

J JOURNAL

JULY, 2007 VOLUME 42 NUMBER 1

THE OFFICIAL MAGAZINE OF THE
CLASSIC AND HISTORIC AUTOMOBILE CLUB OF AUSTRALIA



40th Annual Tour
Drive Through Trees Part 2
The CHACA 'toons
The Graham Brothers Part 4
Dodge La Femme
41st Birthday Run
AOMC Report

www.chaca.com.au

**FREE
CHACA
WINDSCREEN
STICKER
INSIDE THIS MONTH'S
JOURNAL!**

Classic & Historic Automobile Club of Australia

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

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Meetings

1st Friday of the month (except Good Friday & January) at Deepdene Park Hall, Whitehorse Road, Deepdene.

Tea, coffee and snacks are served at the conclusion of each meeting.

Visitors and prospective new Members are welcomed.

Club Permit Scheme

FOR Special Use Vouchers:

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

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

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

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

The Journal is published monthly. Items for inclusion in the Journal must be mailed, emailed or passed on to the Editor at Club Meetings. The Editor 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 - 2006/07

18th July, 22nd August, 19th September, 17th October, 21st November, 12th December

Journal Nights - 2006/07

26th July, 30th August, 27th September, 25th October, 29th November, 20th December

CHACA Life Members

Max Austin, Gordon Wightman, Ray Griffin, Margaret Griffin, Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, Col Patience, John Hunt, Tom Lambert, Roy Pepprell, Eddie Reynolds, Eddy Dobbs Snr,

Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman.

Deceased: Fred McGearry, Norm Watt, Don Main, Ian Davey

Website

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

Archivist and Historian - Margaret Griffin - 5977 6649

Club Welfare Officer - Noelle Reynolds - 9770 1231

2007 Club Calendar

January

14th Breakfast Run – ‘The Churchill’s Estate’ Bittern *
26th Federation Run – Australia Day @ Kings Domain

February

2nd Club Meeting – Deepdene
4th Tri Club Sports Day – VCCA Club Rooms
16th/18th Begonia Rally – Ballarat
25th Fred Le Bon – Museum – BBQ – Dingley *

March

2nd Club Meeting – Deepdene
10th/12th Casterton Rally – Wando Vale
18th Macclesfield Trout Farm *

April

6th Tri Club Hot Cross Bun Day – Braeside Park
15th Federation Run – Picnic at Pakenham
21st Mont De Lancey – Wandin *

May

4th Club Meeting
20th Birthday Run – Greenvale Reservoir *

June

1st Club Meeting – Deepdene
9th/11th Annual Tour - Geelong/Bellarine Peninsula
24th Briars Park *

July

6th Club Meeting – Deepdene
15th Sam Knott Hotel, Wesburn – Pub Luncheon *

August

3rd Club Meeting
26th Western Port Hotel – Hastings – Pub Luncheon *

September

7th Club Meeting – Deepdene
9th Wattle Day @ Wattle Park *
30rd Bay To Birdwood – South Australia

October

5th Club Meeting – Deepdene
14th Tri Club Picnic Day *
28th Annual Luncheon

November

2nd Club Meeting
11th Point Cook Homestead + RAAF Museum *
25th Presentation and Display Day – Wattle Park *

December

7th Club Meeting – Deepdene
16th Christmas Picnic – Silvan Reservoir *

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.

Note: nil points for Club Cars attending Club Meetings.

Members

There have been a few changes to the 2007 Club Calendar; the alterations are listed on page 6 of this month's Journal. The Club Calendar on page 3 has also been altered to reflect these changes.

The next Club run has been organised by David Landells and should be an absolute ripper – lunch at the historic Sam Knott Hotel in Wesburn on the 15th July. Is there a better way of spending a cold July day than in front of an open fire, while dinning on fabulous cuisine in an historic setting? I doubt it. So please come along and join in the fun at Wesburn.

More good news! In this month's Journal you will find a delightful Club windscreen sticker, designed by Club Secretary, Mary Anne Irvine. Please attach it to your Club vehicle and show the historic motoring public that you are a proud Member of the Classic and Historic Automobile Club of Australia. If you require more Club windscreen stickers they are available from Eddie Reynolds at the modest cost of \$2.00 each.

Even more good news. A National Champion in our ranks! CHACA Junior Member, Patrick Mockiewicz competed in the Australian Junior Basketball Classic over the Queen's Birthday long weekend at The Melbourne Sports and Aquatic Centre and won it. His outstanding performance in the final earned him the tournament MVP Award. Well done mate!

Once again I must thank all those wonderful Members for their contributions, and most importantly for getting them in so early, it certainly makes life a lot easier.

Editor George

This month's cover: Max Austin and Mary Anne Irvine cutting the Club's 41st Birthday cake at Greenvale Reservoir

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Club Meeting - Deepdene 8.00 pm 6th July 2007

Deepdene Park Hall, corner of Whitehorse Road and Parkside Avenue, Deepdene

Last Month Cameron Richardson explained the benefits of using his 'Toughseal' products on the paintwork of our cars.

This month Editor George has organised a short but entertaining video and this will be followed by a natter night.

Members please bring a plate of supper.

David Landells

Vice President



Sunday 15th July Sam Knott Hotel 2882 Main Road Wesburn

Members are to meet at Lilydale lake (Melway Ref. 38G7) at 10.00am for a BYO morning tea.

We will move off at 11.00am and proceed in convey, taking the Warburton Highway for a leisurely drive to the historic Wesburn Hotel.

Lunch will be served at noon, in a warm and friendly atmosphere, just right for a cold July day.

The menu includes a Specials Board and vegetarian meals are available.

Entrees from \$4.50

Mains from \$15.90

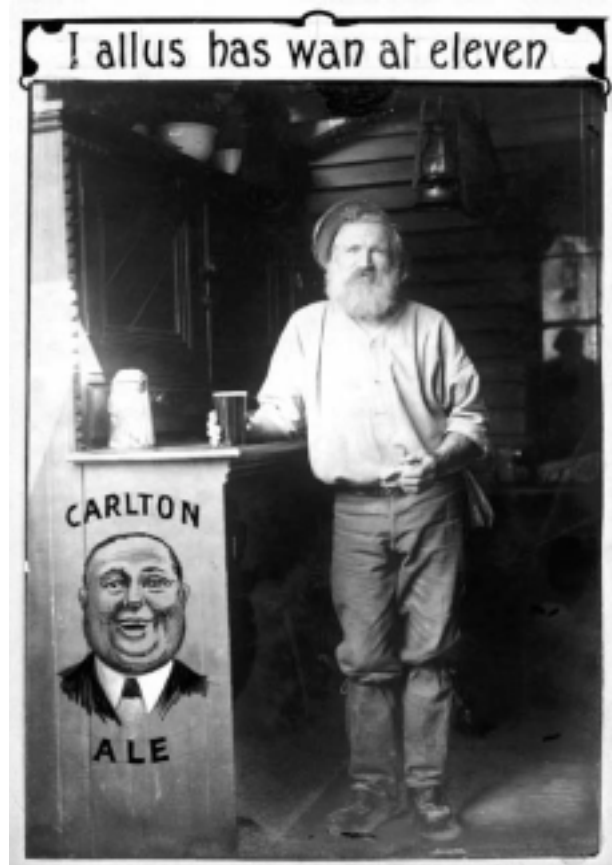
Sweets from \$5.00

Drinks at bar prices.

Come along and join us!

David Landells

Vice President



Events & Swap Meets

July

22 All Makes Swap Meet - Classic Australian Car Show
Flemington Racecourse
Enquiries 9890 0467

August

27 AOMC Delegates Meeting
RACV Club, Queen St. Melbourne

October

21 Manningham Car Show - Drive Another Day
venue to be announced

28 AOMC/RACV City to Cape Rally
Entries close 31st August 2007
Enquiries 9890 0524

November

17/18 Bendigo National Swap Meet
Prince of Wales Showgrounds
phone - (03) 5441 1002

2008

February

22/23 Super Southern Swap Meet
Ballarat Airport
Phone (03) 5342 0702



SHANNONS CLASSIC AUSTRALIAN CAR SHOW

**Sunday
22nd July 2007**



Flemington Racecourse
Huge car park
Larger venue - Better access

All the Great Australian Makes Will Be There
HOLDEN - FALCON - VALIANT & All Other Aussie Made Vehicles
Standard - Aussie Made - Custom - Race Cars - Muscle Cars - Modifieds - Specials - Commercials

Trophies For Outstanding Vehicles
Enquiries Tel 9890 0467
Refreshments
Band
Kids Entertainment
Trade displays

Put it in your diary NOW.



Website www.shannonsrepresent.com.au

Gates Open 9.30am for Display Cars
Display Vehicles \$12.00 - (Two Adults)
Admission \$12.00 - Children Free
CLUB DISPLAYS ARE ENCOURAGED

Raffle Winners:

Jack Drewitt	Mugs and Tray
Vin Forbes	Vase
Barry Smith	Auto Inspection Lamp
Jack Drewitt	T Shirt
Mary Anne Irvine	Picture Frame Set
Margaret Landells	Book Aust. Stories
Noelle Reynolds	Battery Tray
June Findlay	Book – Jeffrey Archer

Thanks to the following for their generous donations:
Geoff Watkins, Jack Provan, Harkrome and Tibbie

A Thank You:

Dear Members and friends of CHACA
Margaret and I are very appreciative of the large number of cards, phone calls and messages wishing me a swift and complete recovery from my recent heart operation. I am now well on the road to a full recovery and am looking forward to getting out and about in the Pontiac at the next CHACA event.
Kindest regards
Ray Griffin.

