

JOURNAL

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

ACN 004 677 570

October 2010
Volume 45 Number 6



Denis Healey with his 1979 Corvette talks to Mickey Bradford
on the Club Lunch Run to Geelong



Upcoming Club Events

Last of the Chrome Bumpers at Cora Lyn Sunday 3rd October
Tri-Club Picnic at Werribee Sunday 10th October
All Makes Swap Meet at Nagambie Sunday 17th October
Annual Luncheon at Moorabbin Airport Sunday 24th October
Presentation Day at Norton Park Sunday 28th November
See inside for details of all the above runs



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

Committee

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Activities Officer

Vacant

Notice To All Reciprocating Clubs

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

Meetings

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

Club Newsletter

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

Journal Closing Dates

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

Journal Nights

Nominally Thursday before the last Friday of each month

CHACA Life Members

Max Austin, Ray Griffin, Margaret Griffin,
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, John Hunt,
Tom Lambert, Roy Pepprell, Eddie Reynolds, Bob Mantle,
Patricia Wightman, Peter Galley, John Schuurman.
Deceased: Fred McGeary, Norm Watt, Don Main, Ian Davey
Eddy Dobbs Snr, Col Patience, Gordon Wightman.

Website

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

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Library Custodian

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105 Manestar Road, Upper Beaconsfield 3808
Ph/fax: 03 5944 3312

This Months Meeting

8.00 pm-1st October 2010

Deepdene Park Hall

Whitehorse Road, Deepdene

Presidents Report

Well this Club year is fast coming to a close and I hope that the vacancies on committee will be filled with enthusiastic members to continue the great tradition of CHACA.

I will be unable to attend this October meeting which our Vice President James Allan will conduct, but I will be back for the November A.G.M.

David Landells.

Snippets and Welfare Report

Older members may be interested to learn that Tom Lambert has now moved to a Retirement Village.

Tom's address is now Mt. Martha Valley Lodge, Safety Beach. At this stage I don't know the unit or room number. Arthur Horner has also moved to a retirement village to join his wife Iris. Arthur was finding the "to-ing and fro-ing" between home and the village a bit difficult and has opted to move. Both are reasonably well.

Arthur and Iris's address is now Highwood Retirement Village, 359 Warrigal Road, Burwood Vic. 3125. Phone No. 9830 6077.

I was talking to Ed Bourke the other day. Ed asked me to apologise to members for his absence in recent times. He is quite well but last year he lost 4 family members. Ed is hoping to get back to meetings and runs in the near future.

I was also talking to Joan Donnison the other day in relation to Tom Lambert's move. (Joan lives in Tootgarook near to Mt. Martha. She and her late husband Ron used to knock around with Tom and Bernice and also Joyce and her late husband Don Main). Joan still sounds like the Joan of earlier years, bright and cheerful.

Letters to the President

Hi David,

On behalf of the Vintage Drivers Club, I would like to invite your club, Family's & Friends to join us for our Children's Christmas Party at the home of George & Pat Hetrel, "Como Gardens" on Sunday 5th December 2010.

I have enclosed the ad of what will happen on the day. BYO lunch & drinks, chair, also drinks & lollies for the children, parents to bring a present for each child clearly labeled for Santa's bag.

Cost is \$5 per family.

We hope that your Club will come and join us for the day!

If you are going to join us could you let me know so I can make arrangements,

Regards,

Margaret Eldridge, Event Organiser
(more information on page 7)

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



Editorial

Next Month is the AGM. This is the time when we will generate a new committee. Some exciting times ahead. Lots of new things to consider. The Executive committee will be quite stable, meeting at Deepdene each month. However the non-executive committee will have more freedom to pick and choose the time, date and whereabouts of their meetings. Have a go, you've got to be in it to win it and you'll keep the Club alive.

Normally the renewal forms go out in September along with the nomination forms. Well, you got the Nomination form but the renewal form didn't make it. My mistake. The September forms were at the front door where I should have fallen over them when I went out to Journal night. I didn't. I stepped over them not realising they were under the October ones. You will get them in the November Journal.

On another subject: It occurred to me that now would be an opportune time to register your Email address with the club. There is no allowance for it yet on the renewal form but it would fit under your signature.

This would allow the committee to contact everyone by Email if there was a sudden change of plans for a coming run or anything else for that matter. The CHACA Bush Telegraph would benefit greatly. It would eliminate a lot of phone calls and there would be no distortion of facts as often happens anytime a message is passed on by word of mouth. The new committee would decide if the address would go in the register. Maybe it could be put to the vote at a General Meeting.

Anyhow that's it for this month. I'm off on holiday via Bay to Birdwood. No, I'm off to Bay to Birdwood via a holiday.

Eddie Reynolds.

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



Can anyone throw any light on this plate?

It recently came into the possession of the Club but we don't know the history of it or where it came from.

If you can help please ring anyone on Committee.



TRI-CLUB PICNIC DAY

Sunday 10 October 2010

Visit to the B24 Liberator Restoration,
Corner Princes Highway & Farm Road, Werribee



The TRI-Club Picnic is an annual event which provides the opportunity for Veteran, Vintage and Classic car enthusiasts to spend a very pleasant day together.

This year's event will be organised by the Veteran Car Club of Australia (Vic) and the visit to the B24 Liberator restoration project promises to be a very interesting experience for all participants.

The devoted group at B24 Liberator Australia are well advanced with their restoration of the only remaining Liberator in the Southern Hemisphere using components which have been sourced from many parts of the world.

This aircraft is of great historical significance as B24 Liberators long range bombers served in the South West Pacific area during World War 11.

Our hosts from B24 Liberator Australia will provide conducted tours in groups of 10 people to ensure that we all get the chance to have a close inspection.

Starting from the RSL in 'Mary Street Spotswood (close to the Westgate Freeway (Melways Ref 41 J12) at 10:30am, we will travel directly to the B24 Restoration Hangar which is located on the corner of Princes Highway and Farm Road, Werribee (Melways Ref 205 F10).

\$5:00 per person admittance charge, tea and coffee \$3:00

Please bring your own food etc for lunch.

This is a Red Plate event which should attract a most impressive turn-out of Veteran, Vintage and Classic vehicles.

Enquiries: David Wright, Ph 03 9887 9401



Cora Lyn

"Last of the Chrome Bumpers"

Sunday October 3rd 2010

Members are to find their own way and pick their own time for this event. This is an event well worth attending.

There will be big displays of early caravans and cars, also a mini swap meet.



3rd Annual Melbourne to Maffra Rally

Gippsland Vehicle
Collection
Presents



October 2nd to
3rd 2010

Maffra Shed

C.H.A.C.A. ANNUAL LUNCHEON

DATE: SUNDAY 24TH OCTOBER 2010

TIME: 12.30 P.M.

VENUE: THE ROYAL VICTORIAN AERO CLUB

FIRST AVENUE MORRABBIN AIRPORT

MENTONE AEROBAR & BISTRO

MENU HAS A WIDE RANGE TO CHOOSE FROM

DRINKS AT BAR PRICES.

