

JOURNAL

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

July, 2009
Volume 44 Number 1

**A Special Vehicle for a Special Occasion
John Christie's 1946 Chev Truck at our 43rd. Birthday Run**



www.chaca.com.au

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

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Meetings

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

Club Permit Scheme

FOR Special Use Vouchers:

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

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

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

You can also see Ian at meetings and on runs.

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

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

The closing date for contributions is outlined below.

Journal Closing Dates

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

Journal Nights

Nominally Thursday before the last Friday of each month

CHACA Life Members

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

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

Website

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

Archivist and Historian -

Margaret Griffin - 5977 6649

Club Welfare Officer -

Eddie Reynolds - 9770 1231

Calendar of Coming Events

July 3rd Club Meeting Deepdene*

July 18/19th Christmas in July*

August 16th Mornington Peninsula Tour*

August 30th Federation Picnic at Marong

October 11th Tri-Club Day Event

October 25th CHACA Annual Luncheon *

November 29th Presentation and Display Day*

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

Presidents Report

Hello members and welcome to Winter. This is the time to work on your cars and get them into pristine condition for the Spring and Summer Season with our Runs and "Presentation Day".

Last month marked our 43rd Birthday held at Braeside Park and was well attended, and enjoyed by all. Thank you to all of the Committee for your help in the lead up to, and on the day which made this celebration such a success.

If you have any ideas for a Run, to places of interest, please let me know. Your contribution will be gratefully received and acted on.

Likewise if you know of some person with a passion for "Classic" cars, tell them about "CHACA" and how we all have a good time on our outings, so that they can join CHACA and be a part of the good times with our "Classic" cars.

Safe "Classic" driving,

President David Landells.

Next Months Entertainment

Guest Speaker for the July Meeting.

Vice President James Allan has arranged for Richard Pink, the Technical Officer for "Automotive Components" who will give us a talk on the technical aspects of the manufacturing of automotive gaskets, all component parts, including the specifications of nuts and bolts in relation to their specific functions (cylinder head bolts, etc.).

In keeping with our desire to feed ourselves well at these meetings, would the gentlemen please bring a plate, preferably loaded with all sorts of delectable items suitable for human consumption.

Next Meeting

8.00 pm-3rd July 2009

Deepdene Park Hall

Whitehorse Road, Deepdene

Snippets and Welfare Report

Heard that Trish and Henry Alger have become Grandparents again with the arrival of a new Grandson just recently.

Russell and Lesley Betts are also proud Grandparents again with the birth of their Grandson, Brody James Betts, on the 15th. May. Brody is a brother to Bryce, (4).

Margaret Griffin has now joined the ranks of Australia's Seniors having just turned 60 on 31st. May and she is still finding it hard to believe.

Speaking of birthdays, many of you will know, or know of, Albert Blashki. He is probably finding it even more difficult to believe that he has now reached the venerable age of 90. Albert and Pat are still very active members in at least 2 Clubs including CHACA. And Pat is renowned for her scones at special events.

Editorial

First off I would like to thank everyone for their contributions to the Journal. Great stuff! Makes my role easier and adds to the variety of the magazine. The punch line on page 18 of the June Journal was missing, so for all those out there who were distressed over this, the missing line has been added this month. It's in the Journal near the back

Apart from the cover page picture being weirdly distorted, (it **was** a **square** picture) no-one noticed or mentioned the other mistake and I'm not saying!

What else to talk about? Oh yeah, the AGM: - The AGM is coming up in November and we need **New** Committee members. Particularly EDITOR, ACTIVITIES OFFICER, WELFARE OFFICER, TREASURER AND PROPERTY OFFICER. Not forgetting the other positions either. They're all available for nomination.

Even though these positions are mostly currently filled we would be more than willing to step down (and assist) if someone puts their hand up. Committees thrive on new members and ideas. We all know that anyone in a position for some time runs the risk of getting set in their ways and perhaps even somewhat blasé. We are only human and that's our lot!

We recognize that possibility and that's why we will gladly accept new committee members with open arms.

The more often we can roll over committee positions the more vibrant the Club will be.

Please think about it.

Eddie Reynolds.



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

CHAIR David Landells, President

Meeting opened at 8.05 pm

PRESENT Approximately 23 members. Chairman welcomes all members.

APOLOGIES Mick Whiting, Ron Barker, Grace Davies, Albert Blashki, Alan and Margaret Lethborg and Barry Smith.

MINUTES

Minutes of the previous meeting held 1st of May 2009 were signed as a true record.

Moved – James Allan. Seconded – Margaret Landells. Carried.

Business arising from previous meeting – nil

Correspondence in – nil.

Correspondence out – nil.

REPORTS

President - D Landells - David Landells thanked everyone who attended the Braeside Park picnic. There was a good attendance and the cars looked great in the sunshine.

Also, he would like someone to please take over the position of editor as this position is very necessary.

Secretary – Peter Galley had an apology from Barry Smith as he is away organizing finalities for the weekend away. Barry Smith is another member who feels he had done enough and would like to be replaced in his position.

Vice President – James Allan. James has apologies for the Lethborgs as they were organising a party for Albert Blashki who is turning 90. James said a card would be a nice gesture.

Treasurer – Mick Whiting. Absent. Report from Max Austin.

Opening Balance:	\$13,735.32
Income:	\$1601.00
Expenditure:	\$1680.24
Closing balance:	\$13,656.08

Membership Secretary – Max Austin. We have new members Craig and Sue Tucker.

ACTIVITIES

Special Activities – Barry Smith. Absent, no report.

Publicity Officer – James Allan. James said tonight's movie/documentary was The Death of the Electric Car.

