

JOURNAL

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

September, 2009
Volume 44 Number 3



Graeme (Tibbie) and Joyce Tibbet attended the Christmas in July run last month in their 1936 Oldsmobile.



www.chaca.com.au

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

Committee

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Ph: 9720 6239

Meetings

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

Club Permit Scheme

FOR Special Use Vouchers:

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

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

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

You can also see Ian at meetings and on runs.

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

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

The closing date for contributions is outlined below.

Journal Closing Dates

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

Journal Nights

Nominally Thursday before the last Friday of each month

CHACA Life Members

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

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

Website

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

Archivist and Historian -

Margaret Griffin - 5977 6649

Club Welfare Officer -

Eddie Reynolds - 9770 1231

Calendar of Coming Events

October CHACA Annual Luncheon *
25th

November Presentation and Display Day*
29th

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

Presidents Report

Welcome members to the September Journal and with this edition is the nomination form for positions for Directors and also General Committee for your club.

I urge you to consider if you could spare some time and participate in the running of CHACA. This is important for the wellbeing of your club and new persons on the committee would be most welcome. New people, fresh ideas, we can use all that fresh and modern information which is vital to our clubs continued growth and success.

Safe Classic Motoring.

President David Landells.



Ken's Joke of the month!

"The car won't start," said a wife to her husband, "I think there's water in the carburetor."
"How do you know?", retorted the husband, "You don't even know what a carburetor is!"
"I'm telling you, I'm sure there's water in the carburetor," repeated the wife.
"OK, we'll see," said the husband, "let me check it out."
Where's the car?"
"In the swimming pool."



Next Meeting

8.00 pm-4th September 2009
Deepdene Park Hall
Whitehorse Road, Deepdene

Next Months Entertainment

As mentioned last month the entertainment planned for this month will be the final half of the film Genevieve. So bring your Jaffas, Peanuts, Smarties, popcorn or whatever and come along and enjoy.

Editorial

As you read this, Gail and I, along with Ken and Margaret Robinson, Ray and Margaret Griffin and Ian and Jenny Hanks will be enjoying each other's company and returning home from a holiday in West Australia.

My thanks go to Kevin Churchill for offering to look after the final preparation and mailing of this Journal in conjunction with my daughter Janelle.

We have also booked an overseas holiday in November and December, so I am hoping someone will put their hand up and offer to take over the role of Editor at our AGM in November.

I am quite prepared to help out for as long as needed and there is a wonderful Journal Crew to back you up. We have a lot of fun on Journal nights and as said previously we often go away on holidays together.

Eddie Reynolds.

ActonPrint
GROUP

Gary Galvin

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Bayswater VIC. 3153

Car Acronyms

ACURA:

- Another Crummy, Useless, Rotten Automobile
- Asia's Curse Upon Rural America
-

AMC:

- All Makes Combined
- A Major Cost
- A Mutated Car
- A Morons Car
- Another Major Catastrophe
- A Man's Car
- A Miss Conception
- All Muscle Car
- All Most Car
- Annoying Mechanics Constantly
- Automotive Mental Cruelty

AUDI:

- Always Unsafe Designs Implemented
- Accelerates Under Demonic Influence
- Automobile Under Demonic Influence
- Another Ugly Deutsche Invention
- Always Undermining Deutsche Intelligence
- Automobile Unsafe Designs, Inc.
- All Unnecessary Devices Installed

BMW:

- Big Money Works
- Bought My Wife
- Brutal Money Waster
- Break My Window
- Break My Windshield
- Babbling Mechanical Wench
- Beastly Monstrous Wonder
- Beautiful Masterpieces on Wheels
- Beautiful Mechanical Wonder
- Barely Moving Wreck
- Big Money Waste
- Big Money. Why?
- Big Money Works
- Born Moderately Wealthy
- Breaks Most Wrenches
- Bring Many Wrenches
- Brings Me Women
- Brings More Women
- Broken Money Waster
- Broke My Wallet
- Broken Monstrous Wonder

- Bumbling Mechanical Wretch
- Blasphemous Motorized Wreck
- Bavarian Manure Wagon

BUICK:

- Big Ugly Indestructible Car Killer
- Big Ugly Imitation Chrome King

Camaro:

- Can A Mechanic Actually Repair One??
- Can't America Make A Real One?
- Chevrolet Assembled Mustang And Repaired Often
- Could Always Manufacture And Recall Often

CHEVROLET:

- Can Hear Every Valve Rap On Long Extended Trips
- Cheap, Hardly Efficient, Virtually Runs On Luck Every Time
- Cracked Heads, Every Valve Rattles, Oil Leaks Every Time
- Constantly Having Every Vehicle Recalled Over Lousy Engineering Techniques
- Condition Hopeless, Entire Vehicle Relies On Leftover Engine Technology

DODGE:

- Drips Oil, Drops Grease Everywhere
- Damn Old Dirty Gas Eater
- Dead Old Dog Going East
- Dead On Day Guarantee Expires
- Dead On Delivery, Go Easy
- Dead On Delivery, Guarantee Expired
- Dead Or Dying Garbage Emitter
- Dear Old Dads Garage Experiment
- Daily Overhauls Do Get Expensive

EDSEL:

- Every Day Something Else Leaks
- Every Day Some Engineer Laughs

FIAT:

- Failure in Italian Automotive Technology

- Fix It Again, Tony
- Fix It All the Time
- Found In A Toilet
- Feeble Italian Attempt at Transportation
-

FORD:

