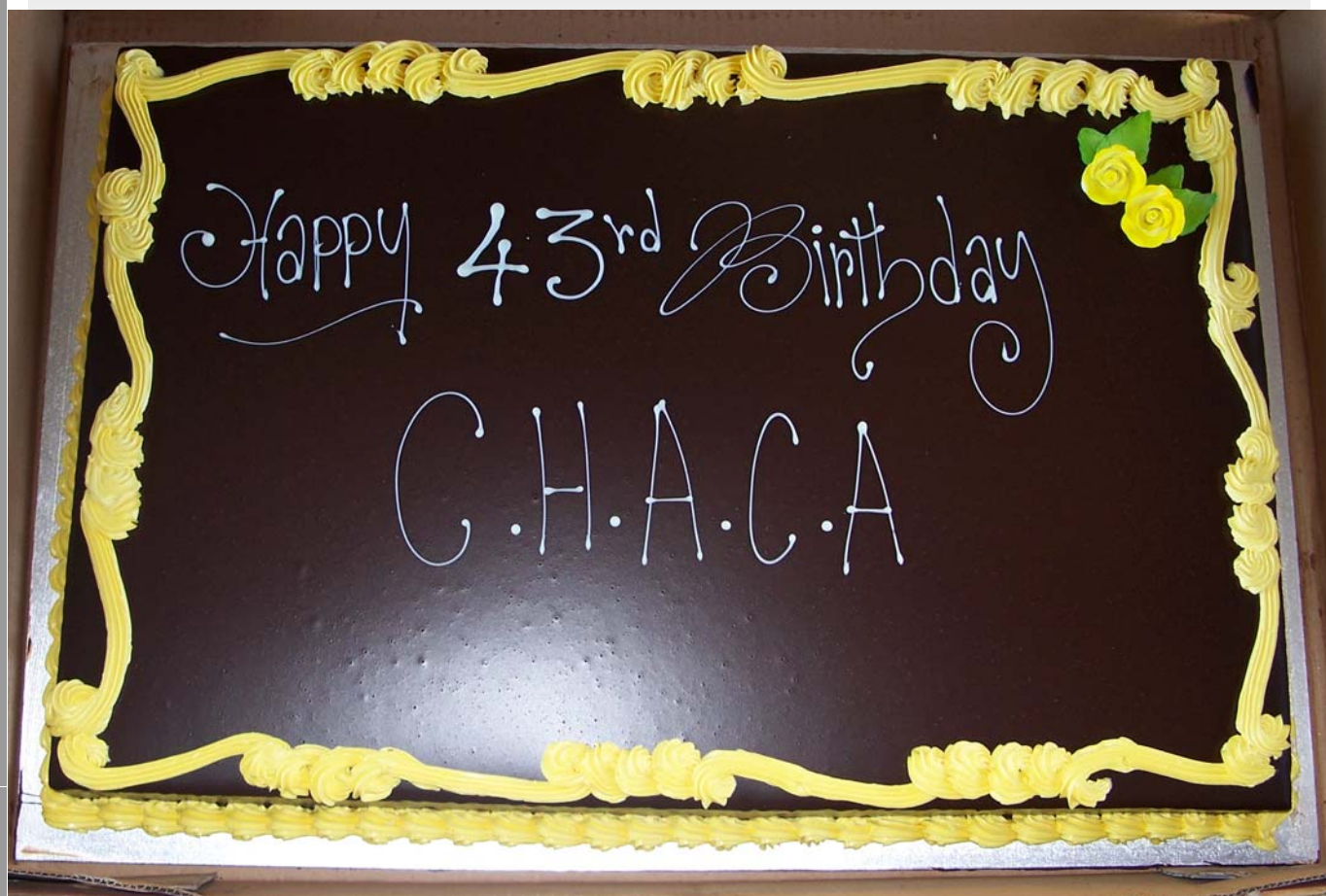


# JOURNAL

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

June, 2009  
Volume 43 Number 12

*OUR BIRTHDAY CAKE*



**HAPPY 43RD. BIRTHDAY CHACA**

Full details of this event at Braeside Park will be in the July Journal



**[www.chaca.com.au](http://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.*

## Committee

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webmaster@chaca.com.au  
PO Box 2004 Bayswater 3153  
Ph: 9720 6239

## 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](http://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

June 6th.	Club Meeting Deepdene*
June 6/7/8	Queen's Birthday weekend
June 7th	CHACA Annual Tour 6/7/8th.*
July 3rd	Club Meeting Deepdene*
July 18/19th	Christmas in July*
August 9th	Mornington Peninsula Tour*
August 23rd	Federation Picnic at Marong
September 13th	Wattle Day, Wattle Park*
October 25th	CHACA Annual Luncheon *

### Points Scheme: \* Club Meeting Deepdene

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.

## Snippets and Welfare Report

Congratulations to Gordon and Pat Wightman who have endured 50 years of wedded bliss to each other and survived! They met in July 1955 and after 4 years of going together they married at St. Georges Anglican Church in Malvern on the 11th of April 1959. For them the years have passed quickly but they have never stopped enjoying life together with five children and five grandchildren along with a great number of friends in CHACA. We wish them many more years of happiness together

Congratulations are also in order to Terry and Marion Herbstreit on the arrival of their third grandson, Kobi Zane Bailey, born on 14th. May to their daughter Leah and husband Sean .A healthy 6lb. 7ozs.

Some of our longer standing members would remember Dennis Walsh, one of the original founding members of the club. Unfortunately Dennis passed away just recently and we extend our sympathies to his family.

Condolences also to Graham and Judy Bedford on the loss of their daughter, Lisa Muirhead, who passed away suddenly last week. Our thoughts are with you at this tragic time.

## Next Meeting

8.00 pm-3rd July 2009  
Deepdene Park Hall  
Whitehorse Road, Deepdene

## Next Months Entertainment

James Allan has selected a series of video shorts for this month's entertainment. He assures us that we won't be disappointed.

So come along and enjoy some great entertainment and a convivial chat with fellow members.

### ANNUAL DINNER OCTOBER 25<sup>TH</sup>. 2009 THE STUDLEY PARK CAFÉ BOATHOUSE KEW 2 Courses \$32.50

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 25<sup>th</sup>. October. Make sure to put it in your diary.

Bookings will open on the 4<sup>th</sup>. September

Barry Smith

Special Activities Officer.



## Editorial

On Sunday 17th. May 2009 we celebrated our 43rd. Birthday at Braeside Park. With 25 Club cars in attendance it was quite a successful event and much of the credit must go to David and Margaret Landells and Ian and Jenny Hanks for the organizing of this day. And we mustn't forget Barry and Ros Smith with the BBQ and associated cooking, also Mick Whiting, and Tina Brown, the list goes on..... It was a "well oiled" function!

There was a raffle on the day in addition to a lucky door prize. Many of us do not realize the things that go on in the background of this and all other events. A notable example of this was the raffle. The prizes were individually wrapped in cellophane tied with a ribbon on top. With about 30 prizes in all one starts to realise that some considerable time would have been involved in the preparation. We take it for granted that these things happen, but someone made the comment on the day about how much effort was put into this presentation, which prompted this rambling. Well done Jenny

Eddie Reynolds

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

**Held at Deepdene Park Hall, Whitehorse Rd.,  
Deepdene on Friday, 1st May, 2009.**

**CHAIR:** D. Landells, President.

Meeting opened 8.03pm.

**PRESENT:** Approximately 35 members. Chairman welcomed all present. Called for one minute silence in respect of Denis Walsh a respected member of the steering committee that founded the Club in 1966.

**APOLOGIES:** Colleen Allan, E. Reynolds.

That apologies be accepted moved M. Landells, seconded B. Clark. Carried.

**MINUTES:** Minutes of the previous meeting held Friday, 3rd April 2009, were signed as a true record, Moved I. Hanks, Seconded B. Smith. Carried.

