

JOURNAL

The official magazine of the
Classic & Historic Automobile Club of Australia

April, 2010
Volume 44 Number 12

Seen at the Hasting Day Parade, Saturday 27th February



Lorna McDonalds fine example of a 1956 FJ Holden



To bring together persons with a common interest, to encourage the use, maintenance and preservation of automobiles built from the 1st January, 1931 up to 25 years old, without prejudice to make, model, method of manufacture or country of origin.

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Activities Officer

Vacant

Meetings

1st Friday of the month (except Good Friday & January) at Deepdene Park Hall, Whitehorse Road, Deepdene. Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are welcomed.

Club Newsletter

The Journal is published monthly. Items for inclusion in the Journal must be mailed, emailed or passed on to the Editor at Club Meetings. The Committee reserves the right to edit or decline any article deemed unsuitable. Photographs submitted for possible publication should preferably be glossy 5"x 7" or 6" x 4" prints or high resolution jpg/bmp images to ensure best reproduction in the Journal. Opinions expressed in this publication are not necessarily those of the Club.

Journal Closing Dates

Nominally 2nd. Wednesday each month. Contact the Editor if worried.

Journal Nights

Nominally Thursday before the last Friday of each month

CHACA Life Members

Max Austin, Ray Griffin, Margaret Griffin,
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, John Hunt,
Tom Lambert, Roy Pepprell, Eddie Reynolds, Bob Mantle,
Patricia Wightman, Peter Galley, John Schuurman.

Deceased: Fred McGeary, Norm Watt, Don Main, Ian Davey
Eddy Dobbs Snr, Col Patience, Gordon Wightman.

Website

The Club's website www.chaca.com.au is updated regularly and features Club History, Club Promotions, an Events Calendar, a full Journal for downloading and many photographs of Club Events.

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Next Meeting
8.00 pm-7th May 2010
Deepdene Park Hall
Whitehorse Road, Deepdene

Presidents Report

Hello to all our members and I trust that you are keeping well. To those members that are not feeling so good I wish you a speedy and complete recovery. There will be no general meeting in April due to Easter, but maybe Margaret and I will see you at Braeside Park on Good Friday for the Tri Club Hot Cross Bun Run.

I want to thank James Allan for providing and arranging the last two BBQ's at Deepdene, pre-general meetings.

I also want to thank Colleen Allan for the Easter eggs for the Easter raffle that was won by Esther Healy.

Both Margaret and I wish all CHACA members a happy and safe Easter.

President.
David Landells.

VALE Joyce Main

Sadly we announce the passing of Joyce Main on the 17/02/2010 after a long illness.

Joyce and her late husband Don joined C.H.A.C.A. over thirty years ago, many older members will have fond memories of Joyce and Don over the years; they were very active members of the club and Joyce remained a member until her passing. We extend our sympathies to Joyce's family.



VALE Kenneth William (Bill) Markwick

We also regretfully announce the passing of Bill Markwick on the 05/03/2010. Bill Markwick and Lorna McDonald joined the club in 2004 and attended several runs together. Our condolences go to Bill's family and to Lorna on this sad occasion.



VALE Charles (Chas) Edward Stray 1929-2008.

We sadly record the death of Chas at 80 years of age on 1st March

Lost after a lengthy battle with prostate cancer.

Our sincere condolences are extended to wife Helen and sons Johnathon and Michael.

Chas, a member of 21 years standing, had resigned some 18 months ago due to his ill health. A well respected member who served on Committee as Activities Officer, Chas was a thorough gentleman who always took a great interest in all aspects of the Club life and loved his cars which were numerous over his lifetime. Each was duly recorded in a volume and amounted to a figure in excess of 200 vehicles. Always on the move it turns out that Chas, while deeply involved in his own family and business duties, devoted a great amount of time to community activities assisting less fortunate people, both young and old.

We will miss the enthusiasm and friendship of Chas Stray.



Editorial

We need your help!

Several members are planning to retire from committee at the next AGM in October. This includes Special Activities Officer, Editor, Treasurer, Secretary and President; we also don't have an Activities Officer. Now is the time for all members to start thinking about what they can do to address this situation.

Better to prepare now than make a last minute decision in October, or even worse, in December when the Club is faced with no Committee, therefore no Club. We all enjoy the Club and what it stands for, otherwise we wouldn't be members, so it is up to each and every one of us to perpetuate this ideal and adopt a role in the preservation of our society.

The current officers have been on and off committee for umpteen years now and all feel it is time to hand over the reins to someone new. Perhaps, but not necessarily, younger; with new ideas and a fresh approach to the running of the Club.

The duties are not onerous. They involve monthly committee meetings at Deepdene Park hall and generally, a minimal few hours during the month.

Functions in brief:-

President: - Chairs the meetings and attends other Club's Dinners.

Special Activities: - Once or twice a year event, which is a lot of fun organizing with the right helpers.

Editor: - Most of the work is done by the typist/compositor. Journal nights very enjoyable and a great crew.

Treasurer: - Signs cheques, does the banking and helps the Activities officer.

Vice President: - Arranges night's entertainment and stands in for the President. (Dinners etc.).

Activities Officer: - Gets to attend the monthly runs...twice.

Secretary: - Receives mail, writes occasional letters, does the minutes.

Eddie Reynolds

Club Permit Scheme

FOR Special Use Vouchers:

Neville Kunnel (03) 8707 4101; Max Austin 03 9802 6824;

Vin Forbes 03 9363 5228

FOR RENEWAL of your Vic Roads Permit:

Send to Neville Kunnel with a self-addressed stamped envelope. Neville will return it to you for you to pay at your nearest Vic Roads Office. You can also see Neville at meetings and on runs.

FOR New Applications: Contact Neville Kunnel

1 Val Court, Dandenong, Vic, 3175 Ph: 03 8707-4101

Please note that under the new system to be imposed by Vic Roads Neville cannot sign your application for new registration until he has sighted your current membership card.

Neville Kunnell will be away from Easter to 30th. June.
Please Contact Max or Vin for permits

Gentlemen please bring a plate of food for the general meetings.



MINUTES OF GENERAL MEETING OF CLASSIC AND HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

**Held at Deepdene Park Hall, Whitehorse Rd, Deepdene,
on Friday 5th March 2010.**

Chair: David Landells, President

Meeting opened at 8.10 pm

Present: Approximately 28 members and visitors. Chair welcomed members and visitors and asked if there were any new members and requested that all present sign the attendance book.

Apologies: Mick Whiting, Eric Chaplin, Margaret Griffin, Graeme Tibbett and Neil Ferguson.

Visitors: Greg Chiefalo, Joshua Chiefalo, Graham Moody and John Prior.

Minutes: Minutes of the previous meeting held February 5th 2010 amendments and or alterations, No report included from Max Austin. Minutes were signed as a true record.

Moved—Max Austin. Seconded—Ian. Hanks Carried.

Business arising from the previous meeting: Vin Forbes, Club Plate Scheme, there should be some request to members in the scheme to attend some meetings. Bob Clark, any such request would see members not attending meetings, and that the Club Plate Scheme is a privilege not a right.

Reports:

President—David Landells. Tri Club Sports Day was well attended, and we carried off the trophy. Raffle tickets to night are for the Easter prize, drawn tonight. Tickets for the painting to be drawn on the Birthday Run.

Secretary—Peter Galley. Invitations from various clubs to attend coming events. Get well sent to Peter Cecil and Bill Markwick. Sympathy card sent to the Stray family.

Treasurer—Mick Whiting, as reported by Barry Smith. Statement of Accounts.

Opening Balance: \$11,391.51

Income: \$1,162.00

Expenditure: \$949.09

Closing balance: \$11,604.42

Vice President—James Allan. Good roll up for the Barbeque, with thanks to Barry Smith.

Membership Secretary—Max Austin. One new member for the past month with two others to respond. Club directory nearing completion. Club members have attended the funeral service of Chas Stray and Joyce Main.

ACTIVITIES: David Landells. Next run 21st March, come and see some real horse power at the Working Horse Display. Good Friday Hot Cross Bun Run.

Special Activities—Barry Smith. Good response to the Annual Tour, one room left.

Advertising: No report.

Technical Officer—Neville Kunnel. Steady renewals for the Club Plate Scheme.

Editor—Eddie Reynolds. Good articles received from members, more wanted.

Welfare Report—No report.

Property Officer—Eddie Reynolds. Orders for name badges are now being taken.

Librarian Officer—No report.

Special Reports

AOMC Representative—Graham Hutchinson. Report included in Journal.

Federation Representative—Kevin Churchill. Bendigo Swap Meet was successful.

All Makes Swap Meet—Ian Hanks. The next show May 2nd Aussie Classic Car Show.

Special Effort—Grace Davey. Tickets tonight for the painting will be drawn on the Birthday Run.

Cars, Parts For Sale and Wanted—Nil.

Reports from members of recent motoring events—Ballarat Run was attended by 19 Club cars of the 110. Congratulations to Mal Hillier for his prize.

General Business—Bob Clark, is there a registrar of Club Cars that might be interested in film or advertisement promotion.

Meeting Closed at 9.35 pm.

Next Meeting will be held on 7th May 2010 at the Deepdene Park Hall, 8 pm.