- Frigin' Old Rebuilt Dodge

- Fix Or Repair Daily
- Found On Road Dead
- Fast Only Rolling Downhill
- First On Race Day
- First On Recall Day
- Fabricated Of Refried Dung
- Fails On Rainy Days
- Fantastically Orgasmic Realistic Dream
- Fatally Obese Redneck Driver
- Fault Of R&D
- Finally Obsolete Racing Device
- Fireball On Rear Denting
- First On Road to Dump
- First On Rust and Deterioration
- Fix Or Recycle Dilemma
- Flipping Over Results in Death
- Flipped Over Roadside Disaster
- Follow Our Rusty Dogsled
- Foot On Road Decelerates
- Forced On Reluctant Drivers
- Formed Of Rejected DNA
- Forwarded Once; Return Denied
- Forward Only; Reverse Defective
- Forlorn, Old, Ratridden Dustbin
- Fork Over Repair Dough
- Fouled Out Re-done Dodge
- Frequent Overhaul, Rapid Deterioration
- Free Or Reduced Drastically
- Frequent Opinion: Really Disappointed
- Fumes and Odors Readily Detectable
- Funny Old Rattling Dump
- Forget Out Running Dale (Earnhardt or Jarrett)
- Features O.J. and Ron`s DNA
- Found Out-Right Dangerous
- Future Of Racings Delight
- (backwards) Driver Returns On Foot
- (backwards) Dumb Rednecks Own Fords LTD:
- Lacks Total Dependability
- Lots To Do

- Looses Transmissions Daily

GEO:

Good Engineering Overlooked

GM:

General Maintenance

- Great Mistake
- Garbage Motors
- Generally Miserable
- Grossly Misconceived
- Gluteus Maximus
- Good Money
- Goofy's Manufacturing
- Gone Mental

GMC:

- Grief & Misery Combined
- Garage Man's Companion
- Gotta Mechanic Coming?
- Generally Mediocre Cars
- Get More Chicks
- Gets Mechanics Crazy
- Gods Mechanical Curse
- Got More Crap
- Great Mountain Climber
- Great Motor Car
- God Made Chevy
- Good Moron Car
- Got Mine Cheap
- Get My Checkbook
- Gone Mad Corp.

GTO:

- Gas, Tires, Oil
- Get Tools Out
- Get To Onramp
- Good To Own
- Get The Others
- Generally Trashed Out
- Good Time Out
- Gone To Overdrive



Events and Swap Meets 2009

October 4th Euroa Show 'n' Shine 2009 PH: 03 5795-1347

October Sunday ?? Nagambie Swap Meet and Cruise

October 25th RACV City to Cape Rally

November 22nd Swap Meet (same day as Historic Commercial Vehicle Display day)

These events may not be Club Permit Plate events

ANNUAL LUNCHEON OCTOBER 25TH. 2009
THE STUDLEY PARK CAFÉ BOATHOUSE KEW
2 Courses \$32.50

It is quite a romantic venue with the beautiful old buildings and the Yarra River winding past. It is hard to believe that the city is only 5km. down the road. So if you want to relive an era gone by, have a lovely lunch and maybe take a boat ride down the river, come and join us on the 25th. October. Make sure to put it in your diary.

Bookings will open on the 4th. September

Barry Smith
Special Activities Officer.



MAKE IT A DATE

At Federation Square, on the last Sunday of each month, (except December), one of the many Car Clubs display their vehicles. They are in place about 10AM, in the Flinders Street entrance to the Atrium. If you have nothing better to do on this last Sunday, pay them a visit. The list for the remainder of the year, as taken from the AOMC Newsletter, are as follows.

July 26th. Porsche Car Club of Australia.

August 30th. Thunderbird Owners Club.

September 27th. Volkswagen Club of Victoria.

October 25th. (Not listed, it is the **City to Cape Run**)

November 29th. Ford Capri Car Club of Australia.



Association of Motoring Clubs Inc. and RACV

Sunday 25 October 2009

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

Club Permit authorized by the AOMC

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

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

Entries close Friday 25th September 2009 or when full

Limited to 400 vehicles produced prior and up to 1959

Full details on entry forms

Enquiries 9890 0524

For updates and further information check www.aomc.asn.au

CHACA Darling to Coal Creek Korumburra

Sunday 20th September 2009

We will meet at the Hungry Jacks off the South Gippsland Highway in Cranbourne from 9.30 am.

Melways reference page 129 J10.

This location provides parking, food, drinks and toilets, also in the same precinct fuel is available.

Departing at 10.00 am we will cruise the 75km along the South Gippsland Highway and should then arrive at Coal Creek at around 11.00 am.

Park your car in the Coal Creek car park. Entry into Coal Creek is free, however, some of the attractions such as the train ride have a cost.

For those who wish to self cater free B.B.Q. and picnic facilities are available.

Otherwise food is available to purchase as per menu below:

A light lunch of assorted fresh sandwiches, tea and coffee \$8.00 P.P.

Assorted locally made slices \$4.00 P.P.

Hot Lunch

Home made vegetarian lasagna with salad, tea and coffee \$15.00 P.P.

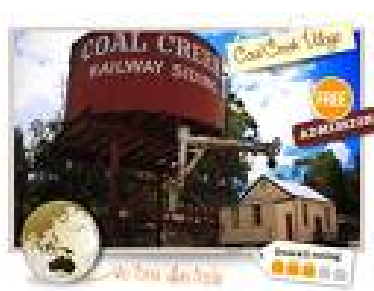
Home made quiche Lorraine with salad, tea and coffee \$15.00 P.P.

Vegetable or meat and vegetable pastie, salad, tea and coffee \$10.00 P.P.

I will need to know the number of people and their choice of the menu by the 4th September general meeting night to notify the people at Coal Creek of our requirements on the day.

This should be an interesting outing and Margaret and I look forward to your company at this event.

President David Landells.



“Poetry in Motion”

Desiderata of Motoring.

Go placidly amid the noise and excitement of your rallying,
and remember that this is one sign of good motoring.

As far as possible without surrender
be on good terms with all your fellow members.

Plan your rallies carefully and cheerfully;
and listen to others,
even the newer members;
they will give you many moments of Joy.
Avoid loud and aggressive gatherings of members,
except when you're part of one.

If you compare your members with others,
do not become vain or bitter;
for success can only be judged by the smiles on their faces.

Enjoy your achievements as well as your plans.

Keep in mind the Aim of the club,
however hard to understand at times,
it is a real possession in the changing fortunes of time.