No business arising from previous meeting.

**SECRETARY'S REPORT:** Peter Galley: Impressed by very good article in the Journal re battle that Graedon and Sandra Munro endured at Kinglake during Black Saturday bush fires.

**Correspondence In:** Promotion leaflet re book release by Geo Robertson on 1949 Ford Mercury 'Rescued from Destruction'.

**Correspondence Out:** Nil.

### REPORTS:

**Vice President** – James Allan: Guest Speaker tonight is veteran racing driver Murray Carter.

**Treasurer** – Mick Whiting:

Opening Balance	\$14,512.92
Income	\$815.00
Expenditure	\$687.98
Closing Balance	\$14,639.94

Moved M. Whiting that this report be accepted, seconded J. Allan. Carried.

**Membership Secretary** – Max Austin: No new members to date. 2009-2010 Directory of Members now mailed out to all members - please advise if any entries are incorrect.

**Activities:** Good Friday Tri Club Hot Cross Bun Run was a great success and well attended with about 80 vehicles on display. Pakenham Picnic was also a very good and well attended outing. Birthday Picnic, May 17 has been transferred to Braeside Park from Steam Centre due to scale of fee demanded for our attendance.

### ACTIVITIES:

**Special Activities** – Barry Smith: June Annual Tour is in doubt due to lack of response to date.

**Publicity Officer** – James Allan: All going well but one Journal advertiser will be dropped and replaced.

**Technical Officer** – Ian Hanks: Travelling well. Some enquiries on Permit Registration have been sorted out.

**Librarian** – Eric Chaplin: Apology.

**Property Officer** – Eddie Reynolds: Apology.

**Editor** – E. Reynolds: Apology.

**Welfare Officer** – Eddie Reynolds: Apology.

**President** – David Landells: Committee positions are still open and require your interest.

### SPECIAL REPORTS:

**Federation Representative** – Kevin Churchill: No report meeting later in month.

**AOMC Representative** – Graham Hutchinson: No report meeting later in month.

**All Makes Swap Representative** – Ian Hanks:

That reports delivered be accepted moved B. Smith, seconded M. Whiting. Carried.

**Special Effort** – Grace Davey/Bob Clark: Will take over Special Effort and offer some attractive prizes.

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

### GENERAL BUSINESS:

# Graham Hutchinson advised that Marong Picnic has been put back a week later than date advertised also gave a run down on his saga of a run on the new cross town Smart Bus.  
# Bob Clark advised that AOMC is considering dropping the American and also European Motor Shows. Pointed out that Castrol GTX oil for cars on gas is no longer available but some alternatives are around.

# Vin Forbes was impressed with number of CHACA cars that were in the Anzac Day parade.

# Jenny Hanks thanked committee for their support while she managed the Special Effort.

# Mick Whiting spoke on their recent tour of Tasmania with Mercedes Benz club. Thoroughly enjoyed the run until he rather badly pranged his Merc which is back home and being straightened out.

# June Findlay: thanks for cards to Ken whilst recently in hospital.

Meeting closed at 9.10pm and James Allan introduced our guest speaker Mr. Murray Carter who delivered a very interesting talk on his career in building and racing many various cars and some of his many experiences over the years. His talk was accepted with enthusiastic applause.

Next meeting Friday, 5th June 2009.

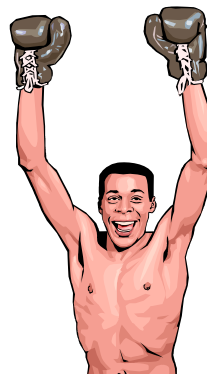
## May 2009 Special Effort

1<sup>st</sup>. Prize:- Penrite Oil...5 Litres

Won by "Tibbie"

2<sup>nd</sup>. Prize:- "Maxwell and Williams" Jar and Hand Towel.

Won by Jenny Hanks.





## **THIS YEAR'S ANNUAL TOUR IS TO BENDIGO**

JUNE 6th -8th 2009

### ***TAKING IN ECHUCA & MARYBOROUGH***

Meeting Place: Ravenswood Roadside Comfort Station approx.  
24 Kms from Bendigo.

BYO morning tea.

Time 10.00 am, allow approx 2hr travelling time in a club car  
From Melbourne.

Departing approx .10.30am for the Allara Motor Lodge.

Arriving approx 11.30am

569 Napier Street Bendigo.

My Mobile number is 0408 440 240

Allara Motor Lodge Ph 54484700

Looking forward to meeting you there.

Safe travelling.

Barry Smith

Special Activities Officer



## **MORNINGTON PENINSULA HISTORIC VEHICLES CLUB INC.**

### **ANNUAL WINTER SWAP MEET**

at Centro Karin gal Shopping Centre  
Corner Karin gal Drive and Camborne Roads  
FRANKSTON Mel ways reference 103 C4

**SUNDAY 14TH June 2009**

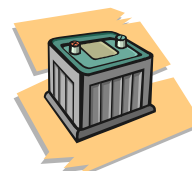
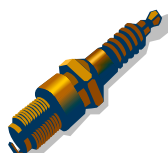
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Set-up for sellers from 7.00 am to 8.00 am

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Buyers—\$2.00 per person  
Sites—\$10 per single site  
(2 car parking spaces)  
\$20 per double site  
(4 car parking spaces)

For more information please phone  
Colin Jacobson: 9775 9917  
Bill Marwick: 9775 8226  
Maurine Haydon: 9787 7662



# Events and Swap Meets 2009

These events may not be Club Permit Plate events

June 14th	All makes Swap Meet Sandown Racecourse See ad. on page 11
June 14th	Mornington Pen. Hist. Vehicles Club Winter Swap Meet Karingal Shopping Centre PH: 9775 9917
July 26th	Shannon's Australian Classic Car Show, Flemington Racecourse
August 23rd	Swap Meet (including Super Chevy Sunday)
October Sunday ??	Nagambie Swap Meet and Cruise
October 25th	RACV City to Cape Rally
October 4th	Euroa Show 'n' Shine 2009 PH: 03 5795-1347
November 22nd	Swap Meet (same day as Historic Commercial Vehicle Display day)

Association of Motoring Clubs Inc. and RACV

## Sunday 25 October 2009

**Entrance fee** is \$70.00 per vehicle including morning tea, a buffet lunch for two and a commemorative badge. Extra passengers for buffet lunch \$25.00. Entry for vehicle, morning tea and badge but without buffet lunch is \$30.00

Club Permit authorized by the AOMC

Participants depart from the grounds of Deaf Children Australia Melbourne 9.00 am

Veteran vehicles pre 1919, commercials, buses and participants from Mornington Peninsula and South Gippsland may depart from Frankston Campus of Monash University 9.00 am

Entries close Friday 25<sup>th</sup> September 2009 or when full

Limited to 400 vehicles produced prior and up to 1959

Full details on entry forms

Enquiries 9890 0524

For updates and further information check [www.aomc.asn.au](http://www.aomc.asn.au)



Association of Motoring Clubs Inc and RACV

**city to cape rally**

Deaf Children Australia

Cape Schanck Resort

Proudly Sponsored by  
**RACV**

**AOMC**

**Sunday 25 October 2009**

An invitation to all owners of vehicles built in 1959 or earlier to participate in the second City to Cape Schanck Resort family day vehicle run. Welcome are all cars, commercials, buses, motor cycles and combinations.

Entrance fee \$70 per vehicle includes a buffet lunch for two. Lunch is optional. See entry form for full details.

