

JOURNAL

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

June 2010
Volume 45 Number 2



Norm and Mickey Bradford's 1948 Buick 56C 8/50 Convertible
Parked in front of Henry and Trish's 1977 Chrysler Valiant Charger at the
Oasis Nursery on 18th. April 2010.

See pages 10-13 for the report.

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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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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This Months Meeting

8.00 pm-4th June 2010

Deepdene Park Hall

Whitehorse Road, Deepdene

This Months Entertainment

This month we are going to have a natter night so bring along your stories, memorabilia, brag books, photo's of your grandkids or whatever and a plate of supper. The meeting room is centrally heated with a modern kitchen and plenty of parking.

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.

The Club wish to extend their sympathy to Tina Brown whose father passed away on the 30/4/10. Tina's father came to Australia in 1949.

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



Editorial

We had quite an interesting discussion at our last General meeting regarding the Club's future in the event we don't get any interest in Committee positions at our AGM in October. Six committee members are considering retiring from their positions. Its early days yet, about 5 months to go before the elections, but some interesting points were raised, both in relation to Committee and also the dwindling attendances at our General meetings.

The intended outcome of this "forum" is that members discuss the issues with each other and, hopefully, put pen to paper or air their opinions at the next General meeting./s. We have already received some responses and some very valid suggestions were offered. (nothing rude, mind you), and certainly well worth considering.

David also outlined some options if the worst case scenario eventuated: the inability of the Club to function.

Unfortunately (in my opinion), the one that raised the most interest was a possible merger with another Club. This took up a lot of time on an outcome that was the least likely to occur. I think the immediate cause for concern is the lack of numbers at our General meetings. A healthy number of members at our meetings are conducive to more interest in how the Club is run and consequently an interest in doing something about it thereby ensuring we enjoy the Club to the maximum.

"Why is it so?" Are we all getting older and less interested in driving at night? Is the increasing traffic a concern? Do we want less formal meetings? Are the reports too long? Are the seats too hard? Do we want our own Clubrooms? Is Friday night a bad night? Do we want Entertainment or would we prefer to just have a good chinwag? Should Committee meetings be held at each member's place in turn? Questions, questions, what are the answers? Let us know, by mail, Email, or at the meetings.

Please remember the committee members are all volunteers doing their best in the interests of the Club. Don't kill their enthusiasm with antagonistic abuse. Constructive (tactful?) criticism is fine. We don't want the discussions to bog down in a bun fight. That would achieve nothing.

Finally I am still looking for someone to take over my role as Editor. Advantages are: - Janelle comes with the package if you need her. You get to voice your opinions without interruptions. (eg. Editorials) We have a fantastic Journal Crew. We collate the Journal at different member's houses on a rotating base. This means each member hosts the Journal on an average of 1.5 times a year. We have Dinner together on Journal night. We plan holidays together. We have no committee. A Laptop or Desktop computer is provided.

Please think about it. Why should I have all the fun?

Eddie Reynolds.

Upcoming Club Events



Annual Tour, Rusty Springs, Avenel, June 12, 13, 14th 2010

Monthly Club Run Williamstown, July 18th 2010





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



**Meeting : Place Caltex Service Station
113K Post Hume Highway Freeway
Drinks, food, toilet available here.
We will be leaving for Rusty Springs at 11.30am
Looking forward to seeing you.**



**Barry Smith
Special Activities Officer
Mob. 0408 440 240**



www.chaca.com.au

CHACA Monthly Club Run 18th July 2010.

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. There will be full details in the JULY Journal.

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(answering machine): Mobile 0400071067: Email lanvin@alphalink.com.au

Looking forward to seeing YOU on the day,

Best Regards to All, Vin & Lana Forbes



New Members

We welcome the following new members to the Club.

Les Huet de Froberville of Narre Warren.

1957 Cadillac Series 62 Coupe.

Phone:- 0414 595045

Les has just purchased the Caddy from George Maunder.

Julien and Jenny Fantig of Lemnos

1980 Porsche 928 Coupe.

Phone:- 5829 9838

Lance Monaghan of Hampton Park Victoria

Lance currently owns a 1961 Cadillac series 2 Convertible.

We look forward to meeting you on our runs.

Correction to Register

Tom and Fiona Howat live at 5 Carrington Drive Pakenham 3810.

In addition they own a 1959 MK2 Ford Zephyr.