Technical Officer – Ian Hanks. Absent. No report.

Librarian Officer – Eric Chaplin Absent. No report.

Property Officer and Welfare Report – Eddie Reynolds thanked members for their articles and Eddie asked for more technical articles from members. Margaret Griffin has had her 60th Birthday - Congratulations. Russell and Leslie Betts have a new grandson, named Brodie Jamie, brother for Bryce aged 4 years.

Editor – E. Reynolds. Kevin Churchill has offered to do the Journal while Eddie is away in Perth.

SPECIAL REPORTS

Federation Representative – Kevin Churchill. Report in the Journal.

AOMC Representative – Graham Hutchinson. AOMC Delegates meeting 25/5/09 at East Malvern RSL. Large attendance about 200 delegates.

Great film, show and talk on motoring history by Don Kinsey.

Motoring shows – American - over 800 cars, profit approximately \$27,000.00. Classic Euro – over 700 cars. Final figures not in yet. Shows for next year –Classic Euro 28/2/2010. American 28/3/2010.

CPS Report by Rod Amos. Hopes for news in a few weeks. Federation want to change the "Rolling 25 Year Rule". Motion to retain the Rolling 25 Year Rule passed unanimously.

Federation also want to change "Modification Rules" – rubbished by everybody, up to individual clubs.

Talks with Vic Roads about dynamic brake testing on old cars. They should be up to standard as when manufactured (brake lights and indicators to be encouraged).

Talks with Vic Roads about club testing of cars.

Robert Shannon Award. Too late for this year. Next year application to be with AOMC by end of May.

AOMC Seminar, Saturday 18th July, East Malvern RSL 8.30 am to noon. Autowrecking industry and EPA.

Incorporations Act Revision – guest speaker at August AOMC Meeting.

All Makes Swap Representative – Ian Hanks. Absent. Bob Clarke asked a question regarding brake testing. A suggestion was put forward that James Allan write an article for the Journal.

We have been asked by the Swap Meet Company for \$1,500.00 as they are finding it hard to meet their rent. As we are shareholders along with the other shareholders, all shareholders have been asked to contribute \$1,500.00. A cheque has been sent for this amount.

Raffle – tonight's raffle will be 1 prize, as the battery donated by James Allan will be done as a separate raffle.

Cars, Parts, For Sale or Wanted – Bob Clarke is looking for old traffic lights.

GENERAL BUSINESS

Meeting closed at 9.00pm.

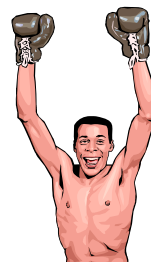
Next meeting will be 3rd July 2009.

June 2009 Birthday Raffle

Birthday Run Raffle and Lucky Entrant Winners.

Lucky Entrant Margaret Marshall (Visitor).

Raffle Winners: Coat Hanger:- Louise Baker. Blue Bath Ball:- Graeme Hutchinson. Pink Bath Ball:- Margaret Landells. Bath Ball:- Barbara Austin. Photo Frame:- Tina Brown. Pink Scarf:- Eric Chaplin. Purple Scarf:- Joan Bird. Manicure Set:- Margaret Landells. Radio:- Lana Forbes. Radio:- Gail Evans. DVD/CD Wallet:- Shirley Nichol. CD Rom:- Graeme Moore. Chamois Set:- Barbara Austin. Degreaser:- Ken Robinson. Tyre Shine:- Terry Herbstreit. Multi Purpose Spray:- Ross Buchanan. Screwdriver Set:- Ross Buchanan. Spark plug Tool:- Barbara Austin. Tape Measure:- Ron Barker. Key Rings:- Joe Smith.





Put this date in your diary NOW..

Sunday 26th July 2009



CLASSIC AUSTRALIAN CAR SHOW

Flemington Racecourse - Nursery car park

All the Great Australian makes will be there

HOLDEN - FALCON - VALIANT & ALL AUSSIE MADE VEHICLES

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CLUB DISPLAYS ARE ENCOURAGED

Refreshments - Band - Kids Entertainment - Trade displays

Gates Open 9.30am for Display Cars

Display Vehicles \$12.00 - (Two Adults)

Admission \$12.00 - Children Free

Definitely No Dogs allowed

Enquiries

Tel 9890 0524

Website www.allmakeswapmeet.com.au

Events and Swap Meets 2009

July 26th	Shannon's Australian Classic Car Show, Flemington Racecourse, Contact Iain 9890-0524
August 23rd	All Makes Swap Meet (including Super Chevy Sunday) Sandown
October 4th	Euroa Show 'n' Shine 2009 PH: 03 5795-1347
October Sunday ??	Nagambie Swap Meet and Cruise
October 25th	RACV City to Cape Rally
November 22nd	Swap Meet (same day as Historic Commercial Vehicle Display day)

These events may not be Club Permit Plate events

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

Combined with the Mornington Peninsula Historical Vehicle Club.

Meet at Baxter Tavern for a 10am start.

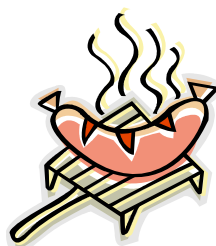
Melways reference 107 B4.

This is a run with a will be taking a Mornington Rail-Society. The train Station at 11.00am round trip via



difference! We train ride with the way Preservation leaves Moorooduc for a 45 minute Mornington.

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



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

VOLUNTEERS are needed for Club BBQ on both days.

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

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

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

ANNUAL LUNCHEON OCTOBER 25TH. 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 25th. October. Make sure to put it in your diary.

Bookings will open on the 4th. September

Barry Smith
Special Activities Officer.