Exercise caution with your clubs funds;
for a club works hard for its dues.

But let this not blind you to what rallying is all about.

Be yourself.

Especially, have fun.

For in the face of all adversity and disenchantment

Those members are depending on you.

Take kindly the counsel of your members;
they will help you all that they can.

Nurture strength of spirit in case of a failure
But do not blame yourself... you have done your best,
and what you think of as failure may be fun to your
members.

Beyond a wholesome discipline,
be gentle with yourself.

You are the most important person in life.

We need more adults like you
to help the members of this club.

And whether or not it is clear to you,
you are moulding the future of this club.

Therefore, be at peace with God,
Whatever you conceive Him to be,
and whatever your labours and aspirations,
in the noisy confusion of your meeting
Keep peace with yourself.

With all its hard work and sometimes frustration,
It is still a wonderful movement.

Be cheerful, Strive for good motoring.

Jalb.09.



Classic & Historic Automobile Club of Australia

Notice of Annual General Meeting - 2009

Notice is hereby given the Annual General Meeting of this Club will be held at **8pm on Friday 6th November, 2009** 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.

Present Committee Members eligible for re-election are:

Executive Committee:	<i>President</i>	David Landells	<i>Treasurer</i>	Mick Whiting
	<i>Vice President</i>	James Allan	<i>Secretary</i>	Peter Galley
	<i>Technical Officer</i>	Ian Hanks		
Committee:	<i>Membership Secretary</i>	Max Austin	<i>Librarian</i>	Eric Chaplin
	<i>Property Officer</i>	Eddie Reynolds	<i>Publicity Officer</i>	.James Allan
	<i>Editor</i>	Eddie Reynolds	<i>Activities Officer</i>	
	<i>Special Activities Officer</i>	Barry Smith	<i>Committee Persons</i>	

All positions are open for nominations.

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 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, 6th October 2009. There is no obligation to make a nomination but you are urged to do so in the interest of the Club. **No nominations will be accepted from the floor.**

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

Members 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 notarially 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.

Classic & Historic Automobile Club of Australia

ANNUAL GENERAL MEETING - 2009

NOMINATION FORM FOR GENERAL ELECTION

Position	Name of Person Nominated	Signature of person Nominated
President		
Vice President		
Secretary		
Treasurer		
Technical Officer		
Librarian		
Membership Secretary		
Activities Officer		
Special Activities Officer		
Editor		
Publicity Officer		
Property Officer		
Committee Persons		
Proposed By		
Seconded By		

To be lodged with the Secretary, Peter Galley, 8 Regan Street, Box Hill, Vic 3129 on or before Tuesday, 6th October, 2009

.....
.Detach here

PROXY FORM FOR GENERAL ELECTION

(if member *unable to attend Annual General Meeting*)

To: The Classic & Historic Automobile Club of Australia

I,

of

being a member of the Classic and Historic Automobile Club of Australia, hereby appoint

of as my proxy to vote for me, and on my behalf at the Annual General Meeting of the Club to be held on Friday, 6th November, 2009 and at any adjournment thereof.

SIGNED THIS DAY OF

NOTE: No nomination for Committee will be accepted from the floor on the night of the Annual General Meeting.

To be lodged with the Secretary, Peter Galley, 8 Regan Street, Box Hill, Vic 3129.



Superstop Brake & Clutch P/L
 ABN: 83 112 916 168
 727-729 Whitehorse Rd, Mont Albert 3127.
 T: +61 3 9890 1924 | F: +61 3 9890 5502
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- CYLINDER HONING & RECONDITIONING
- BRAKEHOSE MANUFACTURING



PREMIUM SERVICE – 4 DELIVERY DRIVERS

WE LOOK FORWARD TO HEARING FROM YOU SOON !

www.chaca.com.au

TOMORROW'S BATTERY IS HERE TODAY!

OPTIMA CRANKING



THE ULTIMATE STARTER

- **FASTER, CRISPER STARTS!**
The OPTIMA 12-volt models deliver 850 Cold Cranking Amps at 0°F.

- **LONGER BATTERY LIFE!**

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

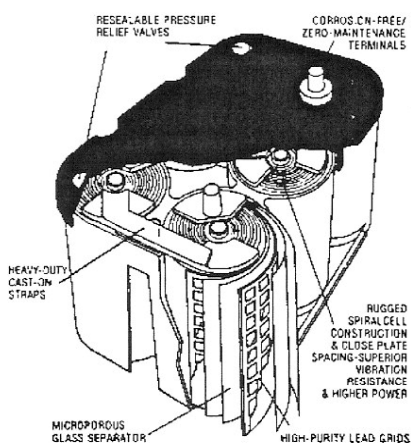
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



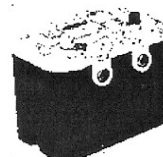
ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS



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

1950 Chevrolet Club Coupe

437 original, actual miles

Purchased new by Mr. and Mrs. Jessie Trueblood of Modesto. Shortly after purchasing this car, Mr. Trueblood took a day off to go fishing. While waiting for the "big one" to bite he witnessed a woman fall out of her boat. Mr. Trueblood jumped in to help, but he had a fatal heart attack. Mrs. Trueblood returned the car home and placed it in the garage for the next 12 years. The odometer reading at that time (1962) was 413 miles.

Mrs. Trueblood lived next door to a used car lot owned by Mr. William E. Wilson (now 81 years old). Mr. Wilson spoke with her frequently and often told her he would like to buy the car for himself to keep. In 1962 the time had come. Mrs. Trueblood told Mr. Wilson she needed a car for her bookkeeper who didn't really care for the ole' Chevy and would prefer a Rambler. No problem. Mr. Wilson went down to the local Rambler dealer and bought a brand new one for \$1,650.00 (\$100.00 over cost) and made the swap.