Letter to the Editor:

A big thank you must go to Barry and Rosslyn Smith for the great itinerary and organization that went into the Annual Tour to Geelong. A great time was had by all CHACA Members that attended. Well done Barry and Rosslyn, I am sure that we will be looking forward to the next one.
Margaret Landells



Webmaster's Report:

I finally got my computer back – that is Gordon received his motherboard. I have now had time to do make some improvements to the website. The home page has been updated, the links to Journals, About Us, Membership, Meetings, Club Runs, and Gallery now open from all pages, as they will be on the top of any page you go to. There is also a new page – Contacts – which has the contact emails or links to the Editor, the Secretary, the Webmaster, the Publicity Officer, the Membership Secretary, the General Information contact email address and the Club postal address. The Gallery page now has links to all the gallery's that are on the home page – but on the Gallery page the photos are shown as a slide show of the particular Gallery you click on. Needless to say, Gordon did the coding so that any new Gallery added will open as a slide show, without me getting in to a fizz trying to remember how to do it each time. All of the links now open up on a new internet page, leaving the CHACA site open. I hope you find the changes an improvement and the site easier to navigate.
Mary Anne Irvine

Welfare Officer's Report:

A quiet month this time with only two cards being sent out. "Get Well" cards were sent out to Colleen Allan and Ilma Baron.
Noelle Reynolds

Club Calendar Changes:

The Tri Club Picnic Day has been rescheduled to the 14th October 2007.

The Bay to Birwood has been incorrectly listed, the correct date being - 30th September 2007.

The July Club Run to the Organ Pipes National Park has been replaced with a luncheon at the Sam Knott Hotel in Wesburn.

Hutchies Hupp:

Hutchies Hupp is up and running, more details next month. In the meantime here is a sneak preview of a rather happy Graham Hutchinson and his pride and joy.



Volunteers Required:

CHACA will host the 2007 Annual General Meeting of the Federation of Veteran Vintage & Classic Vehicle Clubs Inc. at Moorabbin on the 4th August 2007.

Volunteers are required to prepare/serve lunch and afternoon tea.

If you are able to assist please contact Gordon Wightman on 03 5977 6668

A Thank You:

Thanks again from the Wightman family for the messages and cards re my stay in Frankston Hospital recently. I had a total of 17 days in hospital and home care before being passed fit. The care I received was wonderful from all the staff at the hospital. Patsy is also progressing well and is now only using 1 crutch to get around.

We apologise for not attending the birthday run and the annual tour but it was just not possible
Gordon Wightman.

A Grandson:

Peter and Sandra Hibbert have been presented with their first grandchild on the 18th of May at 4am. The proud parents are Mason and Katherine Hibbert and they have named their son Geordi Charles Hibbert. Congratulations.

Bendigo Swap Meet:

The Committee of Management of the Bendigo National Swap Meet is once again calling for volunteers to help staff the event, This year the Swap runs from Friday 16th November 2007 (set up day) to Sunday 18th November 2007. Volunteers are needed for various gates on the above dates. The Committee will endeavour to give volunteers the rostered days and time they requested, but no guarantee is given that this will be so, and volunteers may be allocated a different time slot as requirements vary throughout the days. Volunteers may nominate for as many shifts as they wish in order to raise further funds for their club and will be allocated according to swap meet requirements.

To qualify for the grant of \$10.00 per hour each volunteer should sign on and off at the Secretary's Office and clearly write their name and the name of their club. Any illegible writing results in wrong payments and confusion for all parties.

Each volunteer will receive a volunteers badge and a Refreshment Voucher when signing off. The refreshment vouchers are redeemable at any of the Refreshment and drink outlets within the showgrounds.

Members that are interested in volunteering are requested to contact Mary Anne Irvine 03 9720 6239.

The Fox Collection:

The Fox Classic Car Collection, with 130 vehicles valued at \$15,000,000, is open to the public on Tuesdays, 10am-2pm, Queen's Warehouse, Docklands. Admission prices are- Adults \$10, Concession \$8. All proceeds to charities.

The Walte is over - Shrek 3 released



Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 1st June, 2007

Meeting opened at 8.05pm. Present David Landells (Chair) and approximately 30 Members. Chairman welcomed all present.

Apologies: George Mockiewicz, Eric Chaplin, Ken & Margaret Robinson, Kevin Churchill, Allan and Judy Munro, Gordon and Patsy Wightman, Lester and Yvette Cole, James and Colleen Allan, Henry and Trish Alger, Russell and Lesley Betts, Mick Whiting, Tom Lambert, Graeme Moore

That apologies be accepted moved, Graham Hutchison – seconded, Ian Hanks. Carried.

Minutes:

Minutes of the previous meeting held on the 4th May, 2007 and published in the Journal were signed as a true record, moved Max Austin - seconded, Margaret Landells. Carried.

Business arising from the previous meeting:

Graeme Tibbett: Graeme raised the question about the mention of CHACA at the back of the Restored Cars magazine – there is only mention of the website and no mention in the section of club listings.

A letter has been sent to Eddie Ford Publications requesting the Club details to be in both the website section and the detailed Club section of the magazine.

Secretary's Report: Mary Anne Irvine - Incoming correspondence relating to other clubs, journals and forthcoming events was read out to the meeting.

Correspondence in:

- Letter from Manningham City Council – the car show is being held on Sunday October, 21st at Zerbes Reserve. The information has been passed onto the Editor for mention in the Journal.
- Brochure from Electric-Life – to promote their Rear View and Reverse Sensors – 295 Sydney Road, Coburg, Phone: 9383 3511
- Brochure from The Wintersun Classic Vehicle Auction being held on the 10th June, 12.30pm at Coolangatta Bowls Club – inspection from 9am.
- Brochure promoting the Shannon Winter Classic Auction – 4 June, 7pm at 321 Warrigal Road, Cheltenham. Brochures on the table.

Correspondence out:

- Letter to Eddie Ford Publications requesting the Club details to be in both the website section and the detailed Club section of the magazine.

Move that this report be accepted: Moved, Eddie Reynolds - Accepted, Jack Provan Carried

Reports:

Vice President: David Landells

Received a thank you card from Kathy Austin for the card the Club sent to Kathy regarding the arrival of her Grand daughter. David read the card out.

Tonight's guest speaker is Cameron Richardson from 'Tough Seal' talking about paint protection for cars.

Treasurer: Mick Whiting – Mick is absent, no report available.

Membership Secretary: Max Austin – No new Members for the month of May. Received one request for an information pack and application. This has been the quietest month for sometime.

Activities: Ken has done most of the organizing and planning and the Committee are looking after the events for the time that Ken is unavailable. The next run is Briars Hill, details are in the Journal.

Special Activities Officer: Barry Smith – All is under control for the Queens Birthday Annual Tour – to date there are 38 Adults and two children attending. Barry will take more entrants tonight if anyone is interested.

Technical Officer: Ian Hanks – The database for the Permit Cars is finished – the club has 81 cars on Permit Plates. At the last Committee meeting Ian showed the Committee a folder he has put together with everything available to explain the Permit System, special vouchers etc. The Committee was happy with the information in the folder and Ian has given the same information to two other people in the club that will require this information. The information will be used when the club is out and about, so that if any one makes enquiries the information is consistent and valuable.

Ian informed us that the Wagon Master from the RACV Fly the Flag Rally passed away this week and will be missed.

Librarian: Eric Chaplin – Absent, no report.

Property Officer: Eddie Reynolds – has a sample range of Club Regalia available for ordering or purchase after the meeting.

Editor: - Absent, no report

Publicity Officer: Gordon Wightman – Absent, no report.

Welfare Officer: Noelle Reynolds. – Cards sent to Members – details will be in the journal.

Ray Griffin is with us at the meeting tonight – Ray had a bypass operation just three weeks ago – good to see you back, Ray. Margaret Robinson is doing well and would like to hear from anyone who wishes to give her a call. Jenny Hanks informed us that Tom Lambert is laid up due to an old war wound in the leg giving him problems.

Cars and Parts for Sale:

Graeme Tibbett: Graeme has a 1953 Chevrolet back window for sale (glass only) – contact Graeme if interested.

Ray Griffin: Ray is after a good gearbox for a 1937 Chevrolet

Graeme Tibbett: Graeme has a number of Vintage car bits for sale – he will put an ad in the Journal.

President: Kevin Churchill - absent

Special Reports:

AOMC Representatives: Graham Hutchison – Graham congratulated Editor George for the great article he put together in the Journal regarding the can pulls for legs – Graham had passed some sketchy information onto George and George then made enquiries to put together the article. Graham gave us a brief run down on the AOMC meeting held on 28th May – details in the Journal and on the CHACA website. Graham informed us that he always brings to the General Meetings the details regarding the archived engine number records and procedures and carries application forms too. Vin Forbes asked if there are any issues regarding putting a car on Victorian Permit Plates if the car comes from interstate. Graham mentioned that some of the cars on the database state ex NSW or another state, Ian Hanks said he hasn't come across an issue yet regarding this.

All Makes: Peter Galley, -The last Swap Meet was on 20th May and the overall figures were marginally better than the previous Swap Meets, however still did not yield a dividend to the shareholders. Hopefully the Classic and Historic day at Flemington on 22nd July will prove to be better. The last five swap meets have been poorly attended and the All Makes Swap Meet committee will be looking at ways to improve attendance.

Special Effort: Jenny Hanks – prizes for the special effort were read out. Jenny informed us that the Birthday Run raffle resulted in a \$62 profit. The prizes were bought by the club, except for the chocolates which Editor George received as a donation from Cadbury.

Special Business:

David Landells: David showed us a new car sticker that will be sent out to all members with the next Journal. The sticker goes on the inside of your car window and the purpose of the sticker is to promote the club. If you wish to have a sticker on each of your cars (club cars and modern cars) you can purchase additional ones for \$2 each from Eddie Reynolds.

Bob Clarke: Bob was pleased to see that we finally have a car sticker. Bob pointed out to us that it can be a benefit having a club sticker on your car if you unfortunately have an accident and your car is taken to a smash repair shop. Through Bobs experience and dealings with Insurance assessors, if they see a car older than 1982 without a sticker – they just think of it as an old bomb, if they see a club sticker on an older car they realize that this car belongs to an enthusiast, therefore improving the value of the vehicle.