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

Entries for this event are now closed. Please ensure you have completed the entry form and sent it with a cheque or money order to me.

Now a gentle reminder for those who are partaking of the Christmas Revelries at Thornton. You need to bring :

1/ **Your copy of the June CHACA Journal** which sets out details of the run to Thornton.

2/ Each participant is to bring a **Novelty gift for a person** of YOUR same sex suitably wrapped and labelled "Boy or Girl" accordingly ,for later distribution by "Santa". For Children please include the child's name.

3/ **Your selected piece of poetry** (no longer than 3 Minutes, please) Fabulous Prizes!

4/ WINTER WOOLIES!

Looking forward to seeing you on the run.

Any Questions? Give me a call 93635228 Best Regards to All

Vin Forbes

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 25th 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



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WE LOOK FORWARD TO HEARING FROM YOU SOON !



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 - 25-5-09 Held at East Malvern RSL.

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

Delegates Meeting opened again at the earlier time of 7-30 PM. by President Iain Ross, (Bristol Owner's Club). *Not so many caught by earlier start this time. Hutchies personal comments in italics, as usual.*

Following brief formalities and welcome to one new Club, and new Delegates, Iain spoke about the long service given to the AOMC, by the late **Paul Garter**, and how much he will be missed. Iain stated that he had been honored to speak at Paul's funeral. *On a personal note, I have been a Delegate from CHACA, to the AOMC since 1993, and Paul was an established fixture, at that time, always willing to do whatever was required at the time. Frequently he stepped in to take the Minutes, (in long hand). At any AOMC activity, Paul was the one behind the scene, who did all those little things which needed to be done, to make things run smoothly. Paul will indeed be missed.* There is a Vale notice to Paul, on page 7 of the AOMC Newsletter.

President Iain suspended Standing Orders, to introduce our **Guest Speaker, Don Kinsey**, who we all know from his knowledgeable commentary on all manner of cars, and indeed mechanical devices of all kinds, at our own Motoring Shows, and also at events like the RACV Great Australian Rally, at Mornington.

Don treated us to a wonderful photographic history of early vehicles, pointing out the early design features. He was able to get close-up shots of many of these vehicles with the aid of George Hetrell, and his museum vehicles.

Don also lead us through the history of famous Australian racing cars, and their drivers, as well as the early days of several of these racing personalities, with an aviation background. ***Congratulations Don, on a great display.***

President Iain Ross resumed Standing Orders, and reported that **Treasurer Tony Aplin**, (BMW Car Club), was in hospital, but had forwarded the balance figure, showing a satisfactory position in our finances. Ian reported that final figures were not in yet, but it looked like a profit from the Shannon's American Motoring Show, would be about \$27,000 with in excess of 800 cars on show. The RACV Classic Euro Show, was also a success, with 700 British and European cars, but those figures were not yet available.

Dates for 2010 Shows, 28-2-10 Classic Euro, 28-3-10 American Show. Delegates were asked to alert their clubs, to avoid clashes.

Regarding the Euro Show, you may remember there were problems in setting up for this event, (setting up is usually done on the Saturday), but, this was not possible this time,

due to there being a race meeting on that Saturday. There was no mention of this problem during the meeting, but I spoke to Patrick Devine later, and he assured me that the Mercedes Benz Club (with their usual extensive presentation), had been happy with the day.

CHACA were not able to participate this year, due to this date clashing with our own Birthday Run, which attracted 45 club cars to Braeside Park.

Vice President Rod Amos, (Vintage Sports Car Club), **spoke about CPS**, (Club Permit Scheme). *Sorry, but we did not hear some of this report, use the microphone next time Rod.* I think Rod was saying that he hoped to hear from Vic Roads, within weeks. He reported on more strange stuff coming from those few Executive of the Federation, wanting to interfere with the "Rolling 25 Year Rule".

One Delegate, Mr. Norm Nettleton, represents 2 clubs tonight. They are--- Trafalgar Truck Restorers Club, and also the Model T Ford Club. Mr. Nettleton moved that the AOMC support the retention of the Rolling 25 Year Rule. Norm gave examples, of some quite bizarre results, if the formula suggested by these people, (who claim to represent all the Clubs belonging to the Federation). were to be adopted. It was suggested that the few Federation Delegates, must obtain opinions from all their affiliated Clubs, instead of those from the few who are just Committee Members.

The motion was passed Unanimously by the very large attendance. I did not count those present, but it would have been in excess of 200 Delegates. Many clubs are affiliated with both Federation and AOMC, ***so as there was not one Delegate present, who favored a change from the present rolling 25 years, the people who are coming up with these silly suggestions, should be replaced by Delegates who truly represent the club members.***

Rod Amos also drew our attention to another of the ideas coming from this "group of tails, wagging the dog", on the subject of Modifications. Rod assured us that conversations he had had with senior Vic Roads people, on the subject of modifications, led him to believe that their views are very close to the comprehensive documentation from the AOMC, he thought Vic Roads were unlikely to accept the nonsense coming from the Federation Committee. *It has always been entirely up to each club to decide on acceptable modifications, more of the same I think.*

There had been questions raised about the "dynamic brake testing", for roadworthy testing. Mr. Amos had discussed this also with senior Vic Roads people, and they accepted that early cars, while they must be able to stop, in a reasonable distance, they are not expected to be the equal of modern cars. **It was suggested, that if in doubt, get your tester to ring Vic Roads.** The general rule was, that the roadworthy test is for the car to be as good as it was when manufac-

tured. Stop lights and indicators were to be encouraged. Rod had also raised the matter of clubs doing their own testing. *I have always believed that an independent Roadworthy be obtained, to go onto either Club Plates, or Full Registration, but I can see the value of checking from time to time, by the club, to ensure it is kept roadworthy.*

Dennis Brooks, (Historic Commercial Vehicles of Australia), sent around a slip, for all clubs to fill in, showing what their club did to have your cars out and about, on the 17th. May. The **National Motoring Heritage Day**. The AOMC had the Classic Euro Motor Show, on that day, bringing about 700 British & European cars onto the streets.