He then took the car home and parked it with 433 actual miles. And there it sat for the next 45 years, occasionally being started and moved in and out of the garage. In 2007 Mr. Wilson decided to sell the car and started spreading the word around Modesto that the ole' Chevy with 433 miles on it was for sale. Many had heard about the car, but hardly anyone had ever laid eyes on it. In fact, according to Mr. Wilson he believes he only showed the car to about 5 people in 45 years. Word spread quickly about the car and soon a buyer arrived ready and willing to pay the \$60,000 asking price. When Mr. Wilson told me the story of this car he complained heavily of the "capital gains" tax he was required to pay and wished he had never sold it. As of this writing, Mr. Wilson is still alive and well in Modesto and can verify the miles and originality of this car. Simply put, this is a true 100% factory original survivor (that includes the air in the tires). This ole' Chevy now has 437 original miles and is most likely the world's lowest mileage 1950 Chevy.





1951 FORD VICTORIA CUSTOM L.H.D. DELUXE 2 DOOR HARDTOP ELECTRIC OVERDRIVE COUPE

Registered "FORD-51". Peter Hibbert
RESTORATION HISTORY 2009

This 1951 Sandpiper Tan over Hawaiian Gold twin spinner 8BA 8 cylinder manual transmission Victoria Hardtop Coupe was sourced on eBay and referred to me by a fellow Early Ford V8 Club member late December 2006.

The colours & trim are confirmed by the information & colour pictures on my original Ford factory brochure. The green colour to sills garnish is correct.

I downloaded pictures & information & followed via e-mail to purchase.

Prior payment & importation arrangements followed. Unfortunately, the 'Vehicle Import Approval' issued at Canberra was late & costly wharf fees applied. For your benefit...arrange this as early as possible! **NOTHING** moves until all local & foreign documents are on hand, valid & truly verified.

The purchase price *must be* accurately recorded on the 'Bill of Sale'.

The Data Tag reads: - *B1CH 20613*, Body 60, Colour KR, Trim AB, Production Code 6 L 69A. It is an original Arkansas 'dry' Ford with a genuine 16,663 miles. The restoration that is described here confirms the low mileage. It had been shed stored & not driven since the 1980's.

Body, trim & paint had been restored in USA prior to arriving in Melbourne. It is adequate and only a clean was necessary. The paint cut back very well.

On arrival to my home, the fender skirts & wheel trims/caps were stored in the trunk. Nothing else supplied. The Ford proved to be very original with accurate features, 6 volt electrics etc. The engine had not been properly prepared after long term storage by the vendor from years of isolation & found to be running roughly & fuming. There is a correct inhibited procedure that should be followed prior to attempting a start-up.

I made the decision to pull the 8BA down & conduct a full rebuild. As with all my engines, all new parts as necessary were purchased. The block was cleaned, pickled & crack tested. It proved OK. The heads were OK too & received a light

milling as did the block face. The motive components were tested, statically & dynamically balanced & reassembled.

The engine was painted in quality enamel that matched the original colour & finish. Other engine components were painted to gloss black or satin black to factory standards including the draft tube clamp in **FORD BLUE!**

While the engine was being processed, I pushed the assembled body/running gear to my hoist & got to work underneath taking weeks to clean 56 years of 'crud' although not too bad, still needed wire brushing & detailing. I found all areas under the Ford to be very sound & did not reflect its age.

The front suspension, steering, brakes were overhauled & new brake wheel cylinders & master cylinder kit installed. I installed a 6 volt electric fuel pump for priming & as an emergency back-up. I then painted **BY HAND** all the underside/running gear/suspension/chassis frame etc with my favorite satin black POR 51. It is a hard ceramic coating that prefers a slight rusty finish rather than shiny metal. I have done the same earlier on many of my Fords. I can highly recommend the product. It is expensive but **VERY** durable in time. If the skin is not protected, the ceramic coating remains on the skin & clothes. It is extremely difficult to scrub off.

The trunk area was in fine free-of-rust condition so I cleaned it & left unpainted as I prefer an original factory finish where possible.

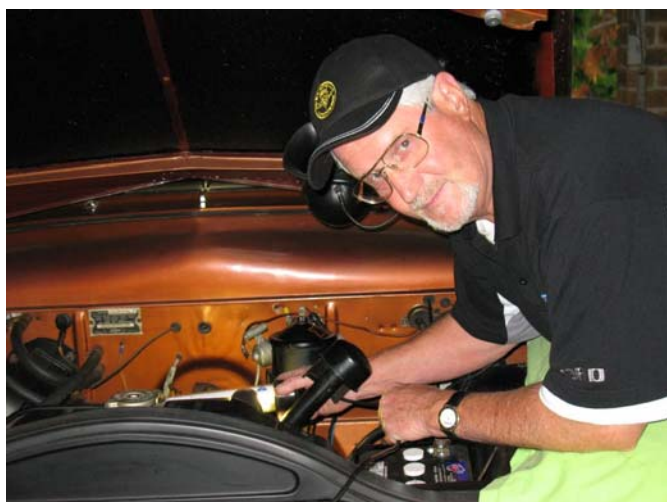
I changed all the 6 volt lighting components to the brightest possible. A freshly rebuilt 'licorice case' battery was built & later installed. The distributor was rebuilt & timed, the HT leads renewed & a fresh wiring loom installed. One benefit to maintaining LHD is that looms are available ex USA! All the stainless steel mouldings & chromed metal parts were stripped, repaired, polished & triple plate re-chroming. The alloy parts as well received repairs & triple plating. New engine rubber components replaced. The window rubbers had been renewed in USA. The glass was resealed anyway.

The radiator was rebuilt with a new matching era core & pressure tested. I masked & painted it to factory finish as were many other parts. Fortunately, 4 new Coker WWW radial tyres were included with the sale.

There are many other jobs performed but I invite any member to speak to me about the interim items not mentioned in this article.

I worked on the Ford for many months & I am very pleased with the running, road ability, braking, steering & especially the overdrive facility. A Victorian Roadworthy Certificate was issued on 4th May 2007. Its early showing was at classic car events & later, displayed at the Early Ford V8 Club National Event, June 2008 at Bendigo Exhibition Centre.