**Included in the event is the Inaugural Cape Schanck Concours d' Elegance**

Spectator entrance to the resort is by gold coin.  
A commemorative show badge is available for collectors.  
Club Permit authorised by the AOMC bring this entry form with you as notice of the event.

city to cape

Refreshments available  
Awards for outstanding vehicles participating in the run  
Children's entertainment  
Local produce and crafts, automobiles

Participants depart city 9.00 am  
Veterans may depart Frankston 9.00 am

**Enquiries 9890 0524**  
For updates and further information check [www.aomc.asn.au](http://www.aomc.asn.au)



## Christmas in July 18th & 19th Rubicon Hotel/Motel THORNTON

(Incorporating a day run only to the Kerri dale Mountain Steam Museum)

Here are the details of this "Full of surprises" weekend. Firstly, if you would prefer to come only to Kerrisdale for lunch and the train ride, as a day run, you are welcome to join us.

We will meet at Bundoora Park, Plenty Road (Melway 19F4) entrance opposite Main Drive take River Red Gum Avenue to Visitor centre car park. Arrive 9 am for a 9.30am departure.

We will be taking a leisurely drive to Kerrisdale via Kinglake West, Flower dale, Strath Creek, arriving for lunch, which can be purchased at the railway. Details are on the enclosed entry form. Please indicate your requirements so that we can advise catering numbers, please note you pay for lunch and train ride on the day. You can BYO lunch if you prefer. If you do not wish to attend the railway we suggest you proceed on to Yea for lunch and meet in the centre of the road car park at the east end of town at 2.30 PM.

On leaving Kerrisdale we will proceed to Yea, where it is suggested you fill up with fuel to ensure you get to Warburton next day. We will regroup in the above car park at 2.30PM after which we will move on to Thornton and the Rubicon Hotel Motel.

Christmas Dinner will be served in the Hotel dining room, the bar will be operating and there are "Pokies".

During the course of the night there will be some hilarious entertainment. There will be prizes for the best Male & Female Poetry readers so select your favourite piece (no longer than 3 minutes please) and join in the fun. "Santa" will visit and we are asking each of you to bring a NOVELTY gift for a person of your same sex suitably wrapped and labeled as either Boy or Girl to the value of no more than \$5. "Santa" will distribute these. Other activities have been arranged for the night including many awards and prizes, hence the reason we have requested a \$10 Rally Fee for each vehicle entered, to cover these and incidental costs.

Have you contacted Veronica at the Rubicon Hotel Motel 03 5773 2251 to reserve your accommodation yet?

Don't miss out, refer to the April Journal for full accommodation details. An Entry form was included with that Journal, please complete this and forward with a cheque or money order as directed. Note that if you are having lunch and or the train ride at the Kerri dale Rail you PAY ON THE DAY, however we do need you to indicate your requirements for catering and carriage configuration purposes. We look forward to seeing you there!

Entries close 20th June 2009.

Any Questions? Give me a call on 03 9363 5228

Best regards to all.



Vin Forbes



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**WE LOOK FORWARD TO HEARING FROM YOU SOON !**

# The Hutchie's Bus Trip

Friday 24th. April 2009

To Trial a New Bus Route

Ventura Bus Lines

Route Number 903

There have been advertisements in all the local papers, spruiking this new bus route. As an introductory offer, they have offered free rides, for the two weeks, starting on Monday 20th. April. So Nancie and I decided it would be an experience to try it out last Friday, as we did not have anything else to do on that day.

This is part of the Victorian Government's new Victorian Transport Plan, (Smart Bus Route 903). They refer to it as a first full "Orbital" bus route around Melbourne. When one looks at the map, it starts at Mordialloc, in the south, and ends up on the western side of Port Phillip Bay, at Altona.

We parked the car in a side street, near the corner of Warrigal Road and South Road. There was a bus shelter at this spot, which was fortunate, as there was quite a heavy shower. As the buses run every 15 minutes, we were soon mobile. The time was right on 10 AM.

We travelled along Warrigal Road, and turned off, to go round side streets, to Oakleigh Station, where we found that most of the passengers got out, and a number of new ones got in. Many of these new ones were obviously students, we assumed they were heading for Holmesglen TAFE College.

There was one of those overhead displays, where the name of the next stop lights up, accompanied by a woman's voice, repeating the message. I guess this must be a version of GPS, because I noticed that as we passed the named stop, the screen went blank for a few seconds, until the next destination appeared.

The Driver re-entered Warrigal Rd., then entered the Chadstone Shopping Centre, via Dandenong Rd., carefully negotiating all those blooming speed humps, and proceeding to the Chadstone bus terminal, where there was another exchange of passengers. Then round the mulberry bush again, back into Warrigal Rd.

We were right about those young people, they got off at Holmesglen. The bus continued along Warrigal Rd., and did a RH turn into Riversdale Rd, then Station St, Box Hill. Then ring-a-ring-a rosy again at the Box Hill bus terminal. With a drive along Tram Rd. to another bus terminal at Doncaster Shopping Town.

Then via Manningham Rd., Banksia St. and the heart of Heidelberg, (Burgundy St.). A few more twists and turns, saw us at the Heidelberg Station. Then up the big hill, to get to Bell St. A short diversion to Murray Rd. enabled the Bus Driver to twiddle the steering wheel some more, so as to find the Northland Shopping Centre terminal, and close by, we stopped at the Preston Station.

Then it was back to Bell St. and Coburg Station. We continued along Bell St., to the Tullamarine Freeway, which we followed until we reached our next major destination, the DFO, (Factory Outlets). Nancie and I had planned to get off here, to have lunch, as it was after 12.30. However, the long drive around the numerous separate buildings, to yet an-

other bus terminal, convinced us that we would not know where to start looking for anywhere to eat.

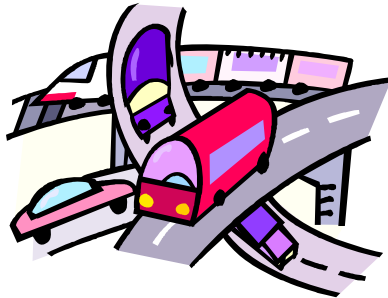
So we stayed on, looking for somewhere to eat, in this unfamiliar area. The bus came back along Mt. Alexander Rd., to stop at the bus terminal at the Essendon Station, where we saw a nice looking pub. So after a 3 hour journey, we got off. After a nice lunch, we toddled back to the bus stop. It was 2PM, and across the road, there was a 903 bus, ready to head back our way. Decisions- decisions, we decided to go to Altona, so as to say we had completed the journey.

A daft decision, because it was over an hour each way, to get back to Essendon. Sunshine Station, then Altona Gate Shopping Centre, and finally Altona Station. Then we had to sit there on the way back to Essendon, travelling through these dreary industrial suburbs. It was about 4.30, and I decided it would be prudent for me "to visit

Mrs. Murphy", here, because I knew where it was in the pub. I raced back, but our bus just pulled out, so it was a wait for the next, together with hundreds of school children, (who were all very well behaved, if a bit noisy). As a matter of interest, there were 8 bus lines leaving from Essendon Station.

Well to cut a long story short, leaving Essendon at about 4.50, we tried to calculate ETA back at South Rd., but gave up, and just sat there, repeating each and every

"round robin" that were slightly more interesting on the outward journey, but not in peak hour traffic. We got off the bus at 7.30 PM, (9 1/2 hours in all). *And yes Peter & Janet, our bums were sore too.*



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**6 Beatrice Avenue, West Heidelberg  
Victoria 3081**



## Common Road Sense.

Most of our club members have years of driving experience in private or commercial vehicles of many different makes. When driving we try to be continually aware of vehicles around us, weather conditions, speed and maintaining a safe distance from vehicles travelling ahead. Also being alert to traffic signals, speed signs and traffic flow ahead.

Sometimes we follow a car displaying an L plate, so give the learner driver a fair go, if they are a little slow moving off from a stop. Quite often a parent is helping the L plater build up the required hours of experience to get an appointment for a test.