Dennis gave notice of the forthcoming annual meeting in September, of the AHMF (Australian Historic Motoring Federation), to be held this year, in Alice Springs. Dennis stated that the officials had not been communicating at all. This was endorsed by President Iain Ross, who is disappointed that so little is being achieved.

One function which this AHMF is responsible for, is the awarding of funds for the Robert Shannon Award. This is funds to encourage young people, who are involved in restoration work. **Delegates were urged to submit the name of any young person within their club, who might be eligible.** There is a special application form available on the

AOMC website, <http://www.aomc.asn.au/> Urgent the application must be with Philip Johnstone, AOMC, no later than the first week in June, (that's next week), for submission to the AHMF, by the 30th June. The submission must be presented in a "Super Professional" manner, if it is to be considered. Philip Johnstone is happy to assist with the submission. *I did alert you to this date, in my February Report.*

Paul Vellacott, (Australian Lancia Register), spoke about the **AOMC Seminar** to be held here at the RSL East Malvern, Stanley Grose Drive, east Malvern, **8-30 AM start, to finish about Noon. Saturday 18th July.** there is no charge, but to allow for catering, please let Graeme Jones know how many will be coming from your club. Phone Graeme on 9555 0133. This year the theme is to be, **The Auto Wrecking Industry**. Paul has been amazed at the range of stuff which is available. There is to be somebody from the EPA as well.

There has been a major overhaul of the Incorporations Act. It was hoped to have a person along to the next AOMC Delegates Meeting in August, who can tell us about the changes, and what an incorporated club has to do about it.

Delegates Reports.

1. Armstrong Siddeley Club Delegate reported on a rally at Bathurst, where they were able to drive their cars around the race track. They were happy about the accommodation, and the wide range of activities available.

2. Patrick Devine reported on a scheme introduced at the recent British & European Show, where he carted the President of the Mercedes Benz Club around to introduce him to the Presidents of other clubs. I think Patrick would like the AOMC to do something like this, on some sort of function basis. Watch this space.

3. A Delegate from the Alvis Club, was encouraging Delegates to get their members to attend the Kalorama Rally next year. I think he said it was the 3rd. Sunday in March, 2010.

4. Philip Johnstone was pleased that his Triumph Club had again won the "Best Club Display Award", at the recent Classic Euro Motor show. He suggested that to win it next year, start planning now. The guidelines the judges look for are all laid out on the AOMC website, (link above).

5. The Delegate from the Castlemaine Motor Cycle Club, spoke about the great event they staged on Anzac Day. That's all I can remember folks, next AOMC Delegates Meeting, will be 24-8-09, at the RACV Building.
PS. From 1-6-09, I have a new email address.
ghutchinson1@dodo.com.au

Club Website:
www.chaca.com.au
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6 Beatrice Avenue, West Heidelberg
Victoria 3081

C.H.A.C.A. 43rd BIRTHDAY RUN BRAESIDE PARK SUNDAY 17th MAY, 2009.

I believe it is said, "Another year, another birthday, but who's counting"

Well, we are. What an achievement, forty-three years of people with a like minded interest - Cars-- coming together over all those years.

It is you, as members, who have kept this Club going in that time, sharing your time, either with motoring skills or for the social aspect.

I know you all like to show off your special cars, and what better way than at a Birthday Party, and this year's was no exception.

It was a cold start to the day as is normal at this time of the year, but it wasn't long before the sun began to shine. As is usual with every function there are the ones who need to be there early to setup and make sure everything goes to plan. Thank you. It was not too long before other members and their friends started arriving and it looked like we were in for another good day. It was nice to see some members who had not been to one of our outings for a longtime, hope you will come along again, and of course all our regular attendees. What would we do without you?

Upon arrival everyone was given a lucky ticket to win a "Door Prize" and this year it was a potted rose bush.

The urn was soon boiling and all were invited to unlimited tea and coffee to keep us warm. After everyone had caught up with each other it was time for the sausages to be cooked. This was done very successfully, thanks to the "Master Chefs" Barry and Mick who did a very good job of "sizzling."

While all this was going on raffle tickets were being sold, what's a Birthday Run without a raffle. Congratulations to all the winners.

I hope you enjoy your prizes as much as I did choosing them.

Thank you to Bob Clark for his donation. Now it

was time to cut the Cake. This was done by the Club Lady and the Club Man, Robyn Haley and Peter Galley. Slices were then passed to all to enjoy with another cuppa. This then ended the official event, but some were happy to still stay and natter for a little longer before the journey home and it got cold again. I think we all had an enjoyable time and should look forward to next year.

Jenny Hanks.

