

JOURNAL

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

July 2010
Volume 45 Number 3



Club Lady of the year Grace Davey and Club Man of the year Kevin Churchill
cut CHACA's 44th. Birthday Cake

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

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Activities Officer

Vacant

Notice To All Reciprocating Clubs

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

Meetings

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

Club Newsletter

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

Journal Closing Dates

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

Journal Nights

Nominally Thursday before the last Friday of each month

CHACA Life Members

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

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

Website

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

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Ph/fax: 03 5944 3312

This Months Meeting

8.00 pm-2nd July 2010

Deepdene Park Hall

Whitehorse Road, Deepdene

Editorial

Well, what a fantastic weekend our Annual Tour was! This was like a breath of fresh air after the speculations over the Club's future and the accompanying gloomy prospects aired over the preceding month or so. One could be excused for wondering what all the fuss over dwindling attendances at meetings and apparent lack of interest in a committee position is all about. Everyone was thoroughly enjoying themselves and with the willing participation in activities, Sunday night was hilarious.

I came away firmly convinced that the Club is still extremely healthy.

The venue and theme was such a winner, Barry has already booked it for the Anzac Day weekend next year. Whoever takes on the Special Activities role for 2011 has got it made. All the groundwork has been done.

There will be a full write-up on all the goings-on next month. There is definitely no room in this issue for it. We have a heap of stuff this month!

Margaret Griffin has given me an article on hers and Ray's adventures with their Don Caravan, there is an article from the AOMC on future developments re the Club Permit Scheme, a loose leaf survey form to be completed by members for the AHMF to assist with their lobbying with the Government on our behalf, a Federation report from Kevin Churchill, and details of the next couple of runs from Vin Forbes and John Baker.

See you on the runs.....Eddie Reynolds.

This Months Entertainment

Graeme Tibbett (Tibbie) has kindly offered to give us a talk on the manufacturing and testing of big guns for the Second World War, including the 4.5" (40mm.)

He will go into the "Auto Fretage" process and how it is done. Graeme will enlighten us on the complicated process of ensuring the barrel remains true under heavy firing conditions

There will be pictures of exploding guns at "proof". The proofing range at Port Wakefield, South Australia.

It promises to be an interesting talk on a subject most of us know very little about.

After Tibbie's talk we will put on a Video during supper on 'Decorated Cars': some of the most outlandish creations you will have ever seen from America

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



Club Permit Scheme

FOR Special Use Vouchers:

Neville Kunnel (03) 8707 4101; Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR RENEWAL of your Vic Roads Permit:

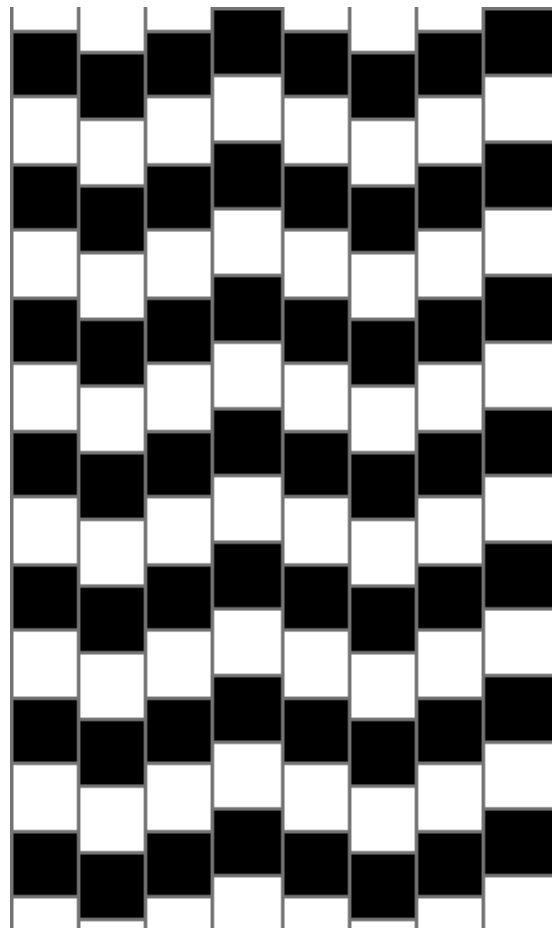
Send to Neville Kunnel with a self-addressed stamped envelope. Neville will return it to you for you to pay at your nearest Vic Roads Office. You can also see Neville at meetings and on runs.

FOR New Applications: Contact Neville Kunnel

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

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

Optical Illusion



Are the vertical lines straight or curved?

Answer on page 24.



Upcoming Club Events

Monthly Club Run Williamstown, July 18th 2010

Monthly Club Run Geelong, August 15th 2010



CHACA Monthly Club Run 18th July 2010.

Meet at SHELL SERVICE CENTRE, outbound foot of Westgate Bridge Mel.56 H1 before 10am for a 1015 departure.

This run will be to Williamstown, visiting some places which, for many will be somewhere different. Firstly we will visit the St John Ambulance Museum at 11am for a guided tour, lasting about 1 hour (Gold Coin Donation) then moving on to the home of the Williamstown Maritime Association (WMA), which is located in the former Port of Melbourne Authority site on Nelson Place, for a BBQ lunch with a choice of :a sausage with onions or a hamburger with salad or a gourmet pie with prices from \$2.50 to \$4.50.A fully licensed bar , "Pirates Tavern" will be open for our use plus an area on the wharf to park our Club Vehicles. The WMA were successful in preserving these precincts from High Rise development and have a collection of memorabilia including a Black Smith's shop and marine artifacts all located in the old Warehouse and Bond store area on the water front. During the afternoon, at the Pirates Tavern ,there will also be some live music entertainment. The location is a very easy walking distance to HMAS Castlemaine (admission \$6 Adults \$3 Kids) and the main Historical shopping centre in Williamstown. Thinking of coming? We need to get some idea of how many will require the BBQ meals for catering purposes, so please let me know if you are.

Phone 9363 5228(answer machine): Mobile 0400071067: Email lanvin@alphalink.com.au

Looking forward to seeing YOU on the day,

Best Regards to All, Vin & Lana Forbes



CHACA Monthly Club Run 15th August 2010 to Geelong for Lunch

Via Rowsley fault line. 110 klm. Approx 1.5 Hrs.

Meeting Place: 10am for 10.30am departure.

Mobil Service Centre. 03 9363 6651

1593 Western Hwy cnr Werribee Melton Road. ROCKBANK

Enter exit C702 Werribee-Melton Road. (Hopkins Rd) Watch for the turn off and entry to Service Centre.



Gateway Hotel

11.30am-2pm

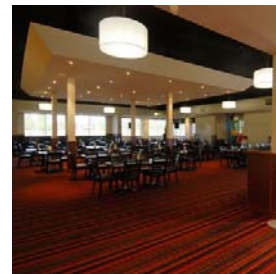
218-230 Princes Hwy, Corio 3345

1091

Gateway.Hotel@alhgroup.com.au

Bistro Lunch

Phone 03 5275



Smorgasbord bistro

The cost for lunch is:

\$18.95 per head for adults

\$12.95 per head for seniors (must produce senior's card)

\$8.95 for children (ages 3-14)

All drinks are at bar prices.



