

JOURNAL

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

August, 2009
Volume 44 Number 2



Ted and Mary Beeston,s 1938 Pontiac Silver Streak sedan seen at Marysville as part of our Christmas In July event held on 18th. And 19th. July. See inside for full report and photos.



www.chaca.com.au

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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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 Permit Scheme

FOR Special Use Vouchers:

Ian Hanks 03 9551 3447; Gordon Wightman 03 5977 6668;

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

Send to Ian Hanks only, with a self-addressed stamped envelope. Ian will return it to you for you to pay at your nearest Vic Roads Office.

You can also see Ian at meetings and on runs.

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

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.

The closing date for contributions is outlined below.

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, Gordon Wightman, 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.

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.

Archivist and Historian -

Margaret Griffin - 5977 6649

Club Welfare Officer -

Eddie Reynolds - 9770 1231

Calendar of Coming Events

August 7th Club Meeting Deepdene*

August 16th Mornington Peninsula Tour*

August 30th Federation Picnic at Marong

October 25th CHACA Annual Luncheon *

November 29th Presentation and Display Day*

Points Scheme: * Denotes Club Meetings and Club Runs that add to your points for attendance; Club cars and moderns will receive points for attendance at Club Runs. To help collate the records registrar, you will need to place your name in the attendance book which will be made available at Club Runs and Meetings.

Presidents Report

Welcome members to the August edition of the Journal. Our next outing on Sunday 16th August will be combined with members of the Mornington Peninsula Car Club and will include a steam train ride from Moorooduc to Mornington and return (see details in July Journal). Please give me a call on 9726 4884 to indicate your participation for this event as we need to have an idea of numbers. At the time of writing this report, I will have 3 volunteers to assist me on Sunday 30th August at Shannon's for cooking on the B.B.Q. Your committee has arranged with the Veteran Car Club and the Vintage Drivers Club for one club to arrange the three Tri Club Events in the one calendar year. Beginning next year (2010) with the Veteran Car Club, and the next year (2011) Vintage Drivers Club and then in 2012 CHACA. The three clubs believe that this system will make it easier and prevent any confusion as has occurred in the past.

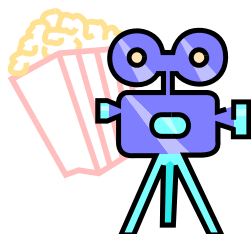
Safe Classic Motoring.

President David Landells.

Next Months Entertainment

The entertainment planned for August is a showing of the film "Genevieve". This film, due to its length and the hardness of the seats over a period of time, will be split over two episodes. The first episode will be shown in August and the second in September.

The Battery Raffle will be drawn in August also. So if you haven't already bought a ticket, this will be your last chance to win something that we all need at some time.



Next Meeting

8.00 pm-7th August 2009
Deepdene Park Hall
Whitehorse Road, Deepdene

Snippets and Welfare Report

Sadly, we announce the passing of Debbie Egglestone on 16th. June 2009. Our thoughts and sympathy go to husband John and son Mathew. A card has been sent to John.

Kathy Austin is recovering after having had a bunion and bunionette removed from her toes.

Pam Chaplin is recovering from an operation on her eyes and a card has been sent to her.

Barry Smith has nearly recovered from walking into a post at Bendigo on the Annual Tour. He is still sporting a lump on his head.

Our Tri-Club Events are undergoing a revamp! As of next year one Club only will host all three events in a year. The Veteran Car Club will organize the events in 2010, VDC in 2011 and CHACA will do the honours in 2012.

These Tri-Club runs are well worth while attending. This is the time when you will be able to see the full range of historic vehicles from the year dot to the present time. And the events are a lot of fun too, with the Sports day when the 3 clubs compete with each other for the coveted Tri-Club Trophy. This is usually in February. Then follows the Hot Cross Bun Run. To save confusion this is conducted at Easter!

Finally, we have the Picnic Day or Overnighter, which is usually somewhere around October. This year it is on October 4th. More details later.

Editorial

On the 31st. July Gail and I, along with Ray and Margaret Griffin, Ken and Margaret Robinson and Ian and Jenny Hanks will be heading off to Perth for about 6 weeks. In our absence Kevin Churchill has kindly offered to look after the Journal along with my daughter Janelle. Janelle is currently doing the majority of the laying out and typing of the Journal.

To make things easier for Kevin and Janelle, we are producing two Journals this month. This means that any material relevant to the September Journal will be prepared well in advance where practicable. However items like the minutes of the August meeting will be have to be slotted in as a loose leaf insert.

The magazines will still be delivered at the usual times. Talking about the loose leaf inserts brings me to the subject of the AGM. Renewal forms will be included with the September Journal as a loose leaf. Nomination forms will be part of the Journal, meaning you will have to cut the page out after you have filled it in, then post it to the Secretary. You **will** be filling one in won't you? Please do. We **need** fresh faces on committee.

All positions on committee become vacant at election time (how many times have you heard that?). Well it's true and if you nominate for a position that has been occupied, that particular person (who has no more right to the position than you at election time) may very likely stand aside and go for another role. I certainly will.
Eddie Reynolds.

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

Held at Deepdene Park Hall, Whitehorse Rd, Deepdene, on Friday 3rd July 2009.

Chair: D. Landells, President.

Meeting opened 8.12 pm. One minutes silence was observed in memory of the late Debbie Egglestone whose death occurred on 6th June.

Present: Approximately 30 members. Chairman welcomed all present and extended a welcome to new member Rick Harris of Nunawading who brings an interesting stable of 7 club cars.

Apologies: from Colleen Allan, Margaret Landells, Margaret Griffin, Grace Davey, and Eric Chaplin.

Minutes of the previous meeting held Friday, 5th June 2009 were signed as a true record,

Moved G. Hutchinson, Seconded R. Griffin. Carried.

Business arising from previous meeting.

The raffle of a very nice plate was taken out by Eddie Reynolds. Report of additional funds required by All Makes Swap meet not made by Ian Hanks who was absent from this meeting.

Secretary's Report: – Peter Galley: Annual Tour was a very good and well run week end with thanks to Barry and Ros Smith and their crew. His highlight of this event was a visit to Bendigo Art & Cultural display.

Correspondence In: Applications available for Geelong 2 day Rally. Also the Classic Australian Car Show to be held at Flemington Racecourse 26th July.

Correspondence Out: Nil.

REPORTS:

President: Two volunteers are required for Shannons display barbecue on Sunday, 30th August. The Committee is still seeking members to assist so watch for Notice of AGM which will appear in September Journal or contact now for details.

Vice President – James Allan: Also requires 2-3 hands, with cars, for Shannons barbecue on Saturday, 29th August please contact if you can help out.

A talk for tonight by Richard Pink on auto component manufacturing.

Opening Balance:	\$13,656.08
Income:	\$1,270.00
Expenditure:	\$4,018.77
Closing balance:	\$10,907.31

Treasurer – Mick Whiting: Statement of Accounts.

Moved M. Whiting that this report be accepted, seconded B. Smith. Carried.

Membership Secretary – Max Austin: New member after his visit last month is Rick Harris of Nunawading who possesses a very interesting line up of Club cars.

Activities: Vin Forbes - Christmas in July run has 18 cars signed up and can take more if interested.

Mornington Peninsula run as detailed in Journal on 16th August combining Mornington Peninsula Car Club.

Special Activities – Barry Smith: # The Annual Tour

was a good run and all seemed to enjoy to full.

Annual Tour for 2010 is on drawing board and somewhat different being to Avenel with a novel venue.

Annual Lunch at Studley Park boat house as per Journal.

November 8th visit to Cruden Farm, home of Dame Elizabeth Murdoch.