Attendance List

David & Margaret Landells	1978 Ford LTD
James & Colleen Allan	1948 Anglia Tourer
Ros & Barry Smith	Modern
Gail Evans & Eddie Reynolds	1936 Dodge
Ross Buchanan	Falcon Sprint
Graham Hutchinson	1934 Hupmobile
Jenny & Ian Hanks	1969 Ford Capri
Eric Chaplin	1953 Pontiac
John Christie	1946 Chev .Truck
Max & Barbara Austin	1978 Toyota Crown
Anne James	1970 Midget MG
Cliff & Alysha (Daughter) Green	1970 Rambler Hornet
Mick Whiting & Tina Brown	Modern
Peter & Janet Galley	1933 Chevrolet
Ray & Shirley Nichol	1934 Hupmobile
Ian & Joan Bird	1949 Holden
Ron Barker & Lee Smith	1959 Zephyr Ute.
Grace Davey & Carol Straker	1968 Rover
Robyn & Bruce Haley	1980 Benz
Margaret Taylor	Modern
Esther & Dennis Healy	New Yorker
Margaret & Kevin Marshall	Passengers
Dale, Jamie & Kids	1954 Hudson
Aying (Visitor)	
Louise & John Baker	1980 BMW 320
Graeme Moore	BMW 635i
Lana & Vin Forbes	Modern
Terry, Marion & Mark Herbstreit	1962 Rolls Royce
	Cloud 2
Ron Kenner	1929 Buick Tourer

Shannons Invites You to Shannons "2009 Christmas With The Clubs".



To reserve a table at the 2009 Shannons Christmas with the Clubs for your club contact Richard Sanders Victorian Business Development Manager on 0417 490 949

Date: November 28th 2009

Venue: Powerhouse - Albert Park

Entertainment: Music, dancing, auction and special guests

PLUS all booked tables will go in the draw to win back the cost of their table. Winner to be announced on the night.











Federation Report 5th June 2009

Last meeting was on 16 May 2009 at Swan Hill, which I attended.

Membership Application

Classic & Historic Automobile owners of Somers – as a representative of this Club was not present, the application was deferred.

Grant Applications of \$750.00 were approved for:

Warrnambool & District Historic Vehicle Club for assistance in purchasing a hot water service for their Clubrooms;

Eastern Touring Group to purchase a photocopier for the printing of their newsletter;

Werribee & District Collectible Vehicle Club for the purchase of a printer to assist with their newsletter production;

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:

Maryborough District Historical Vehicle Club – weekend rally 8/9/10 October 2009;

Echuca District Car & Motorcycle Club – Rich River Rally 21-23 August 2009;

Deniliquin Collectors Club – 5th Annual Spring Rally 19-20 September 2009;

Humber Car Club of Victoria – National Rally Ballarat 2010

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

Club Survey

Federation surveyed its Member Clubs and has had 32 replies from its 95 member clubs. From this it has been found that these 32 clubs have:

3681 members	3824 cars
584 trucks	502 traction engines
621 stationery engines	386 motorcycles

Events:

Australia Day 2009 was reported as being one of the best yet;

Mortlake Picnic had 135 vehicles on display;

Pakenham Picnic had 310 vehicles on display. The free raffle tickets at the gate were popular, with many prizes to be won. Free tea and coffee was available all day. Next year's date is 18th April.

Marong Picnic is on 30th August 2009.

Club Permit Scheme – Neil Athorn reported that repeated requests to VicRoads for an update has received no response. A Consultant to VicRoads prepared a report on the Scheme prior to Christmas and we are waiting for information to be forwarded to Clubs for consideration. The Committee has received no indication of any problems with the use of vehicles on the current scheme.

Left Hand Drive Vehicles – the requirement or otherwise for these vehicles to have a sign and/or a licensed passenger in the right hand front seat was raised at a previous meeting. This is addressed by VicRoads Rule #18. However, the requirement for Club Permit Vehicles is unclear. Neil Athorn will seek clarification.

Golden Oldies Tour (for vintage vehicles) – the next one of these is 2011 and will probably commence from Pakenham Picnic and tour Gippsland.

Federation Forty Year Tour – celebrating 40 years of proudly supporting Victoria's Historic Vehicle Movement. This tour will be based in Bendigo. A week of great country motoring exploring the Golden Triangle. July 3 to July 11 2010 which is school holidays.

Bendigo Swap Meet – volunteer roster sheet should have been received by now. Members who attend Bendigo Swap are encouraged to help out on a two hour shift. The Club is paid for this and the volunteer receives a food voucher. Members over 80 are not covered by Volunteer Workers Insurance.

A new fence has been constructed around the oval and pedestrian gates have been changed a little near the Secretary's office. There will need to be some re-organisation of sites in that location.

The feature display in the BEC building will be Vintage Tractors this year.

Committee has some concerns that Site Holder information may not be correct. This year there will be an amnesty for those who have become out of alignment, in order to make alterations to their particulars. Spot audit checks on the information will be conducted in future years.

ALL sites should have their number on them. However, this is difficult to do or police. The site cards provided do request that they be displayed on site.

Kevin Churchill

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Club Member

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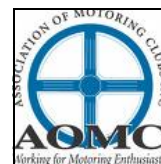
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RE: Club Permit Scheme 16th January 2009: contd....

Toward late 2008 the CPS review was progressing toward its conclusion, with the internal review by VicRoads senior management being undertaken - a key stage in the development of new policy and a preliminary to the preparation of recommendations to the minister.

In October, 2008 members of the Federation's committee met with VicRoads and put forward a new proposal. This was for a logbook scheme in which club events would be permitted, as at present (without use of a logbook entry) and, in addition, up to not more than thirty days per year would be available by using a logbook entry. This proposal has not been put to a vote of Federation clubs, so it has yet to receive the support of a majority of that group's clubs, much less of a majority of vehicle clubs in the scheme.

AOMC does not support this idea and a poll of its member clubs in November indicated that over ninety per cent supported the original 90-day logbook proposal (with a 45-day option) over the Federation suggestion. AOMC has expressed to VicRoads its strong view that the original proposal should be maintained. In AOMC's view the logbook concept, as put forward by VicRoads, is the simplest and most unequivocal in operation, while providing for the most fair and reasonable access to the enjoyment of the historic vehicle hobby.