Enquiries John Baker Mob.0419 588 370 jabaroo@hotmail.net.au

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Events & Swap Meets of Interest to Club members

July 11th	Topless Cars, Bikes and Trucks, 1a Sale rd Maffra, PH: (03) 5147 3223, MOB 0412 387 102 Bring your vehicle to create our "display for the day"
July 31st	AOMC Winter seminar "The Restoration Industries" 8.30—12.30 For catering please ring before 19th July Chevrolet Club rooms 1/3 Edgecombe Crt, Moorabbin PH:(03) 9555 0133
August 22nd	Super Chevy Sunday & All Makes Swap Meet, East Field Park, Eastfield Rd, Croydon All enquiries 03 9890 0524, www.allmakesswapmeet.com
August 29th.	Picnic at Marong
October 1-4	CARnival, CAMS NATIONAL MOTORING FESTIVAL Echuca—Moama
October 2-3	The Gippsland Vehicle Collection presents the 3rd Annual Melbourne to Maffra Rally Entry form www.gippslandvehiclecollection.org.au Ph: 5147 2118
October 3rd	Euroa Show and Shine, Phone: 03 5795 1347
October 23rd to 24th	Baw Baw Old Engine and Auto Club, Vintage and Old Wares Expo Lardners Park, Warrigal, PO Box 742 Warrigal 3820

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

**Held at Deepdene Park Hall, Whitehorse Rd, Deepdene,
on Friday 4th June 2010**

Chair: David Landells, President

Meeting opened at 8.00 pm.

Present: Approximately 15 members and visitors. Chair welcomed members, visitors and asked if there were any new members, and requested that all present to sign the attendance book.

Apologies: Margaret Landells, James Allan, Ron Barker, Eddie Reynolds, Dennis and Esther Healy.

Minutes: Minutes of the previous meeting held May 7th 2010. Minutes were signed as a true record. Moved—Max Austin. Seconded—Barry Smith and carried.

Business arising from the minutes: No business arising.

Reports:

President—David Landells. Thank you to the members, who have responded to the discussion at the May General Meeting, for the need of a new committee to be elected at the November Annual Meeting.

58 members attended the Birthday Run, the raffle was drawn for the painting, donated by Esther Healy, which raised \$310 for the club.

Secretary—Peter Galley. Correspondence from the Association of Motoring Clubs, for assistance to develop a Code of Practice for modified vehicles on the Club Plate Scheme. Correspondence from the Australian Historic Motoring Federation, Motoring Information Survey, copies available from the Secretary. A Thank you from the Cecil Family.

Treasurer—Mick Whiting.

Statement of Accounts

Opening Balance:	\$11,342.86
Income:	\$3,986.00
Expenditure:	\$1,754.03
Closing Balance:	\$13,574.83

Vice President—James Allan. No report.

Membership Secretary—Max Austin. No new members for the month of May.

Activities—David Landells. July run to Williamstown has been arranged by Vin & Lana Forbes. Please advise if you are staying for lunch.

Special Activities—Barry Smith. A great programme has been arranged for the weekend.

Advertising—No report.

Technical Officer—Neville Kunnel. No report.

Editor—Eddie Reynolds. No report.

Property Officer—Eddie Reynolds. No report.

Special Reports—

AOMC: Graham Hutchinson. See page 8.

The Federation of Motoring: Kevin Churchill. Report to send to the editor.

All Makes Swap Meet: Ian Hanks. No report.

Special Effort—No raffle was arranged for the meeting.

Cars, parts for Sale and Wanted—Barry Smith has a laminex table and chairs for sale, no motor. Max Austin has wheel alignment equipment available. Bob Clark has 3 Magnetos for sale.

Reports from members of recent motoring events—David

Landells, Winton Motoring Weekend was cold, wet and muddy.

General Business—John Christie, concern at the change of dates for the Pakenham Picnic.

Bob Clark, difficult to hear in the back of the hall when members are responding to the chairman.

Meeting Closed at 9.15pm

Next meeting will be held on 2nd July 2010 at the Deepdene Park Hall, 8pm.

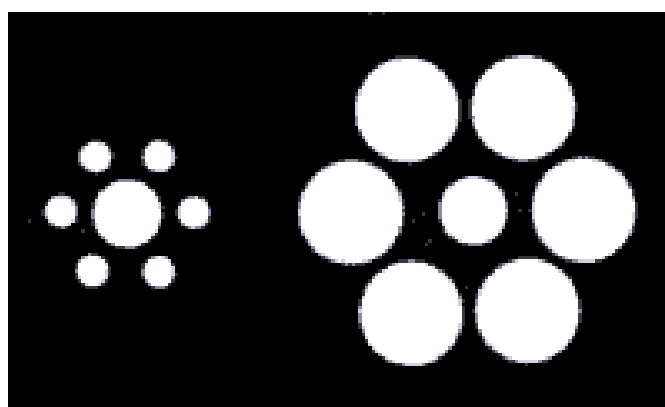
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**Are the centre circles the
same size?**

Answer on page 24.



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



(other clubs are welcome to use this report).

AOMC Delegates Meeting 24-5-2010 held at East Malvern RSL.

Compiled by Graham Hutchinson (CHACA) Classic & Historic Automobile Club of Australia.

Hutchies personal comments in italics as usual.

President Iain Ross. (Bristol Owners Club). Opened the meeting at 7-30 PM. by dealing with the usual preliminaries, of welcoming and having visitors & new delegates introduce themselves. Iain announced that there had been 4 new clubs affiliated with the AOMC during the quarter since the last Delegates Meeting.

President Iain asked Delegates to alert their clubs to the correct mailing address **GPO box 2374 Melbourne 3001. Some mail is coming through with a V added to the 2374 box No. which is delaying mail delivery.**

He also mentioned that the AOMC have asked the RACV to research the results of using ethanol in older cars.

We were to have a **Mr. Daniel Sangster (from Veh Quip) as our Guest Speaker tonight**, to speak to us about **"child restraints in older vehicles"**. For some reason the gentleman failed to show up, so we had no guest speaker tonight. *This was as a result of discussion over recent Delegates Meetings regarding the new VicRoads Regulations, which require seat belts and restraints for young children in all cars, and the requirement the belts are to be installed by . "people authorized by VicRoads". So we are still none the wiser.*

President Ian Ross reported on the success of the recent Motoring Shows. The Classic Showcase, (for British & European vehicles), had record numbers of cars & visitors through the gate. The American Show was also a success in spite of the bad weather. *There were no figures detailed this year. In previous years, I have been able to list attendances and profits.*

The Car Shows for 2011 are to be held on the 1st. and 2nd. Sunday in April. The 3rd. for the Classic & 10th for the American Show. both at Flemington as usual. *Please see these dates are entered in your club calendar.* **Iain called on people to help with the setting up on the Saturday , as it has been left in recent times for too few. (As one who has helped with this setting up task in the past, I can assure you that many hands make light work with this task) But Hutchie is over 80 now, and is hoping some of our younger people can do their bit.**

Treasurer Tony Aplin (BMW Car Club), reported on our substantial financial position, with again this year, good results from the Car Shows. Unfortunately Tony has had to retire from the position of Treasurer, but the Finances of the AOMC will be in good hands, as Mrs. Pam Hill has agreed to take over until the next AGM in November. **A new Treasurer will be required in November.**

One Delegate asked why we needed all this money in the bank. President Iain spoke of the struggles the AOMC had in earlier days with lack of finances, to be able to support affiliated clubs. Two of the Executive (Philip Johnstone & Rod Amos) spoke about some of the costs of running the

AOMC, and of the expenses which may arise due to possible court battles etc.

