 noon
Location	Coffee - Wellington Point Takeaway, Lunch - Redland Bay Hotel
Hosted by	Early Falcon Car Club of Queensland
Event	May The Fords Be With You
Date & Time	May 4th Saturday - 6th Monday
Location	Bundaberg
Hosted by	Early Falcon Car Club of Queensland
Event	EFCCQ Rally
Date & Time	May 26th Sunday, All Day Event
Location	Billies Bay Memorial Run - Wivenhoe Dam
Hosted by	Early Falcon Car Club of Queensland
Event	Downunder Beach Fest
Date & Time	May 29th Wednesday - June 2nd Sunday
Location	Caloundra
Hosted by	Australian Street Rod Federation
Event	Cooly Rocks Festival
Date & Time	June 5th Wednesday - 9th Sunday
Location	Coolangatta
Hosted by	Connecting Southern Gold Coast
Event	Club Car Scavenger Hunt
Date & Time	June 16th Sunday TBA
Location	TBA
Hosted by	Early Falcon Car Club of Queensland
Event	All Ford Day - BBQ Breakfast 8.00am, BBQ Lunch 12.00 noon
Date & Time	July 21st Sunday 6.00am - 3.00pm
Location	Willowbank Raceway
Hosted by	GT Club of Queensland
Event	TBA Coffee 9.30am, McGavin View Park, BBQ Lunch 12.00 noon
Date & Time	August 18th Sunday
Location	McGavin View Park
Hosted by	Early Falcon Car Club of Queensland
Event	EFCCQ Rally
Date & Time	August 29th Sunday, Coffee 9.30am, BBQ Lunch 12 noon
Location	Coffee - Darling Downs Zoo, Lunch - Scotty's Garage
Hosted by	Early Falcon Car Club of Queensland
Event	EFCCQ Rally
Date & Time	October 27th Sunday, Coffee 9.30am, BBQ Lunch 12 noon
Location	Coffee - Café 63 Yarrabilba, Lunch Bearded Dragon
Hosted by	Early Falcon Car Club of Queensland
Event	EFCCQ Rally
Date & Time	November 17th Sunday, Coffee 9.30am, BBQ Lunch 12 noon
Location	Coffee - The Ole Dairy, Lunch - Brisbane Motor Museum
Hosted by	Early Falcon Car Club of Queensland
Event	EFCCQ Christmas Party
Date & Time	December 8th Saturday TBA
Location	Rods Inc Club House
Hosted by	Early Falcon Car Club of Queensland





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JOIN US AT THE CARDIGRAS CAR MEET!



@SHUTTERSPEDD

1st Friday Of The Month 5PM-8PM
Scarborough Bowls Club
Sunnyside Road Scarborough QLD 4020.

CARDIGRAS CALENDAR OF EVENTS JUNE 2024

CARS & COFFEES, BIKES & BREWS
Breathe Easy Cafe 05/06/24 7AM-9AM
455 Anzac Avenue Redcliffe QLD 4022
Car & Bike Meet

CARDIGRAS CARS & CANOLLI
Botticelli's Italian Kitchen 07/06/24 5.30PM-8PM
Anzac Avenue Kallangur QLD 4503
Car Show & Markets

CARDIGRAS RUMBLES INTO CABOOLTURE
Supercheap Auto 08/06/24 2PM-4PM
459 Pumicestone Road Caboolture QLD 4510
Car & Bike Meet

CARDIGRAS GOES TO THE MARKETS
Tamborine Mountain Showgrounds 09/06/24 9AM-12PM
Normandie Court Tamborine Mountain QLD 4272
Car Show

CARS & COFFEES, BIKES & BREWS
W'S Up Cafe 12/06/24 8AM-10AM
181-183 Station Road Burpengary QLD 4505
Car Meet

CARDIGRAS CARS & CANOLLI
Botticelli's Italian Kitchen 12/06/24 5.30PM-8PM
Anzac Avenue Kallangur QLD 4503
Car Show & Markets

REDCLIFFE RUMBLES
Redcliffe Community HUB 15/06/24 3PM-5PM
1 Richens Street Redcliffe QLD 4020
Car Show & Markets

CARDIGRAS GOES TO THE MARKETS
Beechmont Markets 16/06/24 8AM-12PM
1835 Beechmont Road Beechmont QLD 4211
Car Show