The vehicle being used in the learning cycle should be roadworthy. However sometimes we see a brake light not working, maybe indicators not working or not being used correctly. I have seen a vehicle being driven at night by an L plater with a headlight not working. Sometimes the learner is even driving over the speed limit.

Older vehicles have a much shorter service interval than more modern types which can go to 15000K intervals.

Quite often we see such vehicles, usually fitted with high level stop light, and only one of the three stop lights is working. Similarly are tail lights maybe not working. Also quite often one head light is out. Drivers seem not to be aware of these faults.

Over longer periods of service intervals we all should be aware of the need to check lights and tyre pressures regularly.

Back in the 1950's a motor cycle policeman used to select a hill with double lines, maybe up the Calder Highway. He would select a place to observe traffic and if some driver pulled out, and overtook over double lines, he clicked the camera and the driver would soon receive a summons to appear in court.

It is quite common now, when following vehicles in areas with double lines, to see drivers completely ignore the lines and drift over as if no lines existed. We all know that humans make mistakes, but the main thing is to make every effort we can to keep the mistakes to a minimum.



John Christie.

### **Notice To All Reciprocating Clubs**

Please address your magazines to  
The Secretary  
PO Box 193  
Kerrimuir Vic 3129

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GROUP

## Gary Galvin

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**WEB:** [www.actonprint.com.au](http://www.actonprint.com.au)

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Bayswater VIC. 3153

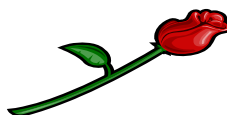
### **DENIS MICHAEL COSSART WALSH**

**1941 TO 2009**

The passing of Denis Walsh is the first loss amongst the four people that started CHACA in 1966 and he will be sadly missed by all who knew him. He was a man of many talents who will be long remembered by all those that had contact with him. I will never forget the many nights I spent with Denis, Max Austin and Jim Kerr in the 1965 era working out how to bring CHACA into the club it is today. With his long background in administration he kept us on the right course and with his very dry humour meetings were never dull. Denis, Max and myself had a common interest in Packard's and cars of the 30's and 40's and along with Jim Kerr and his Vauxhall hearse so we had a wide range of interests as well as all having young families to consider when forming the club. In the early days Denis and Lorraine often had club parties around the swimming pool at their home in Mitcham and these will be long remembered by all who attended.

To Lorraine his wife of many happy years, his three children, Shaun, Becc and Eyrnn and their four grandchildren the club offers their condolences on the passing of a good father and friend.

Gordon Wightman.



# AOMC

## Regarding Club Permit Scheme

You will be aware of the review of the Club Permit Scheme (CPS) that VicRoads has been conducting over the past three years. This letter is intended to inform clubs of the present state of that review, for while many clubs have delegates attending our quarterly meetings some may not have received details of the updates we have presented to those meetings. The review has been a protracted exercise due to restructuring and resource/priority issues within VicRoads; indeed, there have been long periods when there has been no activity, but in recent months the review has been progressing toward conclusion. Many detail changes to the CPS were proposed by VicRoads in two Discussion Papers (2005 and 2006). Of them, the most important proposal was for the current system of permits for club events, maintenance/preparation and "special use" to be replaced by a logbook system allowing up to 90 permitted days of use per year. At the outset VicRoads sought views from four car club peak bodies: Association of Motoring Clubs [AOMC], Federation of Veteran, Vintage and Classic Vehicle Clubs [Federation], Australian Street Rod Federation [ASRF] and Confederation of Australian Motorsport [CAMS]. The number of CPS-authorised clubs in these bodies can be summarised as follows: AOMC *approx* 200 Federation "80 ASRF" "40 CAMS" "40 (There is a degree of cross-membership as well, so that some 60% of Federation member clubs are also in AOMC, and of ASRF and CAMS members around 20% and 70% respectively are also in AOMC. (Note; these numbers are indicative as at late 2008) Of the peak bodies whose input was sought, CAMS has maintained no continuing involvement in the review, although recently some discussion has taken place with them on the matter of historic rally vehicles, which will be referred to later. It is understood, however, that they support the concept of a 90-day logbook system. ASRF has had a continuing level of contact with VicRoads regarding the Street Rod scheme and this has been their conduit in making known their views on the proposals. They have expressed strong support for the logbook concept. The Federation's initial stance was that although they did not support the proposal they would not stand in the way. At various meetings of club delegates in 2006 one

**THE ASSOCIATION OF MOTORING CLUBS, INC.** 1/3 Edgecombe Court Telephone (03) 9555 0133 Moorabbin Vic 3189 Facsimile (03) 9555 1230 GPO Box 2374 www.aomc.asn.au MELBOURNE Victoria 3001 email: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au) ABN 90 979 750 693 2 a resolution opposing the logbook concept was passed, but at later meetings two motions supporting the idea were passed. A mail poll of 29 Federation member clubs in 2006 saw 51% in favour. The Federation's Committee in referring to the proposals in its newsletter has generally voiced opposition to the proposition. AOMC has sought to maintain a continuing dialogue with VicRoads over the three years this project has been running. We have put forward proposals and recommendations to refine VicRoads' policy development and discussed detailed issues or questions that have arisen. We have kept AOMC-member clubs informed and elicited their views to ensure that we represent the perspective of the majority of clubs. Among the issues AOMC has pursued in this process key items have been: Recommendation of an alternative 45-day logbook option (at reduced cost) to provide for the more infrequently used vehicles and

multiple vehicle owners. Recommendation that the definition of replicas be confined to vehicles with specifications identical to an eligible old vehicle. This overcomes the problem of "look-alike" or "in-the-style-of" vehicles comprising modern components which do not have an historic connection and present insurmountable definitional problems. AOMC's view is that the CPS is for historic vehicles and should not extend by stealth to cover other hobby vehicles. Approach to modified vehicles. AOMC firmly believes that a censorious or fundamentalist philosophy regarding modifications is unfair, unrealistic and unworkable. Enthusiasts have "improved" their cars in various ways since motoring began and this is part of the motoring heritage we preserve. The blanket application of principles and rules developed for vehicles built to modern technology standards is also impractical – too often they simply don't fit. And the imposition of simplistic and narrow parameters ignores the reality that one size cannot fit all. AOMC believes that an approach is needed that ensures that modifications are considered in the context of the period in which the vehicle was initially used. After all, the standard vehicle is accepted in the context of its time (we are not expected to fit disc brakes to vintage cars, for example) and therefore any alteration, whether by choice or necessity, should also be assessed in that context. The AOMC proposal is that a voluntary Code of Practice be developed by knowledgeable people within the movement for pre-1969 vehicles to define the nature and extent of modifications which are within the context of its period. That context would be both in terms of historic character and the standards of safety of contemporary vehicles. When developed, such a Code would be subject to ratification by VicRoads technical authorities. This approach will avoid the difficulties of trying to apply current regulations not developed with historic vehicles in mind. AOMC proposes that clubs would be able to choose, at their discretion, to sign up to such a Code in order to authorise conforming modified vehicles onto the CPS. Clubs that did not wish to authorise modified vehicles would therefore not be obliged to do so. 3 This approach offers a fairer and more practical approach than the previous practice, whereby vehicles with modifications that a CPS-authorised club chose not to authorise on the scheme were passed across to the ASRF for authorisation under the Street Rod arrangements. In many cases the relevant modifications did not in any way render the vehicle a Street Rod. We believe this may also help to resolve the issue of highly modified Rally vehicles. Those subject to relatively less extreme and more period alterations could be recognised in the context of the CPS, while the more seriously altered, featuring newer technology etc., can be accommodated within the appropriate Rally Plate system. □ Recommendations for refinement of logbook entry details to make usage practicable and keep book production costs down, whilst defending against entries made "on-the fly". Recommendation that procedures at VicRoads be devised to ensure clubs have automated access to "their" vehicle data, to facilitate identification of fraudulent misuse of club authorisation. Recommendation that vehicle movement within 50 metres of the vehicle's home address be exempted from logbook requirements. This facilitates car shuffling at the owner's home. Proposals for representation from the old car movement in the VicRoads implementation planning phase, to ensure that a user perspective is brought to the development of processes and procedures. In addition we have made representations to ensure that the nature of the scheme as a car club-centred scheme, based on the

VicRoads principles of vehicle permits for- use (which underpin the scheme from a legal viewpoint) is not altered, including the stamp duty implications. We have also pressed for a tighter regime of supervision of authorised clubs. A Code of Conduct is one possible means of defending against club behaviour that is not in the interests of the scheme's purpose to support old vehicle enthusiasts and their clubs.