IF YOU ARE GOING TO ATTEND YOU **MUST RING** BARRY SMITH

ON PH: 9807 6813 MOB:0408 440 240

LAST DAY TO BOOK OCTOBER 10TH

BARRY SMITH
SPECIAL ACTIVITIES OFFICER



Events & Swap Meets of Interest to Club members

October 1-4

~~CARNIVAL, CAMS NATIONAL MOTORING FESTIVAL~~

~~Echuca—Moama~~

CANCELLED UNTIL MAY 2011

October 2-3

The Gippsland Vehicle Collection presents the 3rd Annual Melbourne to Maffra Rally
Entry form www.gippslandvehiclecollection.org.au Ph: 5147 2118

October 3rd

Euroa Show and Shine, Phone: 03 5795 1347

October 3rd

The Last of the Chrome Bumpers, Cora Lyn Contact: Dennis Jones ph:0409 861 088

October 17th

The Inaugural All Ford Display Day and cruise to Nagambie Lakes Regatta Centre
Contact 03 9890 0524

October 22-24

Motorclassica, Royal Exhibition Building Melbourne

October 23rd

Picnic at Mucklefield, Castlemaine & Maldon Railway Preservation Society and Castlemaine Historic Vehicle Club, Contact David Watkins (03) 5470 6384

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

October 31st

Cars of the World, Show and Shine, Rochford Wines Coldstream, Yarra Valley
Contact Charles Rogers MOB 04207 246 533 A/H preferable

November 28th

CHACA Presentation day at Norton Park

November 28th

RACV HCVC 29th Annual Display, Sandown Race course
Contact Ray ph: 0400 025 525

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

**Held at Deepdene Park Hall, Whitehorse Rd, Deepdene,
on 3rd September 2010**

Chair: David Landells, President

Meeting opened at 8.10 pm.

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

Apologies: Neil Ferguson, Eric Chaplin, Max Austin, Bob Clark and Colleen Allan.

Minutes: Minutes of the previous meeting held August 6th 2010. Minutes were signed as a true record. Moved—Margaret Landell. Carried—Barry Smith and carried.

Business arising from the minutes: None.

Reports

President—David Landells. No report.

Secretary—Peter Galley. The Great Innes Special Mystery is still a mystery. The Association of Motoring: consider voting for Rhys Timms to the Board of the RACV.

Correspondence in: Magazines and Newsletters from various Exchange Clubs. RACV Great Aust. Rally Melbourne to Mornington 16 Jan 2011 \$35 pp. RACV Federation Vehicles 29th Annual Display 28th Nov. Sandown. Inaugural All Ford Display Day 17th Oct. HCVC Last of the Chrome Bumpers Cora Lyn 3rd Oct. Forthcoming RACV Board elections letter. Show & Shine 23rd Oct Blackburn. 16th Annual Fly the Flag \$350 pp.

Correspondence out: Get Well card to Bob Clark

Treasurer—Mick Whiting.

Statement of Accounts

Opening Balance:	\$6,108.51
Income:	\$105.00
Expenditure:	\$2281.45
Closing Balance:	\$3,932.06

Forwarded Mick Whiting, Carried James Allan.

Vice President—James Allan. Looking for people to come along to Nagambie. Will be leaving in the morning and coming back at night. We have received payment from about half of our advertisers.

Membership Secretary—Max Austin. Absent. No report.

Activities—Ian Hanks. Wattle Park is coming up in a fortnight, come along and have a good day. Last year was cancelled and a Plant-a-thon was held. This year the Government has put forward \$5,000 and Parks Vic. has a person (Alex) to organise and re-invent the day. See add in Journal for more information. Croydon Super Chevy Day was rained out, has been re-scheduled to 30/02/2011. Check the AOMC web site just before the day for any updates or cancellations.

Special Activities Officer—Barry Smith. Annual Luncheon, The Royal Victorian Aero Club has a wide range of Menu's and drinks at bar prices. No money required until you are there but let me know numbers as I have booked the window seat. There was an error in Last months Journal, the luncheon is in October not September.

Technical Officer—Neville Kunnel. No report. Neville discovered that if you do not pay your registration on time at Vic Roads you have to go through the whole process of registering again.

Editor—Eddie Reynolds. Absent. No report.

Property Officer—Eddie Reynolds. Absent. No report.

Special Reports

AOMC: Graham Hutchinson. 2010 Survey has had a very poor response so far, it is still not too late to fill it in and send in. The Robert Shannon Award: there were 4 awards to interstate young restorers. AOMC Seminar 31/07/10 was a great success with 285 people attending. See full report on pages 18 and 19.

The Federation of Motoring: Kevin Churchill. No report.

All Makes Swap Meet: Ian Hanks.

Cars, parts for Sale and Wanted—Tibbie's Ambulance is still for sale, a man by the name of Chas Martin was interested but remains unreachable, if anyone knows a Chas Martin please let Tibbie know.

Reports from members of recent motoring events—David Landells, Last Sunday was the Picnic at Marong. David didn't attend but did receive a call from a member of another club saying not to bother going as the grounds will be underwater. David later heard from another member's son, who attended, that it was actually a great day.

General Business—Rod: Salt has gotten into his garage door and would like to know if anybody has heard of a good repairer. Hutchie: will be away on Sept. 14-22 at the Hupmobile Rally in Mt. Gambier. Terry: warning to owners of 6x4 trailers, check to make sure the trailer has the same number plate as the car towing it as he just got done for having plates on his belonging to an expired rego. It cost him \$109 and 3 demerit points for being such a "dangerous driver". Tibbie: remembers a company in Bendigo of the same name as the Innes Badge. This company worked on motors and modifying cars, maybe the same company? Meeting Closed at 8.47pm.

Next Meeting Friday 1st October at the Deepdene Park Hall 8pm

ALLMAKES SUPER CHEVY SUNDAY 22 nd AUGUST 2010

The day was cancelled by the council owing to the condition of the oval and the condition of the car parking area. It was awash.

We tried to stop the article in the newspaper but this could not happen as the article was already printed. We also tried to cancel adverts in the Age for Saturday and this does not appear to have happened either.

We also sent notices to a couple of Radio Stations to announce the event had been cancelled but this does not appear to have been used.

The website was changed Wednesday evening the same day we had been notified of the cancellation. We have learned from this and in future Eastfield Park is only suitable for summer.

SUPER CHEVY SUNDAY will be transferred to Sunday 30th JANUARY 2011 at Eastfield Park and will be called SUPER CHEVY SUNDAY and CROYDON CLASSIC CAR SHOW

Ps. Next year is the 100th year of the Chevrolet

IAN HANKS



VDC CHILDREN'S CHRISTMAS PARTY SUNDAY 5TH DECEMBER 2010 AT COMO GARDENS



At the home of George and Pat Hetrel, Basin Olinda Road,
The Basin. Mel ref 65 K7.

From 11.00am.....2.30pm Father Christmas

This year when you arrive at Como Gardens, Programs of events for the day will be handed out at the gate,
gate and parking rosters and there will also be a roster for Guards on the train.

A Christmas Party for the Children, lollies, drinks and train rides through George and Pat's beautiful gardens and fern gul-
lies.

For the big boys is George's private museum and impressive vehicle collection and after Dad's finished
drooling over the vehicle collection, for the big girls a stroll through the landscaped gardens.

BYO EVERYTHING.....Entry donation \$5 per family

Entry charge is donated to the local voluntary organisations such as Knox SES and St. Johns Ambulance.

Parents don't forget to bring a present for each child clearly labeled for Santa's bag.