CARS & COFFEES, BIKES & BREWS
H Cafe & Bar 19/06/24 7AM-9AM
Market Square Deception Bay Road & Bay Avenue Deception Bay QLD 4508
Car Meet

CARDIGRAS GOES TO THE DISTILLERY
Beech Mountain Distillery 21/06/24 4PM-8PM
707-709 Beechmont Road Lower Beechmont QLD 4211
Car Meet

CARDIGRAS MUNCHIES & MUSCLE
H Cafe & Bar 25/06/24 6PM-8PM
Market Square Deception Bay Road & Bay Avenue Deception Bay QLD 4508
Car Meet

CARDIGRAS ESCAPES TO THE DUGANDAN
Dugandan Hotel 30/06/24 10AM-2PM
124 Boonah Rathdowney Road Dugandan QLD 4310
Car & Bike Show, Markets & Music

Mid Week Muscle

264 SOUTH PINE ROAD BRENDALE QLD 4500



Join us for an evening of beer and horsepower at Hip Hops Brewery.

CLASSIC CARS.

All car enthusiasts are welcome.

GOOD VIBES

Register at www.cardigras.com

RUMBLES INTO CABOOLTURE

Feb 10, Mar 9, Apr 13, May 11, Jun 8, Jul 13 3PM-5PM
Aug 10, Sep 14, Oct 12, Nov 9, Dec 14 3PM-5PM
Jan 25, Feb 22, Mar 28, Oct 24, Nov 28 5PM-7PM

Supercheap Auto Caboolture Pumicestone Road Caboolture QLD 4510

Gold Coin Donation

ALL PROCEEDS GO TO RAISE IT FOR REDCLIFFE HOSPITAL & THE COMMON GOOD

CARDIGRAS CARS & CANNOLI

CARDIGRAS IS BACK FOR 2024
5.30PM & 6.00PM FIRST FRIDAY OF EVERY MONTH
5TH JAN, 2ND FEB, 1ST MAR, 5TH APR, 4TH MAY, 7TH JUN
5TH JUL, 2ND AUG, 6TH SEP, 4TH OCT, 1ST NOV, 6TH DEC

raise it for Redcliffe
RBWH Hospital Foundation

CardiGras

GOLD COIN DONATION TO DISPLAY YOUR PRIDE & JOY

Botticelli's Italian Kitchen 1378 Anzac Avenue Kallangur QLD 4503

DAYTIME MARKET

9AM-1PM 1ST SATURDAY OF THE MONTH

MARKET DAY

ANAHATA @KALLANGUR





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CARDIGRAS CALENDAR OF EVENTS JULY 2024

CARDIGRAS ESCAPES TO THE DUGANDAN

31/03/24 10AM-2PM, 30/06/24 10AM-2PM,
29/09/24 10AM-2PM, 29/12/24 10AM-2PM

\$5 TO DISPLAY YOUR VEHICLE,
\$5 ADULTS, \$2.50 CONCESSIONS, UNDER 16 FREE.

Fundraising Event For Local RFS Fire Brigade

Dugandan Hotel, 124 Boonah Rathdowney Road Boonah QLD 4310

CARDIGRAS CARS & CANOLLI
Botticelli's Italian Kitchen 05/07/24 5.30PM-8PM
Anzac Avenue Kallangur QLD 4503
Car Show & Markets

CARS & COFFEES, BIKES & BREWS
W'S Up Cafe 10/07/24 8AM-10AM
181-183 Station Road Burpengary QLD 4505
Car Meet

CARDIGRAS CARS & CANOLLI
Botticelli's Italian Kitchen 10/07/24 5.30PM-8PM
Anzac Avenue Kallangur QLD 4503
Car Show & Markets

CARDIGRAS RUMBLES INTO CABOOLTURE
Supercheap Auto 13/07/24 2PM-4PM
459 Pumicestone Road Caboolture QLD 4510
Car & Bike Meet

CARDIGRAS GOES TO THE MARKETS
Tamborine Mountain Showgrounds 14/07/24 9AM-12PM
Normandie Court Tamborine Mountain QLD 4272
Car Show

CARS & COFFEES, BIKES & BREWS
H Cafe & Bar 17/07/24 7AM-9AM
Market Square Deception Bay Road & Bay Avenue Deception Bay QLD
Car Meet

CARDIGRAS GOES TO THE DISTILLERY
Beech Mountain Distillery 19/07/24 4PM-8PM
707-709 Beechmont Road Lower Beechmont QLD 4211
Car Meet