Change of Address

Ross Buchanan

20A King Street

Pakenham Vic 3810.

John and Joan Hunt

15 Paterson Court

Drouin VIC 3818

Letters to the Editor

Just a couple of expressions from me regarding the club. Firstly, please pass my thanks to and congratulations to the Person/s responsible for the "DIRECTORY OF MEMBERS". It is an excellent time consuming publication and nicely prepared.

Secondly, I have submitted a few articles of my 9 Classic cars but I can't recall which ones!! If you know, please advise?

I have other histories to help fill the Journal.

Kindest Regards, Peter Hibbert.

Editor's Note. Peter has contributed an excellent article on his 1951 Ford Victoria in the September 2009 Journal

I attended Pakenham Picnic along with approximately 400 other car and truck people. The weather was perfect and to my knowledge everyone thoroughly enjoyed the day.

I ran into quite a few CHACA members during the day and it was good to see John and Jackie Spence's Shark Nose Graham taking out best classic car and John Christie's 1918 Chev. roadster taking out best veteran car. Congratulations to both members on their achievements.

The display was the best I have seen at Pakenham (helps having good weather) with a good variety of vehicles on show.

With thanks to Dandenong Valley Car Club & The Federation for organising a great day.

Ray Griffin.

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

June 6th	Mornington Peninsula Historical Vehicles Club Inc. Annual Winter Swap Meet at Centro Karingal Shopping Centre, Corner Cranbourne Rd and Karingal Dr, Frankston Contact Maurie Haydon 9878 7662
June 26th to July 4th	Federation 40 year Tour Bendigo, see flyer on page 7
August 22nd	Super Chevy Sunday & All Makes Swap Meet, East Field Park, Eastfield Rd, Croydon All enquiries 03 9890 0524, www.allmakesswapmeet.com
October 1-4	CARNIVAL, CAMS NATIONAL MOTORING FESTIVAL Echuca—Moama
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
October 29 to November 2nd	7th Gateway to Gippsland Rally, Hosted by the West Gippsland Vehicle Restores Club Inc. Open to all Classic, Veteran and Vintage Cars, Bikes and Trucks, Brian Connelly 0428 528 291

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

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

Chair: David Landells, President

Meeting opened at 8.20 pm

Present: Approximately 23 members and visitors. Chair welcomed members, visitors and asked if there were any new members and requested that all present sign the attendance book.

Apologies: Margaret Landells, Collen Allan, Eric Chaplin, George Maunder, Neville Kunnel, Mick Whiting.

Visitors: David Trounson.

Minutes: Minutes of the previous meeting held March 5th 2010 amendments and or alterations. Minutes were signed as a true record. Moved—Barry Smith. Seconded—James Allan and Carried.

Business arising from the previous meeting: No Business arising.

Reports:

President—David Landells. Interesting past events have been, Hot Cross Bun Run hosted by the Veteran Car Club, All American Day and Pakenham Picnic.

Secretary—Peter Galley. Magazines and News Letters from various Exchange Clubs, Thank you from Vic Roads for input on the Red Plate Scheme.

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

Opening Balance: \$11,990.40

Income: NIL

Expenditure: \$647.54

Closing balance: \$11,342.86

Vice President—James Allan. Tonight's programme comes to you on a digital vinyl disc courtesy of Ray Griffin via Albert Blashki "The Life and Times of Jack Brabham".

Membership Secretary—Max Austin. Members directory distributed with May Journal. Please advise if your entry is not correct, listing 215 members and 580 vehicles. Eight members did not respond to the final notice and have been removed from the register. New members in the past month, Mark Apterman, Lance Bobbie and Les Huet de Froberville.

Activities: David Landells. Sunday 16th May is the Birthday Run to the Rhododendron Gardens, meet 10.30 am.

Special Activities: Barry Smith. Annual Tour to Rusty Springs finalised.

Advertising: James Allan. No report.

Technical Officer—Neville Kunnel. No report.

Editor—Eddie Reynolds. No good news, no bad news.

Welfare Report—No report.

Property Officer—Eddie Reynolds. The Club has purchased two folding tables for easier storage and transport.

Librarian Officer—No report.

Special Reports

AOMC Representative—Graham Hutchinson. Next meeting May 24th

Federation Representative—Kevin Churchill. Next meeting 22nd May.

All Makes Swap Meet—Ian Hanks. No report.