**SAFETY FIRST. PLEASE MAKE SURE THAT YOUR CHILDREN
ARE AWAY FROM THE TRAIN TRACKS AT ALL TIMES!!**

Margaret and Bill Eldridge

PH: 9789-1995 MOB: 0409 386 468



**THE 60'S AMERICAN MUSCLE CAR CLUB
PROUDLY PRESENTS :**

AMERICAN BREED 2010

The Manhattan
Cnr Heatherdale & Canterbury Rds, Ringwood (Melway 63 D1)

Sunday November 21st
BACK AGAIN IN 2010

ALL AMERICAN 2 & 4 DOOR CARS & RODS WELCOME

GATES OPEN: 8am DISPLAY CARS \$5 DONATION DISPLAY CAR
10am GENERAL PUBLIC \$5 DONATION GENERAL PUBLIC
(KIDS UNDER 15 FREE)

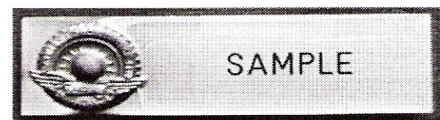
More details: Sharon 9401 5535 0438-216946 www.60samcc.com

American Breed 2010
is brought to you by:

Club permit vehicles welcome. Please note: Consumption of alcohol in the car park is not permitted.

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

Club Regalia



Name Badges - \$10.00

*CHACA
Windscreen Stickers
\$2.00 each*

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

Revel, St-Ferreol

Lake of Saint Ferreol and Canal Du Midi

The Canal Du Midi

The idea of a channel between the Atlantic Ocean and the Mediterranean Sea is an old issue. Indeed, the roman emperors then French Kings as Charlemagne, Francois I and Henri IV attempted to dig such a channel. Nobody could realise this project because of technical reasons. Pierre-Paul Riquet (1609-1680), Baron de Bonrepos was the first man who created this important project.

Pierre-Paul Riquet was born in Beziers in 1609. He settled down in Revel around 1648 with his family to work as General Gabelle (salt tax) Collector. This lucrative activity gave him an important personal fortune and a powerful position in the area of Languedoc. Then he started to conceive the building of the Canal du Midi.



About the Canal du Midi

*241 km from Toulouse to etang de Thau

*64 locks

*20 m wide

*2 m deep

Pierre-Paul Riquet started his job in 1662. However, he still had to solve the main problem of this channel: supplying the channel with water. Pierre-Paul Riquet found the solution walking in the Montagne Noire with Pierre Campmas an hydraulic engineer. The idea consisted in a reservoir feed by streams thanks to an artificial channel. This dam was created in Saint-Ferreol 3 km away from Revel.

Works started in January 1667 once Colbert, king's minister, and Louis XIV, French king, were convinced to finance a part of the building works. Pierre-Paul Riquet invested all his personal resources to dig the Canal Royal du Languedoc which became Canal du Midi after the French Revolution (1789-1799). Numerous workers were hired and spread on different work sites: up to 12,000 men and women.



Colbert, French minister, presenting the Canal map to Louis XIV—1665

After 14 years of colossal

works, the channel was

completed in 1681. It enabled somebody to sail from Toulouse to Sete.

Pierre-Paul Riquet fulfilled his dream. Nevertheless he died on October the 1st in Toulouse, seven months before the maiden journey.

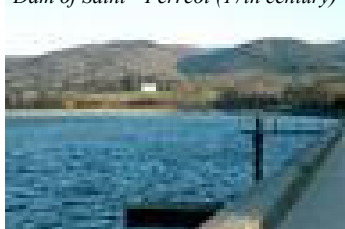
Saint-Ferreol Lake:

To provide water to the Canal Royal du Languedoc, Pierre-Paul Riquet built a dam in the Montagne Noire, 3km away from Revel, on Laudot stream. This reservoir was supplied with mountain waters: Alzeau, Bernassonne, Sor, Lampy etc. and an artificial rivulet dug on the mountain sides starting at the harnessing on

Alzeau river. This <Rigole de la Montagne>, led these waters towards Saint-Ferreol dam.

You can have a walk all along the <rigole> thanks to the tow path.

Dam of Saint—Ferreol (17th century)



About Saint-Ferreol lake

*Surface: 67 hectares

*Capacity: 6,500,000 m3

*Dam length: 786 m

*Maximum depth: 32,50 m

*Altitude: 342 m

*Lake length: 1600 m x 800 m wide

*Lake circumference: 4 km 300

Saint-Ferreol reservoir is located on three departments (Haute-Garonne, Tarn and Aude), on 4 municipalities and 2 regions (Midi-Pyrenees and Languedoc-Roussillon). Dam works started in April 1667 and finished in 1672.

To sum up, the Canal du Midi water supply is possible thanks to Saint-Ferreol lake. This one is filled by water coming from the Montagne Noire and fills the channel via <la Rigole de la Plaine> (an artificial stream dug in the plain). This rivulet is 38km long and joins the water sharing sill (Seuil de Naurouze).

Le Seuil de Naurouze is located on the road connecting Toulouse and Carcassonne. It is the highest point of the Canal du Midi: 190 m above the sea level. There, the waters are coming from the mountain are separated into two side: towards the Atlantic Ocean and the Mediterranean Sea. Riquet longly looked for this place. A legend tells that he found this site as he studied the waters of La Grave spring. A stone fell and formed a small dam separating water into two rivulets one flowing towards the east and the other towards the west.

In Pierre_Paul Riquet memory, a 20 m high obelisk was erected in 1827 on Naurouze stones. According to another legend when these pudding stone blocks will touch each other, it will be the end of the world.....

The Canal du Midi and all it's supplying system were classified World Heritage by the UNESCO in 1996.

Nowadays this channel is exclusively used for boating and irrigation.



Pierre-Paul Riquet's obelisk in Seuil de Naurouze

Thanks to Ralph Provan for this interesting article.

MEN ARE LIKE OLD CARS:

As it gets older, the differential starts slipping, and the U-joints get worn, causing the drive shaft to go bad. The transmission won't go into high gear and sometimes has difficulty getting out of low. The cylinders get worn and lose compression, making it hard to climb the slightest incline. When it is climbing, the tappets clatter and ping to the point where one wonders if the old bus will make it to the top. The carburetor gets fouled with pollutants and other matter, making it hard to get started in the morning. It is hard to keep the radiator filled because of the leaking hose. The thermostat goes out, making it difficult to reach operating temperature. The headlights grow dim, and the battery needs constant recharging.

But if the body looks good, we can keep it washed and polished, giving the impression it can compete with newer models and make one more trip down the primrose lane before the head gasket blows. Gentlemen, start your engines.



Classic & Historic Automobile Club of Australia Notice of Annual General Meeting - 2010

Notice is hereby given the Annual General Meeting of this Club will be held at **8pm on Friday 5th November, 2010** at Deepdene Park Hall, corner of Whitehorse Road and Parkside Avenue, Deepdene, Victoria.

To facilitate the business of this meeting the nomination form on the reverse side is provided to enable member's nominations to be recorded and published prior to the meeting. All present Committee Members must retire at this date. However, those wishing to shall be eligible to stand for re-election along with any other nominees proposed by members.

Though present Committee Members are eligible for re-election all positions are open for nomination:

Executive Committee: President Vacant Treasurer Vacant

Vice President Vacant *Secretary Vacant*

Technical Officer. Neville Kunnel

Committee: *Membership Secretary*. . . Max Austin, *Librarian* . . . Eric Chaplin.

Plus up to an additional seven (7) Committee persons without office.

Please note: All nominations must be proposed and seconded by members who are **financial** at the time of the Annual General Meeting. It is not necessary to nominate a member for each position, however, persons nominated must similarly be **financial members** and sign the nomination form.

This is not a Ballot Paper and **WILL NOT** be used to derive a system of preferential voting. It is purely a **NOMINATION FORM, which** must be lodged with the Secretary, Peter Galley on or before Tuesday, 5th October 2010. There is no obligation to make a nomination but you are urged to do so in the interest of the Club.