Yours in Early Fording.
Peter Hibbert. Club member.



OUR FIRST CAR

From Graham and Nancie Hutchinson.

Nancie and I were married in September 1953, and as we had purchased a house at Pascoe Vale, I applied for a job with **GMH at Fisherman's Bend**, where I started mid September, when we got back from our honeymoon. I had by this time, been riding motor cycles for about 7 years. My latest was a 650 twin Triumph Thunderbird. I got another year use out of this lethal means of travel, before totally losing my nerve, and finding a fellow GMH worker, who was willing to take me to and from work in his little Ford Prefect van, for a reasonable fee. The Thunderbird just stayed in the shed.

We decided that we really needed a car, so began a saving campaign. Nancie got a clerical job with an industrial company in Preston, which helped no end. She had worked in the Accounts Department with a large Share Broking firm, but their policy was that when one of their young ladies married, that terminated their employment. (There are laws against this sort of things these days). The reference Nancie got from them, was so good, that she has always been reluctant to show it to anybody, for fear of being accused of writing it herself.

I had a friend who worked for Lane's Motors, in South Melbourne, who were Austin Agents, at the time. He had volunteered to keep an eye out for a suitable car for us. My friend telephoned to say a nice clean 1952 Austin A30 which had only done 13,000 miles had just come in. So of course GDM-327 became the first car owned by the Hutchies. This would have been 1954.

The GMH Car Club Rallies. Nancie and I joined in on several of the monthly trials, but found that each one got faster and faster. Most of the other competitors were driving Holden's. One was even competing in a huge Jaguar. Well, we decided to stop competing, in favour of organizing the trials in future.

We were not the only ones who thought that they were getting just too fast. One of the Production Planners said he would like to join with us, to try to set the trials up, to develop "navigating" skills, rather than speed trials. This chaps name was Keith, (cant remember his surname)

We always used Broadbent's 301. "100Km around Melbourne" as our standard trial map. We set up "Check Points", at locations which they had to determine, from the clues we gave them, and at set times. They lost 1 point for each minute late, but 10 points for every minute early. They also lost points for coming to a check point from the wrong direction.

The sort of instruction we would give was.-- ***The next check point will be found at the centre of the circle, passing through--- towns X, Y, Z.*** That meant they had to remember their geometry, of drawing 2 lines through these place names, and bisecting the lines. Then where these bisecting lines crossed, was the centre of the circle. After a while, we made it even harder, by choosing at least 1 name, which was on the fold of the map. So if their map was well used, the name could be obscured. On one occasion, we asked them when starting off, to set their watch to 3PM, (even when starting at about 10AM.) This was another little test, as when coming into the final check point, (given our set time), they were coming in after light up time, and therefore they should have had their lights on. Another 5 points lost. They all liked the new format, without speeding. They

all ruled up their maps in grid form, with everything in each grid listed in a log book, so they were able to locate place names quickly.

In 1958, we sold the house at Pascoe Vale, and in December, moved into our brand new home at East Bentleigh. Trevor had just had his first birthday, and I was still working at GMH. It was about this time that "The General" decided their stock of the 6 Volt heaters was too high, (once Holden had changed over to 12 Volts), so offered the heaters for sale to Employees, at a very low price. These were the round Smiths units with the bat wing doors, which were mounted under the dash. I bought one of these heaters, believing that some sort of a resistor could be devised, to allow me to use it in the Austin, (which was 12 V). I found a 5/8" diameter ceramic cylinder, and wound nichrome wire, (from an old electrical heater), around it. By trial and error, I managed to get the output to 6 Volts. That little resistor, allowed us to use the heater for many years.

Our little A30 was used as a family car for many years, and to allow us to get away on holidays, I had built a small trailer, just large enough to fit a double bed mattress. I had some old steel conduit tubing, which I knew would come in handy one day, so used it to make 3 hoops, (by bending them around the base of the big gum tree in the back yard). I then had a good quality duck cover made to stretch over the hoops when we stopped for the night. There was a vertical zip fastener in the front, to allow Nancie and me to get in and out. It was intended that Trevor, who was about 4, sleep in the back of the car, so I made up a simple communication device, so he could contact us at night. I rigged up a small press button, on a piece of masonite, which slipped into the door pull. Then there was a small 12 Volt buzzer, rigged to fit in the trailer. When wires were connected between the button end and the buzzer end, just one press of the button, would alert us to his need. Well, the first night this system was in use, we were camped somewhere, out in the bush, we got Trevor settled, and then, with much effort, Nancie and I scrambled into our "Covered Wagon", zipped up the opening, and settled ourselves into our sleeping bags, ready for a good nights sleep; then the buzzer went off. I had to scramble out of the sleeping bag, unzip the opening, and race round to see what the trouble might be. Trevor said he just wanted to make sure it worked. Nancie saw the funny side a bit before me.

One Saturday, we were travelling to Mildura in the A30, with the trailer behind, and I was determined to have a drink at the famous Workingman's Club (longest bar in the world). This was in the days of 6PM closing. I realised that it was close to 5PM, and we still had 60 miles to go. The great little car got us there, at 5-55, so I just double parked right outside, dashed into the bar in time to order three pots, two for me, and one for Nancie. It was a very hot day. Fortunately none of the people we had boxed in, needed to get their cars out, before we moved off.

In about 1963, Nancie, Trevor and I were going to Morwell, to stay with my Brother Bruce and Family, at Morwell, with the aim of doing a valve grind and de-coke on his FB Holden. On the way, I had just gone through the little town of Trafalgar, when our dear little Austin A30, which had 99,000 miles on the clock, by this time, did a big end bearing. I did a U turn, and limped back into Trafalgar, and as it was a Friday, Bruce was at work at the SEC, so I phoned him, asking for a tow into Morwell.

When he arrived, we attached a tow rope, and with Nanci

and Trevor in the FB, we set off. Now I could see clearly, that Bruce was pointing out local sights, and my speedo showed us getting faster and faster, and me sitting behind on a short rope. I was not game to take my hands off the steering wheel, to blow the horn, to remind him about me, because if he braked suddenly, his brakes were better than mine, and disaster could have been the result. Fortunately he remembered, and slowed to a manageable speed, and we reached their house safely.