General Business:

John Christie: John brought the following information which he has noted from magazines, to our attention:

- It is the 100th Anniversary of the Peking to Paris Challenge and this is being reenacted to commemorate the event. It started on 27th May in Peking and will finish in Paris on the 30th June. John informed us that a member of the NSW Veteran and Vintage Association of Australia has entered into the Challenge with his 1928 Chevrolet Roadster
- An English Magazine had an article regarding some party trying to get a London to Sydney rally happening to mark the 40th Anniversary of the original event – hoping to be October 11th to November 2nd.
- The Hispano Suiza formerly owned by Jim Flood, sold in Holland for 190,000 Euros. (**307,306.00 Australian Dollars**)

Bob Clarke: A correction is required in the Journal – the Events and Swap Meets page makes mention of All Makes Swap Meet and Classic Australian Display on 22nd July – this is not a Swap Meet, just a display day. Bob is concerned that some members may think this is a Swap Meet also, it is not.

Ray Griffin: Ray thanks everyone for their thoughts, cards and wishes. He especially thanked Eddie and Noelle Reynolds for their efforts to come in and visit him – due to an incident on the train line a one hour trip took the Eddie and Noelle near 3 hours.

Ray also informed us that he did 'see the light' – but not just prior to his operation. Ray saw the light in the early hours of the morning of the operation. Ray was admitted the night before the operation and some time early the next morning, as the sun was rising he saw a flash outside his window. On further investigation (he opened the blinds fully) the light was a flame from a hot air balloon.

Graeme Tibbet: For information only: Graeme's F100 truck has been on dual fuel for 15 years with little problem. However, it was starting to show full when it was actually ½ empty. Graeme thought he better do something about it. To get it tested the tank has to come out. He enquired with Supa Gas but the tank is too old for them to test, he was put onto a gentleman in Frankston that will come out to your home and test it.

Barry Smith: When the guest speaker from Puffing Billy came out to the General Meeting he mentioned that there is a \$37 luncheon deal which includes a train ride. Barry has since been informed that this is weekdays only – the weekend cost is \$60. If Barry can guarantee that a minimum of 25 people would attend he would be interested in doing a weekday run. From the interest at the meeting tonight it seems that this would be possible. Barry will place an expression of interest in the next Journal.

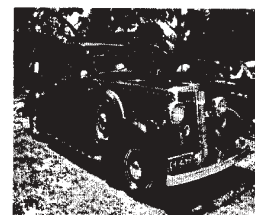
Chairman declared the meeting closed at 9.52pm.

Next meeting to be held Friday 6th July, 2007.

The General Meeting preceded the evening's entertainment.



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 - May 2007
28-5-07 Held at the East Malvern RSL Club.
Stanley Grose Drive.

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

Well here we are again with another quarterly Delegates Report. Hope all will be able to download it this time, please let me know if there is a problem. With the advent of my new letterhead, which Mary Anne Irvine, our CHACA Secretary / Web Master prepared for me last year, some people were only able to get it to work with "Word Pad", whatever that means. Nobody could say exactly what was wrong.

It was often competent computer people, (like Mary Anne herself and our CHACA Journal Editor George, and others), who were having the problem. We hope it is sorted this time, as Mary Anne put it onto a CD disc, and installed it herself on my computer. (As usual, my comments are in italics, as distinct from what transpired at the meeting).

President Rod Adler (Vintage Drivers Club), opened the meeting and introduced the new **AOMC Secretary / Office Manager Mr. Graeme Jones**, who was invited to introduce himself. Graeme explained that while he is legally blind, he still has limited sight in one eye, has had many years involvement with the Historic Car Movement, and knows his way around a computer. With the aid of his seeing eye dog, a lovely white Labrador named Chelsie, he is planning to be at the office on the same Tuesdays and Thursdays as Judy was, but different hours. He is there from 10 AM to 3 PM, as he has to use public transport. However, Graeme will divert the office phone to his home on those days and will be available up to 8 PM for AOMC calls. Mr. Jones was extended a warm welcome by all Delegates, *(and especially by the Management Committee who are relieved to again have a competent person to take care of AOMC affairs)*. In discussion with several of the Committee people after the meeting, they are all impressed with Graeme's work so far. Just a word of thanks to Judy Collins from me personally, for the great job she has done for several years. I am sure we all wish her a speedy recovery to full health. **President Rod** announced the names of two new clubs, and several new Delegates introduced themselves. The Correspondence this time had been included in the Minutes as printed in the AOMC Newsletter. This is yet another time saving device, as for some time these were handed out on a separate sheet at the start of the meeting. This way Delegates are able to digest the list prior to the meeting, and have any questions ready. **Treasurer Ron Boulton** (Renault Car Club of Vic.) had distributed detailed Profit & Loss Statement and Balance Sheet prior to the meeting. As there were no questions, Ron went on to give details of proceeds of the 2 Motoring Shows. These are only approximate figures and include contributions from RACV and other sponsors.

British & European, 1670 people through the gate and 625 display cars. \$ 10,000 approximate profit.

American 2347 People 782 display cars. \$ 18,000 approximate profit.

President Rod Adler had a little grizzle at this stage, about the fact that all the work had fallen to the Committee, and that next year, he was hoping for many more people to share the load. He then called for any suggestions for changes and new ideas for future years. Numerous suggestions came up, like adding things which would be of interest to the ladies and children, price of admission, targeting individual clubs, (especially the large clubs), advertising etc. A proposal came from Treasurer Ron Boulton who suggested having clubs sell tickets at say 5 for the price of 4, so that clubs could either profit by the sales or allow their members cheaper entry. This would save time collecting money on the day. Rod promised that the Committee would take all suggestions on board. **New Constitution — Richard Snedden** (Wolesley Car Club) gave a summary of the reason for the altered wording of the AOMC Constitution. It was simply to satisfy the changes which have taken place with the "Model Rules for Incorporated Bodies". After some discussion about clause 7.2.1 (page 4 of circulated Constitution document). The wording **not less than three times per calendar year** it was thought by some that this should read "four times", to reflect what has been the case ever since the AOMC started. The proposed change was withdrawn due to the resultant delay of re-drafting, further Notice of Motion, reprinting, sending it out to clubs etc.

The new Constitution was finally passed unanimously. it is now to go off to The Department of Justice for approval. *Let us hope they have not once again changed the Model Rules.*

Engine Number Records — Philip Johnstone (Triumph Sports Owners Club) reported that he had been very busy as there had been a strong response to this AOMC service in recent months. Philip thought it was probably due to recent tightened rules by VicRoads to registering a vehicle.

At this point I gave an account of my own satisfactory experience of last week in finally getting "Hutchie's Hupp." onto club plates. I was pleased to be able to say how efficient VicRoads were in dealing with me.

1. Last Monday 21st. a visit to the local South Oakleigh Branch to pick up the application form to be filled in by me and then signed by our CHACA Technical Officer, Ian Hanks. The chap behind the counter (one of 2 middle aged men), knew exactly what was required, and handed it over with several spares for Ian. He asked what the vehicle was, and appeared interested to learn it was a Hupmobile and keen to hear a little about my story.

2. Tuesday 22nd. finding the reason for stop lights not working. Not a burnt fuse, a broken one, but found it eventually.

3. Wednesday 23rd. to Terry Wallis garage in Moorabbin for the roadworthy, passed first time.

4. Thursday 24th. to Ian with roadworthy and VicRoads form. Ian entered details in CHACA data base. Then to City by train and up to VicRoads Lygon St. Carlton by tram. Since hearing some horror stories about procedures these days at VicRoads, I had armed myself with the following.—

(a) Receipt from the VDC member who sold it to me 21 years ago, and photos he had taken when he picked it up from a farm near Bendigo. He did not get a receipt, so I hoped photos would do. Also took some of mine.

(b) The engine number history of my car. I entered all Hupp. eng. No. cards onto AOMC software 3 years ago.

(c) The 2 forms, roadworthy and the VicRoads one.

(d) My licence has my picture, but just in case, I also had the current rate notice.

(e) The current edition of CHACA Journal.

There was a wait of only about 10 minutes to have your ticket No. called. I produced all my papers and stuff, and I rather think there was more than enough. I think the lady was either impressed with the amount of stuff I had brought with me, (or perhaps she was just keen to get rid of me). Anyway, after she was away for about 5 minutes, the lady reappeared with my papers and the red plates **01190 H** which she took over to the cashier, to whom I paid \$100-40 and the whole visit only took about 30 minutes.

The same time it took for a tram to arrive in Lygon St. My advice is to take everything into VicRoads you can think of, which may be in any way relevant. Anyhow it worked very well for me.

National Motoring Heritage Day, 20th. May. Several Delegates reported on the activities of their club on this day. One of the Commercial Clubs arranged with the **local Bunnings store**, to rope off a small section of their car park; it generated much interest in the 4 vehicles displayed, and this with people who would not normally go to a car show.

Paul Vellacott (Australian Lancia Register) reported that his club had a good display at a local school as part of a fundraising event at the school.

Bairnsdale was another sight where the club arranged a good display of cars and invited the Mayor and all of the local media people. They reported a very good coverage for the Historic Vehicle Movement.

Iain Ross (Bristol Owners Club) reported on the **AOMC /RACV City to Cape Rally 28th. October.**

Iain reported that there were still a few places left, entries close 31st. August. Phone Iain 9890 0524 or phone Graeme at the office 9555 0133.

President Rod apologized for not having a guest speaker lined up for tonight, but pressure of events had not allowed time, so it was left as a natter night. One of the Delegates from the Mercedes Benz Club **Patrick Devine**, stated that there were many people present who had interesting stories to tell, and should be used as guest speakers where possible. Patrick volunteered to give us a 10 minute talk on the early days of racing with their make, and a very interesting 10 minutes it was too. Thanks Patrick, well done, we all enjoyed it.

Rod Amos (Vintage Sports Owners Club) reported that there is still no more progress on the CPS (Club Permit Scheme). There was much discussion on Special Use Vouchers. The general conclusion was that it is up to each club, as it has always been, but while we must ensure that nobody overuses the system, every reasonable opportunity to use our cars should be taken until the log book system is introduced; then all doubt is eliminated.