ORDER OF BUSINESS

1. Receipt of Committee Members' Reports.
2. Receipt of Annual Report and Financial Statements
3. Election of..
 - a. Executive Committee Members
 - b. Committee Members

PROXY VOTES

Member unable to attend the Annual General Meeting are requested to complete the Proxy Form as poll votes may be given either personally or by proxy or by Attorney. The instrument appointing Proxy, Power of Attorney or other authority (if any) under which it is signed, or a notorially certified copy of that power of authority shall be delivered to the Secretary at any time prior to the meeting or adjourned meeting. A proxy need not be a member of the club. No person may hold more than three proxies and **NO Committee members may hold proxies**, save the Chairman who may hold any number of proxies.

VOTES OF MEMBERS:

1. Every member entitled to do so, shall have one vote and no more except in the case of the Chairperson's casting vote.
2. Poll votes may be given either personally or by proxy or by attorney.
3. The instrument appointing a proxy shall be under the hand of the appointer or of his attorney duly authorized in writing. A proxy need not be a member of the Club and no person may hold more than three proxies excepting Committee members who may not hold any proxies, save the Chairman who may hold any number of proxies.
4. The instrument of appointing a proxy shall be deemed to confer authority to demand, or join in demanding a poll and such instrument appointing a proxy and the power of attorney or other authority (if any) under which it is signed or a notarially certified copy of that power or authority shall be delivered to the Secretary or any other person acting in his place at any time prior to the holding of the meeting or adjourned meeting at which the person named in the instrument proposes to vote, and in default, the instrument of proxy shall be invalid.

Welcome to our NEW venture at NAGAMBIE ,this is a first for a different location for a FORD DAY,
ALL CARS WELLCOME come and enjoy the day and experience the countryside. All details on
Enclosed Flyer below, Please remember to check our website for information on Venue Conditions if it
Has been RAINING hard every day of that week beforehand as the area can get very wet.
Website www.allmakeswapmeet.com.au phone 03 9551 3447 IAN HANKS

THE INAUGRAL ALL *Ford* DISPLAY DAY

And Cruise To

NAGAMBIE LAKES REGATTA CENTRE

Loddings Lane off Heathcote Road

*Directions: Look for the signs in Nagambie town, turn left at the Heathcote Rd turnoff.
Travel ~2km along Heathcote Road then turn right into Loddings Lane
Just one and quarter hours from Melbourne. Freeway conditions all the way*

SUNDAY 17TH OCTOBER 2010



- Full catering available
- Kids entertainment, jumping castle, face painting
- Local produce and wines
- Trophies for all categories of vehicles
- Club displays welcomed
- Veteran, Vintage, Classic Stock, modifieds, commercials, rods, all welcome.

The Ford event promoted by enthusiasts for enthusiasts

Contact 03 9890 0524 www.allmakeswapmeet.com.au

Promoted by All Makes Swap Meet Pty Ltd ACN 081 459 645

COLJEN

GEAR CUTTING & MACHINING

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Colin Woods & Jenny Stacker

Tel: (03) 9458 2741

Mobile: 0425 815 849

Fax: (03) 9458 2741

Email: gears@coljen.com

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

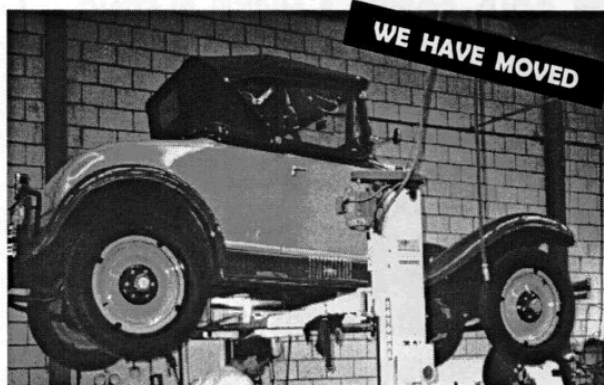
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Sunday 15th August 2010-

Run through Rowsley Fault Line Rockbank to Corio distance 110 klm.

This Volcanic fault line contributed to the outline of Port Phillip Bay.

We all met at the Mobil Service Centre, Melton Road, Rockbank at 10am, most enjoyed a cuppa and a chat at the service station and then we headed off to the Fault Line, with our trusty map and information sheets. The drive was easy and the scenery was very picturesque. You could see the volcanic structures formed a million years ago, quite clearly, faulting, scarp formation, valley incision and the alluvial fan development. Although I have lived in the western suburbs, I have never visited the area, and I am sure many others members would be the same. Eddie Reynolds scouted some great photos of the cars rounding the few bends.

The run was made up of 16 cars, with good support from Eastern and Western Suburbs members.

We arrived in Corio at lunch time, and enjoyed a very generous lunch together at the Gateway Hotel.

The hotel Bistro featured a hot smorgasbord, including roast meats, pasta, seafood, soup, and a wide range of sweets. Seniors prices made the lunch so much more enjoyable.

After lunch and a catch up with members we headed home. A great day out, for a chilly winter's day. Thank you all for your support on this run.

Organised by - John Baker.

Report -Louise Baker.

Photos supplied by Eddie Reynolds.

Participants:

Russell and Lesley Betts	72 Torana
Barry Smith	Modern
Graeme and Joan Moore	BMW 635 i
Bob and Judy Wilson	80 Olsmobile
Lester and Yvette Cole	69 Fairlane
Kathy Austin	Passenger
Ray and Margaret Griffin	1985 Landcruiser Sahara
Ken and Margaret Robinson	Passengers
Eddie Reynolds and Gail Evans	Modern
Norm and Mickey Bradford	48 Buick Super
Vin Forbes	Mercedes 280E
James and Colleen Allan	Capri Ford
Mal and Thea Hillier	Toyota-Modern
Esther and Dennis Healy	1979 Corvette
Jeff & Margaret Albon	1979 Ford Fairlane 500
John and Louise Baker	1980 BMW 320
Ian and Jenny Hanks	Modern
Kevin & Erica Churchill	Modern

A group of pensioners were discussing their medical problems at the Day Centre coffee morning.

'Do you realise,' said one, 'My arm is so weak I can hardly hold this coffee cup.'

'Yes, I know,' replied the second, 'My cataracts are so bad I can't see to pour the coffee.'

'I can't turn my head,' rejoined the third, 'because of the arthritis in my neck.'

'My blood pressure pills make me dizzy,' commented the fourth, adding, 'I guess that's the price we pay for getting old.'

'Well, it's not all bad,' piped up the first,

'We should be thankful that we can still drive.'



C.H.A.C.A. Lunch Run to Geelong Via the Rowsley Fault Line.



First, The Briefing.



Next, The Fault Line.



C.H.A.C.A Lunch Run to Geelong Via the Rowsley Fault Line.



"Garcon....Garcon!"