It was going to be a busy weekend, because I would have to get the A30 mobile enough to get us home, before doing the job on the FB. With the sump off, the damage to one big end journal was as follows. Picked up badly, with "prickles" all over it, which I removed with many strips of emery cloth, until it was reasonably smooth. Micrometer readings showed ovality of .013", and taper of .005". Fortunately, the Austin Agents in Morwell were open that Saturday morning, and they had a set of undersize bearing shells. I had removed the other 3 caps, and the other journals looked OK, so just had to put the one set of shells in. I squirted oil everywhere, replaced the sump, and started the car. It ran alright, except for the little oil warning light would not go out. That was easily fixed, just remove the globe, and plan for a very sedate drive home. I did get the job done on the FB as well, so it was indeed, a very busy weekend.

As a matter of interest, at home, when I removed the engine, to get the crankshaft out for re-grinding, I found one journal had been hard chromed, and, as could be expected, absolutely no wear at all. Obviously, that journal had been ground undersize in production, so they had hard chromed it, to get it back to size. Pity they hadn't done all the journals. Once it was fixed, We traded it in on an Austin A55.

I remember what we found at GMH, when the production plug gauges had worn undersize, we in the Toolroom, would take a lick off on the cylinder grinder, hard chrome, then grind back to size. We found they never wore again. In the end, we made new gauges this way.

Graham and Nancie Hutchinson
More next issue!

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The positive side of life

Living on Earth is expensive, but it does include a free trip around the sun every year!

How long a minute is depends on what side of the bathroom door you're on!

Birthdays are good for you, the more you have, the longer you live!

Happiness comes through doors you didn't even know you left open!

Ever notice that the people who are late are often much jollier than the people who have to wait for them?

Most of us go to our grave with our music still inside of us!

If Safeway is lowering prices every day, how come nothing is free yet?

You may be only one person in the world, but you may also be the world to one person!

Some mistakes are too much fun to only make once! Don't cry because it's over, smile because it happened!

We could learn a lot from simple things. Take crayons for instance: some are sharp, some are pretty, some are dull, some have weird names, and all are different colors....but they all exist very nicely in the same box.

A truly happy person is one who can enjoy the scenery on a detour!

Working for God on earth may not pay much, but His Retirement Plan is out of this world!

Did you hear about the blind parachutist who knew that he was close to landing because the lead on his guide dog went slack!

Shannons returns to 'The Rock' – with love!

Shannons is back as the major sponsor of Victoria's largest single day classic motoring event – the 'Picnic at Hanging Rock' – after an absence of three years.

And the 2010 event, which is expected to see up to 3,000 cars, commercial vehicles and motorcycles of all ages on display at the famous Hanging Rock Reserve in Victoria's Macedon Ranges, is guaranteed to be a loving reunion.

The 'Picnic' has been conducted on the second Sunday of each February for the past 22 years and next year's event falls on St. Valentine's Day, February 14.

"It will be a great day for those who love their classic vehicles – and their partners – to combine their passions in a great day out," said Shannons Business Development Manager for Victoria, Richard Sanders.

"We are planning to make it a true 'love in' for enthusiasts!"

As well as traditional awards for the 'oldest driver' to attend and for the entrant travelling the furthest, the 2010 event will feature a special 'St. Valentine's Day Award' for the couple who tell the best story of their love or courtship.

Another important addition to the 2010 event will be the presence of the Shannons Super Rig, which will provide a focal point for enthusiasts to gather for announcements and awards to be made.

Conducted by the Macedon Ranges and District Motor Club, the 'Picnic at Hanging Rock' is open to all cars, commercial vehicles and motorcycles from Model T until the current Classic cut-off date of 25 years before the current year.

Event Co-ordinator Graham Williams said while the 'Picnic' was generally a 'chrome bumper' day, all enthusiasts and their special vehicles as well as clubs were welcome.

"This is not a competition event, but a true picnic and family day where people come to enjoy each other's company and share their passion for their vehicles," he said.

"Your car doesn't have to be in show condition - it's welcome whatever state it's in, even if restoration is not complete - or even started!"

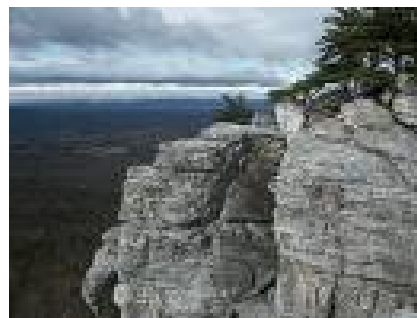
In addition to the display vehicles, a range of trade stalls and special interest displays will be in place for those attending.

Children's activities including miniature train rides, Farmer Darryl's animal farm, Rocker Cover racing, sack races and face painting are provided free of charge to make the day one for the entire family.

Catering onsite is available and the Hanging Rock Winery will be conducting tastings and sales, however families are encouraged to bring their picnics.

Entry to the Shannons Picnic at Hanging Rock is \$20 per vehicle, regardless of the number of occupants. Display vehicles can enter from 7.30am with the general public admitted from 8.00am.

For further event information contact: Graham Williams, Co-ordinator 'Picnic at Hanging Rock' on 0419 393 023, or Richard Sanders, Shannons Business Development Manager-Victoria on (03) 8543 2203 or 0417 490 949 or at Richard.Sanders@shannons.com.au



The best way to make an old car run better is to look at the price of a new one.



Why did the Classic car owner install a rear window heater even though it wasn't an original factory feature?

So his family could keep their hands warm when pushing!!



Know why the British don't make computers? They couldn't figure out how to make them leak oil!

For all the caravan lovers—Caravan Club celebrates one millionth traffic jam!!



Cars are getting really small these days. I stuck my arm out for a left turn and a sports car ran up my sleeve!