It was not so long ago that the AOMC had to go in to support a member of one of our clubs, who was charged with inappropriate use of a club car. Fortunately the case was thrown out, when the Policeman was shown to not understand the Club Permit Scheme Rules. It could have been a much more costly affair, if the case had proceeded.

While still awaiting the arrival of our Guest Speaker, President Iain called on **Vice President Rod Amos** (Vintage Sports Owners Club), To report on the latest news from VicRoads, on the new CPS (Club Permit Scheme).

Rod reported that VicRoads had completed their work, and that it was now with the Minister for his final approval. Rod went on to give a report on discussions with VicRoads people, about the **"Code of Conduct"** the AOMC is proposing to develop to overcome VicRoads Regulations (such as VS18), relating to modifications of modern vehicles, and the unsuitable nature of such Regulations to older vehicles. This stuff on modified vehicles is not thought to delay the new CPS.

It is intended to gather a Working Group of knowledgeable people to develop the details for the Code of Practice. Any volunteers?

Mr. Amos gave us a wonderful set of examples of quite minor modifications to older vehicles, which made them safer on the road, while retaining the integrity of the original vehicle. Rod gave so many examples of where certain parts are no longer available, original design was poor, and with minor alterations could overcome shortcomings and make the car more roadworthy. A synopsis of Rod's thoughts was in a hand out, this is to be sent to all clubs shortly. *Great presentation Rod.*

Paul Vellacott (Australian Lancia Register), reminded Delegates about the **AOMC Seminar. Sat. 31st. July 8 AM at the clubrooms of the Chevrolet Club. 1/3 Edgecombe Court. Moorabbin.** Attendance is free, and all your club members are welcome. Topics to be covered are—**Radiators, Wiring looms, Body panel making, Batteries, Chrome plating, Spray painting.** *It is planned to finish at 12-30, so you have time to go to the football.* Registration forms were handed out, or just **telephone Graeme Jones at the office 9555-0133 to let him know how many are coming,** (for catering purposes).

National Motoring Heritage Day . Several Delegates reported on the activities of their club on the 16th. of May. I reported on the CHACA run to Olinda Rhododendron Gardens. *While there were no "flowering weeds" at this time of year, the autumn leaves were falling, & the trees are magnificent. A great spot for a club run.*

The Buick Club had a tour around Victoria that weekend. There were reports from several Delegates about special events which took place on the following weekend. *Some clubs are not aware of the importance of having every his-*

toric vehicle on display on this special day.

The Philip Island weekend raised \$28,000 for the bushfire appeal. It was apparently a great success.

The Ford Club visited the bushfire areas of King Lake and Healesville

Rick Code reported on the Gippsland Club run to Buchan to celebrate 100 years since the first car crossing of the Buchanan river.

The model T Ford Club Delegate reported on a special run where the club ladies were invited to learn how to drive the model T. He stated that Wives, Daughters, and Grand Daughters came from everywhere. The general wish was for someone other than the Husband had to be the Teacher. The event started at Pakenham, and the Ladies drove short trips from there.

The VDC Delegate reported that next years Kalorama would be the 25th. year of that run.

Sorry, missed the rest, they speak too quickly for me to catch it all.

General Business. Due to the difficulty everybody was having with the PA system, it was suggested that some of the AOMC funds should be used to purchase our own. President Iain Ross took the suggestion on board.

Bob Clarke, (CHACA) suggested consideration be given to concession for pensioners at the gate, be extended to members from affiliated clubs. It was pointed out by Iain, that the venue cost \$6,000, and that the entry fee included admission of 2 people per car. Bob suggested that many cars came in with only the driver. Iain said the Executive would look at it.

Dennis Brooks (Historic Commercial Vehicles of Aust.) Reported on a new restriction to the importation of "modified Vehicles". Dennis said the 96 page document was meant for new cars, of the hot rod type, but thought it may affect older cars. The new system now allowed only 1 vehicle every 5 years, where under the old rules, importation was allowed every year.

One of the Delegates stated that the new system was a nightmare, even for older cars. If this affects you or your members, you will have to find the 96 page document. The meeting was closed at 8-50 PM. earlier than usual, due to no Guest Speaker. **Next Delegates Meeting 23-8-2010, probably at the Chevrolet Car Clubrooms in Moorabbin.**

Articles in the AOMC Newsletter worth a place in your club newsletter.

Page 7	Easter Sunday dates to 2015.
Page 12	Beware a new antifreeze (information from the UK).
Page 16/17	AHMF Usage Survey. (Download from AOMC Website).
Page 18/19	Mechanical seals for water pumps.
Page 19	New ACT road rules.
Page 20/21	Touring in Tasmania.

Ian Hutchinson



CHACA Birthday Run, Sunday 16th May 2010 held at National Rhododendron Gardens—

Olinda

A beautiful Autumn day ensured a good turnout for CHACA's 44th Birthday with 58 members and 22 Classic cars attending.

With the cars parked on the Cherry Lawn and shining in the bright sunshine it was a picture to be-hold.

Members were able to enjoy morning tea or coffee on arrival in the Show Hall and then take a walk to enjoy the beauty of the gardens and cake.

Come lunchtime Barry Smith and I manned the B.B.Q. cooking sausages and wrapped in bread, we had the multitude fed in record time, with many coming back for seconds.

Margaret meantime, with help from Eddie, Gail and Ray Griffin, made sure the hot water was maintained. Margaret sold more tickets for Esther Healy's "Blackwood" painting which was won by Mike Bogut, a friend of Ross Buchanan. The Birthday Cake was then cut by Club Lady (Grace Davey) and Club Man (Kevin Churchill) as we sang Happy Birthday CHACA.

Each member then had a piece of Birthday cake as our event came to a close.