Meeting closed 9-30. next Delegates Meeting 4th. Monday August 27-8-07.

And Your Petitioners Humbly Pray

A recent exhibition at the Public Record Office, 150 Years of Petitions in Victoria, centred around the petition to allow women the right to vote, however, another interesting petition was called the 'Half-Mile Petition 1936', presented by MP George Lamb. This petition was presented to Parliament in 1936 and attracted great media attention.

The Motor Transport League initiated the 'Half-Mile Petition'. They pointed out that the motor car was no longer a luxury item and had become a 'virtual necessity in all walks of life'.

They argued that existing registration fees were prohibitive for potential motorists and requested a reduction of registration fees for 'all private and commercial vehicles'.

The petition was signed by 36,000 enfranchised citizens of Victoria.

The Government of the day did eventually reduce registration fees to the level requested in the petition.

Try doing that today, and see how you get on!

Peter Galley

Drive Through Trees

the Big Tree



The “Big Tree” is located in Stanley Park in Vancouver, British Columbia, Canada. It was not “tunneled”, but the opening was large enough that vehicles could be backed into the burned-out heart of the tree. The Big Tree remains, but the main trunk is gone - leaving a stump, and there are now new shoots growing from that stump. The opening had healed itself quite a bit before the main tree was damaged and the opening is smaller, but it is imposing nevertheless. The road in Stanley Park runs parallel to the shore line and is one-way in a counterclockwise direction. If you use the main highway through the park (to North Vancouver) as a north/south line with the bridge at 12 o’clock, the Big Tree is at approximately the 10:30 position, so you must go about 3/4 of the way around the park road. There are parking spaces at the Tree and there is a modest fee if you park anywhere within Stanley Park.



Drive Through Trees

The Drive Way Stump



The Drive-Way Stump was located in Pepperwood California on (old) US 101, the Redwood Highway, in Humboldt County about 30 miles south of Eureka. (250 miles north of San Francisco) Very few structures remain in the town site of Pepperwood, since many were washed away by the big flood of 1955 and most of the rest in the flood of 1964..





May 27th - June 30th 2007

Driving the Impossible

**Peking - Great Wall of China - Inner Mongolia -
Gobi Desert - Outer Mongolia - Ulaan Baatar -
Steppes of Asia - Siberia - Russia - Moscow - St
Petersburg - Estonia - Latvia - Lithuania -
Poland - Czech Republic - Germany - Paris -
Place de la Concorde**

The Peking to Paris Motor Challenge 2007 celebrates the 100th Anniversary of the first-ever trans-continental motor-marathon. We travel in the wheel tracks of those few remarkable pioneers who took on the Peking to Paris challenge 100 years ago.

Now, 100 years later, it's going to happen again.

Our route will be totally authentic, in terms of driving conditions and places visited, taking cars northwards through the Great Wall of China, through the Gobi Desert into Outer Mongolia, crossing the Steppes and vast grassy plains of Asia, into Russia and southern Siberia and on to Moscow.... then it's northwards to St. Petersburg, and on into Europe to a party in Paris. Prince Borghese and the four other rivals of 1907, who set out to prove that "man and machine can now drive anywhere," were so confident that frontiers could be rendered meaningless they set about a journey packed with so many adventures they gripped the attention of newspaper readers worldwide.

In magnitude, the achievements of the 1907 rally-drivers captured public imaginations as much as Neil Armstrong stepping onto the Moon for the very first time. It seemed brash, rash and impossible. No other drive had been quite like it... travel around the world could only be done by ship and it's been that way for centuries. Put it all into perspective: A heavier-than-air flying-machine was to take a further two years before man could fly the 21 miles of the English Channel. When young Bleriot circled Dover Castle to touch down in the paddock in 1909, he was carried off to a posh lunch organised by the Editor of the Daily Mail propped up on crutches with two broken legs - not from the bumpy landing, but from an earlier practice-flight just learning the ropes. Unless you were reckless as well as stupid, you simply didn't try to go far with a combustion-engine under your toes and a gas-tank under your backside.

In the hallowed halls of the RAC Club in Pall Mall, the announcement of a daring drive across Asia and Europe - motoring the greatest distance on earth between two capital cities - was put down as so daft, so ludicrous, no Englishman could possibly contemplate such an undertaking. It was hard enough trying to drive from London to Brighton. Just think of the punctures we all get climbing out of Crawley! And, it would take attention away from the opening of the World's first motor-racing circuit at Brooklands. British drivers who showed any interest in shipping a car to China were given strong discouragement, underlined by The Autocar declaring it to be nothing more than a publicity stunt doomed to failure.

We intend to do everything possible to make the Peking to Paris Motor Challenge a memorable drive on roads that enhance the pleasure of driving an older car... dodging trucks and hammering down miles of dull tarmac is therefore a very last resort. And that's a pledge from every member of the Organisation. Where we skip a page from the history-books, it's simply to offer more vistas of unchanging views through the windscreen, more challenging roads, lonelier, wilder corners of the planet, in conditions that Prince Borghese and his mates relished.

Out of China and out of the Gobi Desert, and once into Mongolia, our planned route turns west at Ulaan Baatar, and drives across the grassy plains and vast prairies first rallied by the chariots of Genghis Khan. We will be camping in areas where there is nothing, supported by the same well-oiled logistical team that arranged hot meals, a few civilised comforts, and a fuel-tanker at the foot of Mount Everest for our crossing of Tibet on the 1907 Peking to Paris.

We drive into Russia and steer north-west to Moscow - take in a rest-stop, and then set out for St. Petersburg, the reckless off-route diversion that so tempted Prince Borghese in 1907 with his seven-litre Itala, which by now was running so faultlessly he dared to accept the invitation of a further long drive in order to let his hair down at a lavishly-organised party. You don't get to come this way too often, he said, "the opposition are a long way behind so we'll risk it - and still be first to the champagne." We drive up to St. Petersburg, for exactly the same mad reasoning as the first Prince of motoring. And we continue onward to Paris.

Survivors who reach Paris will sit down to a prize-giving gala-dinner in the sumptuous splendour of the Continental la Grand Hotel, on Saturday night, June 30th, 2007. Gold medals and silver trophies for the finishers will make it a party to remember. This for sure promises to be one amazing, riotous evening. Prince Borghese and his foe Charles Goddard will be cheering from their graves at the way we celebrate their brave audacity - which once again inspires a rare bunch of drivers to storm the adventure-roads that run all the way from Peking to Paris.

Club Run: 41st Birthday Run

20th May 2007

This year CHAC celebrated its 41st Birthday with a barbeque at Greenvale Reservoir. The day began with bright sunshine and a cold wind. It was a pleasant drive from Chirnside Park for Margaret and I, arriving at Greenvale at 9.45am. We were met by our intrepid early stalwarts, Doug Gorham and Vin Forbes, who braved the cold to secure the best site for us when the gates opened at 8.30am.

We were soon joined by Barry and Ros Smith, who had the gas, hot water urn, sausages and bread. Soon we had many Members arriving and when Kevin and Erica Churchill arrived we were able to set up the two barbeques. Barry Smith looked rather professional wearing his surgical gloves to throw the snags onto the barbeque, while I wore a blue dust coat to turn the snags as they cooked. There were many others helping on the 'chain gang' preparing bread, sauce and sausages to feed the hungry hoard, and soon everyone was fed.

After lunch I thanked everyone and then called upon Max Austin and Mary Anne Irvine, as Club Man and Club Lady to cut the 41st Birthday cake as we all sang Happy Birthday. The cakes was then cut into slices for all to enjoy. The day concluded with the drawing of the raffle. I would like to thank Editor George for his kind donation of chocolates for the raffle, and also thank Members that helped to make the day such a success.

David Landells
Vice President



Ian and Jenny Hanks-1978 Mazda 121L, **Dermott and Connie O'Dea**-1971 HQ Holden Kingswood, **Margaret Taylor**-Modern, **June and Ken Findlay**-Modern, **Doug Gorham**-1947 Plymouth, **Colin Nesbit**-1969 Rover, **Ray Whiting**-1965 Vauxhall Viva, **June and Peter Galley**-1937 Chevrolet GB Tourer, **Grace Davey**-1968 Rover P5B, **David, Susan, Emily & David Waite**-1959 FC Holden, **Lester & Yvette Cole, Kathy Austin**-1934 Plymouth, **Barry and Rosslyn Smith**-1936 Packard, **Max and Barbara Austin**-1973 Toyota Crown, **Vin and Lana Forbes**-1949 Morris Minor, **Mick Whiting and Tina Brown**-1975 Mercedes 450SL, **Phil and Janice Ramsay**-Modern, **Colin and Loretta McKenna**-1938 Ford Roadster, **Neville Thomas**-1971 Volvo P1800, **Kevin and Erica Churchill**-Modern, **Allan and Judy Munro**-1933 Reo Royale Victoria Coupe, **Henry and Trish Alger**-1977 Charger, **Graeme Moore**-1958 Zephyr Convertible, **Gabrielle, George, Monica and Patrick Mockiewicz**-Modern, **Mary Anne Irvine and Rosemary Talbot**-1975 Triumph Stag, **Eddie and Noelle Reynolds**-1936 Dodge, **Colleen and James Allan**-1948 Anglia, **Fred and Pat Lombardo**-1960 Dodge, **Wal and Joyce Martin**-1936 Ford Tourer, **Rod and David Bundy**-1954 Daimler

Birthday Run Winners:

Lucky Number:

Grace Davey *Owl Towel*

Club Raffle:

Roland Whiting *3kgs Chocolates*

Susan Waite *Fondue Set*

Pat Lombardo *Halogen Lamp*

Doug Gorham *Spotlight*

Connie O'Dea *Notebook*

Janice Ramsay *Wine*

Roland Whiting *Waterless Wash*

Roland Whiting *Tool Kit*

Rod Bundy *Wine*

Barbara Austin *Note Paper*

Erica Churchill *Leather Wipes*

David Waite *Tea and Cake Set*

**Under due duress Roland Whiting and Pat Lombardo swapped prizes.*





Club Run: 41st Birthday Run - 20th May 2007



The Graham Brothers and Their Car - Part 4

Graham-Paige production for 1930 followed predictable patterns of the industry: output dropped drastically, to 33,560 for the year, less than half the 1929 high, and the company lost five million dollars.