Publicity Officer – James Allan: Thanks for attendance and supper.

Technical Officer – Ian Hanks: No report other than a few comments.

Librarian – Eric Chaplin: Apology.

Property Officer – Eddie Reynolds: Name badges as ordered for distribution.

Editor – E. Reynolds: Thanks for many articles received.

Welfare Officer – Eddie Reynolds: Card expressing our condolences sent to John Egglestone.

SPECIAL REPORTS:

Federation Representative – Kevin Churchill: Report as published in Journal.

AOMC Representative – Graham Hutchinson: AOMC report published in Journal. Note their winter Seminar to be held Saturday 18th July, 8.30am - 12 noon.

All Makes Swap Representative – Ian Hanks: Last Sandown Swap showed only a small turnover and future events at this venue have been cancelled due to limited dates available and cost there of.

Wattle Day at Wattle Park has been cancelled by Dept. of Environment & Sustainability due to limitation on costs.

That reports delivered be accepted moved B. Smith, seconded R. Griffin. Carried.

Special Effort – Bob Clark: Good line up of prizes for this night. Also special 'Battery' effort on going.

Cars, parts for sale or wanted to be passed to Editor for publication in the Journal.

GENERAL BUSINESS:

James Allan introduced Richard Pink of ACL (Automotive Components Ltd) our speaker for the night who delivered a very interesting talk on their range of gaskets now in so many varied materials and their applications and virtues. Also a glimpse of some of the non-metal type components now utilised in the industry.

Meeting closed at 9.20 pm.

Next meeting Friday, 7th August 2009.

July 2009 Raffle

1st prize: Ray Griffin Coolant
2nd prize: Terry Herbstreit Insulated
Mug
3rd prize: Ray Griffin Hypoid oil
4th prize: Ron Parker Automatic oil
Prizes courtesy of James Allan: 5lts Antifreeze,
1lt Hypoid oil, 1lt Automatic oil
Prize courtesy of Richard Pink, guest speaker
Acleng Parts, Insulated mug.
Special Effort Raised \$30.00.



Coming Event: Mornington Peninsula Run.16th. August 2009.

Combined with the Mornington Peninsula Historical Vehicle Club.

Meet at Baxter Tavern for a 10am start.

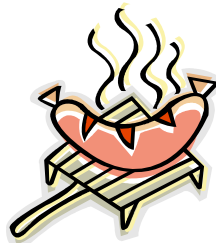
Melways reference 107 B4.

This is a run with a will be taking a train Mornington Railway ciety. The train Moorooduc Station 45 minute round trip



The cost per adult is \$10.00 concession and applies to group bookings. Children are \$6.00. Plenty of parking. We are "pencilled in" with an estimate of about 30 people. Please contact David Landells with numbers by 9th. August. Afterwards an evening meal at a local Hotel is being considered.

difference! We ride with the Preservation So-leaves at 11.00am for a via Mornington.



SHANNON'S AUCTION Saturday and Sunday 29th. and 30th. AUGUST

VOLUNTEERS are needed for Club BBQ on both days.

David Landells and James Allan are looking for company plus 3 Club Cars on each of these days to assist with the BBQ. James is doing Saturday and David is doing Sunday. Shannons supply the meat and BBQ. All we have to do is cook the meat and serve it (free) to the customers. In return Shannons pay the Club for our services.

It is an easy day and a social one. There is seldom a shortage of willing talkers and listeners and to add to the interest there is provision for 4 Club cars to go on display.

We aim to have about 4 members each day to help. If you can assist please ring David on (03) 9726 4884 for full details and times.

Events and Swap Meets 2009

August 23rd	All Makes Swap Meet (including Super Chevy Sunday) Sandown
October 4th	Euroa Show 'n' Shine 2009 PH: 03 5795-1347
October Sunday ??	Nagambie Swap Meet and Cruise
October 25th	RACV City to Cape Rally
November 22nd	Swap Meet (same day as Historic Commercial Vehicle Display day)

These events may not be Club Permit Plate events



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It is quite a romantic venue with the beautiful old buildings and the Yarra River winding past. It is hard to believe that the city is only 5km. down the road. So if you want to relive an era gone by, have a lovely lunch and maybe take a boat ride down the river, come and join us on the 25th. October. Make sure to put it in your diary.

Bookings will open on the 4th. September

Barry Smith
Special Activities Officer.

CHACA Darling to Coal Creek Korumburra

Sunday 20th September 2009

We will meet at the Hungry Jacks off the South Gippsland Highway in Cranbourne from 9.30 am.
Melways reference page 129 J10.

This location provides parking, food, drinks and toilets, also in the same precinct fuel is available.
Departing at 10.00 am we will cruise the 75km along the South Gippsland Highway and should then arrive at Coal Creek at around 11.00 am.

Park your car in the Coal Creek car park. Entry into Coal Creek is free, however, some of the attractions such as the train ride have a cost.

For those who wish to self cater free B.B.Q. and picnic facilities are available.

Otherwise food is available to purchase as per menu below:

A light lunch of assorted fresh sandwiches, tea and coffee \$8.00 P.P.

Assorted locally made slices \$4.00 P.P.

Hot Lunch

Home made vegetarian lasagna with salad, tea and coffee \$15.00 P.P.

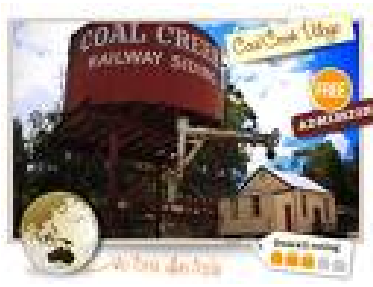
Home made quiche Lorraine with salad, tea and coffee \$15.00 P.P.

Vegetable or meat and vegetable pastie, salad, tea and coffee \$10.00 P.P.

I will need to know the number of people and their choice of the menu by the 4th September general meeting night to notify the people at Coal Creek of our requirements on the day.

This should be an interesting outing and Margaret and I look forward to your company at this event.

President David Landells.



MAKE IT A DATE

At Federation Square, on the last Sunday of each month, (except December), one of the many Car Clubs display their vehicles. They are in place about 10AM, in the Flinders Street entrance to the Atrium. If you have nothing better to do on this last Sunday, pay them a visit. The list for the remainder of the year, as taken from the AOMC Newsletter, are as follows.

July 26th. Porsche Car Club of Australia.

August 30th. Thunderbird Owners Club.

September 27th. Volkswagen Club of Victoria.

October 25th. (Not listed, it is the **City to Cape Run**)

November 29th. Ford Capri Car Club of Australia.



NEW MEMBER Rick Harris

Rick is our latest new member and I was able to talk to him and discuss some of his interests on the night of our July general meeting.

He has an impressive array and variety of vehicles. All are in various stages of repair or disrepair and restoration is always on the go with many of them.

Among his collection are:- 1960 Cadillac Coupe, 1979 Porsche 911 SC Cabriolet, a Holden Berlina "shopping trolley", 1972 Chrysler by Chrysler 2 door hard top (which was restored from an empty shell over a 10 year period), 1958 Plymouth Belvedere and a 1957 Plymouth 2 door Belvedere. Also in the collection is a 1956 Cadillac which is in pieces but complete.

Rick is currently working on the 2 door Plymouth and would be interested in the whereabouts of a RHD power steering box for it.

Rick commented that he "has never owned a Ford in his life". You can draw your own conclusions from that! I also gathered that Rick has more than a passing interest in the Rock and Roll era and Hot Rods in general.

Welcome to the Club Rick and we look forward to seeing you on many runs. Naturally that also applies to all the other new members we have.