REDCLIFFE RUMBLES
Redcliffe Community HUB 20/07/24 3PM-5PM
1 Richens Street Redcliffe QLD 4020
Car Show & Markets

CARDIGRAS GOES TO THE MARKETS
Beechmont Markets 21/07/24 8AM-12PM
1835 Beechmont Road Beechmont QLD 4211
Car Show

CARDIGRAS MUNCHIES & MUSCLE
H Cafe & Bar 24/07/24 6PM-8PM
Market Square Deception Bay Road & Bay Avenue Deception Bay QLD 4508
Car Meet

CARDIGRAS GOES TO THE MARKETS

3RD SUNDAY OF EACH MONTH

8AM-12PM
ROLLING BUMP IN 9AM-11AM
JUDGING @ 11:30AM

BEECHMONT COUNTRY MARKETS THE OLD SCHOOL
1835 Beechmont Road Beechmont QLD 4211

\$5 CAR REGISTRATION TROPHIES TO BE AWARDED

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CARDIGRAS CALENDAR OF EVENTS AUGUST 2024

CardiGras
REDCLIFFE RUMBLES SUMMER SERIES

1st Saturday Of The Month
5PM-7PM (Oct-Mar)
1 Richens Street Redcliffe

ENTRY BY GOLD COIN DONATION

REGISTER YOUR CAR @ WWW.CARDIGRAS.COM.AU

- ★ 60 Car Spaces
- ★ Stall Enquiries Welcome
- ★ Food Vans Welcome

CARDIGRAS CARS & CANOLLI
Botticelli's Italian Kitchen 02/08/24 5.30PM-8PM
Anzac Avenue Kallangur QLD 4503
Car Show & Markets

CARDIGRAS RUMBLES INTO CABOOLTURE
Supercheap Auto 10/08/24 2PM-4PM
459 Pumicestone Road Caboolture QLD 4510
Car & Bike Meet

CARDIGRAS GOES TO THE MARKETS
Tamborine Mountain Showgrounds 11/08/24 9AM-12PM
Normandie Court Tamborine Mountain QLD 4272
Car Show

CARS & COFFEES, BIKES & BREWS
W'S Up Cafe 14/08/24 8AM-10AM
181-183 Station Road Burpengary QLD 4505
Car Meet

CARDIGRAS CARS & CANOLLI
Botticelli's Italian Kitchen 14/08/24 5.30PM-8PM
Anzac Avenue Kallangur QLD 4503
Car Show & Markets

CARDIGRAS GOES TO THE DISTILLERY
Beech Mountain Distillery 16/08/24 4PM-8PM
707-709 Beechmont Road Lower Beechmont QLD 4211
Car Meet

REDCLIFFE RUMBLES
Redcliffe Community HUB 17/08/24 3PM-5PM
1 Richens Street Redcliffe QLD 4020
Car Show & Markets

CARDIGRAS GOES TO THE MARKETS
Beechmont Markets 18/08/24 8AM-12PM
1835 Beechmont Road Beechmont QLD 4211
Car Show

CARS & COFFEES, BIKES & BREWS
H Cafe & Bar 21/08/24 7AM-9AM
Market Square Deception Bay Road & Bay Avenue Deception Bay QLD 4508
Car Meet

CARDIGRAS MUNCHIES & MUSCLE
H Cafe & Bar 28/08/24 6PM-8PM
Market Square Deception Bay Road & Bay Avenue Deception Bay QLD 4508
Car Meet

SHOW 'N' DRIVE 10AM-3PM
SUNDAY 10TH, INDOOR VENUE

TROPHIES AWARDED FOR BEST CAR

PUBLIC ENTRY 10AM ONWARDS
SUNDAY 10TH OCTOBER 2024

THE EARLY FALCON CAR CLUB OF VICTORIA PRESENTS
23rd Early Falcon Nationals
Bendigo Showgrounds, Victoria
OCTOBER 11TH-13TH 2024

REGISTER YOUR EARLY FALCON AND BE PART OF ONE OF THE BIGGEST GATHERINGS OF XX TO XP FALCONS IN VICTORIA. WE WILL FILL THE BENDIGO SHOWGROUNDS EXHIBITION CENTRE WITH GREAT EXAMPLES OF AUSTRALIA'S EARLY MOTORING HERITAGE