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

Cars, Parts For Sale and Wanted—Tibbie has an Ambulance for sale.

Reports from members of recent motoring events—James Allan reported a great day at the Aussie Classic Car Show. General Business—Chairman, David Landells raised the issue of the November elections and the need for new committee members, the Club requires five committee members to manage and control the Club. The alternative may well be the closure of the Club.

James Allan, moved a vote of Thanks to David for bringing the matter to the attention of the meeting, seconded Max Austin and carried.

Meeting Closed at 9.20 pm.

Next Meeting will be held on 4th June 2010 at the Deepdene Park Hall, 8 pm.

Addendum to General Business Minutes.

The chairman advised the members present of the need for nominations for the positions of President, Vice President, Secretary, Treasurer and Editor.

In the possible event these positions became vacant after the club's AGM in November, CHACA could be faced with one of several options:-

1. Wind up the affairs of the Club (Company) and give the Club's assets to a club of similar interests, which would effectively bring about the demise of CHACA. Your Club.....no more!
2. As with the above and join with the VDC and still be able to operate and continue as the Classic and Historic Automobile Club of Australia without the need for an executive committee.
3. Wind up the affairs of the Club (Company) but re-group CHACA as an incorporated body/association. This option would still need an executive body, which puts the tasks back to the members.

These issues were put to the members who were asked for their suggestions or if they were prepared to take a position on committee. There was some discussions from the members on these issues but no definite outcome was achieved on these options.

Finally it was suggested for members to approach other members with the express intent to solicit support from such members to take on an executive position and thus ensure the future viability of CHACA.

Members, the future of CHACA is in your hands.



NOTE NEW DATES



HUGE Display Day
Bendigo Show Grounds
3rd July
Bring along any and all
things motoring
Various categories of awards

Federation Forty Year Tour

***A TOURING RALLY BASED IN BENDIGO
MIXING THE OLD WITH THE GOLD***

Celebrating Forty Years of Proudly Supporting
Victoria's Historic Vehicle Movement

**JUNE 26 to JULY 4
2010**

This is School Holidays so you can bring the Grandkids

**We will take a week motoring in some great country surrounding Bendigo
Including Castlemaine, Kyneton, Daylesford, Maryborough and lots more
With places not so well known.**

This is a one town based Tour – You could even trailer your (Veteran) vehicle to the start.

Open to Cars, Commercials, Tractors, Motorcycles, at least 40 years old

For Information Contact Kevin Holloway, 0418 519148 or Box 1154, Mail Centre Ballarat. 3354

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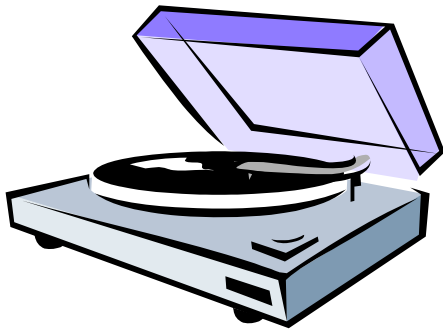
AUSSIE CLASSIC CAR SHOW

Flemington Racecourse Nursery Car Park
Sunday 2nd May 2010

As suggested by the Weather forecast, rain early, then cool and cloudy conditions for the day. The Rain did not happen, but the rest of the weather did, so the Show Cars and the Public responded accordingly. The attendance of Show Cars and the Public was about half of what we got for the same show, different time, last year.

Next year we will be back to a July Meeting. My thanks go to VIN FORBES, MAL HILLIER, as Marshals for traffic control and DENNIS HEALY, JAMES ALLAN and RON BARKER who started as apprentice to James, and qualified same day as JUDGES for Car Trophies of various sections. We move on and next meeting is at EASTFIELD PARK Eastfield Rd CROYDON on 22nd AUGUST.

Melway Map 50 J 7 SUPER CHEVY SUNDAY.
More details later: enquires IAN HANKS ALLMAKES SWAP.



Some of the artists of the 60's are revising their hits with new lyrics to accommodate aging baby boomers who can remember doing the "Limbo" as if it were yesterday

They include:

Bobby Darin ---Splish, Splash, I Was Havin' A Flash

Herman's Hermits ---Mrs. Brown, You've Got A Lovely Walker

Ringo Starr ---I Get By With A Little Help From Depends

The Bee Gees ---How Can You Mend A Broken Hip?