**KNOCK, KNOCK.....**

Who's There?

Lettuce.

Lettuce who?

Lettuce in we've been knocking all day!!!



## ALLMAKES SWAP MEET

26<sup>th</sup> APRIL 2009.

It was a cold and windy day as had been promised by the Weather Bureau all week, but not wet at 7.00am in the morning. The Vendors rushed in to set up their Displays, while we waited for the Display Cars and the buyers to arrive, they did so, but very slowly. We ended up with a reasonable crowd despite the weather. But owing to the cost of hiring the venue and other related costs the return was not very good. My thanks to LESTER COLE and JAMES ALLEN for helping on the day and also the helpers from the Vintage Chrysler, and Chevrolet car clubs.

Thanks Ian Hanks

**KNOCK, KNOCK.....**

Who's there?

Marietta.

Marietta who?

Marietta the whole cake!!!



**KNOCK, KNOCK.....**

Who's there?

Duane.

Duane who?

Duane the bath.....I'm ddowning!!!!!!



## Letter to the Editor.

Dear Eddie,

2 Weeks ago a "gentleman" in a 4wd backed into my "Old Black" ('49 Holden 48-215). Nice rearrangement of lower part of grille and wrecked "KA" number plate, in particular the number plate frame. Grille is under repair.

This was one of a pair I have - would be 50's vintage - cast alloy - about 1" wide.

Maybe a note in the Journal could find me one or a pair, please.

Many thanks..... Ian Bird.

**New vendors welcome**

**Sunday 14th June 2009**

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## OWNER'S MANUAL

Under normal driving conditions seizures do not occur. In almost every case the cause is high speed being held for a long time. It is also possible, even after many miles have been covered, for a seizure to occur, due to the engine overheating because of cylinder cooling fins being clogged with dirt.

In order that you may know exactly how to stop a seizure and how to avoid it, we write the following section:-  
A seizure during a journey occurs as follows:-

The engine no longer pulls well and responds only slightly, or not at all, to the accelerator. The sound of the engine is different to usual and mounts to intense scraping noise which increases within the next two or three seconds until finally, and usually with a light screech, the engine stops. The immediate danger of such a seizure is that the rear wheel becomes locked, which causes immediate skidding and the vehicle to turn sideways, and it is possible that it will also turn over.

However, this dangerous outcome can be avoided. It is only necessary, upon noticing the fall in power and the scraping noise of the engine, to immediately disengage the clutch and take the foot off the accelerator. By doing so the rear wheel is allowed to turn freely, and the engine immediately idles and thereby cools.

Should skidding occur, due to the clutch not being disengaged in time, then immediately declutch and continue to steer in the original direction of travel in order to check the skid. Let the vehicle roll to the side of the road, switch off the ignition, and wait until you have smoked a cigarette. You can then continue your drive, taking care not to let the engine pull too hard at first. It is better to travel in a low gear at higher revs

If a seizure has been avoided by timely declutching, it is not necessary to stop. It is possible to continue driving, but do so with extreme care. Perhaps, however, you will not begrudge the engine a "breather" and thereafter avoid overheating when continuing the journey.

The foregoing is extracted from the Owner's Manual for a 3 wheel Messerschmitt vehicle. (2 stroke?).

*Thank you to Max Austin for delivering this gem.*



Macquarie Street , Sydney.  
 Could that little red car in the lower right be James Allan's ?  
 Picture supplied by Max Austin.



Graham & Nancie Hutchinson's 1934 Hupmobile 421K Sedan   Ray & Shirley Nichol's 1933 Hupmobile 321K Sedan  
 Seen at the Birthday Run, Braeside Park  
 More details and pics next month

Raffle and Door Prize Winners.					
<i>Door Prize...</i> Margaret Marshall (Visitor).		<i>Scarf</i>	Joan Bird	<i>Degreaser</i>	Ken Robinson
<i>Coat Hanger</i>	Louise Baker	<i>Manicure Set</i>	Margaret Landells	<i>Tyre Shine</i>	Terry Herbstreit
<i>Bath Ball</i>	Graham Hutchinson	<i>Radio</i>	Lana Forbes	<i>Multi Purpose Spray</i>	Ross Buchanan
<i>Bath Ball</i>	Margaret Landells	<i>Radio</i>	Gail Evans	<i>Screwdriver Set</i>	Ross Buchanan
<i>Bath Ball</i>	Barbara Austin	<i>DVD/CD Wallet</i>	Shirley Nichol	<i>Spark Plug Tool</i>	Barbara Austin
<i>Photo Frame</i>	Tina Brown	<i>CD Album</i>	Graeme Moore	<i>Tape Measure</i>	Ron Barker
<i>Scarf</i>	Eric Chaplin	<i>Chamois Set</i>	Barbara Austin	<i>Key Rings</i>	Joe Smith



## "The Internet is Full, Again"

From time to time we hear doomsayers spouting warnings about the Internet running out of bandwidth. Very soon, they say, we won't be able to do anything online at faster-than-dialup speeds because of all the demand – or worse, priority applications (such as those for the police) won't be able to run because everyone wants to watch the Victoria's Secret fashion show. Is there any truth to this?

As we consider this, it's worth noting that this message is far from new. Researching this article, I found stories dating back more than a year or two that predicted the demise of the Internet due to lack of bandwidth. Causes of death included too much spam in general, image spam in particular, web 2.0, voice over IP, and other assorted applications. Somehow, though, ISPs and telecoms have been able to keep pace with demand by adding more routers and other hardware. Technology advances continue to expand the ability of the "pipes" that keep the Internet running to carry more data at faster speeds, with fibre optic cable replacing copper.

So why are we once again hearing cries of "the Internet is running out of bandwidth!"? The latest concerned reporting on the issue comes from the *Wall Street Journal*. In an article titled "Video Surge Divides Web Watchers," Kevin J. Delaney and Bobby White point to the popularity of applications such as online video, file-sharing programs, and Internet telephony. They provide some numbers that can't be ignored. They cite Cisco Systems for their most eye-opening statistic: "U.S. Internet video sites alone transmit more data per month than was carried over the entire U.S. Internet backbone monthly in 2000."

Deloitte Touche Tohmatsu made a number of predictions in a report it published in January 2007. Titled "Predictions 2007," the report said that the Internet would start to reach capacity thanks to the growing popularity of online video. While the bandwidth crunch could be expected to demand new infrastructure investment, DTT seemed to expect ISPs and telecoms to put off this necessary work until "Web surfers rebel after quality of service declines." Is this truly the future we face?

## Bandwidth Crisis or Policy Crisis?

This whole issue of the Internet becoming clogged is part of the political hot potato known as "network neutrality." On one side, cable and telecommunications companies are complaining that companies like YouTube, Google, and others that receive a lot of visitors and take up lots of bandwidth should help pay for more data lines and equipment to keep the networks running smoothly. On the other side, the content producers argue that they're already paying for access to the network, and it would be unfair to charge them twice – besides, if it weren't for the content they produced, the Internet would not have grown to the size it is today, to say nothing of the lucrative business it is for cable and telecommunications firms.