Eddie Reynolds



ALLMAKES SWAP MEET 14 JUNE 2009

Another early start to a day that we were not sure what the financial result would be. It was going to be a reasonable day weather wise, cool but no rain perhaps.

The vendors arrived and set up very quickly, but it was apparent that they were down on numbers. But also there were some new ones with some good displays.

The public came in to look and buy!! and there were apparently quite a good number of them. The end result of the day financially was not as good as we needed, the set up costs of hiring the venue which have become expensive, and the uncertainty of the moment of swap meets alone have brought about the need to revamp the business. We have decided that, SANDOWN PARK is too expensive for us and they have been notified by us that we have cancelled the rest of this year's dates.

My thanks to Lester Cole and James Allan for their support on the day.

Ian Hanks

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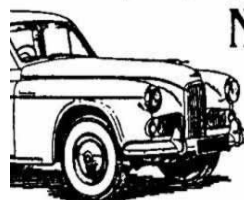
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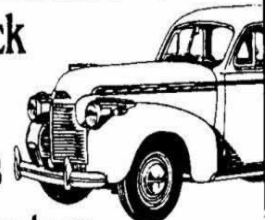
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Technical Topics

Many of our modern engines have four valves per cylinder. Two inlet and two exhaust, this is sometimes combined with variable valve timing on the inlet valves. Bugatti used multi valve engines, 3 valves per cylinder, in some of his early designs. Aircraft engines also used multivalve systems in some designs. The Rolls Royce Merlin used 4 valves per cylinder, supercharged in many aircraft variations.

Engineers from the early day of the motor car constantly searched for improvement in reliability and power. Better materials used in the components brought increased reliability as research continued. Raising the compression ratio of an engine increased power and the efficiency of the engine. Compression ratio was restricted due to the petrol used in the early days being of a low octane number. Too high a compression ratio included a KNOCK in the engine when under load or if overheated.

If this was allowed to continue it could severely damage engine components. Early cars had a hand control for the driver to advance or retard the ignition timing as required. This engine knock, or Detonation, which is the correct term was an ongoing problem for engineers.

We have sometimes heard an engine "ping" which is basically detonation but at a lower level. Severe detonation can destroy cylinder head gaskets, pistons and cause extreme loads on engine bearings. Much research was being carried out to overcome the detonation problem.

In 1920 Alfred Sloan, then in senior management in General Motors, appointed Charles Kettering as head of General Motors research laboratories. Kettering had invented the electric starter motor first fitted to the 1912 Cadillac.

Kettering's research into engine detonation found that by introducing Tetraethyl Lead into petrol it reduced the ping-ing or detonation. The globes on top of the old hand petrol pumps in the 1930's often had the word ETHYL on them together with different fuel brands Plume—Shell—C.O.R.—Atlantic—Texaco etc....

The addition of Tetraethyl lead to petrol increased the octane rating to help control the detonation. Higher octane was available for aircraft and still used Tetraethyl lead.

Chevrolet cars 1946-48 had a compression ratio of 6.25-1. To set the ignition timing, we used a timing light, then road tested the car and reset the timing if required to achieve a light "ping" under load up a hill. This gave the best performance and economy.

With the introduction of unleaded fuel we had the standard unleaded plus a clearer, higher octane unleaded. Significant advances were being made in engine management also via electronic means, namely the ELECTRONIC CONTROL UNIT.

The E.C.U. gathers signals from sensors installed around the engine such as Air Flow Meter, Air Temperature, Oxygen, Anti Knock, Crank Angle, Fuel Pressure and if the engine has variable valve timing the E.C.U. adjusts everything from all the signals it receives from the sensors.

Thanks to John for this article.



Vale Debbie Egglestone.

- Debbie, the daughter of Reg Press, the owner of RPM Motors, was the life blood of "RPM Engines" and had achieved so much in her 50 short years with the motor trade and also with the Saint Bernard Clubs.
- Better known for her breeding and showing of Saint Bernards, she was very successful in her field and was also a judge, both here and in America.
- Debbie is survived by her Husband John, currently President of the Oldsmobile Club, her Mum and Dad, (Joyce and Reg), her sister Cheryl, brothers Shawn and Darren and her son Mathew. Mathew was her proudest achievement: *"you can't improve on perfection" she would say.*
- Our condolences go to Debbie's family at this sad time.



Notice To All Reciprocating Clubs

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The wedding of Kathy Austin's son David to Jay took place on the 9/5/09 On this important day the Wolseley took pride of place as one of the bridal cars ferrying the bridegroom, best man, and two groomsmen to the winery at St. Helen's Estate Coldstream where the wedding took place. The Wolseley didn't let us down (thanks to James). Brian would have been proud of his 4/44 and so proud of his son on this special day.

Kathy Austin.



Here's a photo with my grandson Hayden Austin and my son Robert Austin in the background

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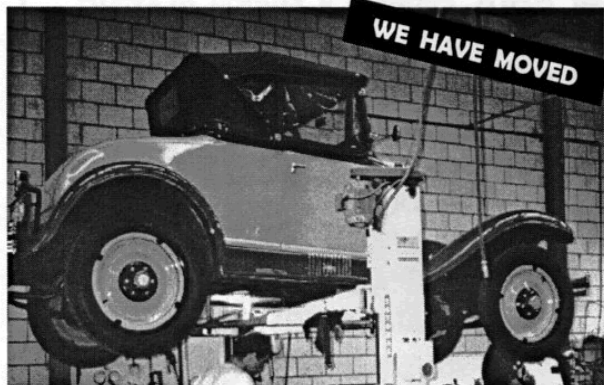
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On August 7, 2009

1 2 3 4 5 6 7 8 9

**Amaze your friends, be the first to
tell them!**

**At 12hours, 34 minutes and 56
seconds on the 7th of August.**

**This year, the time and date will be
12:34:56 07/08/09**

This will never happen again??!!!!



Christmas in July Trip to Thornton - 18th and 19th July 2009

After assembling at Bundoora Park, members and friends enjoyed a pleasant drive through Kinglake West and Strath Creek to Kerrisdale. The effects of the bushfires were evident and it was clear that gums recover better than exotics. Many gums were covered in new green growth – although for a significant number the fire was obviously too hot. Surprising survivors were tree ferns, many of which have managed to sprout new green fronds from blackened trunks and burned fronds.

When not taking in the scenery, entrants were racking their brains to determine which 40 Victorian towns or localities were implied by cryptic clues such as “Miles per Hour” or “A Dish”.

First stop was Kerrisdale Mountain Railway, opened to the public in early 2008. Andrew and Jennifer Forbes have built a zig zag track up slopes as steep as 1 in 12.5, with good views towards Strath Creek. They run a small diesel loco and open passenger carriages up to Summit Station, where there are 360 degree views. Andrew provides an interesting short history of the area, the train and the Furphy water cart which is located there. A large group of curious kangaroos bounded along beside the train.

On return, Andrew provided an interesting demonstration of various pumps and generators, all driven by excess steam from a stationary steam engine. Also on display is a steam tractor built by Andrew. On one of Vin’s “recy” trips for this event, he and Andrew had discovered that they are cousins. It’s a small world!!

Other members joined us in Yea, where some enjoyed coffee and others were seen taking in some retail therapy. We proceeded through Alexandra to the Rubicon Hotel at Thornton, where we settled into our rooms, which were beautifully warmed in preparation for our arrival. This incarnation of the hotel dated from 1962, although the earlier version was built in the 1800’s.

The Christmas dinner was excellent – traditional roast turkey, beef and vegetables followed by plum pudding. Veronica and staff had set very Christmassy tables and many members had appropriate headgear – including hats which incorporated electric lights and rotating ears.