Roberta Flack---The First Time Ever I Forgot Your Face

Johnny Nash ---I Can't See Clearly Now.

Paul Simon---Fifty Ways To Lose Your Liver

The Commodores ---Once, Twice, Three Times To The Bathroom

Procol Harum---A Whiter Shade Of Hair

Leo Sayer ---You Make Me Feel Like Napping

The Temptations ---Papa's Got A Kidney Stone

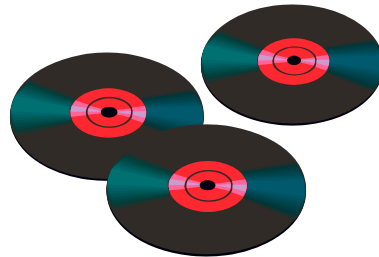
Abba---Denture Queen "You haven't seen my teeth have you Wilma?

Tony Orlando ---Knock 3 Times On The Ceiling If You Hear Me Fall

Helen Reddy ---I Am Woman, Hear Me Snore

Leslie Gore---It's My Procedure, And I'll Cry If I Want To
And Last but NOT least...

Willie Nelson ---On the Commode Again



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WE LOOK FORWARD TO HEARING FROM YOU SOON !



Sir Jack Brabham to 'party' with the clubs

Australia's most famous motor sportsman, Sir Jack Brabham, will be the special guest at this year's Shannons Christmas Party with the clubs in Melbourne on November 27.

The three-time World Champion in 1959, 1960 and 1966 and Lady Brabham will join more than 500 enthusiasts from over 20 clubs at the annual dinner, to be held at the Powerhouse at Albert Park.

Sir Jack will be the highest profile guest to attend the dinner, following in the wheel tracks of such motor racing luminaries as Harry Firth, Jim Richards, Steven Richards and Larry Perkins. As in past years, television personality and tarmac rally regular Glenn Ridge will be Master of Ceremonies.

Now 84, Sir Jack will talk about some of the memorable moments in his stellar motor racing career and will no doubt pass judgement on today's class of Formula 1 drivers.

Another highlight of the evening will be the charity auction for interesting motoring and motor sport services and memorabilia, which in previous years has assisted the Ashley Cooper Foundation and the Peter Brock Foundation.

This year Shannons will be working with charities supported by Sir Jack Brabham.

Now in its fifth year, the Shannons Christmas Party with the clubs has grown into a must-attend annual event. From an initial attendance of 180 in 2006, the event attracted 420 enthusiasts in 2009 with a waiting list because of venue capacity.

The full evening programme also includes live music and dancing.

Shannons Victorian Business Development Manager, Richard Sanders, said Sir Jack's attendance would ensure an even larger attendance at the 2010 Christmas Party.

"It's an absolute honour to have Sir Jack and Lady Brabham join us this year. The car clubs of Victoria will no doubt be delighted to hear Sir Jack share some of his stories and experiences with us.

"I'd highly recommend clubs book early for this one!"

The evening including dinner and beverages costs \$70 per heads, or \$700 per table of 10.

Richard A Sanders
Business Development Manager - Vic
Shannons
321 Warrigal Road
Cheltenham Vic 3192
Telephone 03 8588 0877
Facsimile 03 8588 0898
Mobile 0417 490 949
www.shannons.com.au

A farmer named Seamus had an accident when his car was hit by a lorry.

In court, the lorry company's hot-shot solicitor was questioning Seamus.

'Didn't you say to the Police at the scene of the accident, 'I'm fine?'' asked the solicitor.

Seamus responded: 'Well, I'll tell you what happened. I had just loaded my favourite cow, Bessie, into the...'

'I didn't ask for any details', the solicitor interrupted. 'Just Answer the question. Did you not say, at the scene of the accident, 'I'm fine!''?

Seamus said, 'Well, I had just got Bessie into the trailer and I was driving down the road...'

The solicitor interrupted again and said, 'Your Honour, I am trying to establish the fact that, at the scene of the accident, this man told the police on the scene that he was fine. Now several weeks after the accident, he is trying to sue my client. I believe he is a fraud. Please tell him to simply answer the question.'

By this time, the Judge was fairly interested in Seamus's answer and said to the solicitor: 'I'd like to hear what he has to say about his favourite cow, Bessie'.