There are deeper issues at play, and they don't leave the cable and telecommunications companies looking very good. Back in 2006, Peter Svensson wrote an article for the *Associated Press* that pointed out an interesting fact: ILECs typically use one T-1 (1 Mbps) line to handle every 40 DSL accounts. Can you spot the problem with that?

You can check my maths, but that sounds like over subscription to me – a model with which many web hosts are quite familiar. It works just fine, until somebody actually wants or needs to use all the bandwidth or file space they've purchased. Cable companies particularly like to follow this model, because bandwidth is shared among neighbors in an area – so if your web surfing is going slowly tonight, it may be the fault of the folks in the next apartment downloading some videos from YouTube.

So where do telephone companies fit, and why are they siding with the cable companies? It's exactly the same kind of network issue, only worse. I remember when my family got hooked up with cable TV; I couldn't have been more than ten years old. But telephones have been around for more than 100 years, so it's no surprise that they have a ton of legacy equipment. Their networks were never designed to handle video. One can almost sympathize; the time and expense it would take to get them appropriately modernized must be frightening for the telecoms to contemplate.

We are already seeing signs that the networks are under some strain. In some areas, there is a noticeable difference in the speed of web surfing depending on the time of day. It's often a little slower in the mid to late afternoons, when students come home from school and begin downloading video and audio. If you're a night owl, though, you probably notice that the Internet seems much faster in the wee hours, when fewer people are web surfing.

## Will it Scale?

But is this slowdown in service really necessary? Is there any reason why we can't keep doing as we've done before and continue to add capacity? Back in February, Vincent Dureau, head of TV technology at Google, seemed to think this could be a problem. In a speech he gave at the Cable Europe Conference in Amsterdam, he said that "The web infrastructure, even Google's, does not scale. It is not going to offer the quality of service that consumers expect."

Past history doesn't bear this out. Eve Griliches, telecom analyst at research firm IDC, noted in an interview with the *Wall Street Journal* that many of these kinds of concerns were raised five years ago, but a surge of innovation laid them to rest. "It feels like we are hyping again," she reflected. "When we did this before, we found intelligent ways to handle problems with bandwidth."

And it's not as if technology is at a standstill today. Cisco says it is working on new hardware that will actually prioritize packet transmission, not simply move the data. This could add another level of control – and sanity – to the chaos. And Cisco is hardly alone; its competitors are working on something similar.

It is true that there is some cause for concern. Cisco thinks video [streaming](#) and downloads will increase from nine percent of all consumer Internet traffic up to 30 percent by 2011. But let's put this in perspective: right now, YouTube, the most popular video sharing site in the U.S., accounts for only four percent of North American consumer Internet traffic.

On the other hand, if consumers start downloading huge, high-quality video files to play later on their high-definition TV sets, we could start seeing some real traffic jams. The *Wall Street Journal* article puts this in perspective by noting that 40 hours of high-definition video takes up the same amount of bandwidth as one million email messages. In short, if this



particular use of the Internet catches on, it could be much worse than the jump in spam we've seen in recent years.

## What Can We Expect?

The good news is that the smart network owners aren't taking this laying down, and aren't necessarily trying to charge content providers for the cardinal sin of being popular. VeriSign, for instance, is investing \$100 million over the next three years to increase the bandwidth in its network by a factor of ten. Interoute, a European network firm, has already spent more than \$38 million to upgrade its network so that it will handle the demands of online high-definition video.

Even so, cable and telecom firms say they need the ability to prioritize which packets will get through when, even to the point of delivering a tiered system, where privileged content gets through and other content will have to wait in line. As I've already mentioned, content providers don't think this is a good idea. In addition to the reasons I've cited earlier, there is some concern that only the content providers who are willing to pay will be able to get their content through, in part because network companies will upgrade the faster pipes and not properly maintain the slower part of the network. Some content providers even fear that certain content will be discriminated against, either for political or economic reasons.

Cable and telecom firms dispute this, of course. They insist that things will just keep getting worse without a tiered system, to the point that we'll start seeing brown outs and other problems with the Internet. This would harm not just the users of web 2.0 technologies, but businesses that rely on the Internet - just look at the growth in off shoring if you want to see how businesses are finding productive ways to use the web. As Brady Rafuse, president and CEO, Europe, of Level 3 notes, "Transferring a support centre thousands of miles away simply wouldn't be possible without a robust IP-based network."

Even if cable and telecom firms don't move to create a two-tiered system, other organizations are moving to manage their bandwidth. In mid-May, the U.S. Department of Defense moved to block access to many popular Internet sites from its computers due to bandwidth issues. Many of the sites were known bandwidth hogs, such as YouTube, MySpace, Photobucket, MTV, and others using similar technology. They surely won't be the last organization to do this.

There is a lot more riding on keeping the Internet up and running smoothly than there was even a few years ago. Even so, there is reason to hope for a technological solution. After all, the downfall of the Internet was predicted as far back as 1995, when Robert Metcalfe, an engineer who helped build the early Internet, predicted a "catastrophic collapse" of the network in 1996. He swore he'd eat his words if it didn't come to pass - and he did, very publicly, at a 1997 conference. While this issue should be taken seriously, with that kind of precedent, it's hard to believe that there isn't a technological solution just over the horizon.

**DISCLAIMER:** The content provided in this article is not warranted or guaranteed by Developer Shed, Inc. The content provided is intended for entertainment and/or educational purposes in order to introduce to the reader key ideas, concepts, and/or product reviews. As such it is incumbent upon the reader to employ real-world tactics for security and implementation of best practices. We are not liable for any negative consequences that may result from implementing any information covered in our articles or tutorials. If this is a hardware review, it is not recommended to open and/or modify your hardware.

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## Fact or Fiction?

### ***This is an e-mail that has been circulating for some time***

The message below describes four things you can do on your mobile phone that could be useful in an emergency situation. However, the message contains a mixture of truthful and inaccurate information and therefore its overall value is questionable. Each tip is discussed in turn below:

#### **FOUR THINGS YOU PROBABLY NEVER KNEW YOUR MOBILE PHONE COULD DO**

There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things that you can do with it:

##### **FIRST Emergency**

The Emergency Number worldwide for Mobile is 112. If you find yourself out of the coverage area of your mobile; network and there is an emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly this number 112 can be dialed even if the keypad is locked. Try it out.

##### **SECOND Have you locked your keys in the car?**

Does your car have remote keyless entry? This may come in handy someday. Good reason to own a cell phone: If you lock your keys in the car and the spare keys are at home, call someone at home on their mobile phone from your cell phone. Hold your cell phone about a foot from your car door and have the person at your home press the unlock button, holding it near the mobile phone on their end. Your car will unlock. Saves someone from having to drive your keys to you. Distance is no object. You could be hundreds of miles away, and if you can reach someone who has the other 'remote' for your car, you can unlock the doors (or the trunk). Editor's Note: It works fine! We tried it out and it unlocked our car over a mobile phone!

##### **THIRD Hidden Battery Power**

Imagine your mobile battery is very low. To activate, press the keys \*3370# Your mobile will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your mobile next time.

##### **FOURTH How to disable a STOLEN mobile phone?**

To check your Mobile phone's serial number, key in the following digits on your phone: \* # 0 6 # A 15 digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. When your phone get stolen, you can phone your service provider and give them this code. They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you know that whoever stole it can't use/sell it either. If everybody does this, there would be no point in people stealing mobile phones. This is the kind of information people don't mind receiving, so pass it on to your family and friends

Not only the above, but also in Australia your stolen phone is added to a "Stolen Mobile Phone" database, so if your phone is found later on it can be returned to you.

**Tip 1:** 112 is the international emergency number for mobile phones. It is true that, in many parts of the world, dialing '112' from a mobile phone will connect the caller to local emergency services. The number '112' is the international emergency telephone number for GSM mobile phone networks.