Hot Cross Bun Run 2nd April 2010

This event will be hosted by the Veteran Car Club and will be held at Braeside Park Rosella Oval, same place as last year, Starting time 10.00am. Don't be a bunny, be there or no Hot Cross Buns for you.

CHACA Birthday 16th May 2010

Advance Notice

To be held at the National Rhododendron Gardens Olinda. More details in the April Journal.

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David Landells

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1/11 Michellan Crt.
Bayswater VIC. 3153

NEW MEMBERS

Welcome to New Members Greg and Filomena Chiefalo with son Joshua.

Greg and Filomena joined our club at last month's General Meeting and they arrive with some impressive vehicles:- Greg has a 1969 Mustang Convertible, Filomena owns a 1966 Mustang Coupe and Joshua has a 1976 LX Torana. Their other son, David, who wasn't at the meeting currently has a 1961 Cadillac.

Greg and Joshua run their own business of 20 years as car restorers-(mainly American autos with the occasional British one thrown in) and they currently have 6 Mustangs under various stages of restoration.

They also conduct services and general maintenance on all cars with a difference: where practicable they encourage the owners themselves to "DIY" at the centre. I believe member Ross Buchanan has had some 6 cars restored through them. On behalf of CHACA we hope you enjoy many outings with us for years to come and we are looking forward to seeing your cars.

CONGRATULATIONS NORM AND MICKEY BRADFORD

This loving couple recently celebrated their Sixtieth Wedding Anniversary on the 8th April. Quite a remarkable achievement and by all appearances their relationship is destined to last for another sixty years.

Red Face Department.

Apologies to David Landells, VDC and VCCA.

Refer to the March Journal and David's report on the Tri Club Sports Day on page 10.

David wrote correctly that "Kim Coillet, the VCCA Master of Ceremonies"..... etc. and "Thanks are due to the members of the Veteran Car Club of Australia"..... etc.

I changed the wording to read "VDC" and "Vintage Drivers Club" respectively, believing David had mixed the Clubs up. He hadn't, I had.

Sorry....Eddie Reynolds.

	Upcoming Club Events	
April	2. Good Friday/ Tri-Club Hot Cross Bun Run*	18. Oasis* Fred Lombardo

Events & Swap Meets of Interest to Club members, from the March meeting:

April 11	Morwell Swap Day, Presented by The Latrobe Valley Branch of Gippsland Historical Automobile Club Inc. Toners Lane, Morwell. Enquiries: Phone Evenings Alan Treadwell 03 5127 4397
April 11	Shannons AOMC American Motor Show, Flemington Racecourse, members carpark. Open to all vehicles manufactured in North America. www.aomc.asn.au or telephone 03 9890 0524
April 11	French Car Festival, Macleay Park, Balwyn. Presented by Renault Car Club of Vic. www.frenchcarfestivalvic.org.au or telephone 0437 380 388
April 11	4th Mountain District Car & Bike Show. Charity Event. Healesville Racecourse, Healesville-Kinglake Road. Enquiries Jacqueline or Greg 03 9737 9660
April 18	Federation Pakenham Picnic, Hosted by The Dandenong Valley Historic Car Club Inc. Pakenham Racecourse, Racecourse Road, Pakenham. Enquiries Ian Clarke 0419 312 304
April 25 to May 3rd	Shannon's Historic Rally. Contact TasVacations Pty Ltd. 03 6234 4666 or email holidays@tasvacations.com
May 8	Geelong Bay City Swap Meet. 7am start. Geelong Showgrounds. Melway ref 452 E10 Telephone enquiries 0417 546 089
June 6th	Mornington Peninsula Historical Vehicles Club Inc. Annual Winter Swap Meet at Centro Karinal Shopping Centre, Corner Cranbourne Rd and Karingal Dr, Frankston Contact Maurie Haydon 9878 7662
October 3rd	Euroa Show and Shine, Phone: 03 5795 1347

COMING EVENT

Tri Club Hot Cross Bun Day 2nd April Good Friday
Braeside Park
Lower Dandenong Road Entrance
Melways 88E8. UBD 292 F8.

Time 10am.

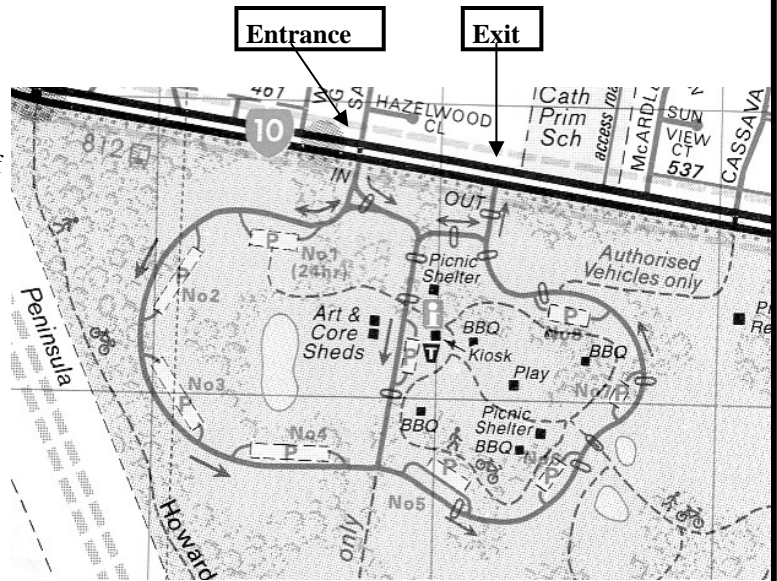
Directions: The Hot Cross Bun Day will be held at Rosella Oval, which is the last oval on the left hand side before the exit into Lower Dandenong Road. Please note that the road is a one way circuit, hence if you drive past Rosella Oval you will need to complete the 2 kilometre circuit again.

Hot Cross Buns, Tea and Coffee will be supplied.

Facilities: Picnic area with car parks, toilets, shelter, electric barbecues, an information centre, bird hide and observation decks and an adventure playground. Access and facilities for people with disability.

Looking after the park: No dogs, cats or horses.

Please take your litter home. Solid fuel portable barbecues are not permitted. Portable gas barbecues are permitted except on days of total fire ban. Don't feed or handle wildlife.

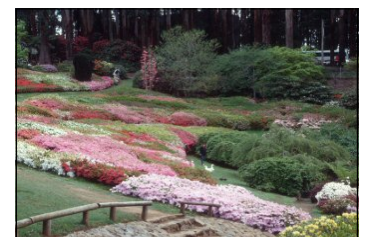
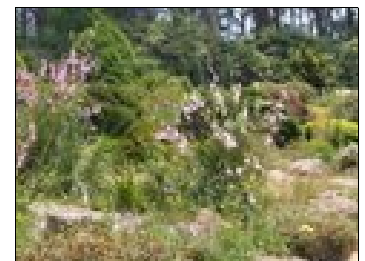
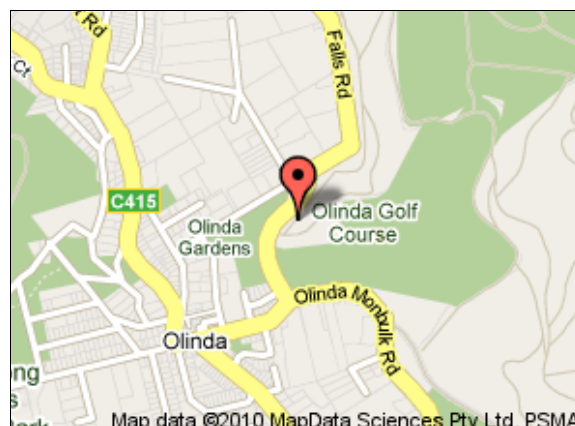


CHACA Forty Fourth Birthday Run.

To be held at the National Rhododendron Gardens, The Georgian Road, Olinda. Mel. Ref. 66 J7, UBD Ref. 292 F8, on Sunday 16th May 2010. This venue has been investigated by Margaret and myself and will accommodate our members and their cars in a picturesque garden setting, with an undercover shelter in case of rain for our BBQ lunch (sausage in bread), tea/coffee provided. Last tickets will be sold on the day for the raffle of the painting by our member Esther Healy, and the drawing will take place prior to the cutting of our birthday cake.

Your committee has decided to totally fund this event and request that you arrive at 10.30 in the car park so that numbers of members can be counted, before we all drive into the gardens, at 11 o'clock.

President.
 David Landells.





**ANNUAL TOUR 2010
RUSTY SPRINGS AVENEL
JUNE 12TH, 13TH, 14TH**



This promises to be something different. Bob and Judi McGrath run this unique B&B in Avenel, which is just past Seymour. The cost is \$100 per couple per day, this includes a fully cooked breakfast and afternoon tea. They have set up their B&B for large groups, especially car groups. There is accommodation for 30 people, all rooms have en-suites. There is a main Dining room, and Sitting room where the fun will be happening. We will tell you more closer to the time but lots of fun is promised. So if you are interested bookings are opening 1st December and closing March 1st, a \$50 deposit is required. I will be taking bookings at meetings and club runs.