Mechanic can solve ignition problems by understanding mechanism

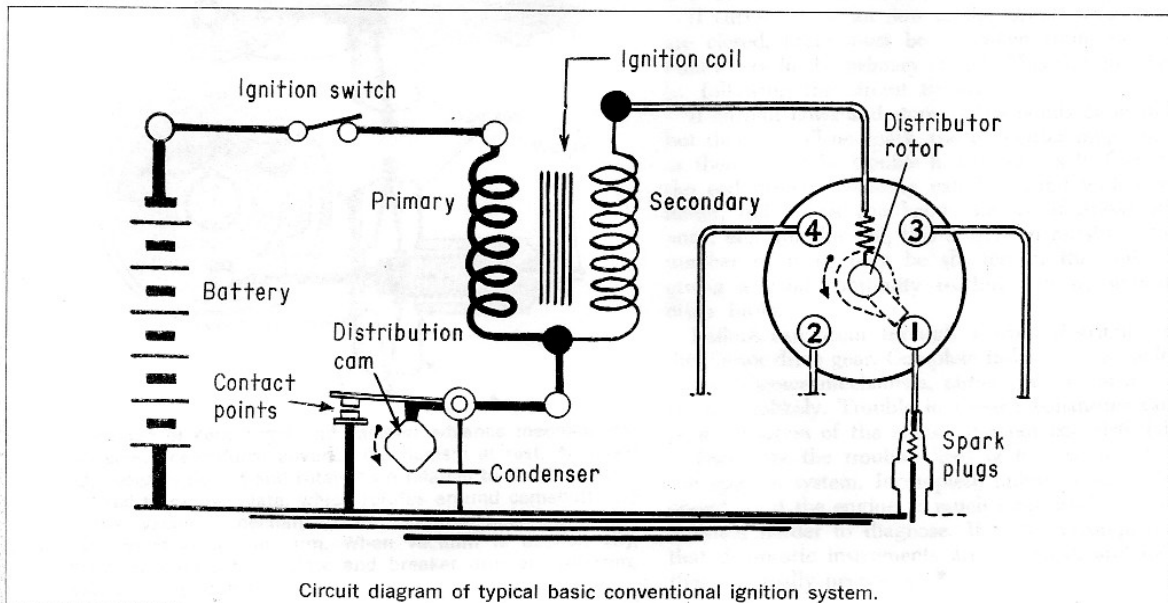
THE conventional automobile ignition system is very simple, and if the mechanic really understands how it works and the function of each component, he should have little or no problems in diagnosing and curing many troubles, using only the simplest equipment. In fact, many ignition system troubles can be found with no more than an ammeter, or a voltmeter, or even a probe light. This is not to say that more sophisticated equipment will not find the trouble a great deal quicker—it will. But in emergency, knowledge of the system, and some form of continuity tester (the ammeter, voltmeter or probe light mentioned above) will almost always permit accurate diagnosis of all but the most elusive troubles.

Reference to the circuit diagram will show the various components of the system. Basis of it all, of course, is the battery. Current flows from the battery (or the generator or alternator when the engine is running) through the ignition switch, through the primary winding of the coil, and through the contact points to ground and back to the battery. That is the primary circuit. In addition to those basic components of the primary circuit, there is the condenser, which is connected across the contact points, and in all U.S. cars with 12 volt electrical systems, and some of the more modern European, English and Japanese cars, there is a ballast resistor, located (electrically) between

the ignition switch and the coil primary terminal.

The secondary (high voltage) circuit of the ignition system starts in the secondary winding of the coil, where the high voltage is created by induction from the primary winding (there is no need here to go into the theoretical reasons for this), travels from the coil tower to the central tower in the distributor, down to the center of the rotor, which distributes the voltage to the spark plug wires in the correct firing order, to the spark plugs and across the spark plug gap to ground (the engine block) and completes the secondary circuit through the battery and the coil primary winding to the secondary winding. So we have two complete circuits: one operating at battery voltage and the other at about 15,000 to 25,000 volts. And the only electrical connection between the two circuits is inside the coil, where the primary and secondary windings are joined.

The function of most of the components in the primary circuit is fairly obvious. The battery supplies the primary current, and the ignition switch completes the circuit, permitting the current to flow. The coil primary winding has the job of inducing a high voltage in the secondary. And the contact points have the function of opening and closing at the correct time, permitting current to flow in the primary winding when the ignition

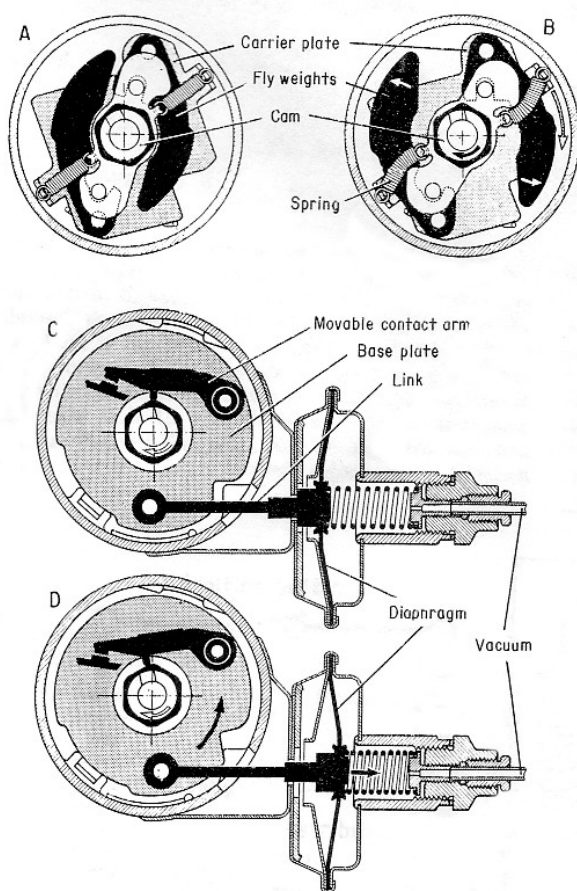


Seen in a garage in the Warrnambool area.



switch is closed. The condenser's purpose is to reduce sparking at the contact points to a minimum. The contact points are opened at the correct time by the distributor cam, which is geared to the engine crankshaft, usually through the camshaft. The correct timing is controlled by a centrifugal advance system, consisting of flyweights and springs, in the distributor body, and by a vacuum advance system, consisting of a manifold-vacuum controlled diaphragm which moves the distributor base plate and thus the contact points, in relation to the cam. Obviously, all these components must work properly if the system is to function correctly.

Therefore, if ignition system trouble is experienced, the first thing to do is to decide what sort of trouble it is. If only one or two cylinders are misfiring, the trouble must be in the secondary circuit because the primary circuit affects all cylinders equally. If complete ignition failure is experienced—the engine stops completely—the probability is that the trouble is in the primary circuit.



Operation of centrifugal and vacuum advance mechanisms. (A) shows centrifugal advance mechanism at rest. At speed (B), weights fly out and rotate cam relative to its shaft. Cam is fixed to carrier plate, which rotates around camshaft. (C) shows vacuum mechanism in retarded position, where vacuum is at a minimum. When vacuum is applied (D), diaphragm pulls base plate and breaker arm around cam, advancing ignition point.

However, it could also be a faulty rotor in the distributor as this is the only part of the secondary circuit that affects all of that circuit.

If the trouble is in the secondary circuit—one or more cylinders misfiring—find out which ones are misfiring, either by shorting out each plug in turn (the engine will slow down when a functioning plug is shorted out) or by feeling the spark plugs when the engine is stopped. Misfiring plugs will usually be cooler than ones that are firing. Or, if there are separate exhaust pipes, these can be felt with a dampened finger. Again, cool pipes indicate misfiring cylinders. Cause of the trouble can then usually be quite easily located by checking the spark plug, the wire to the plug for continuity, and the distributor cap for cracks. However, many modern cars use high-resistance spark plug wires, for radio noise suppression and ordinary continuity testers will not work with these. An ohmmeter is the best instrument to test these wires. But if this is not available, an ordinary low resistance wire can be used as a jumper. If the plug fires with the jumper, the high-resistance wire is faulty and must be replaced.