Seamus thanked the Judge and proceeded. 'Well as I was saying, I had just loaded Bessie, my favourite cow, into the trailer and was driving her down the road when this huge lorry and trailer came through a stop sign and hit my trailer right in the side. I was thrown into one ditch and Bessie was thrown into the other. I was hurt, very bad like, and didn't want to move.

However, I could hear old Bessie moaning and groaning. I knew she was in terrible shape just by her groans. Shortly after the accident, a policeman on a motorbike turned up. He could hear Bessie moaning and groaning so he went over to her. After he looked at her, and saw her condition, he took out his gun and shot her between the eyes.

Then the policeman came across the road, gun still in hand, looked at me, and said, 'How are you feeling?'

'Now what would you have #%!@ said?'



Barbara Austin, Jenny Hanks,
Ros Smith and Lorraine Wood



Norm & Mickey Bradford, Eddie & Margaret Dobbs
and Colin and Flavia Heally



Trish Alger and Lesley Betts



On tour in the temperature and climate controlled room





Henry & Trish Alger's 1977 Valiant Charger



Norm & Mickey Bradford's 1948 Buick



Marion & Terry Herbstreit's 1969 Morris Cooper S
Colin & Loretta McKenna's 1938 Ford Coupe



Fred & Par Lombardo's 1960 Dodge Phoenix



Max & Barbara Austin's 1973 Toyota Crown SE



Eddie Reynolds' & Gail Evan's 1936 Dodge



Russell & Lesley Betts' 1955 Holden FJ



Barry, Ros and Lorraine leaving with royal waves.



Esther & Dennis Healy's 1977 Chrysler New Yorker

CHACA Run to Oasis Nursery 18th. April 2010.

What a glorious day for a quiet run to a plant nursery near Tooradin.

31 Members attended and if it was plants they wanted to see they weren't disappointed. There were thousands!

We arrived in time to enjoy morning tea in the nursery canteen, though many opted to sit outside and take in the garden atmosphere. In idyllic surroundings. Ti-Tree, Eucalypts and ducks adorned the area around a tranquil pond partly covered in duckweed.

Morning tea over, and we were given a guided tour of the nursery by our guide Keith Barrot. One of Fred Lombardo's ex workmates.

At this point I must add that this run was organised by Fred and no doubt assisted by his wife Pat. Fred has retired from the nursery many years ago but keeps in close contact with his ex workmates.

At this time of the year the nursery has 25 acres devoted to Cyclamens for Mother's Day. They also stock Princettias which are becoming popular for Mother's day gifts.

The Cyclamens are started in climate controlled rooms where they can be controlled to flower on a certain day and morning or afternoon can also be determined.

All in all it was a very interesting and informative day and much appreciated by everybody.

Thank you Fred and Pat!

Those who attended:-

Barry and Ros Smith with Lorraine Wood in the 1936 Packard.

Max and Barbara Austin in their 1973 Toyota Crown Sedan.

Eddie Reynolds and Gail Evans in the 1936 Dodge.

Fred and Pat Lombardo in their 1960 Dodge Phoenix sedan.

Ian and Jenny Hanks in their 1978 Mazda 121L Coupe.

Norm and Mickey Bradford in their 1948 Buick Convertible.

Eddie and Margaret Dobbs in a modern car.

Esther and Dennis Healy with Colin and Flavia Healy in the 1977 Chrysler New Yorker sedan.

Russell and Lesley Betts in their newly restored 1955 Holden FJ sedan. (It's maiden run was to the Hot Cross Bun day at Easter.)

Henry and Trish Alger in their 1977 Chrysler Valiant Charger Coupe.

Ken and Margaret Robinson in their modern car.

Pam and Noel McMillan in a modern car. (travelling with Norm and Mickey).

Fred LeBon and Marie Cooper in a modern car.

Colin and Loretta McKenna in their 1938 Ford deluxe Roadster.

On departing the nursery every one of our ladies was presented with a Tuberous Begonia as a memento of their visit.

Eddie Reynolds.

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TOMORROW'S BATTERY IS HERE TODAY!

OPTIMA CRANKING



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The OPTIMA 12-volt models deliver 850 Cold Cranking Amps at 0°F.

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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.