In August 1930 production began on the first series 1931 models, continuations of the current line plus some leftover 621's. When the "real" 1931 models appeared in January, the line was sharply reduced: Standard and Special Sixes remained, but the top-line Custom 834 was merely a reworked 1930 Special Eight. New was the Special 820, with the smallest eight Graham had yet offered: 3 1/8 x 4-inch bore and stroke, 245.4 cubic inches, 85 bhp, an engine that would serve as the basic eight through 1935. Prices were reduced all round: the most expensive car was the Custom 834 limousine at \$2095, versus \$4055 for 1930's Custom Eight 137 Lebaron town car. A new synchro-silent four-speed transmission was offered, with helically geared third and silent engagement of third and fourth. Freewheeling, that automotive fad of the early Thirties, was available later in the year. Styling refinements included a vee'd vertical bar chrome grille and single bar bumpers. Word of the new series was sent over the air waves by the Columbia Broadcasting System every Sunday evening, when one could hear poet Edgar Guest and the Detroit Symphony Orchestra on the Graham Radio Hour.

Like everyone else, the Grahams attempted at first to reply to the Depression with a less expensive car, introducing their new "Prosperity Six" in the spring of 1931. Except for a two-inch shorter wheelbase and a smaller, 70 bhp six, the new car was identical to the Standard Six. But at \$785 for the coupe, Prosperity Six was the cheapest car ever offered by Graham-Paige. It made little difference, production continued to fall, totaling only 20,428 for 1931. From August through December, output consisted of first series 1932 cars, similar to the 1931 models, and leftover Special 822's. Reduced output caused the Evansville body plant and the Florida lumber mill to be gradually phased out over the next few years, leased to outside interests.

With the economy failing, Graham-Paige could have chosen to stand pat and make no new expenditures. But the brothers characteristically chose to fight. They did so with a car destined to become the most famous of all Grahams. It was all new, and for 1932 it was a bold gamble that caused quite a stir. Any lingering ties with the Paige past were erased as the new car established for Graham a reputation for engineering and styling leadership. They called it the "Blue Streak Eight."

The car certainly had the look of a leader. All bodies-sedan, coupe and convertible had graceful, flowing lines and were more than two inches lower than previous models. Blue Streak styling was the work of talented Amos Northrup, design director of the Murray Corporation of America, whose credits included the Hupp Century, the plaid-side Willys-Knight roadster, and the splendid Reo Royale. Details were handled by, Ray Dietrich, in as much as Dietrich Inc. had become a Murray subsidiary. The front end was especially successful, with the sharp, rearward slope of the radiator grille repeated in the slant of the hood louvers and one-piece windshield. There was no separate radiator shell-the hood ran right up to the grille molding. The vee'd grille used vertical chrome strips tapered toward the bottom, but chrome in general was kept to a minimum and even the headlight shells were lacquered to match the body. The radiator filler cap was concealed beneath the hood to eliminate damage to car finish from antifreeze solutions and to improve appearance. Fenders were deep and fully skirted with unsightly, mud-spattered undersides concealed from view-the most predictive feature of the Blue Streak, and copied by all just a year later.

The new car's frame was the creation of chief engineer Louis Thoms. the side rails had no kick-up at the front, and at the rear the axle passed through "banjo" or 0-shaped openings in the rails. This type construction was much stronger than conventional frames, whose flexing and deflection permitted the shifting rear axle to break loose on corduroy roads. In Thom's arrangement, the frame passed above and below the axle, dramatically increasing rigidity and control over axle movement. But the design required a lot of work to get the bugs out, according to former Graham research engineer George Delaney. "In testing we found the rear axle would hit the frame on hard bumps, so I designed huge rubber blocks laced with air holes to act as bumpers, sort of variable rate rubber springs. In order to obtain adequate axles-to-frame clearance, the front and rear springs were placed outboard of the frame, instead of underneath. This gave us plenty of room. At the front, for example, the savings in height was 2 1/2 inches, the thickness of the spring and its mountings." Part of this gain was used to eliminate the front kick-up, and the rest to lower the car. Flat side rails provided an excellent mounting for the body, whose sills and running boards were attached outside the frame.

The much stiffer frame, and a decision to mount the springs outboard of the side rails, plus a two-inch wider rear track, made the Blue Streak a car of great stability. This resulted from the combination of a low rear axle, relatively high spring location, and wider spring spacing, plus a change in the mounting of the steering gear housing which reduced a tendency to wander and kick back through the steering wheel. But Delaney recalls that early Blue Streaks placed in the hands of district sales managers often went sliding off the road-there was so little body roll compared to previous models that drivers had less warning when the back end began to lose traction.

The Blue Streak's 90bhp eight was similar to that used in the 1931 Special 820, with several important changes. An aluminum cylinder head was fitted, its configuration permitting a relatively high compression ratio with regular gasoline. There were new cam contours, dual valve springs, a resonant-type muffler for tuning out engine noise at all speeds, three-speed silent

second transmission with freewheeling, adjustable (from the driver's seat) shock absorbers, and new combination pressed steel and cast iron brake drums. These "centrifuse" drums, with ring, backing plate and drum welded together, provided an aggregate length of 111 inches of braking surface. In the spring of the year, Graham, and DeSoto, became the first cars to offer low-pressure "jumbo" balloon tires as options-they were installed on about one-fifth of the eights and carried only 22 p.s.i. Blue Streak performance was demonstrated by Cannon Ball Baker, who drove a stripped convertible up Mount Washington, New Hampshire, in a record thirteen minutes, twenty-six seconds. A Graham powered racing car, mounted on the banjo frame, was entered in the 1932 Indianapolis 500 and qualified at 109 mph, but was forced to retire on the sixty first lap with a broken crankshaft. A similar Graham entered in the 1934 Indy had better luck, finishing tenth at an average speed of 95.9 mph.

On a 123-inch wheelbase, the Blue Streak Eight was available in standard and deluxe editions priced between \$995 and \$1170. The car received wide acclaim and carried the main hopes of the company (G-P also offered the Model 56 that year a small six with conventional styling). The Tootsietoy Company was rather impressed, and Introduced a line of model cars patterned after the Blue Streak which proved so popular that 4.2 million in twenty-one different styles were eventually produced.

Unfortunately, the cars did not prove as popular in full size versions. In normal times they would have sold in droves, but even the Blue Streak was no match for the Depression. Production declined to only 12,967 for 1932, a year rendered doubly difficult by a family tragedy. In August, Ray Graham, sick and despondent over declining fortunes, suffered a nervous breakdown. He was being taken to the East Coast for a complete rest, but en route he broke away from an accompanying priest and threw himself into a creek. His untimely death at forty-five is as keenly felt by the Graham family, but his brothers carried on.

By 1933 the skirted fender was widely copied, and Graham was justly advertised as "the most imitated car on the road." After such an heroic effort a year earlier, the 1933 line was little changed. Blue Streak engineering and styling were featured on a new, 118-inch wheelbase Graham Six introduced in June 1932, which along with the Eight and a conventional six constituted the first series 1933 cars. In January the second series appeared, including a new Standard Six and Eight plus a 123-inch-wheelbase Custom Eight, all with streamlined bodies, recognizable from 1932 mainly through their two-piece sloping-V front bumpers. Improved manifolding and carburation gave the sixes and eights five more horsepower, and all engines had new four-point rubber mountings. But 1933, a year of bread lines and bank closings, was not a bright one for auto makers, and production dropped again, to 10,967, though a tiny \$67,000 profit did result.

For the Grahams, if the Blue Streak couldn't itself lick the Depression woes, their company would simply have to keep pouring on more innovations, and for 1934 their answer was the supercharger. Standard on the second series Custom Eight, the Graham blower was the first on a moderately priced American production car, one could get it on the coupe for only \$1245. Previously, only the likes of Stutz, Franklin and Duesenberg were associated with supercharged induction. Graham's unit was conceived by F. F. Kishline, assistant chief engineer, a close friend of Fred Schwitzer of Schwitzer-Cummins, from whom he obtained drawings of the Duesenberg blower, after which Graham's was frankly patterned. The centrifugal unit was placed between the carburetor and intake manifold, and driven through rubber bushed double universal couplings to a worm and wheel combination. The rotor shaft was mounted on plain bearings [Duesenberg used ball hearings] and lubricated by the engine pressure system. The blower was driven off the accessories shaft, and the blower wheel was a forging of special aluminum alloy.

At a running speed of 23,000 rpm, or 5.75 times engine speed, the Graham supercharger was slow compared to the 50,000 rpm range of racing cars. But because of the speed at which it did rotate, the blower wheel acted as an atomizer, mixing and breaking up particles of fuel and distributing them homogeneously in the intake mixture. The end result was a boost in Graham horsepower from 95 to 135, and a twenty percent increase in torque, which peaked at 210 foot pounds, 2400 rpm and 45 mph, allowing excellent mid-range acceleration. Top speed exceeded 90 mph, and Britain's *The Autocar* reported achieving 60 mph from a standing start in just 15.8 seconds. Engine performance, said the magazine, "is extremely good, especially considering that the engine is not a monster unit. [The Graham] is not in the least noticeable as being a supercharged car in the sense to which we are accustomed on some machines. Anyone driving this Graham without knowledge of the design would find nothing in the car's behavior, no added noise, no fussiness of the engine-to denote any difference whatsoever from the general run of similar machines. Nor, as another practical point, does oil have to be added to the fuel."