First thing to look for if the engine cuts out completely is current flowing in the primary circuit. If the vehicle is fitted with an ammeter, this can be seen as soon as the ignition is switched on. However, it is possible that the engine may have stopped with the contact points open, so if no current is shown on the ammeter, turn the engine over with the starter a few times. If current is flowing in the primary, and points are opening and closing, the ammeter will flicker up and down each time they open and close.

If current flows in the circuit, but the ammeter does not flicker when the engine is turned over (the ignition switch must be on), it means the points are not opening. This may be due to faulty adjustment or to broken points, either of which are usually easily seen. But occasionally, a contact point has been known to break off its arm. This is not easily seen if the point is held in place by the arm spring. Look for it by prying with a thin-bladed knife or similar tool. Another possible cause of this condition is a short-circuited condenser.

If current does not flow in the circuit when the points are closed, there must be a broken connection or wire somewhere in the primary circuit. This can only be found by following the circuit through.

If current flows and stops as the points close and open, but there is still no spark, the condenser might be faulty, or there might be trouble in the coil itself. Continuity of the coil primary winding can be tested with your voltmeter, but unless you know the specifications of resistance, etc., for the coil, this is not too reliable a test as a number of turns may be shorted in the coil winding, giving a good continuity reading but no indication of other faults.

Failure can occur through a worn distributor cam or distributor drive gear. Complete failure due to faulty automatic advance mechanism, either centrifugal or vacuum, is very unlikely. Trouble in these mechanisms can cause poor operation of the engine but not complete failure.

These are the troubles leading to complete failure of the ignition system. Incomplete failure, resulting in poor operation of the engine, is much more likely to occur and is much harder to diagnose. It is for incomplete failure that diagnostic instruments are intended, and for which they are really necessary.

Thank you again to Ralph Provan for this interesting arti-

ANSWERS TO LAST MONTH'S PUZZLE PAGE

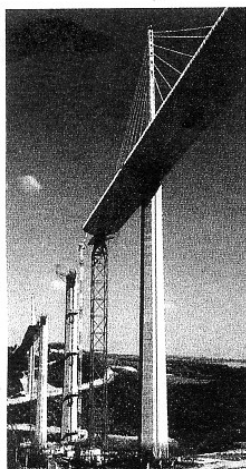
Improper suggestion
Put a sock in it
No idea
On top of the world
In between times
Bad spell of weather
A big show off

Oh my aching back
3 blind mice
Out to lunch
Half hearted
Look on the bright side
Cement ramp
On the right side of the law

Time is running out
Wet under foot
High IQ's
Change of life
This one is on the house
One of our number is missing
No truth in the rumour

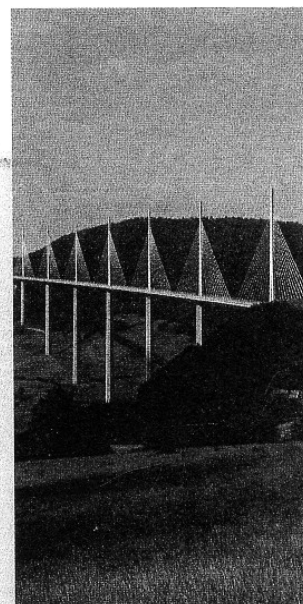
First Noelle
Jumping to conclusions
Thin dividing line
Big let down
Curl up with a good book
Men out of work
Holy water

Height record, technical feat



Key figures

- Total height: **343 m**
- Total length: **2,460 m**
- Span (between 2 piers): **342 m**
- Steel deck: **36,000 metric tons**
- Highest temporary support: **172 m**
- Piers and abutments: **205,000 metric tons of concrete**
- Highest pier (P2): **245 m**
- Area at the base of a pier \approx **200 m²**
- Slope: **+ 3%** in the Nord to South direction (Paris to Barcelona)
- Deck area: **65,000 m²**



Construction

Conceived by the Engineer Mi-

and designed by the architect Lord Norman Foster, the Millau Viaduct took only 3 years to build. All the Eiffage Group's know-how was mobilized for its

construction. The structure cost 400 million euros to achieve, including 80 million for the toll barrier. Consisting of 7 concrete piers, pylons and a steel deck, the highest point of the world's highest multi-stayed viaduct is 343 metres.

14/12/2001: Laying of the first stone

*** 2002**

Excavation work, pier foundations, building of abutments, erection of temporary supports
Factory prefabrication of the items of the metal deck
The concrete piers began to be lifted by 4 m every 3 days

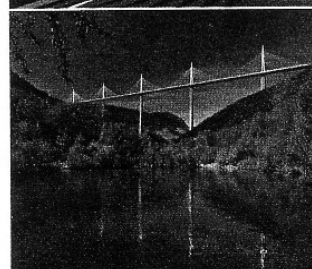
*** 2003**

Construction of piers completed: they split 90 m under the deck to facilitate the structure flexibility
Deck laying begins through 64 hydraulic jack type translators: it is supported every 171 metres on the piers and steel stilts.
7 cranes, secured to the piers every 30 m, raised a total of 85,000 m³ of concrete and 15,000 metric tons of reinforcements

*** 2004**

North and South decks joined at 270 m above the Tarn, and are welded together
Erection of the 7 steel pylons, tensioning of the stays
Laying of 10,000 tons of bituminous mix, load testing: 28 heavy-goods vehicles (968 metric tons) supported on a single span

14/12/2004: inauguration of the via-



The Viaduct's service life

While the construction work took 3 years to the day, the Millau Viaduct is planned to be in operation for 75 years. This is the term of the concession which officially began on 16 December 2004, the day it was opened to traffic.

The Compagnie du Viaduc de

a subsidiary of the Eiffage Group, is in charge of operation and maintenance.

55 people work on the viaduct

to provide customers with optimum driving conditions and top service quality.

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



(other clubs are welcome to use this report).

AOMC Delegates Meeting

23-8-2010 held at the Chevrolet Club building 1/3 Edgecombe Court Moorabbin.

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

AOMC Website <http://www.aomc.asn.au/>

CHACA Website <http://www.chaca.com.au/>

Hutchies personal comments in italics to keep Report ethical

President Iain Ross (Bristol Owners Club) opened the meeting sharp on 7-30 PM, to a good turnout of Delegates, for this 1st. of these meetings to be held at this location.

Ian pointed out the location of the AOMC office, & other important facilities, in these impressive clubrooms. Many of the Delegates who attended the recent AOMC Seminar were familiar with the venue.

Iain then demonstrated the new PA system the AOMC had purchased. This is a great improvement, but people must be instructed on how to use the microphone, so they can be heard.

New Delegates were invited to introduce themselves, and President Iain listed the 5 clubs to have affiliated with the AOMC since our last meeting in May.

Formalities were dealt with, such as Minutes of May meeting, Correspondence etc. then **Standing Orders were suspended for the 2 Guest Speakers** to inform the Delegates on their topics.

Mr. **Rhis Timms** (MG Car Club) is standing for election to the **RACV Board** in the forthcoming election. Rhis pointed out the difficult rules placed on people seeking election to this Board.

Mr. Timms went on to tell us about his forthcoming adventure to be involved in a trip across Europe in his 1936 MG saloon as part of the historic Peking to Paris race, (1st. done in 1907). Rhis had gone to a great deal of trouble in preparing a great visual slide show, with some great photos of recent and past events. Pity I was unable to catch much of what was an interesting subject.