How do you double the value of your restoration project? Put petrol in it.



What kind of car does a lady in a pantomime drive? A Dame-ler.



How do you decrease the value of your restoration project? Buy parts for it.

Buy, Swap and Sell

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

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

SELL

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

SELL: 1970 Mercedes Benz Saloon 280SE. Good condition, June 2010 Rego. No. MB-SE-70. Haynes W/shop manual. Used regularly Club Runs. Tow bar—no RWC. \$4000. Milton Sansom PH: 03 9735 1674 (0709)

SELL: Tandem car trailer. Tray: 16 feet 3 inch x 6 feet 2 inch, full floor. Converts to a box trailer as required: 12 feet x 6 feet 2 inch. Ample anchor points for ropes and chains. Rear axle lifts for easier moving or parking by hand. Tows very well. Has winch, 4 wheel hydraulic brakes, Falcon wheels, 2 spares, tool box on front, 12 months Rego, solid mudguards, ramps loaded under floor (no lifting) and 2 jockey wheels. \$2250- ono. PH: Tibbie 9791 9646. (0709)

WANTED: Old Traffic Lights for Bob Clarke (0609)

WANTED: I have been collecting Australian issued sales brochures for over 30 years. I am seeking in particular Ford Australia brochures from the 1930's & 1940's. However; I am also interested in Australian issued Buick, Chevrolet, Pontiac, Oldsmobile, Chrysler, Dodge, DeSoto etc.. or just about any brochure pre 1950 that was printed in Australia. I have a few items that I can swap, or if you are interested in selling please contact me. In the past I have been able to buy collections off other collectors when they have tired of them. If I can help anyone with their restoration by copying items in my collection then feel free to email me too.

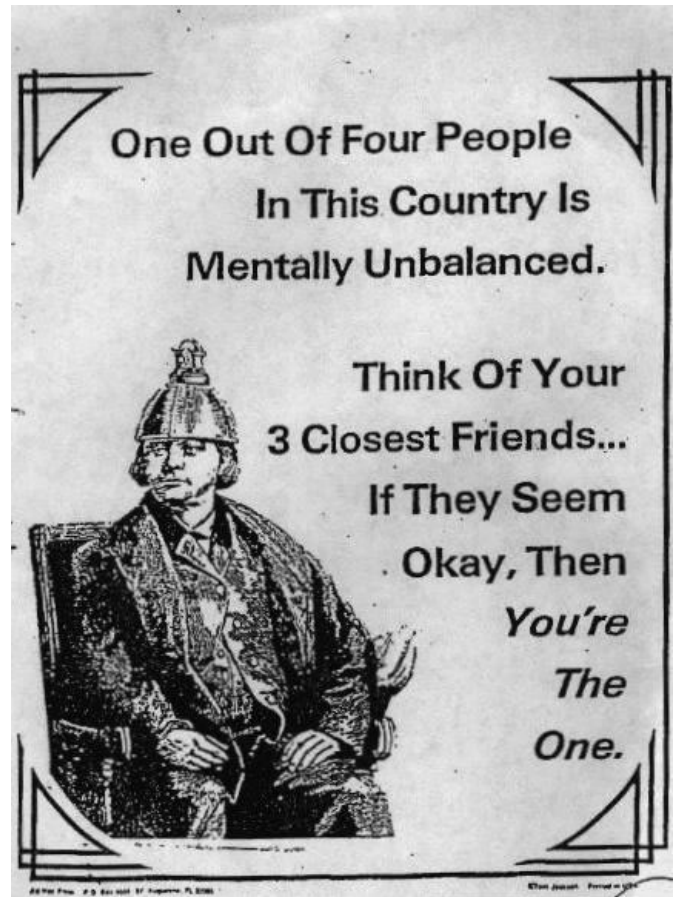
Scott Garnett ozscott@iprimus.com.au or ph: 03 93177343 (0709)

WANTED; Grille, Hood, Fenders for 1937/38 Dodge Pickup. .Jim. 0416 864 769. (0709).



Notice To All Reciprocating Clubs

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IRISH PROSTITUTE

An Irish daughter had not been home for over 5 years. Upon her return, her Father showed his anger. 'Where have ye been all this time? Why did ye not write to us, not even a line? Why didn't ye call? Can ye not understand what ye put yer old Mother thru?'

The girl, crying, replied, 'Sniff, sniff....Dad....I became a prostitute...'

'Ye what!!? Out of here, ye shameless harlot! Sinner! You're a disgrace to this Catholic family.'

'OK, Dad-- as ye wish. I just came back to give mum this luxurious fur coat, title deed to a ten bedroom mansion plus a \$5 million savings certificate. For me little brother, this gold Rolex. And for ye Daddy, the sparkling new Mercedes limited edition convertible that's parked outside plus a membership to the country club..... (takes a breath)..... and an invitation for ye all to spend New Years Eve on board my new yacht in the Riviera and... ..'

'Now what was it ye said ye had become?' says Dad.

Girl, crying again, 'Sniff, sniff....a prostitute Daddy! Sniff, sniff.'

'Oh! Ye scared me half to death, girl! I thought ye said a Protestant. Come here and give yer old Dad a hug.'



Test for Dementia!!

Below are four (4) questions and a bonus question. You have to answer them **instantly**. You can't take your time, answer all of them immediately. Let's find out just how clever you really are.

First Question:

You are participating in a race. You overtake the second person. What position are you in?

Answer: If you answered that you are first, then you are absolutely wrong! If you overtake the second person and you take his place, you are second!

Try not to mess up in the next question. To answer the second question, don't take as much time as you took for the first question.

Second Question:

If you overtake the last person, then you are...?

Answer: If you answered that you are second to last, then you are wrong again. Tell me, how can you overtake the LAST Person?

You're not very good at this! Are you?

Third Question:

Very tricky math coming up! Note: This must be done in your head only. Do NOT use paper and pencil or a calculator. Take 1000 and add 40 to it. Now add another 1000. Now add 30. Add another 1000. Now add 20. Now add another 1000. Now add 10. What is the total?