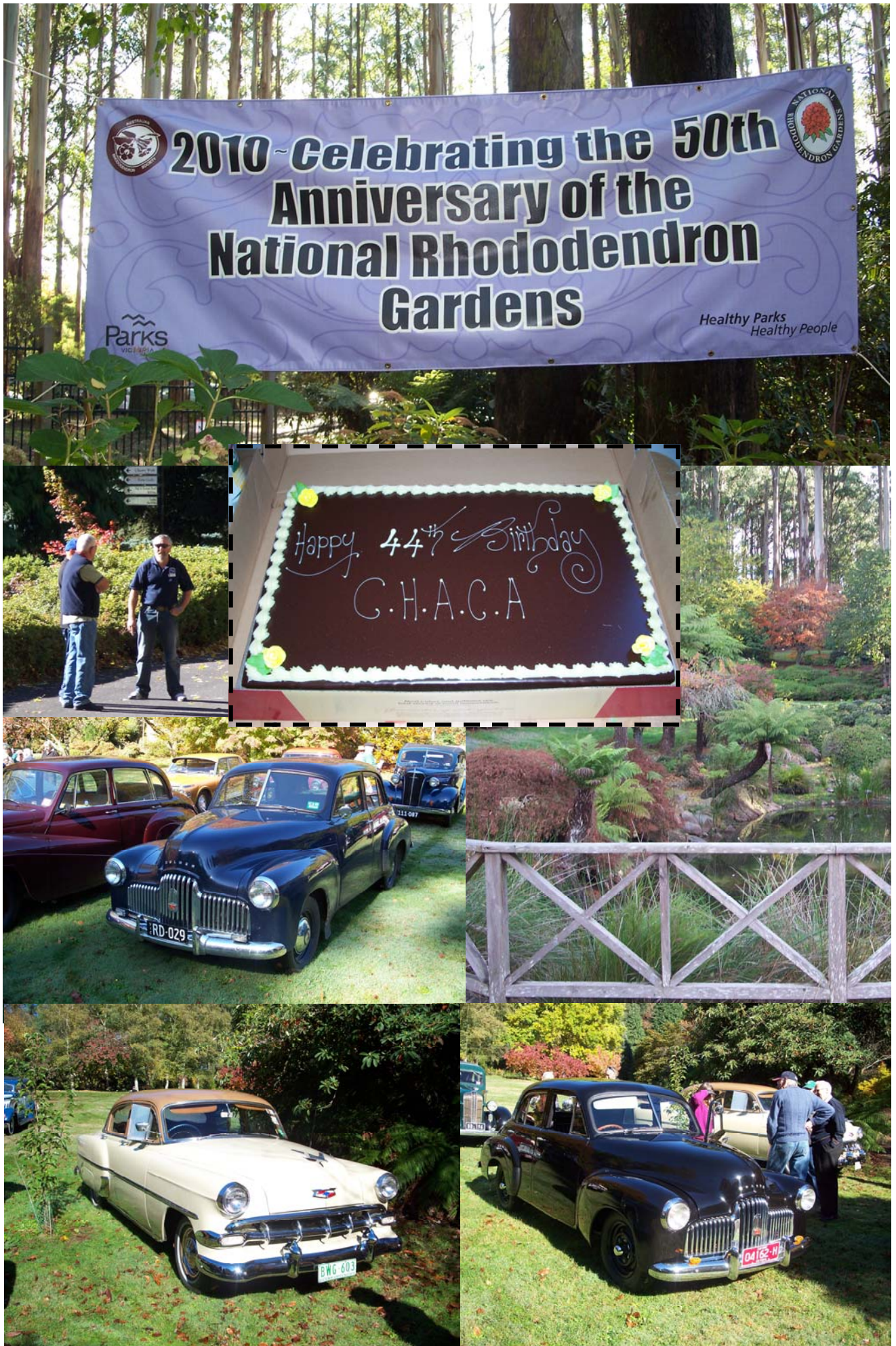
Margaret and I want to thank the members that attended, and would like to think that they enjoyed the day as much as us.

A special Thank You to Esther Healy for donating the painting which raised \$310.00 for your club, a great effort.

President
David Landells

ATTENDANCE

David & Margaret Landells	1978 Ford Ltd
Rod Bundy	1954 Daimler
Barry & Roz Smith	Modern
Eddie Reynolds & Gail Evans	1936 Dodge
Rick & Wendy Osborne and Samantha, Alexandra & Matthew	1954 Chevrolet
Erica & Kevin Churchill	1955 Dodge
Colleen & James Allan	1989 Capri
John Christie	48/215 Holden
Russell & Leslie Betts	1953 Holden
Ken & Margaret Robinson	1962 Valiant
Mark, Sonja & Patsy Wightman	Modern
Ross Buchanan	1964 Falcon Sprint
Marion & Terry Herbstreit	Mini Minor
Claire & Don Larkins	Modern
John & Ann Larkins (31 tri-car)	Can-Am Spyder
George & Jan Maunder	Thunderbird
Graham & Nancie Hutchinson	1934 Hupmobile
Ron Barker	Zephyr Ute
Reg Hammond, Bridy Hammond, Maria Bredle & Maruqa De'Lazza	1938 Chev
Norm & Mickey Bradford	1948 Super conv.
Esther & Dennis Healy	47 Buick SuperCon
Max & Barbara Austin	1973 Toyota Crown
Ray & Margaret Griffin	85 L'cruiser Sahara
Grace Davey	Modern
Eric Chaplin	Modern
Janet & Peter Galley	1937 Chevrolet
David & Susan Waite (3 children)	1957 Holden





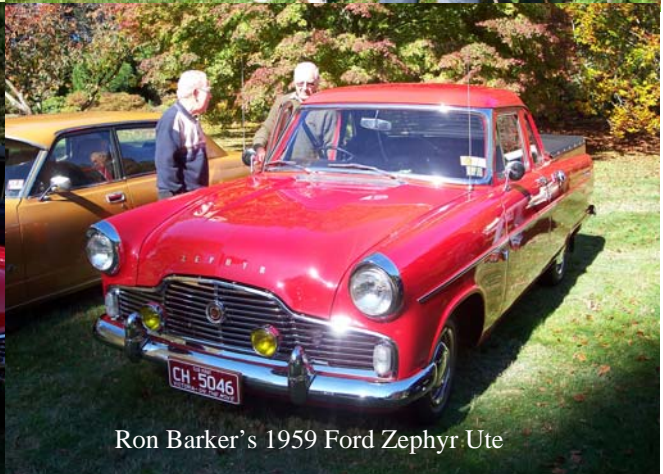
Janet Galley in the 1937 Chev Tourer.



Ken Robinson and Mark Wightman discuss the weather



Max Austin's 1973 Toyota Crown



Ron Barker's 1959 Ford Zephyr Ute



Reg Hammond:- 1938 Chev Master Deluxe



Marion Herbstreit:- 1969 Morris Cooper S



Ross Buchanan and his 1964 Falcon Sprint



Norm Bradford:- 1948 Buick



Mickey & Norm Bradford welcome a fellow Buick owner



Magic Mushroom?



"Did you hear the one about.....?"



David & Susan Waite arrive in their FC Holden





"Did you hear about....."?



An Idyllic Setting!



Painting by Esther Healy (Raffle Prize).



Esther with her painting.



Club Lady and Club Man of the Year Grace Davey and Kevin Churchill cut our 44th. Birthday Cake.

Odyssey for the 1952 Don Caravan



Ray and I recently took a two week tour of Western Victoria, working around two events we had entered.

Starting with a 4 day stay in Castlemaine with the Mornington Peninsula Car Club members. A fantastic itinerary in one of Victoria's many majestic old cities.

On Saturday, we were taken to WOOP WOOP!

Woop Woop gives you a great laugh at the fair dinkum Aussie humour. A most unusual sculpture garden interspersed with interesting 'native' bushes. This was followed by delicious scones, jam and cream with a cuppa.

Sunday afternoon was a time for the motor enthusiasts with a visit to local car restorer and memorabilia collectors, Keith and Joy White, who opened up his property for our pleasure. Ken then led us to Rod Hatfield's Hot Rod Centre for more drooling and admiring.

On Monday, we continued on to Maryborough and Dunolly for some

family tree research. I was amazed to find Margaret at the Historical Centre to help me with my research. It turns out she is my fourth cousin. I must make comment of the Dunolly Bakery. They served the most delicious muffins with a cup of tea on what turned out to be our only rainy, cold day in the two and a half weeks away.