A selection of goodies had been provided for the lucky door prize, various spot prizes, the longest (Doug Gorham) and shortest (Terry Herbstreit) and the Sexiest Couple (Tibby and Joyce). Perhaps I should mention that this was the longest (best) bonnet ornament and the shortest wheel base (the

Mini Cooper S at just 6’ 8”)! The trophies presented were impressive – almost 4” tall!! We celebrated, with song, James Allen’s significant birthday.

Veronica and staff were thanked for looking after us so well and Veronica responded with a comparison of how females and males take a shower, an excellent lead in to the poetry reading competition. The prizes for this went to Mal Hillier and Louise Baker after much deliberation on the part of the judges. Others contributing were Robin & Cath Grier-son, John Baker, Eddie Reynolds, Gail Evans, David Landells, Tibbie, Colleen Allan, Thea Hillier, Jenny Hanks, Albert & Nina Walsh.

The readings ranged through Banjo Patterson’s “Mulga Bill’s Bicycle” and “The Man from Ironbark” Pam Ayres “Do I still have to be Sexy at Sixty” with minor amendments to suit a group, many of whom were still sexy at sixty but are now looking towards seventy or eighty. There were also personal compositions; jokes; limericks; Scottish rhymes which needed translation; Tibbie’s planned epitaph with many appropriate motoring references; an Australian version of “The Night Before Christmas” “I Love a Sunburnt Country” and “The Day Australia Cried” (a bushfire reflection) and many others. An excellent variety showing careful consideration of what was appropriate for an Australian Christmas in a bushfire affected area and including many who are more young at heart than young.

Father Christmas arrived at this stage. He was having trouble with the effect of gravity on his gut and his whiskers, but not so dramatically that he couldn’t manage a warm hug for each of the ladies. Many imaginative Kris Kringle gifts were revealed.

Sunday started with a drive past the Cathedral ranges, again with evidence of the fires marring the beauty in many places. We enjoyed a delicious morning tea at Marysville Bakery, but were touched by the combination of signs of recovery but so much still to be done.

Then on, round many bends, to a plethora of group photos on the Upper Yarra Dam wall. The water level was considerably lower than shown in the photo Thea had with her from two years ago. Then lunch at Warburton and departure to our homes after what everyone agreed had been an excellent weekend. Congratulations and thanks to Vin Forbes and John Baker and their ladies on arranging such an interesting and fun weekend, enjoyed by the occupants of the 20 vehicles in attendance for all or part of the weekend.

Erica Churchill.









EARLY FORDS

By Bruce McCalley

Ford made a number of cars before the Model T was introduced. In 1903, Ford produced its first car, designated as the Model A. The Model A was followed by Models B, C, F, K, N, R, and S.

In 1905, Ford produced a Delivery Car based on the Model C chassis. This model has been designated as a Model E-however, it is unclear as to whether Ford ever officially used this model designation for the Delivery Car.

As for the other gaps in the alphabet of models, it is believed that the missing letter designations were actually assigned to prototypes or design concepts, but never made it to the production stage.

Ford's sales ledger books of the early years are in the files of the Research Library of the Henry Ford Museum, and in these, the models and serial

numbers were listed as they were sold. Sadly, not all of the ledgers are extant but from those that do exist a good bit of information can be gleaned. Trent Boggess poured through some of these books and compiled a lengthy list of the early models, their serial numbers, dates of sale, and the purchasers. From this data the following information was obtained.

The records are, ofcourse, not complete so there are gaps in the data. From the data we have, the following might be a guide. Remember, these are the dates of the sale, not of manufacture. Serial numbers were not in calendar order in many cases, so one cannot accurately date a car from the serial number unless, of course, that particular car happened to be found in the ledgers.

Model A

The first sale was recorded on July 20, 1903 with the last sale shown as occurring on November 12, 1904.¹ Approximately 1,750 Model A's were made, beginning with serial number one. (Serial numbers 1, 2, and 3 apparently were never sold. Perhaps they were kept by Ford executives.) The Model A was updated with a Model C engine and designated the Model AC, which continued the serial number sequence of the Model A.²

Horsepower: 8

Bore/Stroke: 4 by 4 inches

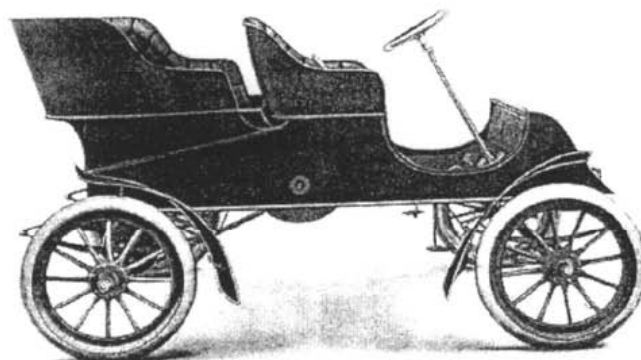
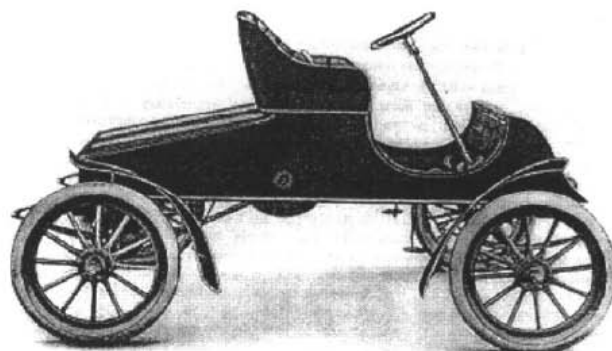
Cylinders: 2, opposed

Wheelbase: 72 inches

Tread: 55 inches

Price: \$750. Tonneau, \$100. Leather top, \$50. Rubber top, \$30

*shown above as a runabout and
below with a tonneau*



Model B

The first sale was recorded on October 20, 1904. The last sale was on June 30, 1906. 'Approximately 500 were made, beginning with serial number one.

Horsepower: 24

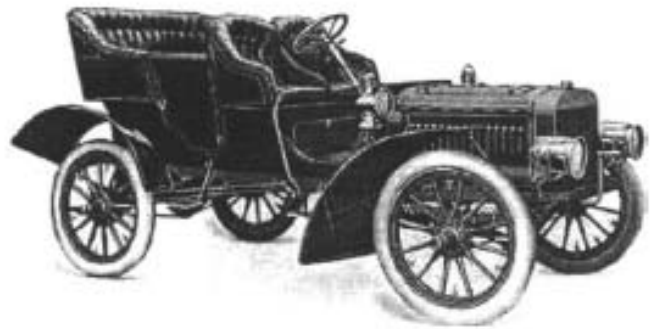
Bore/Stroke: 4-1/4 by 5 inches

Cylinders: 4, inline

Wheelbase: 92 inches

Tread: 55-1/2 inches

Price: \$2,000. Gas lamps extra



Model C

The Model C was an up-dated version of the Model A with a larger engine. The Model C sported a front "hood" which the Model A did not have, giving it a more modern appearance. The first sale was reported on November 17, 1904. The last sale was on December 14, 1905. 'Approximately 800 were made, beginning with serial number 1751(?)'.