I am unable to report in detail on what Rhis was saying, as a result of him speaking very quickly, running his words together, and poor microphone use. When many in attendance are no longer young, (like me), even with our hearing aids, correct use of the sound system is important.

I am like most people, never having learnt the technique of how to use a microphone, but I am reliably informed that it should be held firmly against the chest, just below the neck, so that one speaks directly over the device. Allowing the microphone to gradually get lower as it is held varies the sound, & wobbling the head up & down, or from side to side also results in distorted sound.

Mr. **Daryl Budgeon** (Australian Electric Vehicles Association) was our 2nd. **Guest Speaker**. Daryl spoke of the very early days, when electric cars were very common. In those days, the use of a crank handle on internal combustion engines was considered a disadvantage, in comparison to the simplicity of driving the electric car. The fact that the

batteries were good for little more than 20 miles, was not a disadvantage when the driver kept to only local trips. The invention of the starter motor & longer trips, gradually led to the demise of the electric car, until now that fuel oil is getting scarcer.

Daryl also presented a great set of visual slides to explain the advantages of the modern electric car, & photos of cars which have been converted by private owners. These slides showed relative advantages of AC and DC settings as well as things like self energising breaking adding to distance covered between charges, (presently up to 400 Km.) The various alternatives to Lead Acid batteries were discussed. Much of the technical stuff was beyond Hutchie & some others present.

Also those of us who were on the side, were unable to see some of the slides because Daryl stood in front of the screen.

There were many questions from the Delegates to Daryl, mostly showing that the initial cost of the car and charging from the standard power grid were not as popular with those present as they were with our guest. Other things pointed out by Mr. Budgeon in favour of electric motoring are no pollution while driving and not having to buy petrol or diesel.

President's Report. Iain Ross summarized his report published in the AOMC Newsletter as follows---

Cash for clunkers, new regulations on child restraints in older cars, CPS (Club Permit Scheme) passed Minister & back to VicRoads for introduction early 2011, AOMC Code of Conduct, Customs regulations on imported cars. Ian also reminded Delegates that the next Delegates Meeting in November, was the AGM & they were hoping for new nominations.

Treasure's Report. **Tony Aplin** has resigned as of the end of financial year, and **Mrs. Pam Hill** has again stepped up to take over until the AGM. Pam thanked Tony for his time as Treasurer of the AOMC, and proceeded to give a detailed report on the total funds at this time.

Car Shows. President Iain reminded Delegates of the importance of these events, as the main fund raising for the AOMC, that help is urgently needed on the day, and on the Day before for setting up. In 2011 the 2 events will be on alternate Sundays, so this will help, in that much of the gear can be left in place for the following Sunday.

Delegates were asked to see that their club enter the dates in their 2011 calendar.

April 3rd. RACV & AOMC Classic Showcase, (Formerly British & European) Flemington Racecourse April 10th. Shannon's & AOMC American Motoring Show Flemington Racecourse

Vice President Rod Amos, (Vintage Sports Car Club) reported on **CPS (Club Permit Scheme)**. It has been approved by the Minister, & is back with VicRoads. Rod reported on the recent conference at VicRoads where several matters have been approved, like—The parking distance

from your home (not requiring a permit) has been extended from 50 metres to 100, also the original change from a rolling 25 years to 30 years has also been dropped, so it is back to the original Victorian rolling 25 Years for eligibility for club plates. VicRoads has welcomed our Code of Practice idea, and Rod is happy with the response of clubs participation so far.

The design of the new Log Books is well under way, with the AOMC and the Federation input. The procedure will be that a permit notice will be issued as now, requiring an authorised signature from the club to verify you are a financial member. When the fee, (which is to be same as now), is paid, VicRoads will issue the Log Book with starting & finishing dates shown. That will mean that the old book is to be used until the expiry date, & the new book used from the next day.

Clubs & VicRoads will combine with CPS member lists being freely exchanged. VicRoads will have powers to suspend a permitted owner or club in extreme circumstances. This means that both will have powers not previously available.

There were numerous questions from Delegates which Rod was able to satisfy.

Philip Johnstone (Triumph Sports Owners Club) reported on **Engine Number Records**. There are now many marks which are now on computer discs. Philip reported the latest was the complete list of MG engine numbers on record; all now on disc.

President Iain Ross reported on the AHMF meeting in Perth had resulted in a change in Officers. Iain was now the President, (taking over from Neil Athorn), and that our own Graeme Jones is the new Secretary. This means that all of the returns from the survey on use of older vehicles.

A show of hands indicated that very few of those present had as yet completed the survey. Philip Johnstone said that it can be downloaded from the AOMC Website, and enough copies made for your members, or you can fill in the details on line. One member said he could not find it on the AOMC Website. Philip suggested he get his 10 year old neighbour to do it for him. I just checked and found it close to the top of the home page. I might add that I sent my figures in about 3 months ago.

Iain summarized on matters discussed at the AHMF meeting as follows--- The 2010 survey, Robert Shannon Award, the cash for clunkers, New national rules on child restraints. Ian was not happy with the fact that of the 4 X \$1000 awards from the Robert Shannon encouragement grants for young restorers, none came to Victoria. *Could this be because none of our clubs put in a submission? I remember Philip Johnstone offered to assist any club with the wording of their nomination.*

Paul Vellacott (Australian Lancia Register) reported on the AOMC Seminar held in these Chevrolet Clubrooms. Paul related that the speakers were well received by the 285 people who attended. *I noticed that there were very few chairs left vacant. A great morning. Congratulations to Paul.*

Norm Nettleton (T Model Ford Club) reported on the **Proposed Pakenham Complex**. The proposals are to set up a place where training of young drivers, police, ambulance drivers and others can take place. It is planned to have it available for clubs to have their special functions. The aim is to have 85% training, with 15% activities. People on side are Police, TAFE, Ambulance. State Government. Local Council & Driver Training people. All that is preventing a

start is an allocation of a suitable piece of land.

Delegates Reports. Patrick Devine reported that to celebrate 40 years in Australia of the Mercedes Benz Club, 9 of their members are going to Germany to receive an award. There was no **General Business**.

AOMC Newsletter Page 20to24 has the **RACV report on use of ethanol fuels in older cars**. *This should go in every clubs Newsletter. There is other good stuff too, but I try to keep to 2 pages*

Next Delegates Meeting at RACV building 22nd November AGM.

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

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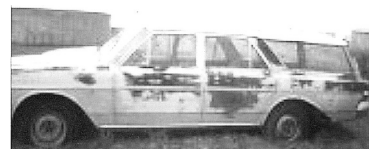
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SELL: 1956 Packard Patrician. Reg. No. QDD 220. Excellent condition. \$25,000.00 .
1958 Packard. Reg. No. HFJ 130. Original plates. Full history. \$25,000.00. 286 V8 motor. Excellent condition. Russell. 0408 339 110. Anytime. (0810)

SELL: Rambler Classic 1964. Needs lots of TLC. Rebuilt motor, receipts available. Stainless steel exhaust. Fair price wanted, make an offer. Receipt available C. Giovanelli (Murphy) Phone: 02 6795 3770 Mob: 0419 483 520 (0810)