Then we toured through St. Arnaud, and on to Donald, stopping at the Kooka's Biscuit factory where we made a purchase of these luscious Australian made biscuits. We continued to Warracknabeal and caught up with Robin McCullough, who sold us the 1937 Chev Ute many years ago. Warracknabeal is home to an amazing second-hand dealers warehouse called the Wheatland Warehouse. An extremely varied array of second-hand goods and antiques at reasonable prices. This is a project of the Warracknabeal Wheatland's Museum members to raise funds for their Museum. It also works well as a local social focus for the enthusiasts. Robin parks his restored 1934 Chev Truck at the Warehouse.

hospital, one hotel, a combined news-agent/hardware/milk bar, a chemist, one car repair business and a small supermarket. The main street is well swept and tidy, but lonely. Next stop was Rainbow, smaller in size but much more vibrant.

At this point we prepared for the locusts and put flywire on the front of the landcruiser, which had the effect of making the locusts disappear.

We drove on through many many miles of ploughed fields to Hopetoun for an overnight stop. The butcher sold us the best steak we have had in ages.

The next day, we travelled to Patchewallock, Walpeup, stopping at Ouyen, the vanilla slice capital of Australia.

From here we drove on towards Mildura, stopping at Red Cliffs for a cool drink and to fill up with gas. While in the main street, a young chap came up to us, "My parents have a Don Caravan", next thing we were following a little car east out of Red Cliffs to see the caravan. What a surprise, this family have three Classic Ford Cars. One a 1935 Ford sedan in regular use. Unfortunately the caravan is in need of lots of TLC.

From here it was a quick drive to the Apex River Bank Caravan Park to holiday in amongst an amazing collection of Vintage (pre 1960) and Classic (1970's) Caravans.

The fun and enjoyment was just like a CHACA National tour of the past. We met some great friendly people, who not only had lovely caravans, but many were towed by Classic Cars.

The week was a 'laid-back' affair, with a few organised activities. This lent itself well to those who liked to



From here we drove to Jeparit, the birth place of Sir Robert Menzies. We stopped at a well equipped and stocked Pioneer Museum on the outskirts of the town. This village, like the town itself is lacking people. The town still has schools and a



Above: Woop Woop. Below: Keith White's cars, Holden, 29 Chev, Bristol and Mustang. Robin McCullough's 34 Chev Truck and two tractors at the Wheatlands Tractor Museum



admire the different caravans and cars around the park, with plenty of time for a chat.

CHACA members, Lester & Yvette Cole, Fred and Pat Lombardo and Colin and Loretta McKenna were also taking part in the Nationals.

One day the eight of us drove to Wentworth, we toured the jail, admired the Massey Ferguson monument, had lunch at the Working man's club. One the way back to Mildura we stopped and were invited to tour over a recently restored Paddlesteamer "Ruby". The engineer was making final preparations on the boiler, as they are hoping that it will start doing overnight cruises. The Paddlesteamer is excellent condition, the cabins are small, but cute, and we wish them well with the venture.

Another day we enjoyed a cruise on the Paddlesteamer Melbourne, travelling through one of the lochs.

Every evening the whole group were invited to have drinks or cook a bbq in the picnic area of the park. One night the park owners provided tea and entertainment. Can you believe it; lots of people were dancing on the grass. We thoroughly enjoyed the evening.

One day we were invited to the Mildura Vintage Car Club rooms for morning tea. Some of the members brought along their cars for inspection. Of course, being a local group, the catering was delicious.

The final night dinner was held at the Mildura RSL. Well deserved thanks were given and it was decided to hold another national event in two years time.

Margaret Griffin





38 Buick at Waracknabeal, 35 Ford at Red Cliffs, Tractors at Jeparit, an unlikely tow car—Mayflower and teardrop, AP6 Valiant tow car from SA towing the Road cruiser below and a very nice Sunliner from Queensland.





If you wish to see more caravans and tow cars visit
www.vintagecaravans.com
 and click on DISCUSSION, select 2010 vintage
 caravan nationals, go to pages 10, 11, 12



There were 62 Vintage Caravans at ApexRiver Front Caravan Park. Such brands as Don, Roadhaven, Roadcruiser, Olympic, Sunliner. Enthusiasts travelled from Queensland, New South Wales, South Australia, West Australia and Victoria.



19th May 2010

Dear AOMC-Affiliate Club,

RE: Code of Practice for modified vehicles on the Club Permit Scheme.

In its announcement of a review of the CPS in 2005, VicRoads proposed that consideration needed to be given to the assessment of modified vehicles going onto the scheme. The AOMC has maintained a continuing dialogue with VicRoads on this matter and has consistently argued that a simplistic application of current regulations for modifications to modern vehicles (such as the VSI8 regime) could not sensibly be imposed on the historic vehicle population.

Regrettably, in some quarters our position has been characterised as only promoting the interest of excessively altered vehicles with drastic changes to performance and/or appearance. Such vehicles are not the main focus of our proposals. Our concern principally lie with the much larger number of vehicles that, over time, have been subject to upgrades and adaptations which make their function more effective, or the substitution of readily available components in the interest of their continued reliable use. Enthusiasts have "improved" their cars in various ways since motoring began and this is part of the motoring heritage we preserve.

Here are just four examples of the kind of modifications we refer to;

- A veteran Panhard fitted with a gearbox from a Renault as an original unit could not be found.
- A Daimler SP250 with Triumph rack and pinion steering, conferring significant improvement in steering precision.
- A Morris Minor fitted with Holden Torana front brakes.
- A 1929 Austin Seven with a 1934 Austin Ruby cylinder head.

We do not wish to see a situation such as arose in South Australia where such vehicles were denied reasonable access to their concessional scheme by a narrow view of the old vehicle landscape.

The AOMC supports the basic principle that historic vehicles should be preserved in their original form. But we recognise that this may not always be feasible and that previous owners actions, parts availability, poor original design features or materials and so on sometimes make it necessary to accommodate departures from absolutely strict originality.

We do not see, however, that the application of existing regulations developed for modern vehicles (such as the VicRoads VSI8) is appropriate, as these rules are not framed in a way that fits with the technologies or practices of previous eras. Furthermore, the inspection regime it involves would be prohibitively expensive for historic hobby vehicle nor could its authorised inspectors be expected to understand the context of the design and behaviour of very old vehicles.

AOMC believes that an approach is needed that ensures

modifications are considered in the context of the period in which the vehicle was initially used. After all, the standard vehicle is accepted on the roads 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.

We believe that clubs with a depth of knowledge of vehicles of specific periods and types are best placed to make a determination of whether certain modifications represent no compromise of a vehicle's ability to be on our roads without presenting any greater risk than similar vehicles not so modified. The AOMC proposal is that a voluntary Code of Practice for pre-1969 vehicles be developed to define the nature and extent of modification that meet such criteria.

The Code would recognise that very different contexts apply to Veteran and Vintage vehicles and to vehicles from the 1960s, for instance. This suggests differing guidelines for various periods and for various different types of vehicle. The Code needs to be framed in a way that allowable modifications are not significant departures from the vehicle's historic context (so no disc brakes on vintage cars, for example). In addition, alterations would need to be assessed on the basis that they do not confer changes to the structural or dynamic integrity of the vehicle that would be markedly different from other vehicles of its type and era. Finally, we believe that all vehicles would not need to be subject to a RWC inspection.