Besides performance, the Graham now offered smoother engine operation at all speeds, better fuel economy and cold starting-the latter surprised Delaney, who had expected the opposite result on frosty mornings, the Custom Eight had 1/8-inch more bore ,and all eights had 1/8-inch larger valves, increasing breathing capacity to make the blower more effective, and on the supercharged cars a two stage throttle was employed to tell the driver when his engine was operating above normal output levels.

Like most new things, the blower had some bugs. Delaney remembers that pressure created by throttle opening on the early units tended to push gasoline into the crankcase and dilute the oil, while the vacuum created by closing the throttle would draw oil from the crank into the combustion chamber, but this defect was remedied before volume production began in, May of 1934. Great care was taken to assure economy and reliability, some Graham Growers went 100,000 miles without breakdown.

Annual Tour Geelong

9th – 11th June

We set off Friday morning in cold but bright sunshine, for Geelong, and this seemed how the weather was going to treat us over the weekend. We had some loose ends to finalize before the rest of our members arrived. On Saturday morning we left the Motel, to go to the starting point just outside of Geelong, in much the same sort of weather. We arrived and not much later, the first Bob and Judy Wilson arrived. We all had morning tea and a chat then set off to our accommodation. Where they settled in and then went down to the dining room for lunch, which was very enjoyable. We left for the Wool Museum



and the Ford Centre, where members were treated to excellent tours at both venues, we settled down to a beautiful afternoon tea in the Black Sheep Café. Then it was time to think about dinner, off to the RSL where we had a very nice meal and there was a great band, who had most of our members on the floor. Sunday we set off for our train ride Queenscliff to Drysdale, which was very slow. Members got out when we arrived at Drysdale and took themselves for a little walk, brought ice creams etc. Hopped back on the train headed back to Queenscliff. Where the Vic Hotel had a lovely lunch waiting for us, the train had run three quarters of an hour late, so that had set us back. After lunch we left for the Fort, where we met our disgruntled tour guide who had been waiting for us, so we got off on the wrong foot, but she gave us an excellent tour of the fort. After which we headed back to the Motel, where we had a lovely dinner, and watched DVDS of old runs, children were everywhere, members who are no longer with us, cars which we no longer see (where are they?), it was a trip down memory lane, for most of the members that were there. The last day we went to the Old Geelong Gaol where Andrew Wilson gave an excellent tour of the Gaol, all the members said it would not have been their choice of accommodation. We had a BBQ lunch and said our goodbyes.

Barry Smith
Special Activities



Don & Claire Larkin's 1960 Dodge Phoenix



Heather Darwin, Noelle Reynolds, Doug Gorham, Phil Ramsay, Janice Ramsay and Norm Darwin



David Landells, Judy & Bob Wilson, Kevin & Erica Churchill, Margaret Landells and Jack Provan



Norm and Heather Darwin, Heather's dress is a haute couture from Canada. The coat was made for her Mum in 1966 to wear to the races. It is a black diamond mink. Norm's suit was his Dad's from the 60's.

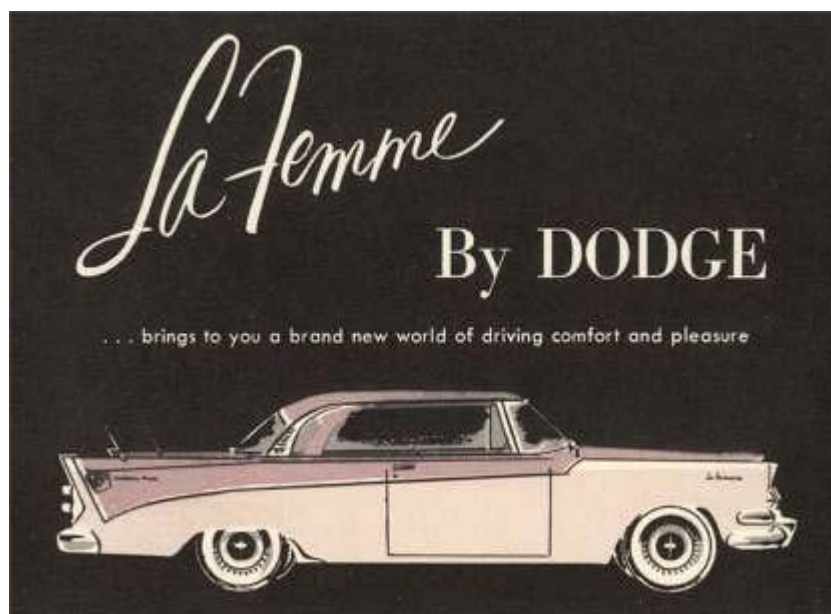


Members at the Ford Discovery Centre

Norm & Heather Darwin	1970 Firebird
Bob & Judy Wilson	1980 Oldsmobile
Mike Whiting & Tina Brown	1975 Mercedes Benz 450 SL
Milton & Ann Sansom	1970 Mercedes Benz 280 SE
Don & Claire Larkins	1960 Dodge Phoenix
Peter & Janet Galley	1937 Chevrolet tourer
Allan & Lynne Wood	1938 Buick
Bob & Carol Mantle	Passengers
Douglas Gorham	1947 Plymouth
Grace Davey & Dawan Hucker	1968 Rover P5B
Phil & Janice Ramsay	1986 Volvo 240 GL Sedan
David & Margaret Landells	1978 Ford LTD
Barry & Roz Smith	1936 Packard
Kevin & Erica Churchill	1955 Dodge Kingsway
John & Carmel Kelly	1961 Valiant Suburban
Ian & Jenny Hanks	1978 Mazda 121L coupe
Eddie & Noelle Reynolds	1936 Dodge D3
Vin & Lala Forbes	1955 Dodge Sedan
David, Susan, Emily & David Waite	1959 Holden FC STD Sedan
Mal & Thea Hillier	1968 Ford Mustang
Jack Proven & Jack Derwitt	1941 Buick Business Coupe



Thanks to Eddie and Noelle Reynolds, who supplied the Annual Tour photographs for the Journal - Editor George



The Dodge La Femme was a product of the Chrysler Corporation's Dodge division between 1955 and 1956. The La Femme's Raison D'être stemmed from Chrysler's marketing department's observation that more and more women were taking interest in automobiles during the 1950s, and that women's opinions on which color car to buy was becoming part of the decision making process for couples buying an automobile. The La Femme was an attempt to gain a foothold in the women's automobile market.

The La Femme concept was based upon two Chrysler show cars from the 1954 season. Named Le Comte, and La Comtesse, each was built from a Chrysler Newport hardtop body, and each was given a clear plastic roof over the entire passenger compartment. While the Le Comte was designed using masculine colors, the La Comtesse was painted "Dusty Rose" and "Pigeon Grey" in order to convey femininity. Favorable responses encouraged Chrysler to pursue the La Comtesse concept.

Dodge received the project and renamed the concept the La Femme, which began as a 1955 Dodge Custom Royal Lancer hardtop, painted "Sapphire White" and "Heather Rose". From there, the exterior received special gold colored "La Femme" scripts that replaced the standard "Custom Royal Lancer" scripts on the cars front fenders.

The interior of the car also received attention and features. La Femme interiors were upholstered in a special tapestry material featuring pink rosebuds on a pale pink background and pale pink vinyl trim. The La Femme also came with a rectangular purse that coordinated with the interior of the car. The purse could be stowed in a special compartment built into the back of the passenger seat. Each purse was outfitted with a matching set, which included a compact lipstick case, cigarette case, lighter and change purse, all by designed and made by "Evans". On the back of the drivers seat was a compartment that contained a raincoat, rain bonnet and umbrella, which was coordinated to match the rosebud interior fabric. Dodge marketing brochures for the La Femme stated clearly that the car was made "By Special Appointment to Her Majesty... the American Woman."

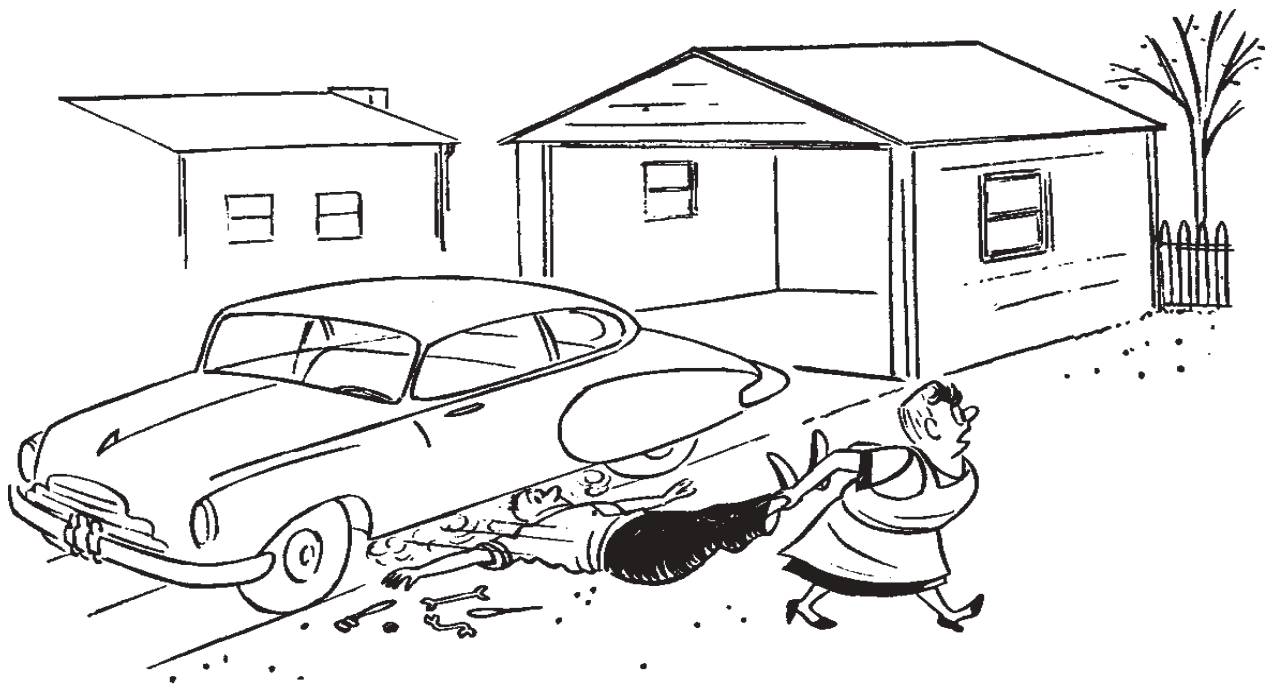
For 1956, the La Femme returned, with no less fanfare; letters to dealers from Dodge's marketing department called the La Femme a "stunning success". For 1956, Dodge replaced the Heather Rose and Sapphire White scheme with a Misty Orchid and Regal Orchid color scheme. The interior of the car in 1956 did not take its cue from the 1955 model, and instead featured "La Femme" only seat patterns, headliner, interior paint and carpet. The boxes behind the seats were also changed for 1956 to accommodate the rain coat, rain cap and umbrella that came with the model.