An Australian government webpage dealing with emergency calls notes: *When dialling '112' on GSM mobile phones, access is provided regardless of the presence or validity of the SIM card within the phone, or whether the keypad is locked. The '112' number cannot be dialled from the fixed network. '112' can be dialled anywhere in the world with GSM coverage and callers will be automatically translated to that country's particular emergency number. A caller is able to connect to the emergency services answering point if GSM mobile coverage is available from any carrier's network at the location of the call.*

However, because '112' is primarily integrated with the GSM network, it may not work if the phone is connected to another type of network such as CDMA. The Australian Government webpage also notes:

*In Australia, it is a mandatory obligation for '112' to be built into GSM mobile phones. While this is not the case with CDMA mobile phones - as the international standards for CDMA do not require '112' - some mobile carriers have enabled '112' access in their CDMA mobile phones. However, this service does not have the extra capabilities, such as roaming and PIN override, that '112' has on GSM networks. For further details regarding '112' access on a CDMA phone, consumers should talk to their mobile service providers.*

Therefore, while it is certainly useful to know about '112', mobile phone users should be aware that this emergency number may not work in every part of the world or for every mobile network. Moreover, some circulating messages about '112' claim that the number will work even if there is no mobile phone signal or will automatically [divert to a satellite](#) phone system. However, this information is false. While '112' will attempt to connect to any available network, it certainly will not work if no signal at all is available. Finally, it should also be noted that, in the European Union, '112' is the emergency number for all Member States and will work from both mobile and fixed phones.

**Tip 2:** *You can unlock your remote keyless entry enabled car from a long distance via a mobile phone call.*

This tip has generated vast amounts of, sometimes heated, debate. A lot of people swear that the trick works while a great many others claim that it does not and is technically impossible. I suspect that at least some of the people who claim that the technique works have conducted their experiments without realizing that they are actually still within unlocking range of their vehicles. The range of the entry systems may be significantly greater than experimenters realize. Thus, people may actually believe that they have unlocked their vehicle via their mobile phone when they have in fact done so in the normal way via their remote device. That said, a great many posters claim to have used the technique from many kilometres distance. In truth, logic and common sense compellingly suggest that the trick is not technically possible. [Keyless entry systems](#) work on radio waves, not sound, so it is very difficult to believe that the unlock signal could be transmitted via a mobile phone call, especially since mobile phones and keyless entry systems work at entirely different frequencies. However, the volume

of conflicting reports on the issue means that, at this point, it would be premature to state categorically that the trick will never work under any circumstances. Some have postulated that the technique might be possible with certain keyless entry systems and/or phone services or combinations thereof and this may indeed be the case. This scenario would explain why the technique might work for the few but not the many. Coupled with false conclusions made from invalid experiments, these exceptions might explain why so many people so vehemently claim that the trick actually works in spite of the evidence against it. What I can say conclusively is that I have personally tested the technique with several keyless entry/mobile phone combinations without any success whatsoever. And, even if the technique does sometimes work, it seems clear that in the great majority of cases, it does not, so this tip is actually rather pointless.

**Tip 3:** Press the keys \*3370# to activate hidden battery power on your mobile phone. This "tip" is totally bogus. You cannot activate hidden or reserve battery power by keying in \*3370# or any other code sequence. The code '\*3370#' can be used on some Nokia models to activate Enhanced Full Rate Codec (EFR). Ironically, since this code activates the best sound quality on the phone, the change will actually reduce the length of time that the battery will last before recharging is required – in practical terms the complete opposite of what the tip suggests. Entering the code has no effect at all on brands of phone other than Nokia.

**Tip 4:** Press the keys \*#06# to check your mobile phone serial number. This does work on many kinds of mobile phones. Entering \*#06# displays the phone's unique International Mobile Equipment Identity (IMEI). The IMEI is also usually printed underneath the battery. If a phone is reported lost or stolen, the IMEI can be used to disable the phone, thereby making it impossible for thieves to use it. The GSM Association manages a system known as the IMEI Database (IMEI DB) that also supports a "black list". An article about the IMEI DB on the GSM World website notes:

*The black list is a list of IMEIs that are associated with GSM or 3G devices that should be denied service on mobile networks because they have been reported as lost, stolen, faulty or otherwise unsuitable for use. Previously known as the Central Equipment Identify Register (CEIR), the IMEI DB acts as a central system for network operators to share their individual black lists so that devices denied service (blacklisted) by one network will not work on other networks even if the SIM card in the device is changed.*

Therefore, it would be wise to record your IMEI just in case you need to report the phone as lost or stolen at some point in the future. But, even if you do not have your IMEI, it is important that you report a lost or stolen phone to your service provider as soon as possible and request that they deactivate your mobile phone account so that a thief cannot make calls billed to your account.



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 Fax: (03) 9894 7920  
 AH 0417 523 30

**A Club Member**



Two men were sitting next to each other at a bar. After awhile, one guy looks at the other and says, 'I can't help but think, from listening to you, that you're from Ireland'. The other guy responds proudly, 'Yes, that I am!' The first guy says, 'So am I! And where about from Ireland might you be?' The other guy answers, 'I'm from Dublin, I am.' The first guy responds, 'So am I!' 'Sure and begorra. And what street did you live on in Dublin?' The other guy says, 'A lovely little area it was. I lived on McCleary Street in the old central part of town.' The first guy says, 'Faith and it's a small world. So to what school been going?' The other guy answers, 'Well Mary's, of course.' The first guy gets really excited and says, 'And so did I. Tell me, what year did you graduate?' The other guy answers, 'Well, now, let's see. I graduated in 1964.' The first guy exclaims, 'The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same bar tonight. Can you believe it? I graduated from St. Mary's in 1964 my own self!' About this time, Vicky walks into the bar, sits down and orders a beer. Brian, the bartender, walks over to Vicky, shaking his head and mutters, 'It's going to be a long night tonight.' Vicky asks, 'Why do you say that, Brian?' The Murphy



### Ken Robinson's Joke of the Month:-

After being married for 44 years, I took a careful look at my wife one day and said, "44 Years ago we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10 inch black & white TV, but I got to sleep every night with a hot 25 year old girl. Now I have a \$1,500,000 home, a \$45,000 car, nice big bed and a plasma screen TV, but I'm sleeping with a 69 year old woman. It seems to me you're not holding up your side of the bargain."

My wife is a very reasonable woman: she told me to go out and find a hot 25 year old girl, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed and watching a 10 inch black and white TV.

Aren't older woman great? They really know how to solve your mid-life crisis!



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RILEY, MG, STANDARD, TRIUMPH, JAGUAR, DAIMLER

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Message to the Australian Public  
The Federal Government is sending  
some of us a \$900 bonus.



If we spend  
that money at  
K-mart, the  
money goes to China.

If we spend it on fuel it will go to  
the Arabs.

If we purchase a computer it will go  
to Taiwan.

If we purchase fruit and vegetables it  
will go to Mexico, Honduras and Gua-  
temala.

If we purchase a good car it will go to  
Japan.

If we purchase crap it will go to Korea.  
And none of it will help the Australian  
economy.

If we put it into Telstra, it will go to-  
wards wages in India.



The only way to  
keep that money here at home is to  
spend it on prostitutes, gambling,  
wine and beer, since these are the  
only products still  
produced here in  
Australia.



## 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:** 1982 Toyota Corona Station Wagon. One owner. Good body, tyres etc.. Air conditioning. \$400.00 registration left. \$1,000.00. Norm Bradford, (03) 9561 5037. Would make a good rally car! (0309)

**SELL:** RACV Badge, (Diamond Shape with crown on top) for car (fitting to bumper bar or radiator). First purchased in 1950's. Never been fitted to car. Good condition. \$100.00 or best offer. Norm Hall. Reservoir Area. (03) 9470 3120. (0509)



## For Sale

Small caravan which could be towed behind a Classic Car. Weighs only 420 KG.