**Barry Smith
Special Activities Officer**



**FEDERATION
Pakenham Picnic
Sunday 18th April 2010
HOSTED BY**



The Dandenong Valley Historic Car Club Inc

Free Entry to all

Display area for vehicles 25 years and older

Complimentary raffle ticket for every vehicle on Display

(Prizes include automotive related products as well as something for the ladies)

Trophies will be awarded in the following categories: Presidents Award,

Best: Veteran, Vintage, Classic, Post Classic, Commercial.

**Varied Displays, including Restoration Trades as well as
Hobbies and crafts**

**Bring the whole family along and enjoy
an old fashioned country picnic.**

BYO Picnic Lunch.

****Light BBQ Lunch available at a reasonable cost.**

****Free Tea and Coffee available.**

TIME: 10.00 am onwards

**VENUE: Pakenham Racecourse
Racecourse Road, Pakenham**

ENQUIRIES:

Ian Clark – 0419 312 304

Roger Bowen – 0407 568 488

Gary Stocking – 0418 140 844

Location Ref:

Melways Map 317 G8



HUTCHIE'S AOMC DELEGATES REPORT TO THE CLASSIC AND HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

(other clubs are welcome to use this report).



AOMC Delegates Meeting 22-2-2010 Held at East Malvern RSL.

Compiled by Graham Hutchinson (CHACA) Classic & historic Motoring Club of Australia.

Hutchies personal comments as usual in italics.

President Iain Ross, (Bristol Owners Club) Opened the meeting at 7-30 PM. *(Most Delegates are aware of 7-30 start by now, and appreciate the early finish which results).*

President Iain went through all the preliminaries of welcoming Delegates, referring to pre recorded names, & apologies in attendance sheets. *(Delegates have finally accepted this time saving measure, as there were no names from the floor for our Minute recorder, (Daryl McMahon) to have to write down.*

Iain Ross also listed 2 new clubs to have affiliated recently. **Minutes of November** meeting were dealt with. The only Business arising, related to the matter of VicRoads regulations (raised in November), which make it compulsory to have toddlers restrained in **all vehicles**, including historic cars which do not have seat belts fitted.

This was left with the Executive to look into. President Iain Ross reported that they had decided to take no action, as it was seen as a safety matter, which would be difficult to convince VicRoads to alter.

The Delegate who had gone to so much trouble in researching all the relevant regulations, still thought it should be pursued further. Yours truly suggested that those affected should get together to examine the relevant regulations, and try to come up with alternate wording, which may be accepted by VicRoads. Ian Ross said the Executive would welcome any input from Delegates, so it could be re-examined. **Standing orders were suspended for our Guest Speaker.**

Our Guest Speaker, Mr. Chris de Fraga was introduced. Chris started out by explaining how he got the job as **The Age Motoring Writer**. It happened that at the time, Chris was driving an MG TC, and the Editor assumed that therefore, he must know something about cars.

Mr. de Fraga explained that as a Motoring Writer, they are sought out by senior motoring company engineers, who ply them with masses of technical details, and encourage them to drive their new cars. Chris told us about some of the tricks the companies get up to, to ensure the car gets a good write-up. Like a car which does not handle hills well, has a suitable flat route selected. A car which handles badly, will have long straight stretches of road selected for the Motoring Writers test track.

Chris amused we Delegates with stories about the trouble he and some of his fellow writers got into over the years. A very entertaining Guest Speaker.

Following a 10 minute break for Delegates to have coffee and bickies, and a little chat, **Standing orders were resumed.**

Presidents Report. Ian reported:

1. AOMC have asked RACV to conduct research on the effects expected from the use of ethanol in cars which were not specifically designed for it. *(See page 21 AOMC Newsletter for a British report on ethanol).*
2. President Iain Ross reported that CAMS which has in the past, only been interested in competition motoring events, has been making contact with some of our affiliated clubs, with what appears to be a widening of their interests. One Delegate stated that indeed, his club had recently had an e-mail from CAMS.
3. National Motoring Heritage Day, 16th. May 2010. *(See page 15 AOMC Newsletter for a suggested mock-up of an advertisement to publicize what your club is doing on the day).* **President Iain stated that this mock-up is available on the AOMC Website** for clubs to download as required. www.aomc.asn.au

(How many noticed that the page 15 mock-up features "Hutchie's Hupp" on the left?).

4. Iain also asked Delegates to think about nominating for AOMC Executive at end of the year AGM.

Treasurers Report. **Tony Aplin** (BMW Car Club), reported that AOMC finances were sound, but urged full support for the forthcoming two Motoring Shows, as our main fund raising events. **With the RACV/ AOMC British & European this Sunday the 28th. at Flemington Racecourse, and the Shannon's/ AOMC American Show, 11th. April.**

Club Permit Scheme. **Rod Amos**, (Vintage Sports Car Club), reported that VicRoads had received in excess of 300 responses from car clubs, and several individual submissions. There were only a handful of negative replies, and these were from individuals. *(guess who these were from?).* The clubs were all in favour of the log book type CPS.

Rod also reported on the hastily put together, but well attended seminar held at Monash. There were a few attending who wanted to retain their original number plates, but the VicRoads speakers let it be known that there was no chance this could happen with the CPS. *(Of course, when changing over to Club plates, it is possible to state that you wish to retain the original number, and in fact hold the plates yourself, so that on changing back to full registration, the old plates are re-fitted).*

Engine Number Records. Philip Johnstone (Triumph Sports Owners Club), reported continuing requests were being processed. A report from the Model T Ford Club named one of their members who had been able to trace not only the original owner of his car, but was also able to contact the country Ford Dealer, (still in business), where it was purchased, in 1910.

AOMC Seminar. Paul Vellacott, (Australian Lancia Register), reported on the mid year Seminar. **Sat. 31st July, 2010.** This year it will be held at the Chevrolet Clubrooms, 1/3 Edgcombe Court, Moorabbin. The topics this year are to be. **Wiring looms, Body trimming, Body panel making, Batteries** Various shapes & sizes, in both 6 and 12 volt. (Put this date in your diary, and please advertise it in your club). This is general interest material for your members.

Delegates Reports. Once again the Delegates speak faster than I can take notes, so I must only report on some of them.

Kalorama Rally, Sun 21st March. enquiries John Rhodes 9879 7460 A/H.

VDC Reunion Sat 20th. March. Veneto Club Bulleen contact Bill Carson 9803 5405.

Veteran Car Club Rally at Cobram 11th to 14th March Contact Daryl Meek 5331 8412.

Mercedes Benz Club Patrick Devine reported that some of their members are going to Germany 20th Sept. to 9th October.

Phillip Island Racetrack 19th to 21st March will have 32 events, with 500 entrants from here & overseas.

General Business. 1. It was suggested that the Australia Day in the gardens, the main event "The Cars" got no coverage at all, where other minor things got media coverage. It was suggested by several Delegates that we must see that our car club events are well publicised, and we get as many Politicians along to all our activities, and let them know what they can do for us.

2. LP Gas Identification tags to be fitted to front & rear number plates (See page 14 AOMC Newsletter).

3. Seat Belt Fitters. It was suggested that the AOMC Executive make enquiries to see if there is a list of people who are authorised to fit safety belts.

The meeting was closed at 9-15 pm. Next Delegates Meeting Monday 24th May

Articles of interest in AOMC Newsletter.

Page 7 Easter dates 2010 to 2015.

Page 11 & 22. Membership rules in your club will need to be fixed for the new CPS, (Club Permit Scheme).

Page 21 Ethanol in England.

Page 17 Safety of your club archives. (Would you be able to find Minutes for say May meeting 1987?).

Page 13 Full details on AOMC Seminar 31-7-2010

Page 11 Full report on the CPS Information Seminar at Monash 12th December. 2009.

Page 14 LPG tags to be fitted to number plates.

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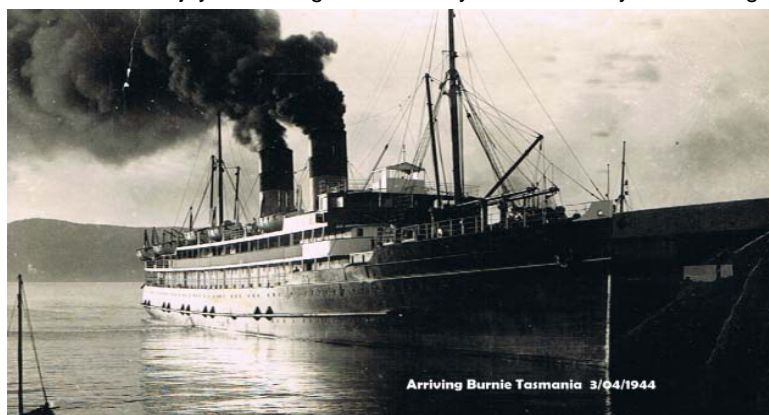
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Looking back.