Dodge dropped the La Femme for 1957 and did not revisit the concept. Because the La Femme was a \$143 option package, its total production was never broken out from Dodge's production numbers, although research suggests 1,500 were produced in 1955 and 1,000 produced in 1956.



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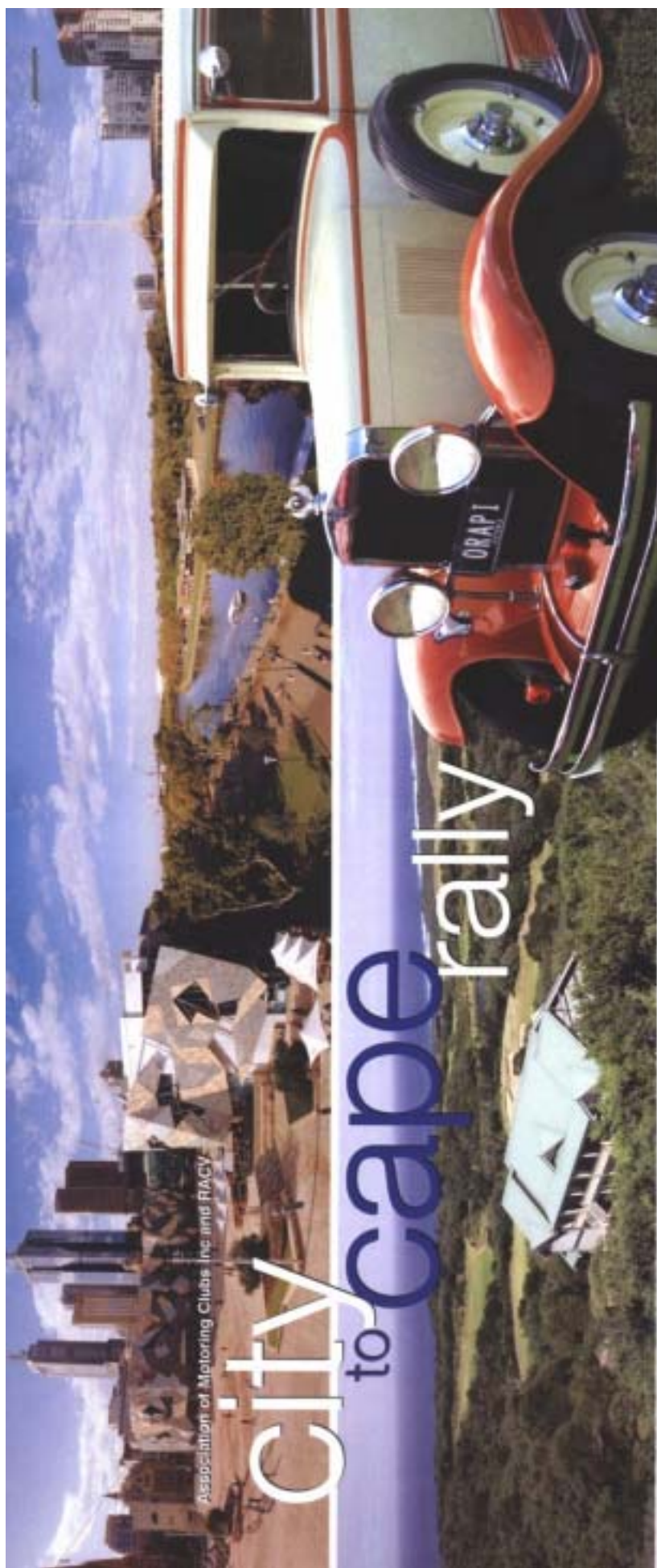
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Association of Motoring Clubs Inc and RACV

city to cape rally

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Sunday 28 October 2007

An invitation to all owners and enthusiasts of collector pre: 1958 vehicles to participate in the inaugural City to RACV Cape Schanck Resort family day vehicle run.

Entrance fee: \$50 per vehicle includes a barbecue lunch for two people.

Spectator admission fee: \$10. Children under 14 are free.

A commemorative show badge is available for collectors.
Club Permit authorised by the AQMC bring this permit with you at your notice of event.

city to cape

- Refreshments available
- No dogs permitted**
- Prizes awarded for outstanding display cars
- Children's entertainment**
- Craft displays
- Memorabilia stalls
- Trade displays
- Depart city 9.30 am**
- Show closes 3.30 pm
- Enquiries:** 90800 0624
- For updates, maps and information see website www.aomc.asn.au

I am 75 years old. My parents told me about Mr. Common Sense early in my life and told me I would do well to call on him when making decisions. It seems he was always around in my early years but less and less as time passed - until today I read his obituary.

Obituary - Common Sense

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault. Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not children are in charge). His health began to deteriorate rapidly when well intentioned but overbearing regulations were set in place. Reports of a six-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition. Common Sense lost ground when parents attacked teachers for doing the job they themselves failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer Aspirin, sun lotion or a sticky plaster to a student; but could not inform the parents when a student became pregnant and wanted to have an abortion. Common Sense lost the will to live as the Ten Commandments became contraband; churches became businesses; and criminals received better treatment than their victims. Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar can sue you for assault. Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement. Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by three stepbrothers; I Know my Rights, Someone Else is to Blame, and I'm a Victim. Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.
Author unknown

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2007 - 2008 Club Directory Update

Steve & Andi Demanuelle

change of address
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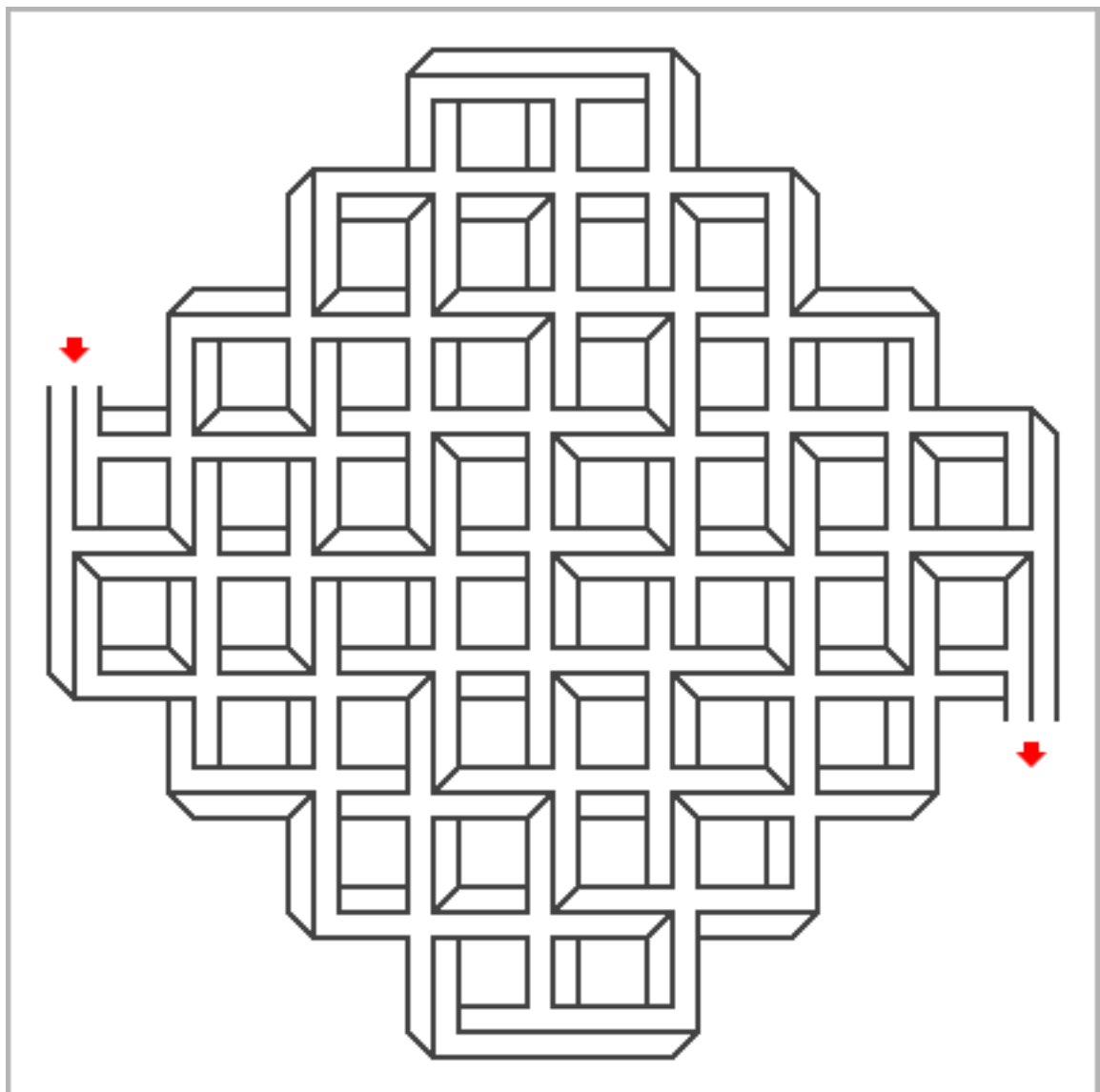
Banana Loaf

Ingredients:

- 1 cup caster sugar
- 1 teaspoon vanilla essence
- 2 eggs
- 2 cups self raising flour
- $\frac{1}{4}$ teaspoon bicarbonate of soda
- 1 cup mashed ripe bananas
- $\frac{1}{3}$ cup natural yoghurt
- 1 cup chopped pecan nuts
- 1 cup sultanas

Method:

- Cream butter and sugar until soft and fluffy.
- Add eggs one at a time, beating well after each addition
- Add vanilla essence
- Fold in the sifted dry ingredients alternately with the combined mashed banana and yoghurt
- Stir through pecan nuts and sultanas
- Divide mixture between 2 greased and lined 19cm x 9cm loaf pans
- Bake in moderate oven approximately 1 hour
- Let stand in pan 10 minutes before turning out to cool on wire rack



THE MAYONNAISE JAR AND 2 CUPS OF COFFEE:

When things in your life seem almost too much to handle; when 24 hours in a day are not enough; remember THE MAYONNAISE JAR AND 2 CUPS OF COFFEE:

A professor stood before his philosophy class and had some items in front of him. When the class began, wordlessly, he picked up a very large and empty mayonnaise jar and proceeded to fill it with golf balls. He then asked the students if the jar was full. They agreed that it was. The professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly.