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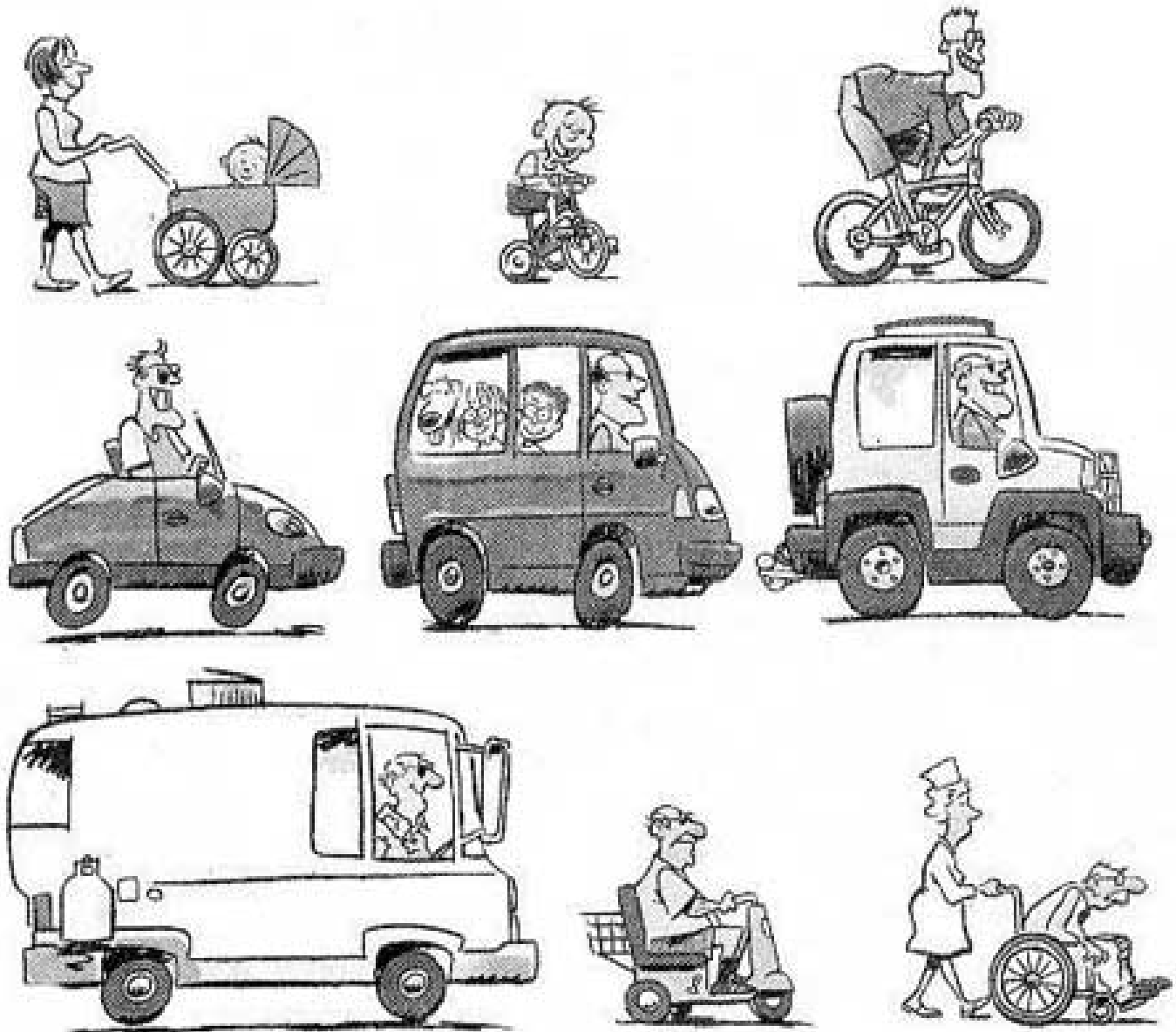
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The Wheels of Life

Thanks to Tibbie for this cartoon



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He will inspire her to do things she never thought she could do; to live without fear and forget regret.

He will enable her to express her deepest emotions and give in to her most intimate desires.

He will make sure she always feels as though she's the most beautiful woman in the room and will enable her to be the most confident, sexy, seductive, and invincible.

Now wait... sorry... I'm thinking of wine.

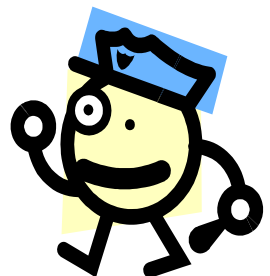
It's wine that does all that.....

Never mind.



One night Rodney was driving home along a road he knew well. When he reached the Stop sign he slowed down but did not actually come to a halt, whereupon a police officer pulled Rodney's car over.

'What difference does it make' said Rodney, 'slow down or stop'. 'I will give you a demonstration' said the officer and starting beating Rodney with his truncheon.' Now would you like me to slow down - or stop?



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- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

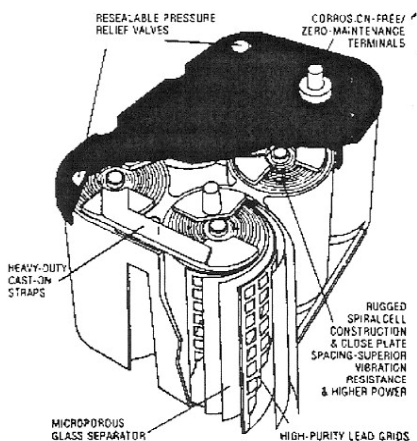
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

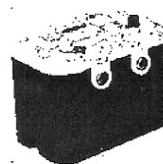
OPTIMA BATTERIES

THE ULTIMATE STARTER

Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

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

- **FAST ENERGY RESPONSE!**

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

- **CLEAN POWER!**

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

- **BETTER CYCLING!**

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

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

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

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Affiliated Clubs

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

**Classic & Historic Automobile Club
of Australia Wagga Wagga Region Inc.**
Secretary: Steve Medlen, Phone 02 6931 2588
PO Box 749, Wagga Wagga, NSW 2650

Meetings:

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

Morgan Country Car Club

Secretary: Michelle Grenness
PO Box 428, Albury, NSW 2640

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

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood

PO Box 306 Wentworthville, NSW, 2145.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Kim Bowers

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

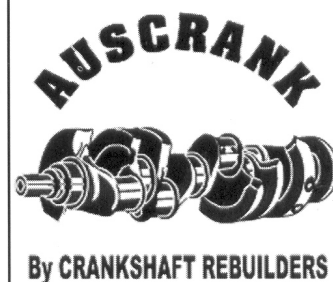
Meetings:

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



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



Manufactured Crankshafts

Auscrauks 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 Auscrauks 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

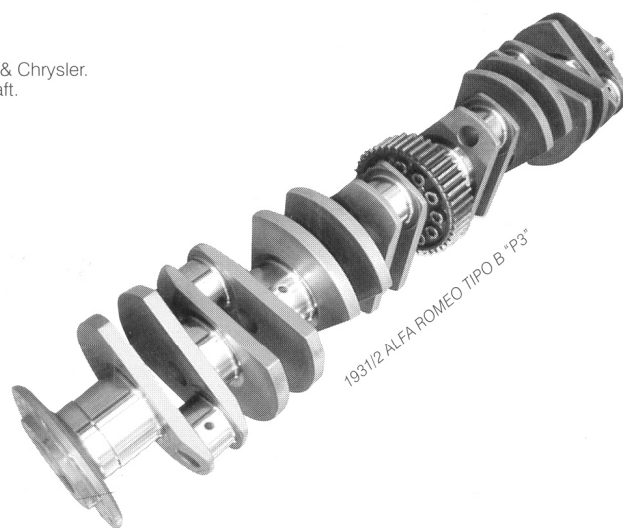
Using high quality steel & heat treating processes.

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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