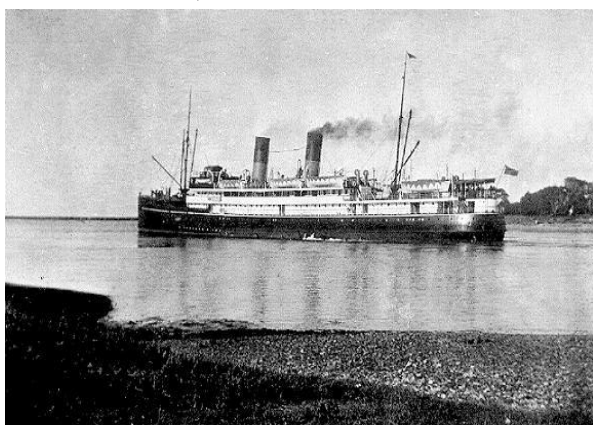
Whilst sorting through photo's from my late father's album I came across a photo of a ship called the SS Nairana, with the inscription on the back of the card "arriving Burnie Tasmania 03/04/1944 Nairana". My father had often mentioned the Nairana and the sister ship Taroona. I recall when going out with a girl from Port Melbourne the SS Nairana had run aground on the beach just west of Princess Pier Port Melbourne. In front of which I think was the Mobil fuel tanks. When discovering how difficult it would be to remove the ship from the beach one suggestion was to convert the old girl into a "Casino". I thought some of our members may remember and would enjoy refreshing their memory. A brief history from "Google" follows.



SS Nairana.

A brief History.

Huddart Parker & Co. Ltd of Melbourne was an operator of Bass Strait ferries from the 1890s onwards; and had been formed into a public company back on January 1st 1912. In 1915 a new turbine steamer Nairana was under construction for Huddart Parker, and nearing completion, at the yards of William Denny & Brothers at Dumbarton Scotland. Before it was completed, the First World War broke out and consequently the British Admiralty ordered the cessation of the building of merchant ships. In 1917 however, the Admiralty took over, and Nairana was completed, but as a sea plane carrier. It then became part of a battle cruiser force, based on the Firth of Forth Scotland, and Nairana was utilised in 1918-1919 in the White Sea.



SS Nairana 1921 to 1948

Nairana berthing slip 1941

In 1919, Nairana saw action at Archangel (Archangel was the chief seaport of medieval Russia) .The fort at the entrance to the harbour was bombed by her seaplanes. She continued as a seaplane carrier until Armistice, and was then reconstructed at Devonport before being handed over to Huddart Parker in December 1920. She then served on the Bass Strait run for the rest of her commercial career. Her owners received a brass plaque from British Navy authorities commemorating the ship's war service. It recorded that Nairana was instrumental in the capture of Archangel in 1918, and that she engaged six batteries at the mouth of the river with her guns and played a prominent part in the destruction of Bolshevik forces; and that bombs and gunfire from an aeroplane sent up from Nairana, destroyed an armed vessel on which the Bolshevik Chancellor of the Exchequer was attempting to escape with portion of the treasury. This brass plate remained affixed in her dining saloon, throughout her Bass Strait crossing career informing passengers that Nairana was once a fighting ship.

Nairana was a twin screw turbine steamer of 3042 tons and able to pace it out with Loongana with which it shared the run until Loongana and Oonah were retired in 1935. During World War II when Taroona was on war service duty in the North, Nairana was the main link and being in high demand, operated three return trips per week with military personnel being given preference over ordinary passengers. Nairana's maiden voyage to Tasmania was in April 1921. Heavy weather was encountered in both directions which limited the average speed to 16.75 knots outward, and 15 knots on the return. The Melbourne *Argus* of the time however, described her second return trip as a "smart voyage", as after having passed Low Head at the entrance of the Tamar River at 5:30PM, she reached Port Phillip Heads at 3:30AM even though a strong north-west wind and choppy seas were encountered for some five hours into the voyage. She had maintained an average of 18 knots.

Nairana experienced perhaps its roughest crossing of Bass Strait on January 24 1928. With an unusually large number of passengers, she was soon steaming into a head wind which gained intensity until it became a howling gale. The seas were buffeting the ship so much that Captain G.B.Bates reduced speed to half. At the height of the gale, a huge wave hit the ship abeam nearly capsizing her. Passengers were thrown from their bunks and those attempting to sleep in the smoking room on the lounges were bowled onto the floor, one being thrown down a companionway. Unfortunately, a woman passenger who was

sick when she boarded, died at 1:30AM. Dawn brought calmer weather but all were relieved when they finally sailed through the heads and into Port Phillip Bay.

September 15 1934 was another occasion which saw Nairana battling heavy seas; and Captain John McIntyre, who was feeling unwell before the ship left Launceston, collapsed on the bridge while his ship was entering Port Phillip Bay. He had retired to his cabin after clearing Low Head, but came onto the bridge to navigate the dangerous waters of Port Phillip heads. The engine room was called on for more steam and it was claimed Nairana reached speeds exceeding 20 knots steaming up Port Phillip Bay for medical assistance, even though into the northerly gale. When Nairana berthed in the Yarra, the Captain was rushed to hospital. Fortunately, his health recovered.

On April 3 1936, at 7:30AM, and in relatively calm conditions, Nairana, under command of Captain McIntyre, was approaching Port Phillip heads with a full load of cargo, while most of the 88 passengers were either in their cabins or having breakfast in the dining saloon. A few passengers were on the deck to experience their passing from Bass Strait into the Bay. Suddenly, and without warning, a huge wave rose up from the calm waters and struck her starboard quarter. She rolled over to such an extent that the water came up to the boat deck, more than 40 feet above the water line. A passenger named Parsons, his wife and 20 year old daughter were swept from the promenade deck and were never seen again. (A fleet of small craft later searched). Robert Gillow, another passenger, was killed when the wave smashed him against the ship. His wife and infant daughter had a narrow escape as did stokers in the boiler room who became pinned against the bulkheads by barrows, shovels, and loose coal. Many passengers received injuries while in the dining room, food and crockery were thrown around and some were scalded by hot water.

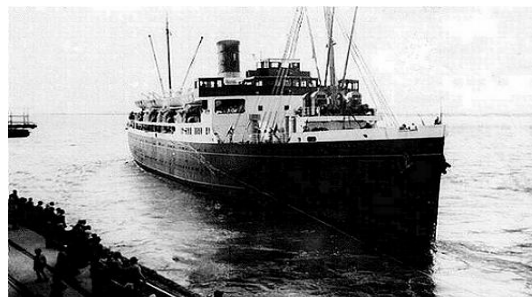
The helmsman on the bridge was taken by surprise and was wrenched from the wheel and thrown into a corner. Still steaming ahead, the ship was for a short time, out of control and slewed about, travelling on its side. It was feared it would capsize. There was 100 tons of cement in the hold and if it had shifted, recovery would have been more difficult. (A later inspection found the cement had not shifted; the Tasmanian stevedores had done their job well). Captain McIntyre managed to grab the spinning wheel and take control and slowly, Nairana righted itself.

After the World War II, Taroona returned to the run to Launceston while Nairana returned to the run Melbourne-Burnie, and Melbourne-Devonport. Increasing competition from airlines was amongst reasons Nairana was withdrawn from service in 1948.

She was sold to Williamstown firm, W. Russell Pty Ltd and broke away from its moorings at Williamstown in a 70 mile per hour gale on February 18 1951, and was driven aground on the beach just west of Princess Pier Port Melbourne. It was finally scrapped at that location during 1953-1954.



**Thank you to
John Baker for
this very interest-
ing article**



Engine Firing Order

Henry Ford produced a six cylinder engine in the early 1900's. In an effort to make the engine run smoothly he used a most unusual firing order when compared with other inline six cylinder engines.

Our Ford six, Valiant, Holden, Jaguar and Chev use 1 5 3 6 2 4.

Volvo 6 and Porsche 6 use 1 6 3 5 2 4.

Ford K model use 1 2 3 6 5 4.

There are variations with V8 engines.

Valiant V8 and Chev V8 use 1 8 4 3 6 5 7 2.

Ford V8 use 1 3 7 2 6 5 4 8.

Mercedes use 1 5 4 8 6 3 7 2.

Holden V8 Australian engine use 1 2 7 8 4 5 6 3.

Jaguar V12 R H Bank 1 5 3 6 2 4,

L H Bank 6 2 4 1 5 3.

There are variations with four cylinder engines also.

Alfa 1 3 4 2, Honda 1 2 4 3, Ford escort 1 2 4 3.

Even Chev 4 cylinder engines 1916 to 1928 used 1 2 4 3 firing order.

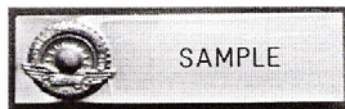
Most figures are from the 1970's, so manufacturers can change everything involving engine design, therefore variations will be made at times.

Engines of V6 or V4 or flat 4 are another story.

John Christie

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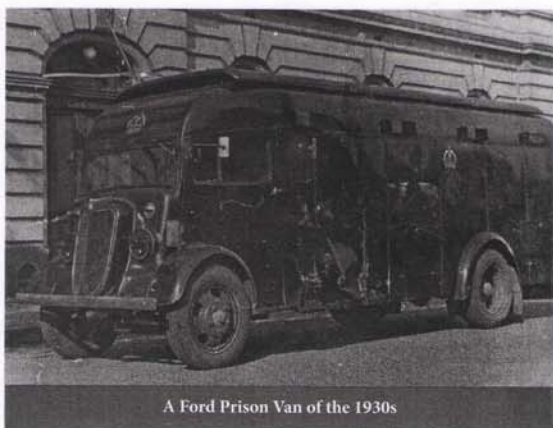
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The Chief Secretary said that the matter would be reconsidered, but the sirens with which police vehicles were fitted were powerful enough.