The pebbles rolled into the open areas between the golf balls. He then asked the students again if the jar was full. They agreed it was. The professor next picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He asked once more if the jar was full. The students responded with a unanimous "yes." The professor then produced two cups of coffee from under the table and poured the entire contents into the jar, effectively filling the empty space between the sand. The students laughed. "Now," said the professor, as the laughter subsided, "I want you to recognize that this jar represents your life.

The golf balls are the important things - God, family, children, health, friends, and favorite passions — things that if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter like your job, house, and car. The sand is everything else — the small stuff. "If you put the sand into the jar first," he continued, "there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you. So... Pay attention to the things that are critical to your happiness. Play With your children. Take time to get medical checkups.

Take your partner out to dinner. Play another 18. There will always be time to clean the house and fix the disposal. "Take care of the golf balls first — the things that really matter. Set your priorities. The rest is just sand."

One of the students raised her hand and inquired what the coffee represented. The professor smiled. "I'm glad you asked. It just goes to show you that no matter how full your life may seem, there's always room for a couple of cups of coffee with a friend."

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

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

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

● UNSURPASSED SAFETY/ZERO MAINTENANCE!

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

● MORE POWER IN ANY CLIMATE!

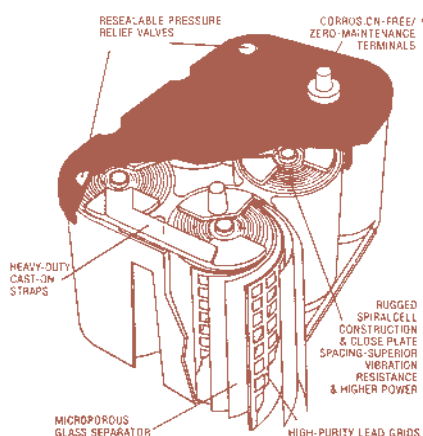
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

● FASTER RECHARGE!

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

● EASY TO TRANSPORT!

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OPTIMA DEEP CYCLE

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

● FAST ENERGY RESPONSE!

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● CLEAN POWER!

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

● BETTER CYCLING!

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

● COMPLETELY SEALED/ZERO MAINTENANCE!

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

● UNEQUALLED VIBRATION RESISTANCE!

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

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The CHACA 'toons & joke Page

Important Rules For Men

1. It's important to have a woman who helps at home, who cooks from time to time, cleans up and has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust and who doesn't lie to you.
4. It's important to have a woman who is good in bed and who likes to be with you.
5. It's very, very important that these four women don't know each other.

A blind man was describing his favorite sport... parachuting. When asked how this was accomplished, he said that things were all done for him: "I am placed in the door and told when to jump. My hand is placed on my release ring for me, and out I go."

"But how do you know when you are going to land?" he was asked.

"I have a very keen sense of smell and I can smell the trees and grass when I am 300 feet from the ground," he answered.

But how do you know when to lift your legs for the final arrival on the ground?" he was again asked.

He quickly answered "Oh..... the dog's leash goes slack."

A wife asked her husband: "What do you like most in me, my pretty face or my sexy body?"

He looked at her from head to toe and replied: "your sense of humor".

"Bless me Father, for I have sinned. I have been with a loose woman." The priest asks, "Is that you, Timmy O'Malley?" "Yes, Father, it is."

"And, who was the woman you were with?"

"I can't be tellin' you, Father. I don't want to ruin her reputation."

"Well, Timmy, I'm sure to find out sooner or later, so you may as well tell me now."

"Was it Brenda Finn?" "I cannot say."

"Was it Patricia Kelly?" "I'll never tell."

"Was it Sheila O'Brien?"

"I'm sorry, but I cannot name her."

"Was it Kathleen Morgan?" "My lips are sealed."

"Was it Fiona Grogan, then?" "Please, Father, I cannot tell you."

The priest sighs in frustration. "You're a steadfast lad, Timmy O'Malley, and I admire that. But you've sinned, and you must atone. You cannot attend church mass for three months. Be off with you now."

Timmy walks back to his pew. His friend Sean slides over and whispers,

"What'd you get?"

"Three month's vacation and five good leads!"

Proof of global warming!!!



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.

For Sale: 1956 Bedford SB3 Bus Chassis with Marconi Outside Broadcast Van Body.
6 Cylinder Petrol Engine
4 Speed Gear Box



Engine Number-SB347251
Chassis Number-09704286
Unregistered
Richard 0409 357 067

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Rego March 2008.



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For Sale: Ford Capri coupe 1600, 1600GT (1969-1972) Factory Workshop Manual in very good condition. \$140.00 includes postage. Phone Steve 03 9369 2017

For Sale: Datsun 240K GL 1976 Factory Manual in very good condition. \$30.00 plus \$10.00 postage and handling. Phone Steve 03 9369 2017

For Sale: Holden HQ Factory Service Manual Volume 4; contents- general information, lube, engine, clutch, cooling, fuel, tune up etc. in very good condition. \$40.00 plus \$10.00 postage and handling. Phone Steve 03 9369 2017

For Sale: Detroit Diesel GM Series 92 Factory Service Manual in very good condition. \$90.00 plus \$10 postage and handling. Phone Steve 03 9369 2017

For Sale: International Carburettor Factory Engine Manual covering engines 6-281-2, V-304E, V-345, V-392 in very good condition. \$70.00 plus \$10 postage and handling. Phone Steve 03 9369 2017

For Sale: Cummins Diesel Factory Manual for engines V-378, V-504, V-555 in used condition. \$40.00 plus \$8.00 postage and handling. Phone Steve 03 9369 2017
For Sale: AEC Swift Passenger Bus Chassis Factory Manual in very good condition. \$40.00 plus \$10.00 postage and handling. Phone Steve 03 9369 2017

Wanted: A Restored 1938 Morris 8/40 Roadster. Sentimental reason for buying. Peter Sukke (08) 8276 1574

For Sale: Used items – 1934 Ford Sedan window reveals (two rear, one LHF & one horizontal). 1936 Ford wheel caps (4), Oil Filter suit 1949-1952 Ford, various rear axle shafts.

Wal Martin 9467 1464 or 5786 1667 after hours.

For Sale: 1972 Toyota Corolla Coupe [orange] 75,000 on the speedo. Engine sound, body has small amount of rust. Car is still registered, but no RWC. Reg LHH-998. \$750 or near offer. Rob Ward. 9460-4508 05/07

For Sale: 1934/35 Chevrolet 17x3½ inch 6 stud Spoke Wheels, 48 spokes, 3½ inch hub hole and 7¾ inch hub cap hole -1 pair only.

Excellent condition. \$150.00 ono. Bob Clark 9391 8327

For Sale: Steel Spoke Wheel 17 x 3 inch 4 stud, 40 spokes, 2 3/8 inch hub hole and 4¾ inch hub cap hole.

Excellent condition. Painted silver. Possibly Studebaker. \$75.00 ono. Bob Clark 9391 8327 06/07

Wanted: 4 Original Wheels to suit Holden HT-HG models
John Christie (03)5964 8280

For Sale: NOS items - Morris Marina wheel caps (4), Early Falcon and Cortina wheel caps, ZD Fairlane wheel trim (1), Oil Filter Cartridge 1948-1952 Ford Truck.

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For Sale: Isuzu Engine 1.6 litre, Nikki carburettor, standard distributor, includes exhaust manifold, flywheel and pressure plate. Gemini gearbox (2) in working order. NOS Gemini exhaust extractors 4 into 1, Used Gemini exhaust extractors 4 into 2 into 1 for mid range performance, Gemini Rear diff assembly-wheel to wheel, Gemini radiator, G200 fuel injection manifold, Lynx alloy dual carburettor manifold includes 2 Dellorto 45mm side draft carburettors, Lynx alloy single carburettor manifold includes 1 Dellorto 40mm side draft carburettor, Rare F.E.T. dual carburettor downdraft manifold includes 2 down draft Webber carburettors plus air cleaners, Datsun 1200 standard head with twin alloy carburettor manifold includes twin SU 1.25 inch carburettors, Fiat 125 alloy carburettor manifold includes 2 downdraft Weber 40mm carburettors.

Mary 9578 6358 or 0402 237 989

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Independent Clubs Affiliated with the
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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: Michelle Johansen
PO Box 514 Caboolture, Qld. 4510, . Phone 07 3882 3789
email: margyr@primus.com.au

Meetings:
1st Sunday of the Month. Meeting at the Sundowner Hotel car park, Caboolture.

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 Showgrounds 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.



July 2007 Pin Up - Peter & Janet Galley's 1937 Chevrolet Tourer

January						
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