The dimensions are 3 meters long plus 0.7 metres of tow bar, 1.8metres wide and 2.25metres high erected with a headroom of 1.710 metres internally. It is built on a steel chassis with a 25 mm sq steel frame above covered with aluminium sheeting and with marine grade bond wood sides.

Internally it has twin spring rest beds, a wardrobe, a refrigerator, 3.00metres of overhead cupboards with 1.4 metres of base cupboards and a 3 burner gas stove on top. The aluminium roof is hinged at the front and raises up 0.400 metres at the rear. This van is now about 20 years old and has been very reliable.

Registration No Q18134 Vin No VJH16936 Price Best Offer to \$3000.

Ken Hayes. Phone 9306 5168.



**FREE:** 2 car radios ASTOR, suit 40's and 50's  
Contact Russell on 0408 339 110

**FREE:** XF Falcon rear sun screen  
Contact Russell on 0408 339 110  
(0409)

**WANTED:** for 1954 Plymouth Chrysler. Badges to fit guards and the name Savoy badge (this is Model of car). Three in total.

**WANTED:** Exterior sun visor to suit 1951 Plymouth Cranbrook Model, it has Centre support onto the window split screen.

Many Thanks,  
Ted Golledge

PH: 9401-3092 MOB:0417 036 044 (0409)

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

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

**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. (0509)

## 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.

KNOCK, KNOCK.....

Who's there?

Doris.

Doris who?

Doris locked, that's why I had to knock!!!



KNOCK, KNOCK.....

Who's there?

Ice cream soda.

Ice cream soda who?

Ice cream soda people can hear me!!!!



KNOCK, KNOCK.....

Who's there?

Police.

Police who?

Police let us in it's cold out here!!!!!!



## Your Yearly Dementia Test

It's that time of year to take our annual senior citizen test. Exercise of the brain is as important as exercise of the muscles. As we grow older, it's important to keep mentally alert. If you don't use it, you lose it! Below is a very private way to gauge your loss or non-loss of intelligence. Take the test presented here to determine if you're losing it or not. The spaces below are so you don't see the answers until you've made your answer.

.....OK, relax, clear your mind and begin.

**1. What do you put in a toaster?**

*Answer: bread*

If you said 'toast', give up now and do something else. Try not to hurt yourself...

If you said, bread, go to Question 2.

**2. Say 'silk' five times. Now spell 'silk'. What do cows drink?**

*Answer: cows drink water*

If you said 'milk', don't attempt the next question. Your brain is over-stressed and may even overheat. Content yourself with reading a more appropriate literature such as A World. However, if you said 'water', proceed to question 3.

**3. If a red house is made from red bricks and a blue house is made from blue bricks and a pink house is made from pink bricks and a black house is made from black bricks, what is a green house made of?**

*Answer: Greenhouses are made from glass.*

If you said 'green bricks', why are you still reading these???

If you said 'glass' go on to Question 4.

**4. It's 35 years ago and a plane is flying at 20,000 feet over Germany. (If you will recall, Germany at the time was politically divided into West Germany and East Germany.) Anyway, during the flight, two engines fail. The pilot, realising that the last remaining engine is also failing, decides on a crash landing procedure. Unfortunately the engine fails before he can do so and the plane fatally crashes smack in the middle of 'no mans land' between East Germany and West Germany. Where would you bury the survivors? East Germany, West Germany, or 'no man's land'?**

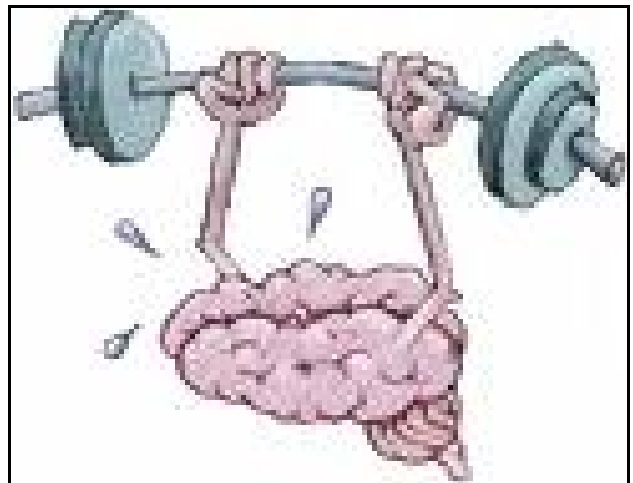
*Answer: You don't bury survivors.*

If you said ANYTHING else, you must stop. If you said, 'You don't bury survivor's', proceed to the next question.

**5. Without using a calculator—You are driving a bus from London to Milford Haven in Wales. In London, 17 people get on the bus. In Reading, 6 people get off the bus and nine people get on. In Swindon, 2 people get off and 4 get on. In Cardiff, 11 people get off and 16 people get on. In Swansea, 3 people get off and 5 people get on. In Carmarthen, 6 people get off and 3 get on. You then arrive at Milford Haven. What was the name of the bus driver?**

*Answer: Oh, for crying out loud!*

*Don't you remember your own name? It was YOU!*



*PS: 95% of people fail most of the questions!!*

Daffy Duck on a dirty weekend calls hotel reception and asks for a condom. The receptionist says, shall I put them on your bill?

Daffy replies...

**"Don't be tho thupid, I'd thufficate!!!!"**





## CHACA Club Calendar 2009 —” A Year of Sundays”

June	7th * CHACA Annual Tour 6/7/8th	14th Swap Meet Karin- gal Shopping cen-	21st	28th	
July	5th	12th	19th * Christmas in July, overnight Eildon	26th Shannons Aus. Classic car show	
August	2nd	9th * Mornington penin- sula Tour	16th	23rd All Makes Swap Meet, Sandown	30th Federation Picnic @ Marong
September	6th <i>Fathers Day</i>	13th * Wattle Day, Wattle Park	20th	27th	
October	4th Last of the Chrome Bumpers, Cora Lynn	11th Tri-Club Day Event	18th	25th * CHACA Annual Luncheon	
November	1st	8th	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.

## TELEPHONE SCAM

This article was seen in a NHW Newsletter, March 2009.

### Don't press 90#,

You could get a call from an individual identifying himself as a Telstra Service technician who is conducting a test on your telephone line. If he states that, to complete the test, you need to touch 90# and then hang up, don't do it!

The Telephone Company informs that, by pushing 90#, you give the requesting individual full access to your telephone line, allowing that person to place long distance telephone calls billed to your home phone number. It is believed that this scam has been originating from many of the local gaols/prisons.

### Do not press 90# for anyone!





**Why is Play School so dangerous?**

Because there is a BEAR in there!!!

By Alicia Thomas.



## YOUR COMPLETE ENGINE MACHINE SHOP

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

**What is a Spooks favourite ride?**

A Rollerghoster!!!



By Katelyn Robertson

### Engine Block

Cleaning  
Crack Testing  
Pressure Testing  
Boring & Honing (Sunnen CK10 & SV10)  
Cylinder Sleaving  
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  
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### 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!**

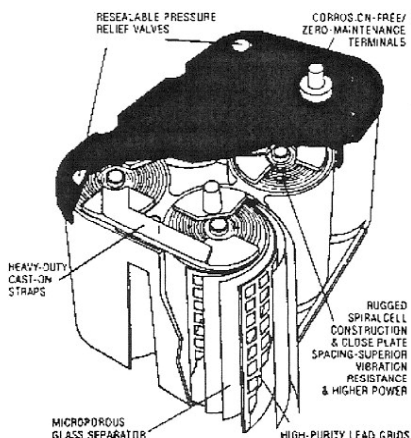
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **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.



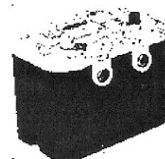
**ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS**

# 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

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## 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](mailto: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](mailto: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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