The Code needs to be developed by a group of technically experienced experts drawn from CPS clubs representing the main groups of vehicle types (Veteran, Vintage, Classic, 1950's, 1960's, commercial vehicles, motorbikes etc.). The Code would then be subject to ratification by VicRoads technical authorities.

Use of the Code to approve vehicles for the CPS would not be an automatic privilege for any club. The 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. In addition, there would need to be some qualification in respect of size, vehicle types catered for, depth of expertise and experience etc, that a club would need to demonstrate.

Vehicles that do not fit within the scope of modifications defined by the Code of Practice would need to be subject to some other form of VicRoads-approved inspection process.

VicRoads has accepted our proposal only to the extent of allowing us to develop and present a Code; it remains entirely up to them whether it is officially adopted, so we need to demonstrate that we have made a serious and responsible effort.

As you can see, there is much work ahead if we are to see our vision of a club-administered framework for assessing modified vehicles reach fruition.

The first step is the formation of a Working Group to commence drafting the Code. We are therefore calling for CPS clubs to put forward suggestions as to individuals they believe could make a material contribution to this work.

The people we are looking for will have.....

- Thorough technical knowledge of a least one particular class of vehicle
- In-depth knowledge/experience of principles and practices regarding modification to those vehicles
- Time and ability to work within a co-operative group
- **Continued over page**

- from across a number of areas in the old vehicle movement.
- Ability to draft material and communicate via electronic media.

The process is expected to take some months and will require attendance at a certain number of meetings, as well as independent work offline from group forums.

At this stage, we anticipate that VicRoads will proceed with the changes to the CPS to introduce a log book system independent of our work to progress our Code of Practice concept. Nonetheless, we will need to move forward so that completion, or at least substantial progress, is achieved in 2010.

If we are to achieve our goal of giving the old vehicle movement a means of managing its own environment in this regard—and avoid the imposition of more restrictive or inappropriate regulation—then we need to ensure we put our best resources onto the task.

If your club can assist by putting forward suggested participants, with supporting information as to their suitability, please let us know. I may be contacted at

rodamos@melbpc.org.au

Yours faithfully,

Rod Amos

Vice-president.

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www.chaca.com.au
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www.chaca.com.au

AUSTRALIAN HISTORIC MOTORING FEDERATION (AHMF)



Information Survey 2010

Dear Club Member,

The AHMF (Australian Historic Motoring Federation) requests your assistance to help expand a database of information to allow us to effectively lobby Governments and other bodies on issues that may affect our interest in the historic motoring scene.

A similar survey was conducted in the United Kingdom in the late 1990's and in Australia in 2006. The results of the Australian survey have been most illuminating and have been extremely valuable in our representations to Government and to counter other organisations who want to remove *old cars* from the road.

The UK survey is currently being undertaken again and it is also including clubs in the EU countries. Hence we also will continue our Australian data collection. The new 2010 form contains most of the questions of the 2006 survey to allow for comparison between the years although there is slight rearrangement of their order.

Please take the time to complete this survey as best you can. Whilst we realise it is unlikely that you will have 100% recall or all records of your expenses, it is important that a fair and reasonable assessment of your spending is recorded if it is to be of relevance.

If you have any comments or other expenses not listed here please record them at the bottom of survey or on a separate sheet and attach it to the survey.

All information collected is confidential. We do not ask you to identify yourself unless you wish to do so. If you are happy to identify yourself it may be helpful should we need further information. Please be assured that if you do identify yourself, your name will be known to no one other than those compiling this survey.

On completion of the form please e-mail it to the AHMF as indicated or post to:

The Secretary
AHMF
GPO box 2862
Canberra ACT 2601.

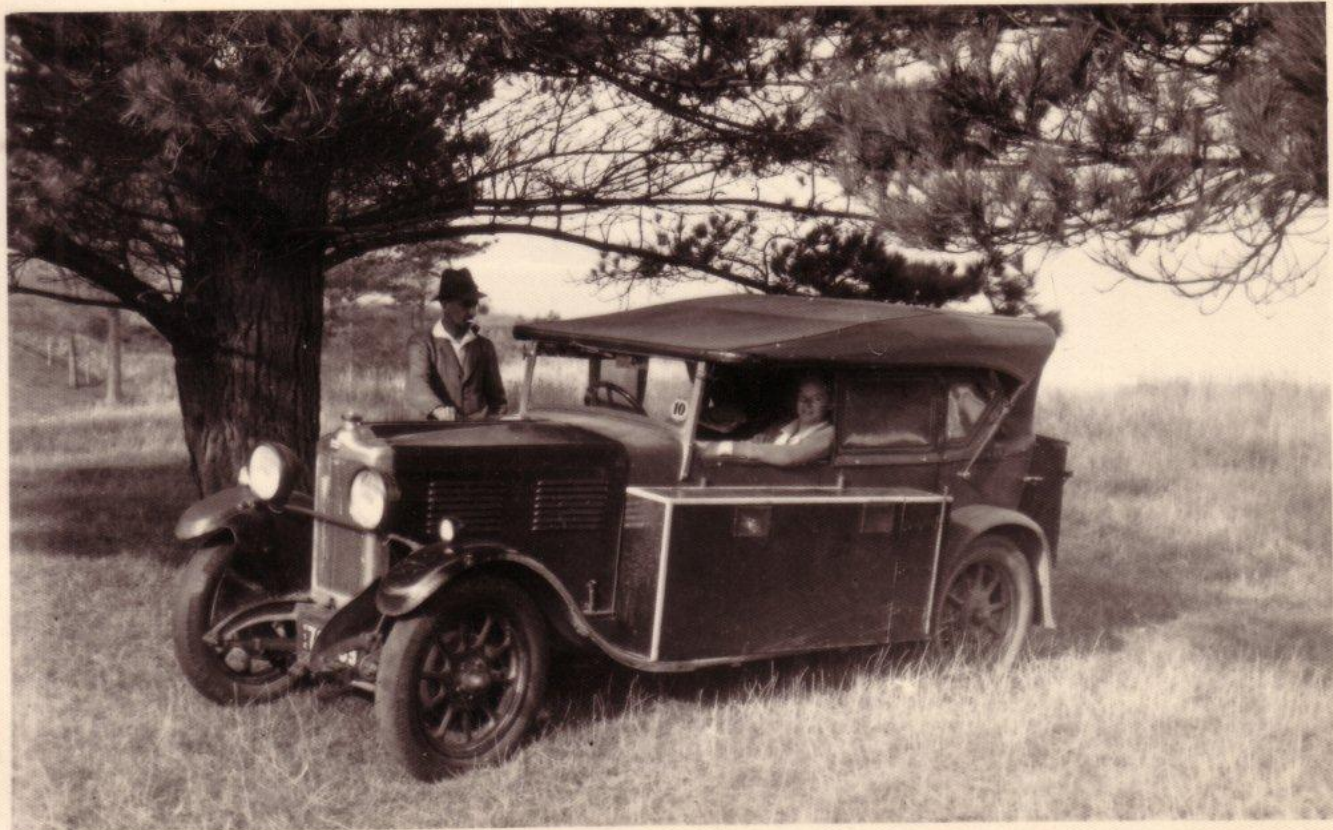
See separate insert.