How To Register:
CONTACT: NICK TEDESCO, PH: 0823 340000007
EMAIL: ADMIN@EARLYFALCON.VIC
PH: THE EARLY FALCON CAR CLUB OF VIC

GOLD COIN DONATION FOR PUBLIC ENTRY

155 PER SHOW X SHOW CAR REGISTRATION

XXV FALCON 60YRS

CardiGras
...Goes To The Market
2nd Sundays of the Month
Rolling Bump In 9am-11am - JUDGING at 11.30am
Tamborine Showgrounds...Entry via Normandie Court Gate
Register your vehicle at www.cardigras.com.au

40 Spaces Available

\$5 Entry
Includes Dedicated Parking

CARDIGRAS
SUMMER SERIES

CARDIGRAS IS BACK FOR 2023 & 2024
5.30PM-8.00PM FIRST FRIDAY OF EVERY MONTH
1ST SEP, 6TH OCT, 3RD NOV, 1ST DEC, 5TH JAN, 2ND FEB, 1ST MAR

RBWH Foundation

Raise it for Redcliffe Hospital

CardiGras

GOLD COIN DONATION TO DISPLAY YOUR PRIDE & JOY

Botticelli's Italian Kitchen 1378 Anzac Avenue Kallangur QLD 4503



2024 DRAFT CALENDAR



CALENDAR CORRECT AT TIME OF PUBLISHING 27/11/2023 - PLEASE CHECK OUR WEBSITE FOR ANY UPDATES

Jan-24		
DATE		EVENT
6	SAT	TEST N TUNE
10	WED	JUST SEND IT
12	FRI	TEST N TUNE
13	SAT	RACER TEST DAY
20	SAT	QDRC/STREET FINALS
27	SAT	TEST N TUNE

Feb-24		
DATE		EVENT
2	FRI	DIESEL ASSAULT
3	SAT	STREET SERIES RD 1
7	WED	JUST SEND IT
9	FRI	TEST N TUNE
10	SAT	QLD DRAG RACING CHAMPS RD 1
16	FRI	NDRC NFC'S
17	SAT	
22	THU	KENDA TEST DAY
23	FRI	KENDA TEST DAY
24	SAT	KENDA RADIAL

Mar-24		
DATE		EVENT
15	FRI	CMC ROCKS
16	SAT	
17	SUN	
23	SAT	TEST N TUNE
27	WED	JUST SEND IT
29	FRI	TEST N TUNE

Apr-24		
DATE		EVENT
5	FRI	DIESEL ASSAULT
6	SAT	STREET SERIES RD 2
12	FRI	TEST N TUNE
13	SAT	QLD DRAG RACING CHAMPS RD 2
18	THU	KENDA TEST DAY
19	FRI	KENDA TEST DAY
20	SAT	KENDA RADIAL

May-24		
DATE		EVENT
4	SAT	EARTH FREQUENCY
5	SUN	
10	FRI	TEST N TUNE
11	SAT	QLD DRAG RACING CHAMPS RD3
15	WED	JUST SEND IT
17	FRI	TEST N TUNE
18	SAT	STREET SERIES RD 3
24	FRI	TEST N TUNE
25	SAT	TEST N TUNE

Jun-24		
DATE		EVENT
1	SAT	WINTERNATIONALS WARM UP
2	SUN	
6	THU	GULF WESTERN OIL WINTERNATIONALS
7	FRI	
8	SAT	
9	SUN	
21	FRI	TEST N TUNE
22	SAT	ALL BIKE DAY
29	SAT	STREET SERIES RD 4

Jul-24		
DATE		EVENT
5	FRI	TEST N TUNE
6	SAT	QLD DRAG RACING CHAMPS RD 4
12	FRI	TEST N TUNE
13	SAT	TEST N TUNE
14	SUN	OFFICIALS DAY
21	SUN	ALL FORD DAY
26	FRI	TEST N TUNE
27	SAT	STREET SERIES RD 5
28	SUN	MOPAR SUNDAY

Aug-24		
DATE		EVENT
2	FRI	TEST N TUNE
3	SAT	QLD DRAG RACING CHAMPS RD 5
9	FRI	TEST N TUNE
10	SAT	NOSTALGIA DRAGS
16	FRI	TEST N TUNE
17	SAT	TEST N TUNE
24	SAT	JAMBOREE
25	SUN	
30	FRI	DIESEL ASSAULT
31	SAT	STREET SERIES RD 6