Horsepower: 10

Bore/Stroke: 4-1/4 by 4-1/4 inches

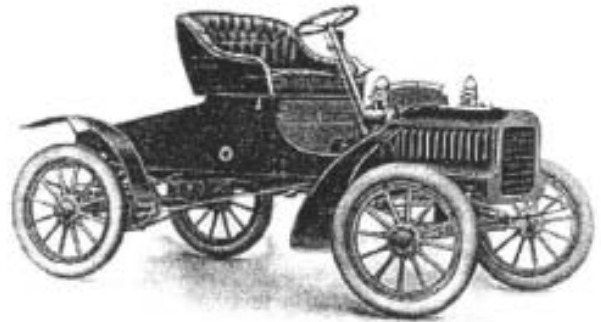
Cylinders: 2, opposed

Wheelbase: 78 inches

Tread: 56 inches

Price: \$850. Tonneau, \$100. Leather top,

\$50. Rubber top, \$30



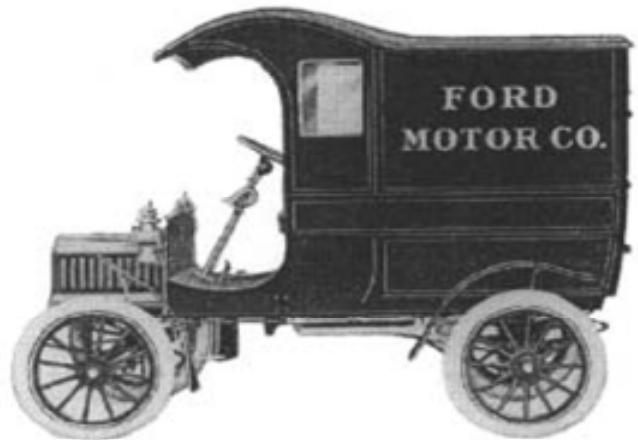
*shown above as a runabout and
below with a tonneau*



Model E (Delivery Car)

The Model E appears in some literature and is described as a delivery car. In 1905 Ford did produce a delivery car based on the Model C chassis. The Ford catalogs described it as "Delivery Car" and it is unclear as to whether Ford ever officially used this model designation for the Delivery Car. The first sale was recorded on January 30, 1904 to John Wannamaker. The last sale was November 4, 1905.¹

Horsepower: 10
Bore/Stroke: 4-1/4 by 4-1/4 inches
Cylinders: 2, opposed
Wheelbase: 78 inches
Tread: 56 inches
Price \$950. Plus gas lamps.



Model F

The Model F was an updated version of the Model C, with a larger body, fenders, and with running boards. The first sale was recorded on March 4, 1905. The last sale was recorded on May 22, 1906.¹ Approximately 1,000 were made, beginning with serial number 2,575² (a continuation from the Models A and C series).

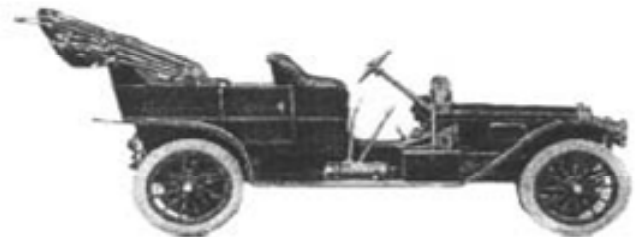
Horsepower: 16
Bore/Stroke: 4-1/2 by 4 inches
Cylinders: 2, opposed
Wheelbase: 84 inches
Tread: 56 inches
Price: \$1000. Plus gas lamps.



Model K

Touring or roadster, six-cylinder, 40HP. Expensive (\$2,500-\$2,800), and not considered very reliable. It was a poor seller and generally credited for Henry Ford's dislike for six-cylinder cars. The first sale was reported on April 16, 1906. The last sale was on September 30, 1908. Approximately 900 were made, beginning with serial number one.

Horsepower: 40
Bore/Stroke: 4-1/2 by 4-1/4 inches
Cylinders: 6, inline
Wheelbase 114 inches
Tread: 56 inches
Price 1905-06: \$2,500 plus gas lamps.
1907-08: \$2,800,
\$3,000 with top and lamps,



Model N

The Model N was, generally a runabout, although a few special bodies were apparently built as well. It had rudimentary fenders with no splash aprons or running boards. The first sale was recorded on July 7, 1906. The last sale was December 21, 1908.¹ Approximately 7,000 were made, beginning with serial number one.

Horsepower: 15

Bore/Stroke: 3-3/4 by 3 3/8 inches

Cylinders: 4, inline

Wheelbase: 84 inches

Tread: 56 inches

Price: 1907: \$500

1908: \$600. Gas lamps and top extra



Model R

The Model R was an up-graded version of the Model N, using the same engine and chassis with minor improvements, but with a somewhat larger body and improved fenders and running boards. Its success resulted in the introduction of the Model S. The first sale was recorded on April 1, 1907. The last sale is shown as occurring on October 21, 1907. (The records show a number of Model Rs being sold on May 17, 1909. There were no sales found between October 21, 1907 and May 17, 1909. Where these units came from is unknown.¹ Approximately 2,500 were made, beginning with serial number one.

Horsepower: 15

Bore/Stroke: 3-3/4 by 3-3/8 inches

Cylinders: 4, inline

Wheelbase: 84 inches

Tread: 56 inches

Price: \$750. Gas lamps and top extra



Model S

The Model S was similar to the Model N but with a bigger body, fenders, etc. It was sort of a compromise between the Models S and R. First sale February 4, 1907. Last sale February 1, 1909. Approximately 3,750 were made, beginning with serial number one.

Horsepower: 15

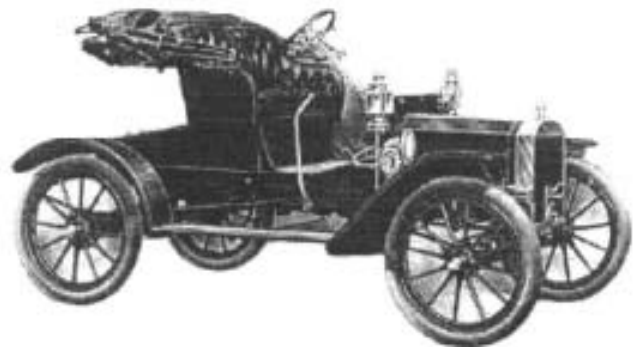
Bore/Stroke: 3-3/4 by 3-3/8 inches

Cylinders: 4, inline

Wheelbase: 84 inches

Tread: 56 inches

Price: \$700. Gas lamps and top extra



¹ Dates are from the sales ledger books. Earlier models were sometimes sold months after the replacement models were introduced.

² Ford catalogs show the Model A serial numbers as 1 to 870, Model AC (A with C engine) as 670 to 2,570, and Model F as those above 2,570.

Useful Information on Lubricant WD-40

A neighbour bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do (probably nothing until Monday morning, since nothing was open). Another neighbour came out and told him to get this WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew?

Water Displacement #40. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. It's name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you!

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop. Voila! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

Protects silver from tarnishing

Removes road tar and grime from cars

Cleans and lubricates guitar strings

Gives floors that 'just waxed' sheen without making it slippery

Keeps flies off cows

Restores and cleans chalkboards

Removes lipstick stains

Loosens stubborn zippers

Untangles jewellery chains

Removes stains from stainless steel sinks

Removes dirt and grime for the bbq grill

Keeps ceramic/terracotta garden pots from oxidising

Removes tomato stains from clothing

Keeps glass shower doors free of water spots

Camouflages scratches in ceramic and marble floors

Keeps scissors working smoothly

Lubricates noisy door hinges on vehicles and doors in homes

Removes black scuff marks from the kitchen floor

Removes bug guts from cars—they will eat the finish on your car if not removed quickly

Gives children's play gym slide a shine for a super fast slide

Lubricates gear shift and mower deck lever for ease of handling on ride-on mowers

Rids kids rocking chairs and swings of squeaky noises Lubricates tracks in sticking home windows and makes them easier to open

Spraying umbrella stems makes them easier to open and close

Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers

Restores and cleans roof racks on vehicles

Lubricates and stops squeaks in electric fans

Lubricates wheel sprockets on tricycles, wagon and bicycles for easy handling

Lubricates fan belts on washers and dryers and keeps them

running smoothly

Keeps rust from forming on saws and saw blades and other tools

Sprayed on the distributor cap displaces the moisture and allows the car to start

Removes splattered grease on stove

Keeps bathroom mirror from fogging

Removes crayon from walls

Lubricates prosthetic limbs

Keeps pigeons off the balcony (they hate the smell)

Removes all traces of duct tape

Folks even spray it on their arms, hands knees to relieve arthritis pain

Use it for fire ant bites—it takes the sting away immediately and stops the itch

Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!