Power wagon for sale
57985415



*This truck currently resides on a farm in the Longwood area in North Victoria.
It is a Dodge Power Wagon from the forties and is an ex army, ex knackery pick-up truck.
The owner is willing to negotiate the price.*



1929 Standard Tourer (Dog Box Transport for Prize Cocker Spaniels)

Graeme Dodson submitted this photo he found while cleaning up. This car belonged to his parents and brings back fond memories of his childhood days.

Tech Tips

In the 1970's a lot of work was done in engine research to reduce exhaust emissions. This led to the Electronic Control Unit, actually a computer, to control ignition timing, fuel mixture, automatic transmission shift patterns, from signals it received from sensors placed in various locations around the engine. Improvements in carburetors as well, reduced fuel use, and later fuel injection gave much better efficiency in the fuel use. Most engines now use fuel injection, together with much improved E.C.U.'s.

The modern engine has more power, less fuel use and less emissions than was achievable previously. A modern 1600cc engine achieves about 6 or 7 kilometres per litre of fuel. A V6 Commodore on cruise control on a country trip may use 8 or 9 litres per 100k., where as in city use it may use 15 or 16 litres 100k.

Recently Toyota advised they have a V6 engine which under low power requirement shuts down 3 cylinders which helps to reduce fuel consumption. This is controlled by the E.C.U. which would then revert to 6 cylinder operation as needed.

Cadillac used a similar system in their Northstar V8 engines some time previously. Some heavy truck engines shut down cylinders when standing idling.

Together with E.C.U. from 2011 all new cars registered in Australia must have Electronic Stability Control. This system was developed by BOSCH together with Mercedes who co-developed the system. Dynamic Stability Control is the similar system used by other manufacturers.

Monash University research indicates that single car crashes could be reduced by 25% and four wheel drive crashes by 51% if fitted with stability control systems. Late model 5 Series BMW are equipped with stability control and also Dynamic control which adjusts steering sensitivity, throttle reaction and transmission response. These are in place to hopefully reduce the incidence of collision or accident.

This late model BMW has an 8 speed automatic transmission,. Early automatics were typically 2 speed, 3 speed graduating to 4 speed and now 6 speed is common. Vast changes have been made in our motor vehicles so far and now electronic power, together with batteries, or a petrol or diesel engine as well as regenerative systems are coming along. Some systems available now and more to come in time.

John Christie

Dear Clubs,

It is with great excitement I bring to you this new and fresh event on behalf of the VHRR and it's long time supporters in Penrite, Cool Drive, Winton Motor Raceway and Shannons Insurance.

I'd like to invite you all and encourage you all to join us at this event which is shaping up to be a must attend event. We all know the VHRR has incredible event management and know how to deliver to us, the motoring enthusiast. Proofed by Phillip Island and Sandown Historic Race meets as well as Rob Roy Hill Climbs and many more.

The committed team that bring this event to us went as far as conducting surveys in a bid to learn what it is you want....say no more. Here it is !

Shannons will be and are supporting the event and will be reserving a VIP Club car park for special interest vehicles and bikes in the Shannons Show n Shine area so you'll be able to join in the activities that will be taking place. I'd really like to encourage you all to come along as a club and park together. Awards for "Best Club Display" and many more will be on offer.

The timing is great as many shows pull back for the cooler months of the year so it will be a great opportunity to pull that loved item out of the garage from under the blankets and come for a run up to Winton. For club displays the VHRR have offered one adult per car FREE entry.

So if you'd like to race or just cruise and watch please let us know so we can get you amongst the action as early as possible.

Kind Regards to all,

Richard A Sanders

Business Development Manager - Vic
Shannons



'LONG TRACK WINTON HISTORIC RACING'

13TH, 14TH & 15TH August 2010

The

'Festival of Speed'.

Dear Car & Bike Clubs,

Last year, as part of a program to encourage participation and interest in historic racing, the Victorian Historic Racing Register canvassed competitors, car club members and racing enthusiasts on re-inventing a historic race meeting at Winton's Raceway's long circuit.

This survey was prompted by two separate, but inter-linked events: the demise of last year's historic race meeting at Winton and the recent closure of Oran Park.

While historic and club racing are the growth areas of motorsport, both in Australia and worldwide, there is a growing danger to the viability and future of our race circuits because of the constant pressure regarding noise levels and land values, especially in Victoria and New South Wales.

The survey asked competitors four questions:

Why didn't they enter the Winton event?

If the VHRR ran a Historic Race Meeting on Winton's long track would they enter?

Would it help in their decision if the event did not clash with (or was close to) another historic event?

If the Winton event was part of a three race series in conjunction with Sandown and Phillip Island would they participate in all three or, only one or two?

There was a very strong and encouraging response. Basically, the answer was – "yes, we will support such an event and we like it to be part of a three race series."

So, that is what we have done! The VHRR and Winton Motor Raceway have combined and plan to run a Historic race meeting on the 'long track' on the weekend of August 13, 14 and 15, 2010.

Called **'THE FESTIVAL OF SPEED'**, it will be a full race meeting with added features aimed at increasing both spectator and competitor numbers. It is also designed at reaching a younger and more diverse audience as well as attracting classic car enthusiasts who may not want to race but would like the opportunity to run timed laps.

The 'FESTIVAL OF SPEED' will be an authorised VHRR meeting and will cater for all historic classes including all racing, touring car and sport car categories.

For the first time, the popular 'Regularity' event will be backed up by timed 'Sprints' with 15 minute runs. The eligibility for the sprint events will be Australian and American sports and muscle cars plus, Porsches. All built up to 1985.

In order for the event to be a success and continue in the future, we urge you to attend and/or participate. Entry forms are available at VHRR.com.

Look forward to your support.

Yours Sincerely,

Ian Tate

President

VHRR

Federation Report May 2010

Last meeting was on 22 May 2010 at Bright.

Grant Applications of \$750.00 were approved for:

Motor Vehicle Enthusiasts Club of N.T. for assistance to put in a concrete floor in their Clubrooms;

Baw Baw Old Engine & Auto Club - to assist with amenities - toilet facilities etc. - in their Clubrooms;

Gippsland Historical Automobile Club - to assist with amenities - kitchen & toilet facilities etc. - in their Clubrooms;

Grants are made to eligible Clubs on application. One of the conditions is that the applicant Club helps out at the Bendigo Swap.

Trophy requests of \$150 were approved for:

Baw Baw Old Engine & Auto Club - for their Old Wares Expo in October.

Bordertown Vehicle Restorers Club - for August Combined Rally

A Member Club may apply for a trophy for an Invitation Rally of two days or more duration.

Events

Australia Day 2011 - King's Domain, 26th January 2011. Entries close 31st October 2010

Western District Picnic - Tea Tree Lake Mortlake 27th March 2011

Pakenham Picnic - Pakenham Racecourse 10th April 2011.

Marong Picnic 2010 - is always an outstanding success. On 29th August.

Club Permit Scheme - comments from Clubs and individuals have been summarised and are with the Minister and his reply is expected soon. Content and cost of Log Book have not yet been determined. CPS vehicle data is being loaded onto the main VicRoads computer and the data will be available to all Police Officers. Indications are that it will be at least 12 months before any changes to the scheme are in place.

Golden Oldies Tour (for vintage vehicles) - the next one of these is 2011 and will commence at the Pakenham Picnic on 10th April.