The correct answer is actually 4100!
Did you get 5000?

Don't believe it? Check with your calculator! Today is definitely not your day. Maybe you will get the last question right?

Fourth Question:

Mary's father has five daughters: 1. Nana, 2. Nene, 3. Nini, 4. Nono.

What is the name of the fifth daughter?

Answer: Nunu!
NO! Of course not. Her name is Mary. Read the question again!

Okay, now the bonus round:

There is a mute person who wants to buy a toothbrush. By imitating the action of brushing one's teeth he successfully expresses himself to the shopkeeper and the purchase is done.

Now if there is a blind man who wishes to buy a pair of sunglasses, how should he express himself?

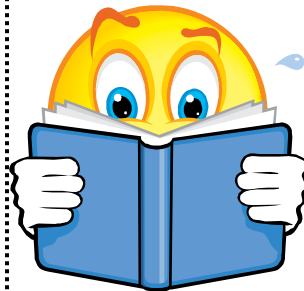
He just has to open his mouth and ask

So simple!



Strange Thoughts!!

Why doesn't superglue stick to the tube?
When sour cream goes off, how can you tell?
How did Adam keep his fig leaf on?
If you were trapped right up to your neck in quicksand and someone threw a brick at your head, would you duck?
Why can't you tickle yourself?
Bad habits are like a comfy bed, easy to get into, but hard to get out of.
Why is it possible to lead a cow upstairs—but not downstairs?
If nothing sticks to Teflon, how do they stick Teflon on the pan?
Why is it that when you transport something by car, it's called a shipment, but when you transport something by ship, it's called cargo?



For all of us who are married, were married, wish you were married, or wish you weren't married, this is something to smile about the next time you see a bottle of wine:
Sally was driving home from one of her business trips in Northern Arizona when she saw an elderly Navajo woman walking on the side of the road.

As the trip was a long and quiet one, she stopped the car and asked the Navajo woman if she would like a ride. With a silent nod of thanks, the woman got into the car. Resuming the journey, Sally tried in vain to make a bit of small talk with the Navajo woman. The old woman just sat silently, looking intently at everything she saw, studying every little detail, until she noticed a brown bag on the seat next to Sally.

"What's in the bag?" asked the old woman.
Sally looked down at the brown bag and said, "it's a bottle of wine. I got it for my husband."
The Navajo woman was silent for another moment or two. Then speaking with the quiet wisdom of an elder, she said: "Good trade....."



CHACA Club Calendar 2009 — "A Year of Sundays"

September	6th <i>Fathers Day</i>	13th	20th Coal Creek	27th	
October	4th Last of the Chrome Bumpers, Cora Lynn	11th	18th	25th * CHACA Annual Luncheon	
November	1st	8th Cruden Farm	15th	22nd Swap Meet. Historic Commer- cial Vehicle display	29th Presentation & Display Day*
December	6th	13th	20th	27th	

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

CHACA Attendance Point System

Commencing 1st May 2008, the owners of Club Cars attending General & Annual Meetings will record points.

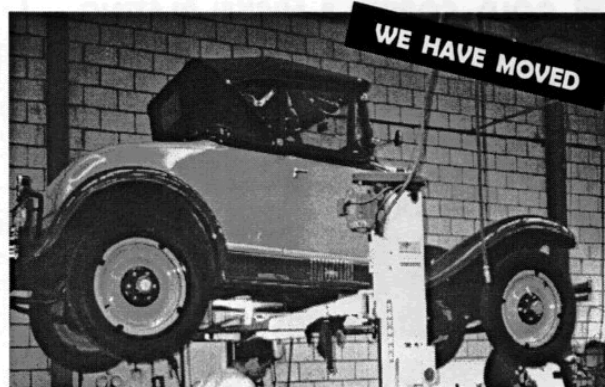
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Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood

PO Box 306 Wentworthville, NSW, 2145.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Denise Douglas

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

email: secretary@chacc.com

Meetings:

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

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

Secretary: Gary Henderson, Phone 02 6926 1504

PO Box 749, Wagga Wagga, NSW 2650

Meetings:

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

Morgan Country Car Club

Secretary: Herb Simpfordorfer

PO Box 428, Albury, NSW 2640

Meetings: *At Clubrooms on Jindera Sports Grounds,*

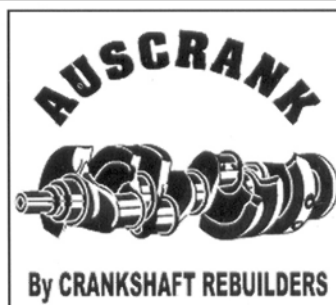
First Friday of every month 7.30pm.

Some times on the first Sunday of the month.



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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.

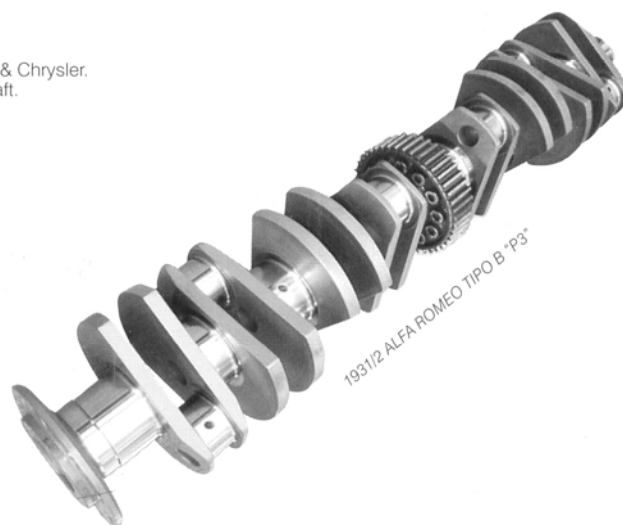
Vintage & Historic Restoration. Performance Motorsport.

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

Crankshaft Rebuilders Pty Ltd
Cranky Manufacturing Pty/Ltd T/A Auscranks
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