At this time fire trucks used electric bells (manufactured at the Eastern Hill Fire Station) as a warning instrument, whilst ambulances were fitted with bells from dismantled cable trams.

In commenting on the shortage of police, the Chief Secretary, Mr Tunnecliffe was quoted as saying that the need for a larger Force was "not nearly as urgent at present as it was before the development of motor car and motor cycle patrols and the use of wireless", which he said had increased the efficiency of the Force considerably.^{xxviii}

A 1927 Cadillac was purchased by the Force for use by the Chief Secretary and other state government officials (in those years the Police Department provided this service). First Ford prison van purchased



A Ford Prison Van of the 1930s

In answering a question in the Legislative Assembly, the Chief Secretary, Mr Tunnecliffe, advised Parliament that the Police Force had 11 motor touring cars (10 Daimlers and one Lancia), only four of which were on regular police patrol work. The others were used for general police duties by the various branches of the Department as required. The total cost of operating and maintaining the cars for the 3 months ended September 30 was £730 – petrol £359, oil £51, insurance £31, and tyres and tubes £86 pounds. Repairs (including repairs to the radios) cost £200. An additional £213 was spent on tyres and tubes, and materials for replacements, repairs etc taken into stock.^{xxix}

1932

Victoria's Premier, Stanley Argyle, announced an increase in the police fleet, as a cost of approximately

£2,500. The Wireless Patrol was to be increased by one car, six motor cycles and side cars, and 50 pedal cycles.^{xxx}

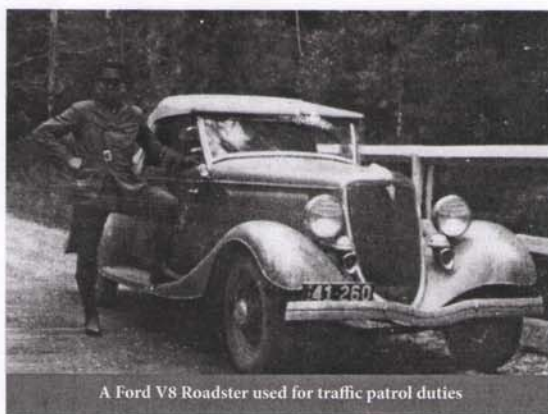
In August, representations were made to the Government to fund the replacement of older patrol cars that were being used for general transport purposes. When the older cars were withdrawn from front line service once their age made them unsafe to be used at high speed, they were kept on for years performing the minor role. An example was given that it cost £280 pounds to keep two of the older cars on the road for a year, and if they were replaced by light cars the new vehicles would have "paid for themselves in two years".^{xxxi}

1933

A new system of motor cycle patrolling was introduced. The existing fleet of 30 motor cycles, which was mainly used for traffic purposes, was to be augmented by the purchase of six new motor cycles which had a top speed of 80 miles per hour. The new machines, and two of the older ones, were used to form a patrol used for crime prevention and detection, similar to the Wireless Patrol, and worked in conjunction with the large suburban stations. The enhanced fleet was also designed to provide a connecting link to the motor cycle police of country towns.^{xxxii}

A new 12 cylinder Daimler patrol car was purchased. With a maximum speed of 100 miles per hour, the new car cost £1500 hundred pounds, and was in addition to the five Daimlers already in service.^{xxxiii}

In answer to a question in State Parliament, the Chief Secretary, Mr. MacFarlan, advised the House that the police cycle patrol had cost £137,522 pounds since 1919. During that period the machines had cost £10,557; salaries & allowances £112,569; uniforms £868; and running costs £13,528. Machines had been purchased in all years except 1922-23; 1925-26; 1930-31 and 1931-32.^{xxxiv}



A Ford V8 Roadster used for traffic patrol duties

EXCERPTS COURTESY OF PETER GALLEY



A Brough Superior motorcycle outfit used for traffic patrol duties

Two Ford V8 roadsters, with a top speed of 75 miles per hour, were purchased for traffic supervisor's cars and patrol work^{xxxv}. Brough Superior motorcycle outfits were also purchased for police traffic patrol work, and a new prison van was also added to the fleet.

1934

Ministerial approval was provided for the purchase of one new Daimler patrol car, three light cars, and a new Ford car for the Licensing Police, whose present car was to be traded in. Additionally, eight new motor cycle outfits and four Ford motor cars were to be bought for traffic control purposes. The Country Roads Board bore the cost of the new vehicles provided for traffic purposes.^{xxxvi}

1935

Six new cars, believed to be Ford Coupes, were obtained by the police for use in the supervision of the Transport Regulation Act and the Country Roads Board Regulations. The cars supplemented the existing fleet of eight light cars and 36 motor cycle and side car outfits which the Police already had. Although crewed by Police, because of the nature of the work the cars were paid for out of the Country Roads Board's budget.^{xxxvii}

That same year a new Daimler car was assembled at Russell Street to replace a patrol car which had been in service since 1926. The motor and chassis were imported from England, and the body was produced by local body builders in Melbourne.^{xxxviii}

1937

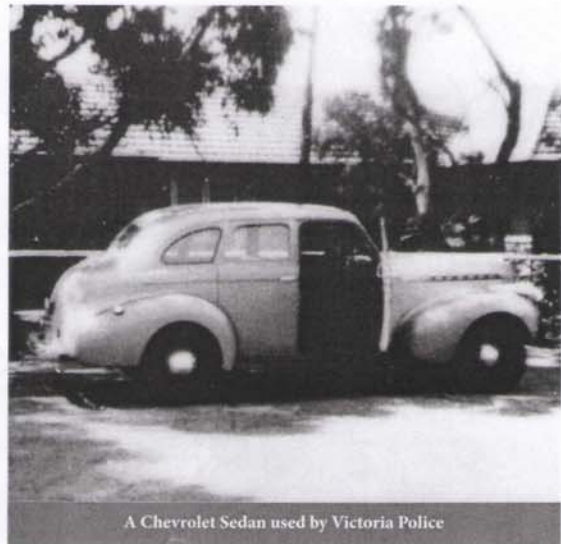
The police experimented with six cylinder Alvis and Wolsley vehicles for Wireless Patrol work. Chief Commissioner Duncan favoured the new vehicles over the Daimler's, traditionally used by Victoria Police for patrol work, as the latter cars were said to be too heavy and uneconomical. The Alvis was rated as having

a maximum speed of 100 miles per hour, and the Wolsley's had a maximum speed of 85 to 90 miles per hour. However, once in service both makes were found unsuitable for the purpose^{xxxix}

Approval for the purchase of eight Ford V8 "single seat" cars was reported. Costing approximately £4,500, the vehicles were introduced to replace motorcycles for traffic patrol duties, although some motor cycles were retained for work in the city. The cars, which were planned to be replaced when they had covered 60,000 miles, were said to be more efficient than motor cycles, because they gave greater mileage and cost less than motor cycles to maintain over a long period. They were also said to be more efficient, safer in bursts of speeds, and had better trade in value. Similar cars were already being used for longer road patrols by the Mobile Traffic Police.^{xl}

Eight standard 14 horse power Vauxhall sports roadster cars were also purchased at about the same time.^{xli}

A Chevrolet sedan was bought for general transport duties.



A Chevrolet Sedan used by Victoria Police

1938

Alarm bells were removed from police patrol cars. Chief Commissioner Duncan commented that the "bells might warn thieves and it was seldom necessary for patrol cars to travel at a speed greater than that of other cars. An accident was not justified by a police call, however urgent it might be."^{xlii}

A new police garage, costing £13,000, was erected on the former Old Melbourne Gaol site in Russell Street. It was

Henry Ford: Pioneer of the Domestic Airline Industry

By Anthony J. Yanik

Extracted from *Wheels, Journal of the National Automotive History Collection*

Of the countless books and articles written about Henry Ford or the history of the Ford Motor Company, scarcely any mention ever is made (except in passing) of the impact that Henry had on the early years of the domestic airline industry. Yet this influence was enormous, not only from the technological point of view as embodied in the famous Ford Tri-motor airplane, but from the psychological view as well. Thanks to Mr. Ford and the trust that people had in him because of his outstanding success with the Model T, a skeptical public slowly began to buy into his view that groups of people could be transferred from one point to another safely and rapidly via metal aircraft.

The catalyst that propelled Henry into air transportation was two-fold: the design of the Tri-motor airliner and the Kelly Act of 1925 that opened airmail operations to private contractors.

The Tri-motor originally was the brainchild of William B. Stout, a mechanical engineer and pilot who once had worked for Packard and had developed a passion for the design of large aircraft. In 1923, when the thought of carrying groups of paying customers by air was still in its infancy, Stout had the audacity to send a letter to 100 Detroit industrialists asking them to invest \$1,000 each in his design of an all-metal airplane with no promise that it might prove successful. Twenty responded positively, including Henry and Edsel Ford. Henry's response may not have been so surprising since he had expressed an early interest in aviation and had been a supporter of Glenn Curtiss during the latter's patent squabbles with the Wright Brothers. Thanks to the influx of funds from his subscribers, Stout formed the Stout Metal Plane Company and completed the design of his three-place Stout Air Sedan. When tested, the aircraft proved to be so underpowered that it could barely stay aloft, but it did attract attention for two features that were considered advanced by the embryonic American aircraft industry; a metal body, and a cantilever wing which was braced internally.