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

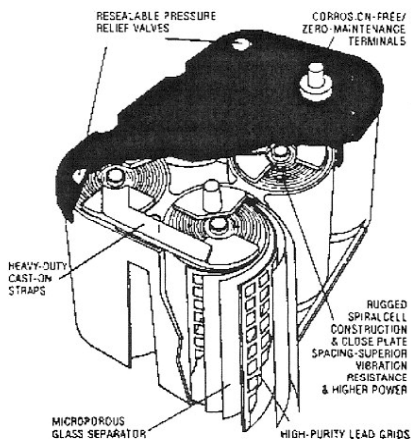
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



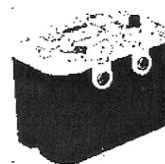
ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

OPTIMA BATTERIES

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Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

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

- **FAST ENERGY RESPONSE!**

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

- **CLEAN POWER!**

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

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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.

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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)



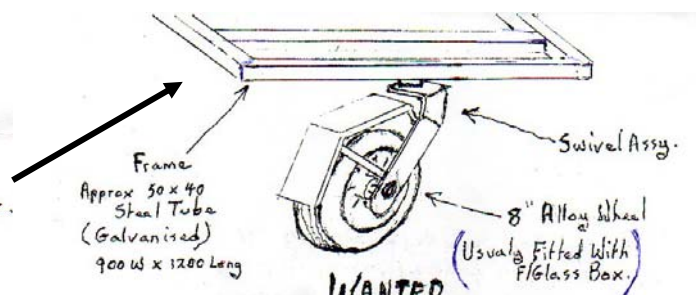
WANTED:

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 rotation 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)



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COAL DRIVEN POWER STATIONS AND CO2

The Rockhampton Morning Bulletin 22/12/09

I have sat by for a number of years frustrated at the rubbish being put forth about carbon dioxide emissions, thermal coal fired power stations and renewable energy and the ridiculous Emissions Trading Scheme. Frustration at the lies told (particularly during the election) about global pollution. Using power station cooling towers for an example. The condensation coming from those cooling towers is as pure as that that comes out of any kettle.

Frustration about the so called incorrectly named man made 'carbon emissions' which of course is Carbon Dioxide emissions and what it is supposedly doing to our planet.

Frustration about the lies told about renewable energy and the deliberate distortion of renewable energy and its ability to replace fossil fuel energy generation. And frustration at the ridiculous carbon credit programme which is beyond comprehension.

And further frustration at some members of the public who have not got a clue about thermal power stations or Renewable Energy. Quoting ridiculous figures about something they clearly have little or no knowledge of.

First coal fired power stations do NOT send 60 to 70% of the energy up the chimney. The boilers of modern power station are 96% efficient and the exhaust heat is captured by the economisers and re-heaters and heat the air and water before entering the boilers.

The very slight amount exiting the stack is moist as in condensation and CO2. There is virtually no fly ash because this is removed by the precipitators or bagging plant that are 99.98% efficient. The 4% lost is heat through boiler wall convection.

Coal fired power stations are highly efficient with very little heat loss and can generate massive amount of energy for our needs. They can generate power at efficiency of less than 10,000 b.t.u. per kilowatt, and cost wise that is very low.

The percentage cost of mining and freight is very low. The total cost of fuel is 8% of total generation cost and does NOT constitute a major production cost.

As for being laughed out of the country, China is building multitudes of coal fired power stations because they are the most efficient for bulk power generation.

We have, like, the USA, coal fired power stations because we HAVE the raw materials and are VERY fortunate to have them. Believe me no one is laughing at Australia - exactly the reverse, they are very envious of our raw materials and independence.

The major percentage of power in Europe and U.K. is nuclear because they don't have the coal supply for the future. Yes it would be very nice to have clean, quiet, cheap energy in bulk supply. Everyone agrees that it would be ideal. You don't have to be a genius to work that out. But there is only one problem---it doesn't exist.

Yes - there are wind and solar generators being built all over the world but they only add a small amount to the overall power demand.

The maximum size wind generator is 3 Megawatts, which can rarely be attained on a continuous basis because it requires substantial forces of wind. And for the same reason only generate when there is sufficient wind to drive them. This of course depends where they are located but usually they only run for 45% -65% of the time, mostly well below maximum capacity. They cannot be relied for a 'base load' because they are too variable. And they certainly could not be used for load control.

The peak load demand for electricity in Australia is approximately 50,000 Megawatts and only small part of this comes from the Snowy Hydro Electric System (The ultimate power Generation) because it is only available when water is there from snow melt or rain. And yes, they can pump it back, but it costs to do that. (Long Story).