The idea of a concession in the cost of keeping old vehicles in use on public roads is part of government policy across the world. It is based on a universal recognition that once vehicles reach a certain age their use as day-to-day domestic or commercial transport is not feasible. Further, the cost of maintenance, repair and restoration relegates them to the role of a hobby practiced by people who wish to preserve historic artifacts and enjoy their use as a recreation. Finally, the preservation of transport history by enthusiasts is recognised as an asset to society in qualitative and economic terms.

The principle of a concession is common, but the actual detail of how much cost reduction and in return for what restrictions in use, varies considerably around the world. In Victoria, the concept started nearly fifty years ago by the proffering of a limit to use on car club events by Veteran vehicles of extremely limited use ability on modern roads. However, simply because that happens to be the way the initial concession was gained does not present an overriding argument that it should stay there and can never evolve. Indeed, since then the scope for use has been extended significantly in recognition that it was fair and reasonable to allow

for later vehicles as they crossed the threshold into the "hobby" category and in recognition that there were other justifiable uses within the context of that hobby. The way these changes have evolved resulted in some legally awkward and cumbersome procedures and this is a key reason for the proposal to rationalise the situation with a simpler logbook system. As in every other aspect of life, there is always scope for things to be improved; that is progress.

Of course, progress has often been met with some resistance from certain conservative quarters of society; history tells us that the very appearance of powered vehicles over a century ago sparked all kinds of dire predictions. We are here to celebrate the fact that few of them proved to have any substance.

If we wish to observe the wide variety of ways that heritage vehicles benefit from government concessions we can consider the situation in the UK. This is the home of the old vehicle hobby and arguably has the most vigorous and healthy old vehicle club scene anywhere. There the concession is for no "registration" fee to be payable for any vehicle of a certain age (only third party insurance applies) and without any restriction on use.

Closer to home, we can observe that South Australia replaced a "club event only" scheme with a 90-day logbook fifteen years ago. The view of enthusiasts and the car club representative body there is that the change was very beneficial to the health of the movement in that state.

The argument that club events should be the only principle on which a concession should be based clearly does not survive scrutiny.

Similarly, the proposition that if one does not want to submit to the constraint of club events and a very restricted number of other activities then the alternative is full registration is unreasonable and not in the interests of the old vehicle movement. If it is our role of the movement's peak bodies to try to persuade government to extend privileges to us we should seek to make those privileges work as well as possible for the greatest number as practicable, not the opposite. AOMC does not believe that the enforcement of club events as an explicit part of a rationed form of use is crucial to the health of the old vehicle movement and its clubs. The South Australian experience is a very good case in point, where, in fact, the change to a logbook scheme saw many new people drawn to the old vehicle hobby because it was seen to provide more access to enjoyment of the hobby.

We see no need to seek to restrict the enjoyment of old

vehicles; quite to the contrary, we see it as our role to encourage it. The more enthusiasts are given scope to enjoy the use of their vehicles the stronger the old vehicle movement will be, and therefore the better it can defend against the restrictions, limitations and constraints which governments or pressure groups may wish to impose in future.

We see clubs as the epicentre of the movement. They fulfil that central role by way of the fellowship of like-minded people they foster and the mutual support networks, parts and information sources they make possible. They create the events that form a key part of the shared enjoyment of ownership and use which lies at the heart of our hobby. Clubs survive and thrive on the basis of doing these things. And the movement thrives as they do. Clubs do not need legislation to shore up their role.

But at the core of this issue is whether “personal” use –as opposed to participating with a club group in an organised event- constitutes a legitimate way of enjoying the old vehicle hobby. At AOMC we answer that with a resounding yes! We emphatically believe that it is as relevant to one’s right to enjoy the hobby and as beneficial to the movement for us to have scope for personal enjoyment as it is to join in group activity. To suggest otherwise evokes images anathema to our concept of a free society.

Will the CPS remain a “club scheme” under the new system? Most definitely. The scheme remains a form of “permit for use “ operated via clubs. Clubs will authorise vehicles going onto the scheme and the renewal of the permit each year.

Only members of clubs in the scheme will be eligible to have vehicles on the scheme. And clubs will have the opportunity to set their own parameters for the way they choose to implement the scheme. So, if it is important to a club to lay down any criteria for participation in club activity, or the limits on modification they wish to set, then they may do so as criteria for authorising vehicles. Club rules remain the preserve of clubs. There has been talk in some quarters suggesting that the changes VicRoads proposes would create a flood of non-enthusiasts seeking to obtain cheap registration. Such scare tactics do not stand to reason. The theoretical cheapness is mitigated by the cost of club membership, the cost and inconvenience of maintaining a decades old vehicle and the sheer impracticality of keeping in use such a vehicle without any element of appreciation for its age and historic nature.

Never mind that there still remains the limit to the amount of use permitted.

Again, we can look to the test case that we have available to our west. No such abuse has affected the scheme in South Australia or given rise to concern on the part of authorities there. By the way, the South Australian experience is useful on the matter of insurance, too. No increase in premiums resulted from the change there (premiums are lower in SA compared to Vic). Insurers generally base premiums on usage and

seldom even ask what form of registration is in use. In fact the only negative aspect of the experience in SA from which we might learn is that overly restrictive rules regarding modifications have been a continuing source of friction within the old vehicle community. That lesson that has informed AOMC’s approach to the issue, as outlined earlier.

It is key to AOMC’s view that the provision of a reasonable scope for use of old vehicles is of benefit to the movement as a whole. Our view is simply that relatively more scope for using old vehicles is better than less. Relatively broad opportunities for use will see more old vehicles on the road. That will enrich our transport landscape and encourage community recognition and acceptance of our pastime.