More importantly, Henry Ford thought that Stout's efforts had promise and might become a wise investment. He went so far as to donate a plant for the plane's manufacture, build an airfield for its testing, and supplied whatever funds were needed to get the venture off the ground.

By 1925 Stout had completed and thoroughly tested two all-metal planes called the Model 2-AT. They were designed to carry eight passengers, and were powered by a single 400-horsepower Liberty engine. Ford purchased the two aircraft and placed them into service on April 3 primarily to carry Ford auto parts between Detroit and Chicago. Pleased with the results, Henry purchased the Stout Metal Plane Company in July of 1925.

As the Ford luck would have it, that same year Congress allowed the U.S. Post Office to offer contracts for carrying mail to private parties. This immediately created much interest in the private sector because flying hitherto had not been much of a paying operation. Of the first eight airmail route contracts granted by the Post Office in 1925, Ford managed to garner two of them. This led to the purchase of two more Stout Model 2-ATs, which were put into service

in February 26 to transport mail between Detroit and Cleveland. Eventually 110 more of the Model 2-ATs were built by Stout under Ford auspices, but it soon became clear that a more advanced, powerful model was needed if Ford was to succeed in the aircraft business.

Early in 1926 Stout assembled his engineers to redesign the single engine, Model 2-AT. Thus was born the first Tri-motor or the Model 3-AT. Despite the fact that it was equipped with three new Wright Whirlwind engines, its performance (as well as its looks) were not up to Mr. Ford's expectations, so he fired Stout as chief engineer and replaced him with Harold Hicks. Coincidentally, the small factory in which the Model 3-AT had been built burned to the ground. Hicks, assisted by Tom Towle, now had the opportunity not only to design a new Tri-motor but build it in a new factory. The initial Hicks/Towle effort became the Model 4-AT, which made its successful maiden voyage on June 11, 1926. Shortly after, they produced an even bigger, heavier model called the 4-AT-B.

The public and the youthful airline industry soon began to take Ford's efforts seriously. By June 1927 the seventh Ford Tri-motor produced was flown across country to Los Angeles, having been purchased by the Maddux Air Lines which later would merge with Transcontinental Air Transport to become TWA.

1928 saw the emergence of the Model 5-AT powered by three Pratt & Whitney Wasp 420-horsepower engines. What made the 5-AT so unique was that it gave early American airline pilots their first opportunity to fly an airplane while seated within the luxury of an enclosed cockpit.

Despite the fact that Mr. Ford was in the throes of terminating production of the famed Model T and developing the new Model A, he continuously managed to keep a steady focus upon improving his aircraft business. It was Ford who built the first concrete airplane runway in the United States, the first control tower and the first airplane terminal with adjacent hotel. His constant desire to improve things led to better air-to-ground radio communications and an airway radio-beacon system. In January 1929 he inaugurated one of his most important contributions to the nascent airline industry—a pilot training school. He announced that from that time on any company purchasing a Ford Tri-motor airplane would be welcome to send their pilots to Ford for special training in the plane they had purchased. Henry also added that he reserved the right to refuse delivery of the plane if the pilot who would fly it back to the company flunked his test.

The tragic death of football legend Knute Rockne in a wood and plywood Fokker F-10 tri-motor passenger plane in 1931 inadvertently gave a tremendous boost to the all-metal Ford Tri-motor fortunes inasmuch as some suspected that the Rockne crash had resulted from wing failure through wood rot. As a result the Ford Tri-motor reigned supreme within the airline circles for several years until the Great Depression brought this Ford experiment to an end.

But it was such a grand experiment! The Tri-motor may have been slow, noisy and uncomfortable, but compared to the wire and wood, open cockpit passenger aircraft with which pilots had to contend in the 1920s, it was a delight.

Henry Ford continued:

It looked strong and hefty, like it was built out of a section of bridge, yet it was quite light, thanks to braces and trusses built of Alclad aluminum alloy. It was inherently stable and seemed to float off the runway in takeoffs and glide gently onto the runway on landings. Pilots were especially beholden to the enclosed cockpit. No more frigid winds or freezing rain, snow or sleet to clog up their goggles. It was more like driving their own automobile, comfortable and out of the elements.

A total of 172 Ford Tri-motors were built over the five years of their existence. In terms of aircraft production, this was a goodly number. More importantly, Mr. Ford, by placing his reputation and his engineering expertise behind his product, led a skeptical public to a much quicker acceptance of airline safety and reliability in those early days when airline companies were struggling to fulfill their existence.



By today's standards, the Tri-motor was ugly, but performed admirably.



During World War II, Ford Motor Company manufactured thousands of the Leberator B-24 bombers at its Willow Run, Michigan plant.

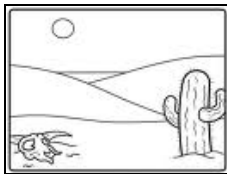


Ford's first airplane ride was piloted by Charles Lindbergh in 1927.

A young man, desperate for water, was plodding through the desert when he saw something far off in the distance. Hoping to find water, he hurried toward the object, only to find a little old man at a small stand selling ties.

The young man asked, "Do you have water?" The old man replied, "I have no water. Would you like to buy a tie? They are only \$5."

The young man shouted, "Idiot! I do not need an overpriced tie. I need Water! I should must find water first." "OK," said the old man. "It does not matter that you do not want to buy a tie and



that you hate me. I will show you that I am bigger than that. If you continue over that hill to the east for about two miles, you will find a restaurant. It has all the ice cold water you need."

Muttering, the young man staggered away over the hill.

Several hours later he staggered back.

"Your ***** brother won't let me in without a tie."

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WHOOOPS!!

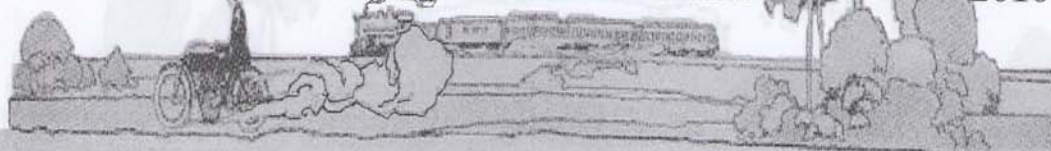


COMMENT FROM THE '20'S Courtesy of Peter Galley

A Melbourne society reporter describes one lady at a recent function as wearing "a beautiful burgundy charmeuse gown", while another wore "champagne georgette".

Strange that in descriptions of Society Women's Gowns we never hear of "ginger-beer voile" or "stout stocking net".

FEDNEWS No. 68 ~~Summer~~ Edition 2010



January - February 2010

Page No. 9

VICROADS: Policy re children and seat belts in veteran, vintage or classic vehicles:

TO NEIL ATHORN:

9 : 45 am Thur. 22nd October 2009.

I refer to your query on behalf of the Federation's members regarding seatbelt and child restraint requirements for vehicles that pre-date seat belt fitting requirements.

I confirm that the current exemption for installing seatbelts in "veteran/vintage/classic" vehicles has not changed. * [See editorial note below]

However, these vehicles are not exempted from the new child restraint rules nor the rules for children less than 7 years sitting in the front seat.

Only passengers aged 7 years or more will continue to be exempt from wearing a seatbelt in a seating position that is not required to have a seatbelt fitted in a veteran/vintage/classic vehicle.

As such, a person wishing to transport a child under the age of seven years must ensure the child is in an approved, properly fitted, age appropriate child restraint. This may result in the need to install anchorage points or seatbelts to secure the appropriate child restraint or booster seat, or to transport the child in a different vehicle.

Best wishes

John Lewis

Manager Registration Policy

Registration and Licensing Operations

* THIS notation and following - has been inserted by FedNews [see paragraph above *for installing seatbelts in "veteran/vintage/classic" vehicles*]

Our vehicles, as described - if pre - 1963 and not fitted with seat belts, you don't have to have them though to utterly confuse matters; how do you take a child in a veteran / vintage/classic car [as described] if not fitted with an approved child restraint ?

It therefore categorically means: **YOU CAN'T TAKE [Children aged 7 years and under]** in a v.v.c. vehicle unless fitted with an APPROVED CHILD RESTRAINT.

As you are not exempted from the child restraint requirements how do you get over that problem ?

To quote our Treasurer: *"it now means I can't take my children with me."*

Well ... yes; that is now the law; [as written above].

Fitted seatbelts / child restraints, have to be done by an APPROVED INSTALLER.

Question [s] raised include; where would you get an Approved Installer to fit anchorages etc., to wooden floor boards or indeed drill holes in a steel chassis ?

The mind boggles with insurance complications without anything else !

So is it is now *"Grand dad ... you can't take the kids with you"* even though they and you want to do so. Life is precious our children are precious; due care and attention must be directed towards them but are we / they being over protected ?