Federation Forty Year Tour - celebrating 40 years of proudly supporting Victoria's Historic Vehicle Movement this tour will be based in

Bendigo. 120 entries. On Saturday 3rd July there will be a huge vehicle display at Bendigo Showgrounds. Everyone welcome.

Seat Belts/Child Restraints - these are compulsory if carrying children under 7 years of age. Vehquip is a company that "there is not a vehicle that they can't fit a seat belt to - it just depends on the available money." Vehquip will be present at the Federation vehicle display in Bendigo on July 3rd to discuss the possibilities.

Survey - Australian Historic Motoring Federation (AHMF) is conducting a survey of historic vehicle owners to assess the "worth" of the movement. This happens every 5 years, is a simple survey and information given is confidential and you can be anonymous. Please consider completing the survey.

Importing Vehicles - new rules have been introduced for importing of all vehicles. These recent changes mainly affect vehicles which have been modified, but before you import any vehicle you **MUST** have an import licence which is obtained from the Dept of Infrastructure in Canberra.

Bendigo Swap Meet -

- all sites are booked out again;

- gate takings were down in 2009 but the Swap still returned a healthy dividend to Federation and the Bendigo Club;

- a concentrated effort was made this year on catching people who use their site as a parking bay and were not trading properly from it. These people have been sent a "please explain" letter.

- public risk insurance premium for 2010 will be \$18,500 for \$10,000,000 cover.

- volunteers are being called for from Clubs, to man the gates etc. this year. Clubs are paid for volunteers they supply and assistance at Bendigo is a pre-requisite for a Club to obtain a grant from Federation.

Kevin Churchill



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: 1970 Lancia Fulvia Sport 1.3S 1st series coupe. Zagato bodied coupe in original salmone paintwork with beige interior. Mileage 96 064. Engine rebuild at 83 000 by John Allan. Unleaded valve seats fitted. Australian delivered car with ownership history. New tyres, a delight to drive. Chassis # 818.363-02597, engine # 818.303-014896, registration # KUH 420.\$17 000.00 ono Contact Chris Haydon 0419 154 813 (chrishaydon@netspace.net.au) Kew, Victoria or Maurie Haydon 03 9787 7662. (0510)



SELL: Tyres all new: Pair 700 x 14 Dunlop 6 ply tubeless, One Commander 7.50 x 16 whitewall
37—48 Ford Thermostats
32—34 Ford Double pinion cup
28—Rear wheel rollers, hub seals, axle seals
65 Galaxie Radiator support panel
105E Anglia Grille
CD Cortina Grille
29 Marquette rear end no drums
Wal Marten, Home 03 5786 1667 Work 03 9467 1464 (0510)

WANTED:

1980's Single wheel "Big Boot" Trailer.
Complete—or wheel assy—any condition, for disability scooter transport behind Classic Car.
Due to a worsening of my spinal condition, I am now unable to lift my dismantled Electric Scooter in and out of the boot of my '55 Stude. This obviously precludes any further use of the Stude. Restricted neck relation also rules out use of a standard box trailer, not to mention lack of storage space. A "big boot" can be modified to carry the scooter assembled and light enough to tilt onto it's side for storage in my carport.
Phone Bob Clark anytime 03 9391 8327 (0510)

Answer for page 3: The lines are straight!

Answer for page 6: Yes the centre circles are the same size!

1947 Ford Deluxe 4 door original Australian Built RHD Sedan.

This fully restored original early Ford is a pleasure to behold. It was sourced from a dry Australian area & is rust free. Dry stored for a 10 year period prior to my purchase. The 239 cubic inch V8 side valve engine was pulled apart & totally rebuilt by a professional engine builder using new parts, statically & dynamically balanced & painted the original factory colour.

The drive train overhaul included a new clutch plate & thrust bearing. All suspension is fully rebuilt with new parts as is the brakes using new master/wheel cylinders & brake lines. A new 'licorice' case 6 volt battery along with fully rebuilt starter motor & generator.

All wiring loom is renewed & instruments checked & calibrated to operate correctly. Original 16" wheels fitted with new wide white wall tyres & dress trim rings.

ENGINE No: N561428

MILEAGE: 86,000 (Miles, not km)

EXTERIOR COLOUR: Green.

INTERIOR COLOUR: Light beige.

OPTIONS: Ford style Tasma radio. Turn indicators.

"FORD-47" registration number not included in sale.

Another plate option is available to purchase from the seller. A restoration history & paid invoice copies will pass to the purchaser.

\$28,000.

Peter Hibbert MOB 0419 800 122, Vermont Vic (0510)



With breathless anticipation the crowd awaits the unveiling of the Kevin Rudd Statue.



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- **LONGER BATTERY LIFE!**

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

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

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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!**

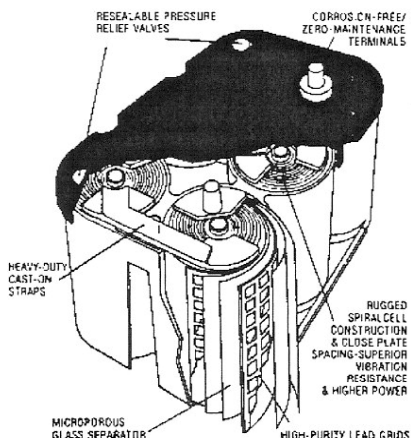
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **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.



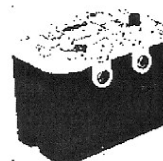
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OPTIMA DEEP CYCLE

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Affiliated Clubs

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

Classic & Historic Automobile Club of Australia Wagga Wagga Region Inc.
Secretary: Steve Medlen, Phone 02 6931 2588
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: Michelle Grenness
PO Box 428, Albury, NSW 2640

Meetings: At Clubrooms on Jindera Sports Grounds,
First Friday of every month 7.30pm.
Some times on the first Sunday of the month.

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood

PO Box 306 Wentworthville, NSW, 2145.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Kim Bowers

PO Box 514 Caboolture, Qld. 4510, . Phone 07 5495 4683
email: secretary@chacc.com

Meetings:

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



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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 & Biante Muscle Cars
- Ski & Jet Boat Racing
- Pro Stock Drag Racing
- Street & Strip High Performance
- Oval Track Sprint Car Racing

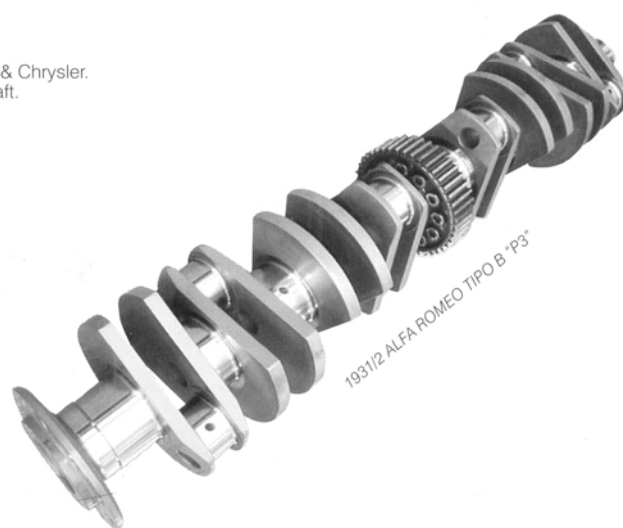
• Billet

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 & lightening 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 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
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

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