These are the very concepts behind the National Historic Motoring Day currently being promoted. Relatively more opportunity for use encourages new recruits to the hobby, because it can be seen to be accessible at reasonable cost. It is well known that regular use fosters better standards of maintenance and conservation of vehicles. Relatively more use of vehicles gives impetus to the suppliers of parts and services and stimulates the maintenance of the disappearing specialised skill sets upon which we depend. And, of course, all these factors tend toward reinforcing and strengthening the role of clubs as the focal point of our interest. It is also true that, by and large, clubs made up of a large number of relatively active users of vehicles are more likely to be effective than clubs mostly catering to owners whose cars are seldom out and about.

It is our clear belief that up to 90 days’ permitted use (or 45 for those who choose it) is a fair and reasonable allocation. VicRoads have stated that the cost will be effectively the same as the current charge, plus any extra required to recover the cost of materials such as the logbook itself (and in the region of about half plus materials for a forty-five day alternative). We regard this as reasonable also. It is a refreshing situation to find a government authority presenting a sensible solution, rather than the more usual stinting and circumscribed approach. To turn around and try to prune back such an enlightened suggestion would be an odd response. The 90/45-day logbook will replace the present scheme which allows for club events, testing and preparation and other personal use, without the present legal grey areas and awkward mechanisms. Let us consider each of those elements.

The permitted days will allow for attendance at club meetings and participation in events, together with other club-related club activities, such as invitations from other groups, attendance at displays etc. without feeling that undue restraint needs to be exercised. Those other activities associated with maintenance, repair and testing, are also suitably catered for. The cycle of testing, identifying need for work, seeking advice or parts, proving repairs and so on is often spread over a number of days. **Continued over page..**

**RE: Club Permit Scheme 16th January 2009:
contd....**

Bear in mind that even the shortest road time to diagnose or prove a repair comprises a "day's use" in a logbook environment. It is also worth noting that even purchasing petrol on the day it is cheaper, or going to a carwash because you cannot wash at home will constitute use of a day's permitted allocation, no matter how short the actual duration. In light of this, the ninety-day concept emerges as adequate, not excessive.

As we've said, we have no philosophic disagreement with hobby vehicles being used for personal enjoyment. The VicRoads proposal makes it possible to share the pleasure of a hobby vehicle with friends and relatives; to join with a small group in an impromptu outing; to attend local charity or community events; to extend the time taken to travel to and from club events, or to demonstrate the joys of our hobby to prospective new recruits: all without the need for pre-meditation and formal permission. And when the opportunity arises to enjoy the sheer, simple delight of a therapeutic run in your historic vehicle you can do so. We see no reason why you and your vehicle should not have reasonable access to that freedom. Remember, the proposal is for up to 90 days use (or 45), it is not mandatory, it just defines the scope. The old vehicle movement covers a very broad spectrum of different types of vehicle and people. There are vehicles it is not feasible to use very often, and there are those whose dynamic ability means they can share the road without apology to anyone. Likewise, there are people whose primary interest is pride of ownership and who like to take their vehicle out to show it to others on occasion, whilst other people derive pleasure from more active use of their hobby vehicle, in company and alone. Each has a role in our old vehicle community. The prospective changes to the CPS offer a better form of concessional scheme for our automotive heritage, with scope and choice for each of us to enjoy our hobby in our own way. In conclusion, AOMC believes that the 90-day logbook concept, together with the suggestions we have put forward to refine the concept, is the most fair and reasonable way forward to improve the Club Permit Scheme. It also most closely fits with the philosophy of the international body representing the old vehicle movement around the world (FIVA) when they state their main purpose as "keeping yesterday's vehicles on tomorrow's roads".

We trust that your club will give very careful thought to the issues and the points we have put forward. It is important that your response to the final recommendations is informed and reflects the considered views of your members as to what is in the best interests of individual enthusiasts and the old vehicle movement.

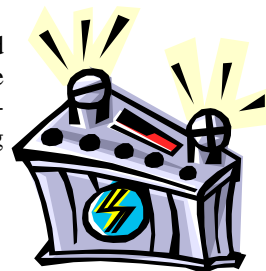
Yours faithfully,
Rod Amos
Vice President, Association of Motoring Clubs

The Battery Raffle.

James Allan has arranged a deal with Peninsula Batteries of Frankston where they will supply us with 4 batteries over 12 months. We in turn can raffle them off at 3 months intervals or use them as prizes, auction them or whatever. Currently we are raffling one. Tickets are \$1.00 each and will be drawn at the August meeting. Your choice of 6 volt or 12 volt.

Because you may win one when you don't immediately need it we may be able to arrange a voucher system in the future. We'll see.

In the meantime seek out David Landells or another committee member and ask about buying tickets. That's if we're not pushing them in your face at the time!



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

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

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.(0409)



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

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. (0509)

WANTED: Old Traffic Lights for Bob Clarke (0609)

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,

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

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)

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)

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*That missing *@/# line!*

?

?

"The Murphy twins are pissed again".
(page 18 last month).

Ken Robinson's Joke of the Month

Sitting together on a train travelling through the Swiss Alps were a Kiwi guy, an Australian bloke, an elderly Greek lady and a cute young blonde girl with large breasts.

The train goes into a dark tunnel, and a few seconds later there is the sound of a loud slap.

When the train emerges from the tunnel, the Kiwi has a bright red hand print on his cheek.

No one speaks.

The old lady thinks, 'The Kiwi guy must have groped the blonde in the dark, and she slapped his face.'