Motor cycling enthusiasts: one child [under 7 years ?] only, in a sidecar. [presumably unless in a double built one ?] 7 years and over if on pillion, foot pegs need to be reached by the child. **CHECK VICROADS WEBSITE** - these laws came in on 22nd October 2009. Questions will undoubtedly continue as to what can and can't be done.

Harold Crofton Sleigh (H.C. Sleigh) 1867—1933

Harold Crofton Sleigh was born on 19 May 1867 at Westbury, England. He was the son of Anna Elizabeth and Hamilton Norman Sleigh. Educated at Bath Grammar School, he worked for the Union Bank of London, where he gained some knowledge of shipping. Suffering from ill health, he decided to migrate to Australia. Arriving in 1888 Sleigh took up work at Orange, New South Wales, and soon after with a partner began barging on the Murray and Darling Rivers. He later moved to Melbourne where he married Marion Elizabeth Chapple on 5 June 1895.

He formed a partnership with John McIlwraith as merchants and shipping agents, and opened an office in Flinders Street, they won a contract to supply coal to the Western Australian Government. McIlwraith then retired from the partnership. Following another contract from the Western Australian Government, Sleigh ordered two steamers, the Cape Otway and the Cape Leeuwin, from Glasgow in 1898. Built with passenger accommodation they became carriers of eastern Australians to the western goldfields.

Unsuccessful at establishing a trade in army supplies, during the South African War, he successfully shipped Australian primary products overseas from his Melbourne base. In 1905 he obtained a timber concession in Siberia and Imported logs which he milled at Geelong until WW1. During this period he was Consul for Russia.

In 1913 Sleigh took possession of a cargo of Californian motor spirit for which the consignee was unable to pay. He registered the product as Golden Fleece which took its place beside Vacuum and Shell. Golden Fleece products were imported in increasing quantities during and after WW1. In 1920 Sleigh imported kerbside petrol pumps, then set up twenty filling-stations, in Melbourne, Sydney and Adelaide where branch offices had been established in 1913 and 1919. In 1929 Sleigh established bulk ocean terminals in Melbourne, Sydney and Adelaide to handle the supplies from overseas refineries. During the 1920's Sleigh maintained his own shipping interests, in 1925—1927 he filled a government contract for coastal steamship services for the Northern Territory.

Sleigh was unable to drive a car because he had a wooden leg, following an injury and amputation. He died of heart disease at his South Yarra home on 24 April 1933. His estate was sworn for probate at more than 80,000 pounds. His wife and son survived him. His son joined the firm in 1919, later becoming a partner, succeeded his father as chairman and managing director of H C Sleigh Ltd. which in 1947 became a public company.

Thanks to Peter Galley for this article.

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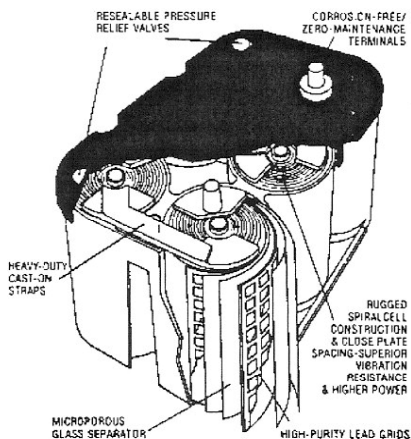
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- **EASY TO TRANSPORT!**

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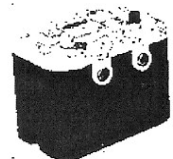
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Advertisements in this column will appear for three consecutive months unless instructions to the contrary are received by the Editor. Victorian State laws require all advertisements for registered vehicles to display a Price and Registration Number, and for unregistered vehicles, the sale price together with the engine or VIN/Chassis number.

Advertisements that do not comply with the above will not be listed, nor will it be the Editors responsibility to seek such information.

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A woman's heart beats faster than a man's.

There are about one trillion bacteria on each of your feet.

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The average person's skin weighs twice as much as the brain.

Your body uses 300 muscles to balance itself when you are standing still.

If saliva cannot dissolve something, you cannot taste it.

Women reading this will be finished now.

Men are still busy checking their thumbs.



Letter from Camp

Dear Mom & Dad,

Our Scoutmaster told us to write to our parents in case you saw the flood on TV and are worried. We are okay. Only one of our tents and two sleeping bags got washed away. Luckily, none of us got drowned because we were all up on the mountain looking for Adam when it happened. Oh yes, please call Adam's mother and tell her he is okay. He can't write because of the cast. I got to ride in one of the search and rescue jeeps. It was neat. We never would have found Adam in the dark if it hadn't been for the lightning. Scoutmaster Keith got mad at Adam for going on a hike alone without telling anyone. Adam said he did tell him, but it was during the fire so he probably didn't hear him. Did you know that if you put gas on a fire, the gas will blow up? The wet wood didn't burn, but one of the tents did and also some of our clothes. Matthew is going to look weird until his hair grows back. We will be home on Saturday if Scoutmaster Keith gets the bus fixed. It wasn't his fault about the wreck. The brakes worked okay when we left. Scoutmaster Keith said that with a bus that old you have to expect some thing to break down; that's probably why he can't get insurance. We think it's a neat bus. He doesn't care if we get it dirty, and if it's hot, sometimes he lets us ride on the fenders. It gets pretty hot with 45 people in a bus. He let us take turns riding in the trailer until the highway patrol man stopped and talked to us. Scoutmaster Keith is a neat guy. Don't worry, he's a good driver. In fact, he is teaching Jesse how to drive on the mountain roads where there isn't any traffic. All we ever see up there are logging trucks. This morning all of the guys were diving off the rocks and swimming out in the lake. Scoutmaster Keith wouldn't let me because I can't swim, and Adam was afraid he would sink because of his cast, so he let us take the canoe across the lake. It was great. You can still see some of the trees under the water from the flood. Scoutmaster Keith isn't crabby like some Scoutmasters. He didn't even get mad about us not wearing life jackets. He has to spend a lot of time working on the bus so we are trying not to cause him any trouble. Guess what? We have all passed our first aid merit badges. When Andrew dived into the lake and cut his arm, we got to see how a tourniquet works. Steven and I threw up, but Scoutmaster Keith said it probably was just food poisoning from the leftover chicken. He said they got sick that way with food they ate in prison. I'm so glad he got out and became our Scoutmaster. He said he sure figured out how to get things done better while he was doing his time. By the way, what is a pedal file? I have to go now. We are going to town to mail our letters and buy some more beer. Don't worry about anything. We are fine.

Love, Chris



**CARnival, CAMS NATIONAL
MOTORING FESTIVAL**
Australia's first National Car Club
Motoring Festival
Echuca—Moama
1-4 October 2010



The CARnival programme

CARnival 2010 will commence on Friday October 1st with registration, a huge Street Parade of entrants and a special Welcome Function. The Saturday will see clubs gather for the Shannons CARshine, while competitive and other non-competitive activities will be scheduled throughout the day, culminating with twilight events on the 'Hurry on the Murray' CBD street course.

Sunday October 3rd will see a continuation of all activities—including on the Echuca Street Course – with major award winners announced at the Shannons Super Rig mid-afternoon.

Sunday evening and Monday morning are both free to allow individual clubs to conduct their own presentation functions and Brunch Runs.

Competitive events

For those interested in competitive activities, CARnival will include a range of events:

- Motorkhanas on five different bitumen and grass surfaces
- Tarmac Speed Events including a 400 metre Sprint and 'Go-whoa' at Echuca Airport
- Auto Tests on closed street courses
- A Rallysprint series, with five separate sections to be run
- An Off Road course
- A 'Grand Prix Rally'-style twilight navigation test.

The Shannons CARshine

The centerpiece and hub of CARnival will be the Shannons CARshine. Park and picnic with your friends and fellow club members and perhaps enter your special vehicle in the Show & Shine competition to determine the Shannons Car of the Show, with great trophies on offer.

Motor fun for everyone

There's something for every motoring enthusiast at CARnival:

- A large motor sport and motoring Film, Photo and Motor Art Festival
- A treasure Hunt driving tour of nearby scenic and historic areas
- A family-friendly Fuel Economy Run based on power-to-weight including all occupants
- A fun-khana and other events on grass for all the family
- A Paddle Wheel Challenge 'race' between selected cars and an Echuca Paddle Steamer, with suitable handicaps

CARswap

A major automotive Swap Meet, covering car parts, accessories, garagenalia and automobilia will be a feature of CARnival.

'Hurry on the Murray' Echuca street course

A highlight and focal point of CARnival will be the 'Hurry on the Murray' street event on a closed course through the Echuca CBD.

Special activities planned on the Saturday evening and Sunday morning of the CARnival weekend include:

- 'Targa Prologue'-style timed runs around the 1.2km CBD street course for all eligible club cars and drivers.
- An active parade of Bathurst Legends - both cars and drivers
- Hot Laps with celebrity and champion drivers to raise funds for local charities
- An alternative Energy Challenge for hybrid, electric & solar cars
- A spectacular Sunday morning Ute Shoot competition

Leading teams pit-stop in Echuca-Moama

The excitement and colour of front-line endurance racing will come to Echuca-Moama over the CARnival weekend, with a number of leading teams invited to 'pit-stop', meet and greet fans and engage in an exciting knockout wheel-change competition.