Sep-24		
DATE		EVENT
6	FRI	TEST N TUNE
7	SAT	QLD DRAG RACING CHAMPS RD6
14	SAT	TEST N TUNE
20	FRI	TEST N TUNE
21	SAT	STREET SERIES RD 7
26	THU	KENDA TEST DAY
27	FRI	KENDA TEST DAY
28	SAT	KENDA RADIAL

Oct-24		
DATE		EVENT
11	FRI	CARAVANING QLD
12	SAT	
13	SUN	
25	FRI	TEST N TUNE
26	SAT	TEST N TUNE

Nov-24		
DATE		EVENT
1	FRI	TEST N TUNE
2	SAT	STREET SERIES FINAL/TNT
8	FRI	TEST N TUNE
9	SAT	QLD DRAG RACING CHAMPS FINAL
15	FRI	ROAD TRIP
16	SAT	
17	SUN	
23	SAT	TEST N TUNE
29	FRI	TEST N TUNE
30	SAT	TEST N TUNE

Dec-24		
DATE		EVENT
6	FRI	DIESEL ASSAULT
7	SAT	TEST N TUNE
14	SAT	TEST N TUNE

CALENDAR SUBJECT TO CHANGE - PLEASE CHECK OUR WEBSITE FOR ANY UPDATES



Best blend of beauty, action and thrift on the road!

The way the sleek Falcon rides the roads keeps owners sure they are driving Australia's No. 1 Road Car. The many advantages Falcon has over its main opposition all contribute in this better roadability. Higher powered engines provide more effortless performance and split-second response. Longer wheelbase gives a smoother ride. Lower centre of gravity means more stability—surer cornering. Lighter steering eases handling. Bigger brakes give easier, smoother, and surer stops.

TRIM, TAUT, TERRIFIC FALCON

Australia's No. 1 Road Car!

You get up to 30 miles per gallon (Mobilgas Economy Run figures) and go 6,000 miles between oil changes. And, as low extra cost equipment, you can have Fordomatic Drive — world's most simple and trouble-free fully automatic transmission. Consider all this, and you have the reasons why more and more people are changing to Falcon. The change is made easier, too, by Ford Dealers' trade-in values and terms. The best thing to do is to see him today!



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slightly higher in
country areas.

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EFCCQ Sponsors page

Your EFCCQ committee supports the Rare Spares Loyalty Club, rewarding both you and your club.

Rare Spares Loyalty Club



HOW THE CLUB WORKS

This exclusive club is only available to members of Car Clubs and is designed to reward both you and your club! Once your club is registered with Rare Spares, members can sign up and begin accumulating points for every dollar spent in store and online. Club cards must be presented (or number entered online) when purchasing to receive points which can be redeemed for some fantastic rewards which are outlined below.

HOW WE WILL REWARD YOUR CLUB

- Exclusive invites to Project Partner nights
- Every dollar spent at Rare Spares by members, your car club will earn one point, which can be traded in for fantastic rewards
- Exclusive promotions available to your club **NEW**
- Exclusive access to Rare Spares sponsored events **NEW**

HOW WE WILL REWARD YOU AS A MEMBER

- Receive 10% off all Rare Spares products at all Rare Spares exclusive distributors (in store only)
- Earn valuable rewards to benefit your club
- Receive information on the latest products and specials for your specific vehicle



EFCCQ Sponsors page

COLOURFAST

The EFCCQ welcomes our latest sponsor to the club. Colourfast are suppliers of automotive paint, industrial paint, marine paint, tools and accessories for spray painters & DIY customers. A family-owned business for 30 years, they stock the best products at great prices, with expert advice. Located at Yatala, Hillcrest and Lawnton.

Colourfast is one of Queensland's largest distributors of auto paint, industrial paint, marine paint, abrasives and sundry items.

We carry some of the biggest brands on the market, including General Paints, Northstar, Sikkens, Lesonal, Watty Industrial and Marine, Septone, U-Pol, Colad and SIA Abrasives. We also offer a world-class colour matching service to ensure the paint on your car, truck or boat will look its absolute best.



Brisbane Batteries

The EFCCQ encourages club members to contact Tony from Brisbane Batteries for all your battery and charger needs. We thank Tony Favios, from Brisbane Batteries for the ongoing support of our club through raffle donations and member discounts

BRISBANE BATTERIES

'Your Battery Specialist'

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