The blonde Swiss girl thinks, 'That Kiwi guy must have tried to grope me in the dark but fondled the old lady by mistake and she slapped his cheek.'

The Kiwi thinks, 'The Australian bloke must have groped the blonde in the dark and she went to slap him but missed and got me instead.'

The Australian thinks, 'I can't wait for another tunnel, just so I can smack that Kiwi again!'



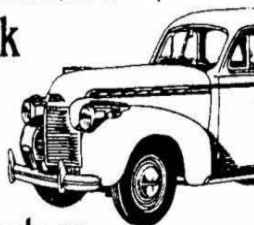
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Manure: An interesting fact!

In the 16th and 17th centuries, everything had to be transported by ship and it was also before commercial fertilizer's invention, so large shipments of manure were common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by product is methane gas.

As the stuff was stored below decks in bundles you can see what could (and did) happen.

Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term 'Ship High In Transit' on them, which meant for the sailors to stow high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

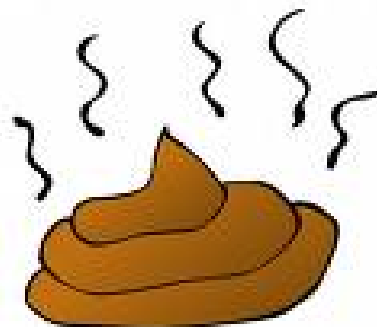
Thus evolved the term 'S.H.I.T', (Ship High In Transit) which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word.

Neither did I.

I had always thought it was a golf term.

Ian Hanks



CHACA Club Calendar 2009 —” A Year of Sundays”

July	5th	12th	19th * Christmas in July, overnight Eildon 18/19th	26th Shannons Aus. Classic car show Flemington	
August	2nd	9th	16th *Mornington pen- insula Tour	23rd All Makes Swap Meet, Sandown	30th Federation Picnic @ Marong
September	6th <i>Fathers Day</i>	13th	20th	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.

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.

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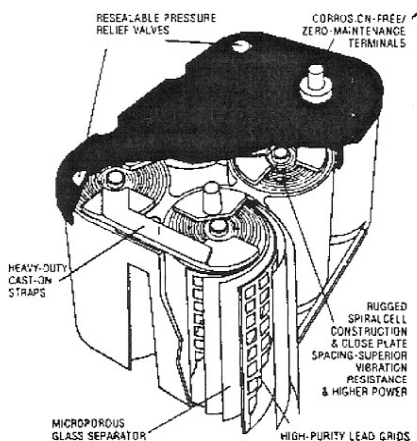
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

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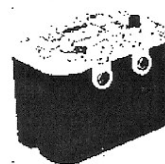
ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

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Club Member

OPTIMA DEEP CYCLE

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

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- **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

www.chaca.com.au

Affiliated Clubs

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

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood

PO Box 306 Wentworthville, NSW, 2145.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Denise Douglas

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

email: secretary@chacc.com

Meetings:

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

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

Secretary: Gary Henderson, Phone 02 6926 1504

PO Box 749, Wagga Wagga, NSW 2650

Meetings:

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

Morgan Country Car Club

Secretary: Herb Simpfordorfer

PO Box 428, Albury, NSW 2640

Meetings: At Clubrooms on Jindera Sports Grounds,

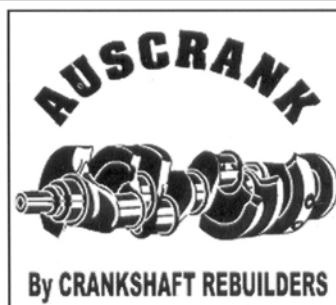
First Friday of every month 7.30pm.

Some times on the first Sunday of the month.



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



Manufactured Crankshafts

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

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

• 4340 Non Twist Forgings

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

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

Ultra light, rifle drilling, straight shot oiling system.

These crankshafts are used in the following applications:

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

• Billet

Using high quality steel & heat treating processes.

Custom crankshafts for many applications.

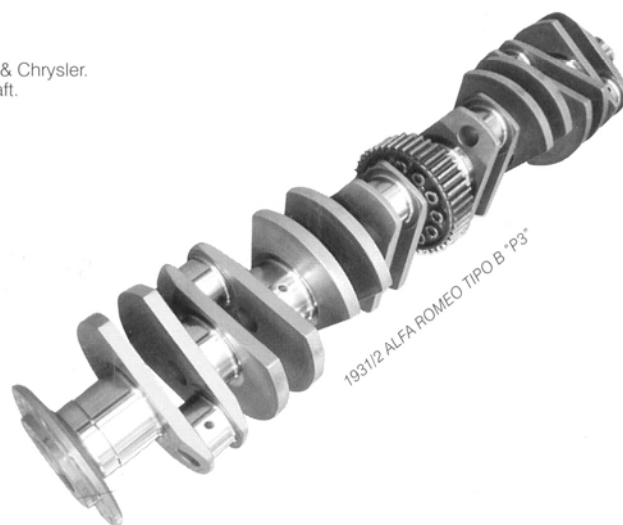
Vintage & Historic Restoration. Performance Motorsport.

Some of the shafts manufactured in the past include :

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

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

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



• Cast Iron

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

Performance Enhancements

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

Engine Block

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

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

Crankshaft

Crack Testing
Heat Treatment
Stress Relieving

Journal Reclamation
Stroking
Precision Grinding

Con Rod

Shot Peening
Resizing (Sunnen)
Bolt Conversion

S.E. Bush Replacement
Piston Pin Fitting
Bearing Remetalling

Cylinder Heads

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

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

Balancing

Dynamic Engine Balancing
Flywheel/Clutch Assemblies
Rods & Pistons

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