Florida's favourite use is: 'cleans and removes love bugs from grills and bumpers'.

The favourite use in the State of New York: WD-40 protects the Statue of Liberty from the elements


WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing is not allowed in some states.



Sourced from Backfire Newsletter June 09

Club Website:
www.chaca.com.au
8,500 Hits

Club Regalia

SAMPLE

Name Badges - \$10.00

CHACA
Windscreen Stickers
\$2.00 each

For all your Club Regalia needs, please
contact Eddie Reynolds on 9770 1231

Buy, Swap and Sell

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.

SELL: "Motor Repair and Overhauling, All Vehicles" 1930 -1950. Volumes 1,2,3,4 & Data Sheets. Editor, E. Molloy. Excellent Condition. \$10.00 or best offer. Peter Galley, (03) 9890 98364. (0609)

SELL: 1970 Mercedes Benz Saloon 280SE. Good condition, June 2010 Rego. No. MB-SE-70. Haynes W/shop manual. Used regularly Club Runs. Tow bar—no RWC. \$4000. Milton Sansom PH: 03 9735 1674 (0709)

SELL: Tandem car trailer. Tray: 16 feet 3 inch x 6 feet 2 inch, full floor. Converts to a box trailer as required: 12 feet x 6 feet 2 inch. Ample anchor points for ropes and chains. Rear axle lifts for easier moving or parking by hand. Tows very well. Has winch, 4 wheel hydraulic brakes, Falcon wheels, 2 spares, tool box on front, 12 months Rego, solid mudguards, ramps loaded under floor (no lifting) and 2 jockey wheels. \$2250—ono. PH: Tibbie 9791 9646. (0709)

SELL: 1940 Oldsmobile 70 Series. Affectionately known to many as the "White Lady" and was a regular attender on the vast majority of Club Runs in earlier years. Motor needs work, registered, \$10,000. Bill Lambert 5989 6082 (0709)

WANTED: Chev 327 V8 block and bottom end or complete motor. Jamie PH. 03 9775-5087. Mob: 0439 240 431. (0509)

WANTED: 50's vintage Number Plate Frame. Cast Alloy, about 1" wide. Ian Bird. Phone 9570 1110 (0509)

WANTED: Old Traffic Lights for Bob Clarke (0609)

WANTED: I have been collecting Australian issued sales brochures for over 30 years. I am seeking in particular Ford Australia brochures from the 1930's & 1940's. However; I am also interested in Australian issued Buick, Chevrolet, Pontiac, Oldsmobile, Chrysler, Dodge, DeSoto etc.. or just about any brochure pre 1950 that was printed in Australia. I have a few items that I can swap, or if you are interested in selling please contact me. In the past I have been able to buy collections off other collectors when they have tired of them. If I can help anyone with their restoration by copying items in my collection then feel free to email me too. Scott Garnett ozscott@iprimus.com.au or ph: 03 93177343 (0709)

PLEA FOR HELP: Bill Kalb, journal reader, needs help finding out what these Spark Plugs, found in his Father's shed, are for or even which car they fit.

Edison Splitdorf 15/16" HC-72—7/8 regular reach spark plugs. Albanite insulated.

There are a couple of boxes completely unused and still as new, might be to give. Mobile 0248465057 (0509)

WANTED; Grille, Hood (Bonnet), Fenders (Mudguards) for 1937/38 Dodge Pickup. Jim...0416 864 769. (0709).

MY FIRST MOTORCYCLE

From Hutchie.

An article in the June Journal, by Max Austin, about seizure of motorcycle engines, brought back memories from my youth. I was working for Mc Pherson's Machine Tool Works, at Kensington, where the old Macson Lathes were made.

We started at 7-30 AM, and this meant I had to get to the North Brighton Station, quite early; too early in fact, to catch a bus, so it meant a half hour brisk walk from where I lived at East Brighton. I soon got sick of this, so invested in my first pair of motorised wheels, a little 125 cc 2 stroke Excelsior. This made getting to work on time much easier. That little Excelsior generally did sterling service, but the tram lines along Clarendon St. South Melbourne could be a hazard, especially if it had been raining. Flat out it would only do 35 MPH (55 KPH), and if I left home a bit late, and I was pushing it hard, the damn engine would seize, and it always used to happen at about the same place, while riding around the road which went along the Western side of the Albert Park Lake. That road no longer exists. I used to have to just sit there for 10 minutes, until it cooled down.

Another strange thing happened with this funny little machine. One morning in the driveway at home, I kicked it over, and it sounded a bit strange, but when I let the clutch in, it started to take off backwards. You often hear that a two stroke motor will run in reverse. I never believed that before this happened, because they are timed to fire about 1/8" BTDC (before top dead centre), so if as in this case it had kicked back, and was running backwards, it would be firing 1/8" ATDC (after top dead centre). No wonder it sounded strange. I just turned it off and kicked it over again, and all was well. This only happened once.

After about 6 months, one of my workmates at Mc Pherson's, had a nice very low mileage 250 BSA overhead valve motorbike for sale. He was upgrading to a larger machine. I purchased it from him, and after fitting a windshield, the next weekend I rode it all the way up to Yaapect in the Mallee (425 Km). There were never any problems with a seized engine with this, or indeed any of the larger bikes I rode for the remainder of the 8 years I rode these dangerous things.

Nancie's brother Harry was teaching at Yaapect, and Nancie was staying with them, so I invited myself for the weekend. It was a good trial for the BSA. This would have been early 1952, Nancie and I were engaged at this time.

The last machine I had was a 650cc Triumph Thunderbird. By this time, Nancie and I were married and living in the little house we had bought at Pascoe Vale, and I was working in the Tool room at GMH. After many close shaves, my nerve was finally gone, so left the Triumph at home and I paid a work mate, who lived close by, to take me to work in his little Ford Anglia.

It was shortly after this, that we bought our first car, an Austin A30, which we used as a family car for many years. But that is another story, for another day.

List of Participants at the Christmas in July at Thornton.

Kevin & Erica Churchill	Modern	Bob & Judy Wilson	1980 Oldsmobile
Rob & Cath Grierson	1936 Oldsmobile	John & Louise Baker	1980 BMW
Ted & Mary Beeston	1938 Pontiac	Eddie Reynolds & Gail Evans	1936 Dodge
David & Margaret Landells	1978 Ford LTD	Tibbie & Joyce Tibbett	1936 Oldsmobile
Grace Davey & Dawn Hucker	1968 Rover	Terry & Marion Herbstreit	1969 Mini Cooper S
James & Colleen Allan	1958 Prefect	David Waite & Suzanne	1959 Holden
Ray & Shirley Nichol	1982 Statesman	Doug Gorham	1947 Plymouth
Mal & Thea Hillier	1968 Mustang	Ian & Jenny Hanks	1978 Mazda
Graeme & Joan Moore	1984 BMW	Vin & Lana Forbes	1955 Dodge
Albert & Nina Walsh	1942 Oldsmobile (Guests Of the Griersons)		
Denis Healy and Family	1950 Buick (Kerrisdale Rail & Steam Museum only)		

This gives us something to think about with all our new electronic technology.