The Champions' Challenge

Another highlight of CARnival will be the 'Champions Challenge', a series of events for up to eight motor racing heroes and potential champions/celebrity drivers on a variety of courses and surfaces in identical vehicles.

Australian Interclub Championship (ClubNats)

The ClubNats is a core series of events at CARnival that will pit car club members from around Australia against each other, with the winner being crowned the 2010 Australian Interclub Champion.

Organise your own Club Competition!

Clubs are invited to create their own intra, inter-club or National competition by selecting specific events from the broad menu offered at CARnival by combining results and including social activities such as Paddle Steamer cruises, winery or restaurant dinners and scenic drives.

Low entry fees

Most CARnival events are free to the public and inexpensively priced for entrants.

Entry fees per person will be: Non-competitive events: \$65 including GST, Competitive events: \$195 including GST

Up to two people can drive the same vehicle and there is no limit to the number of activities a competitor can take part in, subject to them not conflicting on the event schedule and meeting car and driver eligibility requirements. All entrants will receive a special CARnival Showbag including event merchandise, gifts and special offers from local businesses equivalent in value to a non-competitive entry in the event.

Monaro wheels into history

By Meg Rayner

THE Monaro would have to be one of Australia's best-known cars, and its history has been captured by local author Norm Darwin.

In his new book *Monaro Magic*, Mr Darwin has combined large colour photos with the story of the car's development, including prototype images, paint details, trim numbers and production identification, all bundled into a comprehensive read.

The book is aimed at those interested in the history of Monaros as well as those with their heads under the bonnet, restoring or building a vehicle, and Mr Darwin said it was important to get all the facts right.

"A lot of people are very interested in the Monaro — both the old and new models," he said.

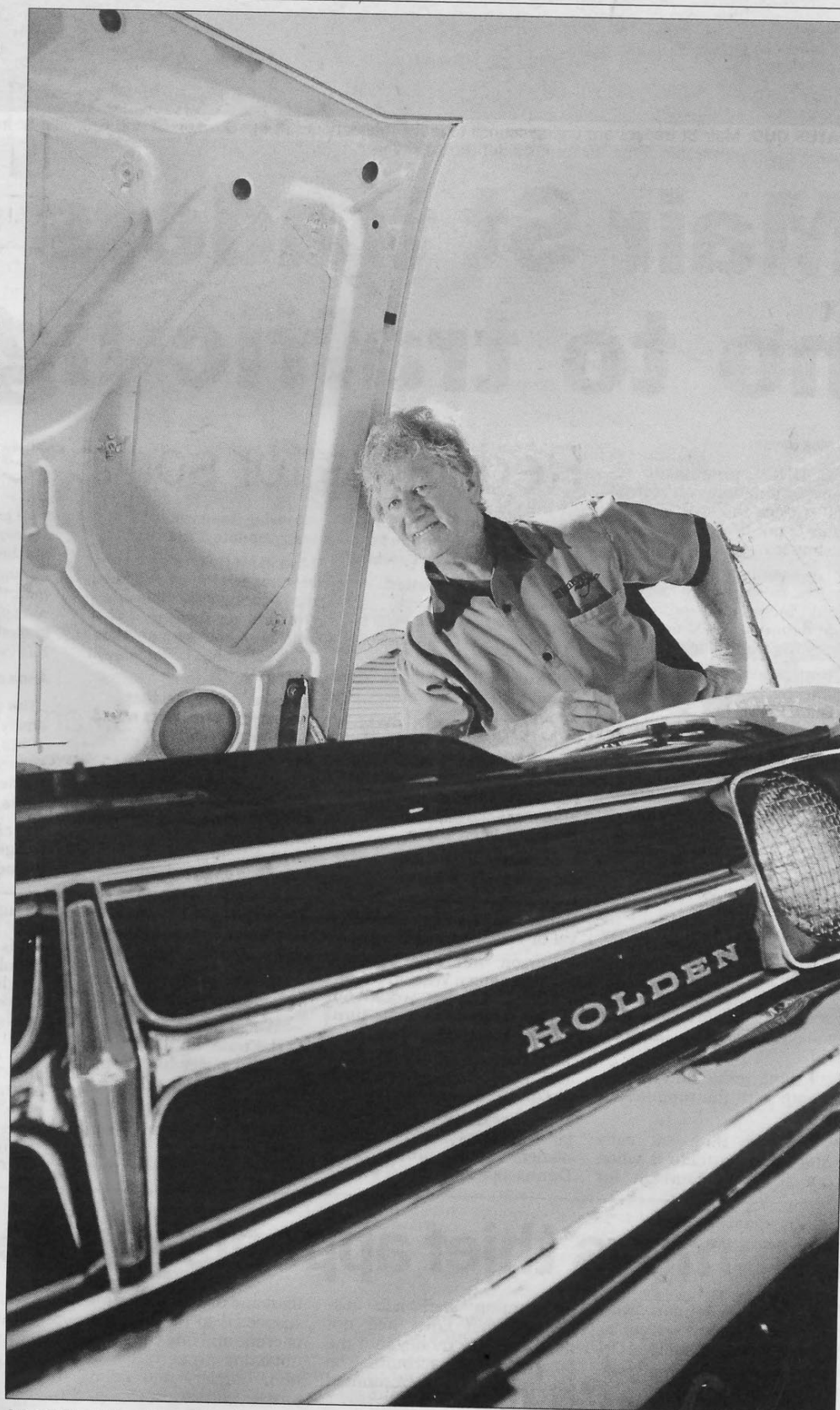
"I'm not a Monaro expert, but I've got a pretty good library and I know where to find the real experts, and they've helped me put it together.

"I wanted to have all the details right so people trying to restore or build cars had everything they needed in the one book."

The hardcover book, which took 14 months to write, has already sold more than 1200 copies since it was released.

It is the sixth book Mr Darwin has written. His first *The History of Holden Since 1917*, remains Australia's best selling automotive book, with more than 35,000 copies sold.

Mr Darwin has long had a passion for cars and said the Monaro, Charger and the



AN ICON: Author Norm Darwin has released a new book on the history of the Monaro. Picture: **Daniel Hartley-Allen**

Torana were probably the three best-known Australian cars.

"Everyone knows what a Monaro is, even

if you're not interested in cars," he said.

Mr Darwin bought a brand-new Monaro in 1971, but sold it years

ago. "Oh, I'd love another one," he said.

His book was launched at the weekend at a special day at

the Ballarat Early Model Holden club rooms, by V2 Monaro's chief engineer Tony Hyde.



A man in Scotland calls his son in London the day before Christmas Eve and says, I hate to ruin your day but I have to tell you that your mother and I are divorcing; forty-five years of misery is enough.

'Dad, what are you talking about?' the son screams.

We can't stand the sight of each other any longer, the father says. We're sick of each other and I'm sick of talking about this, so you call your sister in Leeds and tell her.

Frantically, the son calls his sister, who explodes on the phone. Like hell they're getting divorced! she shouts, I'll take care of this!

She calls Scotland immediately, and screams at her father "You are NOT getting divorced. Don't do a single thing until I get there. I'm calling my brother back, and we'll both be there tomorrow. Until then, don't do a thing, DO YOU HEAR ME??" and hangs up.

The old man hangs up his phone and turns to his wife. 'Sorted! They're coming for Christmas - and they're paying their own way.'

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Meetings:

*First Monday of the Month, at Clubrooms,
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Morgan Country Car Club

Secretary: Herb Simpfendorfer

PO Box 428, Albury, NSW 2640

Meetings: At Clubrooms on Jindera Sports Grounds,

First Friday of every month 7.30pm.

Some times on the first Sunday of the month.

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood

PO Box 306 Wentworthville, NSW, 2145.

Phone 02 9635 5870 email: abfab@bigpond.net.au

Meetings: *All Sunday meetings start at 2pm. Members may
arrive from two hours prior to meeting times to have meal
and chat.*

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Denise Douglas

PO Box 514 Caboolture, Qld. 4510, . Phone 07 3408 9084

email: secretary@chacc.com

Meetings:

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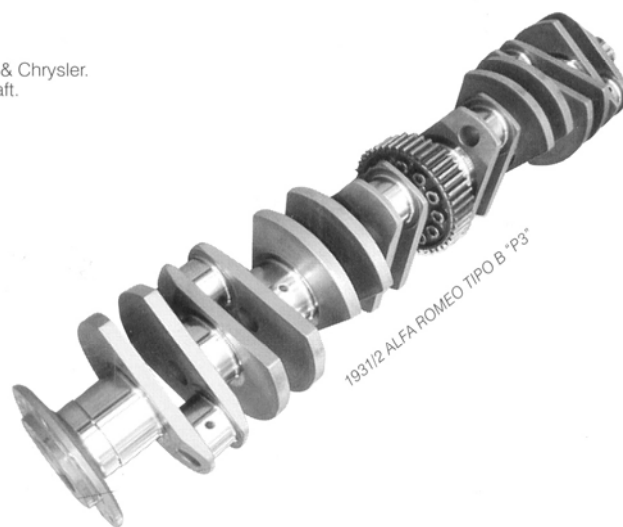
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