Tasmania is very fortunate in that they have mostly hydro electric generation because of their high amounts of snow and rainfall. They also have wind generators (located in the Roaring Forties) but that is only a small amount of total power generated.

Based on an average generating output of 1.5 megawatts (of unreliable power) you would require over 33,300 wind generators.

As for solar power generation much research has been done over the decades and there are two types. Solar thermal generation and Solar Electric generation but in each case they cannot generate large amounts of electricity.

Any clean, cheap energy is obviously welcomed but they would NEVER have the capability of replacing thermal power generation. So get your heads out of the clouds; do some basic mathematics and look at the facts not going off with the fairies (or some would say the extreme greenies.)

We are all greenies in one form or another and care very much about our planet. The difference is most of us are

realistic. Not in some idyllic utopia where everything can be made perfect by standing around holding a banner and being a general pain in the backside.

Here are some facts that will show how ridiculous this financial madness the government is following. Do the simple maths and see for yourselves.

According to the 'believers' the CO2 in air has risen from .034% to .038% in air over the last 50 years.

To put the percentage of Carbon Dioxide in air in a clearer perspective;

If you had a room 12 ft x 12 ft x 7 ft or 3.7 mtrs x 3.7 mtrs x 2.1 mtrs, the area carbon dioxide would occupy in that room would be .25m x .25m x .17m or the size of a large packet of cereal. Australia emits 1 percent of the world's total carbon Dioxide and the government wants to reduce this by twenty percent or reduce emissions by 0.2 percent of the world's total CO2 emissions.

What effect will this have on existing CO2 levels?

By their own figures they state the CO2 in air has risen from .034% to .038% in 50 years.

Assuming this is correct, the world CO2 has increased in 50 years by .004 percent.

Per year that is .004 divided by 50 = .00008 percent. (Getting confusing -but stay with me).

Of that because we only contribute 1% our emissions would cause CO2 to rise .00008 divided by 100 = .0000008 percent.

Of that 1%, we supposedly emit, the governments wants to reduce it by 20% which is 1/5th of .0000008

= .00000016 percent effect per year they would have on the world CO2 emissions based on their own figures.

That would equate to a area in the same room, as the size of a small pin!!!

For that they have gone crazy with the ridiculous trading schemes, solar and roofing installations, clean coal technology. Renewable energy, etc, etc.

How ridiculous it that?

The cost to the general public and industry will be enormous. Crippling and even closing some smaller businesses.

T.L. Cardwell

To the Editor I thought I should clarify. I spent 25 years in the Electricity Commission of NSW working, commissioning and operating the various power units. My last was the 4 X 350 MW Munmorah Power Station, near Newcastle

Thanks to Graham Hutchinson for this article.

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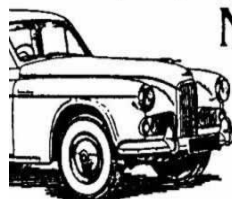
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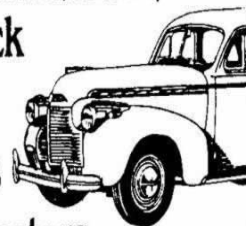
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Secretary: Michelle Grenness

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**Classic & Historic Automobile Club
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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
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Secretary: Kim Bowers

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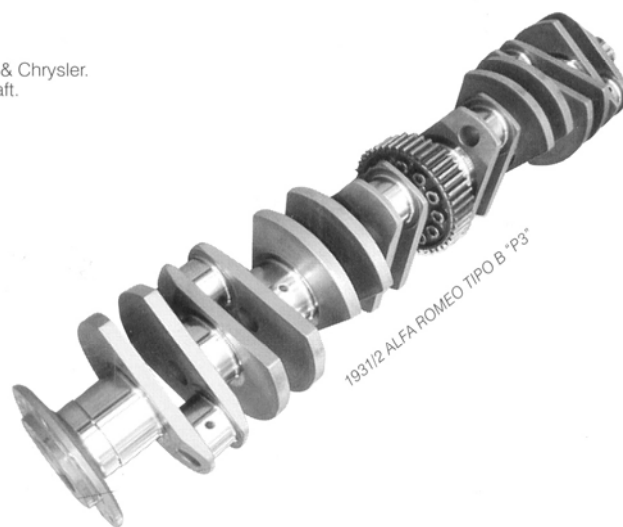
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