GPS

A couple of weeks ago a friend told me that someone she knew had their car broken into while they were at a football match. Their car was parked on the green which was adjacent to the football stadium and specially allotted to football fans. Things stolen from the car included a garage door remote control, some money and a GPS which had been prominently mounted on the dashboard. When the victims got home, they found that their house had been ransacked and just about everything worth anything had been stolen. The thieves had used the GPS to guide them to the house. They then used the garage remote control to open the garage door and gain entry to the house. The thieves knew the owners were at the football game, they knew what time the game was scheduled to finish and so they knew how much time they had to clean up the house. It would appear that they had brought a truck to empty the house of its contents.

MOBILE PHONE

I never thought of this.....

This lady has now changed her habit of how she lists her names on her mobile phone after her handbag was stolen. Her handbag, which contained her cell phone, credit card, wallet...etc... was stolen. 20 minutes later when she called her hubby, from a pay phone telling him what had happened, hubby says 'I received your text asking about our pin number and I've replied a little while ago.' When they rushed down to the bank, the bank staff told them all the money was

already withdrawn. The thief had actually used the stolen cell phone to text 'hubby' in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from their bank account. Moral of the lesson: Do not disclose the relationship between you and the people in your contact list. Avoid using names like Home, Honey, Hubby, Sweetheart, Dad, Mom, etc.... And very importantly, when sensitive info is being asked through texts, CONFIRM by calling back. Also, when you're being text by friends or family to meet them somewhere, be sure to call back to confirm that the message came from them. If you don't reach them, be very careful about going places to meet 'family and friends' who text you.

Ken's Joke of the month!

A couple were lying in bed on the morning of their 10th Wedding Anniversary, when the wife says, "Darling, as this is such a special occasion, I think it is time I made a confession. Before we were married, I was a hooker for eight years." The stunned husband ponders for a moment, then looks into his wife's eyes and says, "My love, you have been the perfect wife 10 years. I cannot hold your past against you...in fact maybe you could show me a few tricks of the trade and spice up our sex life a bit !" "I don't think you understand," she replied, "My name was Brian and I played for Melbourne Storm....."



CHACA Club Calendar 2009 — "A Year of Sundays"

August	2nd	9th	16th *Mornington pen- insula Tour	23rd All Makes Swap Meet, Sandown	30th Federation Picnic @ Marong
September	6th <i>Fathers Day</i>	13th	20th Coal Creek	27th	
October	4th Last of the Chrome Bumpers, Cora Lynn	11th	18th	25th * CHACA Annual Luncheon	
November	1st	8th Cruden Farm	15th	22nd Swap Meet. Historic Commer- cial Vehicle display	29th Presentation & Display Day*
December	6th	13th	20th	27th	

Points Scheme: * Denotes Club Meetings and Club Runs that add to your points for attendance; Club cars and moderns will receive points for attendance at Club Runs. To help collate the records registrar, you will need to place your name in the attendance book which will be made available at Club Runs and Meetings.

CHACA Attendance Point System

Commencing 1st May 2008, the owners of Club Cars attending General & Annual Meetings will record points.

TOMORROW'S BATTERY IS HERE TODAY!

OPTIMA CRANKING



THE ULTIMATE STARTER

- **FASTER, CRISPER STARTS!**
The OPTIMA 12-volt models deliver 850 Cold Cranking Amps at 0°F.

- **LONGER BATTERY LIFE!**

In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

- **UNEQUALLED VIBRATION RESISTANCE!**

Vibration is a primary killer of conventional batteries. OPTIMA's tightly wound SPIRALCELL resists jarring and vibration, and eliminates plate shedding.

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

Acid can't leak, even if the battery is cracked open. Plus, no corrosion can form on cables, terminals or the vehicle. And you never add water.

- **MORE POWER IN ANY CLIMATE!**

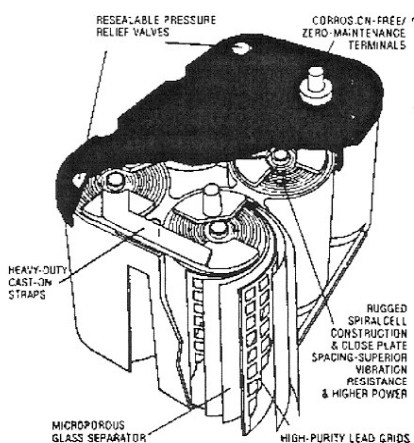
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

Greater plate surface area and lower internal resistance allows the OPTIMA to recharge in less time than conventional batteries.

- **EASY TO TRANSPORT!**

Because the OPTIMA is non-hazardous, it can be shipped by air.



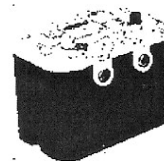
ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

OPTIMA BATTERIES

THE ULTIMATE STARTER
Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

The equipment/vehicle spends more time running, reducing down time and improving productivity.

- **FAST ENERGY RESPONSE!**

The OPTIMA delivers peak power faster. There is less capacity reduction with high current loads.

- **CLEAN POWER!**

Consistent, stable voltage throughout the discharge provides better power to your equipment.

- **BETTER CYCLING!**

The unique SPIRALCELL design and chemistry allows the OPTIMA to out-cycle most conventional deep cycle batteries. This means the OPTIMA lasts longer and is more economical for users.

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

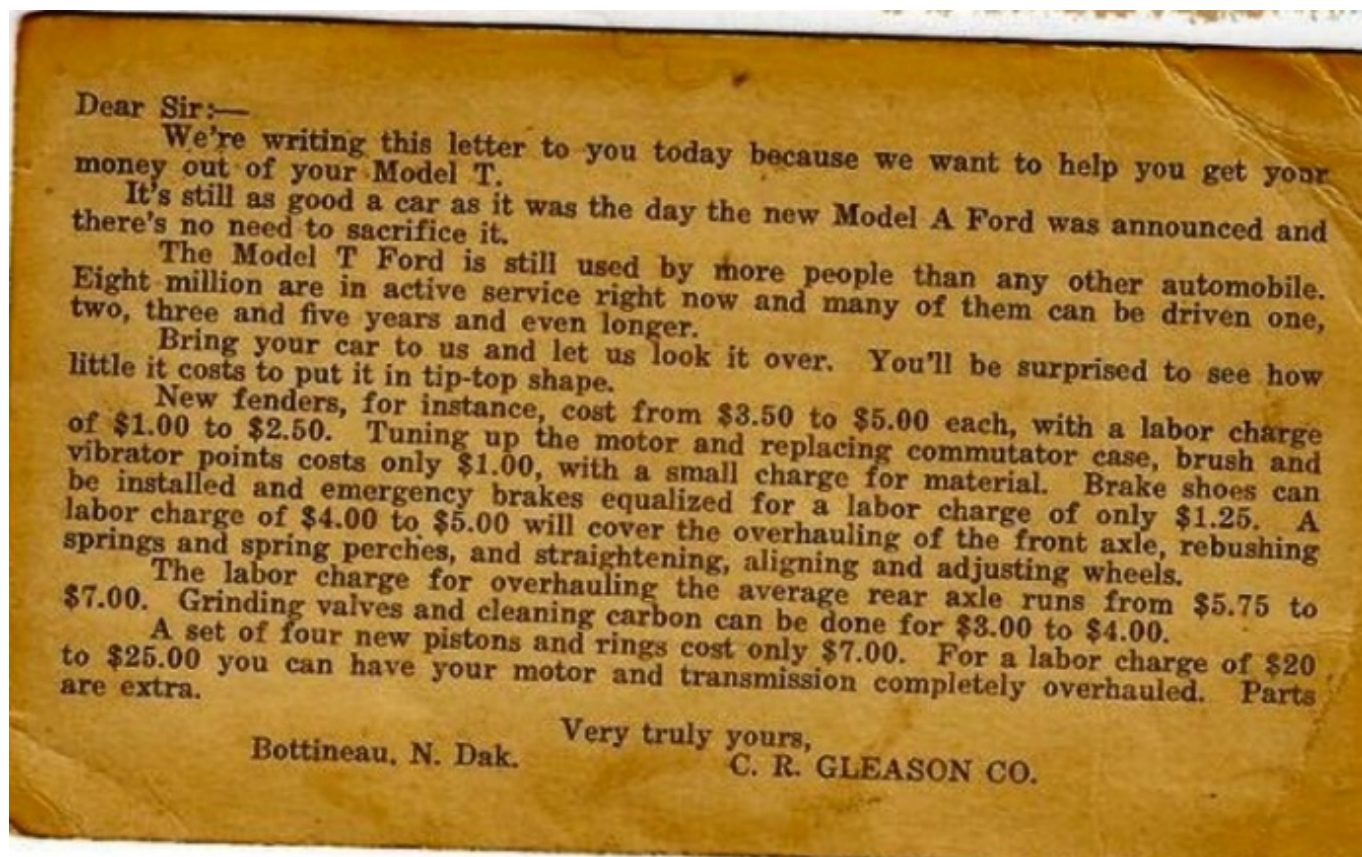
With absorbed electrolyte and sealed construction, the OPTIMA won't cause corrosion or leak, even if cracked open. OPTIMA is safer for people, equipment and the environment. And you never add water.

- **UNEQUALLED VIBRATION RESISTANCE!**

Unique SPIRALCELL design is virtually unaffected by vibration and jarring that shortens the life of conventional batteries.

OPTIMA BATTERIES (AUST) PTY LTD 111 MAROONDAH HIGHWAY LILLYDALE VIC 3140 **Tel: (03) 9735 0039 Fax: (03) 9735 1842**

A Postcard from 1928 for getting the most out of your Model T Ford!!



www.chaca.com.au

Affiliated Clubs

Independent Clubs Affiliated with the
Classic & Historic Automobile Club of Australia

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:

*2nd Sunday of the Month. Meeting at the Sundowner
Hotel car park, Caboolture at 6.30am*

Classic & Historic Automobile Club of Australia Wagga Wagga Region Inc.

Secretary: Gary Henderson, Phone 02 6926 1504

PO Box 749, Wagga Wagga, NSW 2650

Meetings:

*First Monday of the Month, at Clubrooms,
Wagga Wagga Showground's 7.30pm. Guests and visitors
are welcome.*

Morgan Country Car Club

Secretary: Herb Simpfordorfer

PO Box 428, Albury, NSW 2640

Meetings: At Clubrooms on Jindera Sports Grounds,

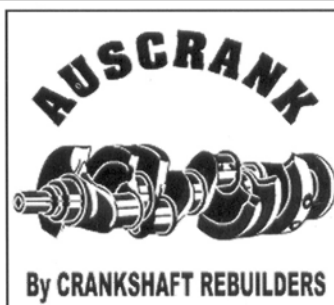
First Friday of every month 7.30pm.

Some times on the first Sunday of the month.



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Trust your machine work to the business with
30 years experience & the most modern & technically
advanced engine reconditioning equipment.



Manufactured Crankshafts

Auscranks are all wholly Australian made. We manufacture world class crankshafts for many of the top racing teams & engine builders throughout Australia. Our Crankshafts are often exported to New Zealand & Europe.

Through state-of-the-art technology, advanced processes & practical engineering Auscranks have become one of the leaders in crankshaft innovation & manufacturing. We pay particular attention to detail & manufacture crankshafts to suit customers individual needs & requirements.

• 4340 Non Twist Forgings

Manufactured for high performance for small block V8 Chevrolet, Holden, Ford, Rover & Chrysler.

We are the only company in the world to offer a fully counter weighted forged crankshaft.

Ultra light, rifle drilling, straight shot oiling system.

These crankshafts are used in the following applications:

- V8 Supercars
- Historic Nc/Nb & Biente Muscle Cars
- Ski & Jet Boat Racing
- Pro Stock Drag Racing
- Street & Strip High Performance
- Oval Track Sprint Car Racing

• Billet

Using high quality steel & heat treating processes.

Custom crankshafts for many applications.

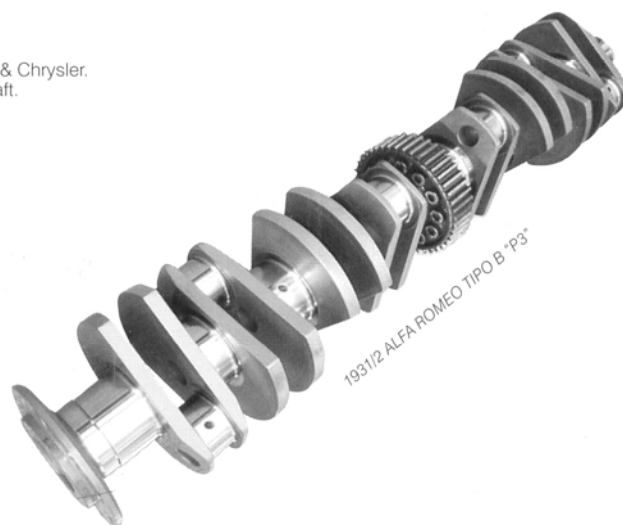
Vintage & Historic Restoration. Performance Motorsport.

Some of the shafts manufactured in the past include :

Alfa P3, Bugatti Type 44, Singer Le Mans, Alvis, Ferrari, Porsche, Lamborghini,

Jaguar, Bentley, Riley, Repco Brabham, Ford BDA, Austin Healey 4 & 6cyl.

Ford Capri V6, Nissan L & RB series, Mini Cooper, Holden 202, Ford BA XR6 Turbo.



• Cast Iron

- MG TC Replacement
- Holden V8 Stroker 345-383ci
- Rover V8 Stroker 4.2-5.0lt
- Ford 302W Stroker 347

Performance Enhancements

- Performance modifications to factory cranks
- Knife edge & radius of counter weights
- Taper turning & lighening holes to reduce weight
- Oil hole teardrop/chamfering & oil feed improvements
- Dowelling of rear flange to fly wheel

Engine Block

Cleaning
Crack Testing
Pressure Testing
Boring & Honing (Sunnen CK10 & SV10)
Cylinder Sleeving
Surface Grinding & Milling
Alloy Honing & Lapping

O-Ring Installation
Line Boring & Honing (Sunnen)
Main Cap Conversions
Sonic Testing
Diesel Shoulder Boring
Bearing Remetalling

Crankshaft

Crack Testing
Heat Treatment
Stress Relieving

Journal Reclamation
Stroking
Precision Grinding

Con Rod

Shot Peening
Resizing (Sunnen)
Bolt Conversion

S.E. Bush Replacement
Piston Pin Fitting
Bearing Remetalling

Cylinder Heads

Crack Testing & Repair
Pressure Testing
Alloy Welding
Straightening
Serdi Valve Seating

Valve Seat Inserting
Valve Guide Replacement
K-liner Installation
Performance Modification

Balancing

Dynamic Engine Balancing
Flywheel/Clutch Assemblies
Rods & Pistons

Crankshaft Rebuilders Pty Ltd
Cranky Manufacturing Pty/Ltd T/A Auscranks
www.crankshaftrebuilders.com.au

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