



January 2007 Pin Up - The Smith's 1934 Chevrolet Master Sedan

January							February							March						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6					1	2	3					1	2	3
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31

April							May							June						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7			1	2	3	4	5						1	2
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
29	30						27	28	29	30	31			24	25	26	27	28	29	30

July							August							September						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7					1	2	3							1
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8
15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15
22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28	29	30	31		23	24	25	26	27	28	29
														30						

October							November							December						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6					1	2	3							1
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29
														30	31					

JOURNAL

JANUARY, 2007 VOLUME 41 NUMBER 7

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



Presentation & Display Day
Studebaker History Part 2
Touring the Web
The CHACA 'toons
AOMC Report
Melbourne Used Car Market Values - 1941

www.chaca.com.au



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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PO Box 2004 Bayswater 3153
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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

17th January, 14th February, 21st March, 18th April, 16th May, 20th
June, 18th July, 22nd August, 19th September, 17th October, 21st
November, 12th December

Journal Nights – 2006/07

25th January, 22nd February, 29th March, 26th April, 24th May, 28th
June, 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 McGeary, 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



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Need a Hand or Two? – Try Our Advertisers

Please support our Advertisers and do remember to
tell them as to where you saw their advertisement



“Watch this, I’ll make it back fire!”

www.chaca.com.au



Affiliated Clubs Independent Clubs Affiliated with the CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood
PO Box 306 Wentworthville, NSW, 2145.
Phone 02 9635 5870 email: abfab@bigpond.net.au

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: 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 Simpfendorfer
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.

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: 1953 Chevrolet 1 Ton Ute parts
Eddie Charlwood 5966 7321 A.H.

For Sale: Viking Ride-on Mower
Briggs and Stratton Motor - 3 years old.
Has been in storage for the past 2 years.
Owner has moved to a house sized block.
\$2,000
Des 5629 2929
12/06

For Sale: 6x4 Trailer
Steel Body with a tilt up or slide off
aluminium canopy
Includes a Jockey Wheel and Spare
Wheel
Tibbie 03 9791 9646
11/10
Lead: Mid 80's Falcon Auto
Good Tyres, Upholstery, Trim and Paint
New Battery, Unregistered
A very nice vehicle for approx. \$800
Owner incapacitated and unwell
More info. Tibbie 03 9791 9646
11/10

For Sale: 1927 Buick Master
Dismantled, Engine #185-0599
All panels and spares included: motor,
gearbox and radiator.
\$3,500
Neal 9772 1261
11/06
Wanted: 1927 LaSalle Convertible
Coupe Doors and Tourer Tub
Neal 9772 1261
11/06



For Sale: Scooter - Pride Sonic
3 wheel scooter
Red - with new battery. As new condition.
Very comfortable and easy to maneuver.
\$600
Contact Betty Irvine on (03) 9777 0701
12/06

For Sale: 1946 Chevrolet Truck
This vehicle has done approx. 2,000 miles
since being rebuilt 15 years ago, and
except for a short time has been shedded
since.
Engine reconditioned by mechanic owner,
brakes, wiring, mechanicals, paint, new
tarp. bows fitted, plus other work.
It requires paint work and tray bed.
Comes with some spares.
This vehicle is unregistered but original
issue, 1946 black and white number plates
are with it. This same registration number
has been reserved, as personalised, in the
owners name, and will be made available
to the purchaser.
Engine number - V62610P
\$4,900
Des 5629 2929
12/06
Lead: Ford Zephyr MK2 Station Wagon
Further details available from Andrew
Pertitt - 0418 375 189
12/06

For Sale: Electrolux Gas Producer unit
(used), with blower and oil bath air
cleaner. Hopper used but in good
condition with lid seal O.K.
Bill Matheson 5482 2346
01/07

Wanted: 1923 Hupmobile tourer any
parts or info wanted. Please contact
Mark.Erwin@ed.act.edu.au Canberra,
Australia
02 62582735 or 0405693291
01/07

Garage/Clearance Sale:
Vintage and Classic Car and Truck
parts.
Garage equipment/Electrical goods
Bric-a-brac/Clothing/Linen/Soft Toys/
Books/Furniture
60 years collection
7 Melaleuca Street, Yea
3rd and 4th March 2007
10.00am – 5.00pm
No early callers.
Graham Bedford

**For Sale: Instruction & Workshop
Manuals**
All Morris Minor 1000 1st Edition Series 2
Traveler, ¼ ton van Workshop Manual
Minor Series MM and 1100 Minor guide
and D.I.Y. restoration book
Minor repair for 212, 918, 803, 948, 1098cc
1956-1971
The New Hillman Minx 1959 Manual.
H.V. all Kay Massey Harris petrol and
kerosene engines instruction manual
Stewart Carburetor instruction book, suit
Dodge Model 25 1” size
Ford 8 Handbook, Book of the Jowett
Sidchrome wheel brace suit ‘48 Holden
(new)
Wal Martin (home) 5786 1667
(business) 9467 1464
12/06

Can You Help Tibbie?
I have a Gas Producer which I would like
to fit to a vehicle and subsequently
donate it to a club or museum. I need a
pre 1940 vehicle, truck, ute or larger car
to fit the gas producer to. Its Motor does
not have to be operational, a reasonable
body will do and hopefully not expensive.
Any Clues?
Contact Tibbie 03 9791 9646

For Sale: 1967 Valiant bonnet and
right hand front door in mint condition,
with original factory white duco. \$45
each or \$75 pair.
Bob Clark 03 9391 8327
For Sale: 1975 – 80 Corolla left hand
doors (2) in mint original condition.
Tinted glass. \$45 each or \$75 pair.
Bob Clark 03 9391 8327
For Sale: HQ – HZ Holden, rear door in
mint original condition - \$45
Bob Clark 03 9391 8327
**For Sale: Complete vacuum trailer
brake control (PBR).** Mostly new
components. Suit car, truck, Bus etc.
Worth well over \$1,000. A gift at \$200
the lot. Also truck/van booster \$150.
Bob Clark 03 9391 8327

**Wanted: Four inch amber sealed
beams**, 6 volt in working condition. Any
leads appreciated.
Bob Clark 03 9391 8327
01/07

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
- 21st Mont De Lancey – Wandin *
- May
- 4th Club Meeting
- 6th Federation Run – Picnic at Pakenham
- 20th Birthday Run – Greenvale Reservoir *
- June
- 1st Club Meeting – Deepdene
- 9th/11th Annual Tour
- 24th Cobbledicks Ford & Reserve – Pub Luncheon *
- July
- 6th Club Meeting – Deepdene
- 15th Organ Pipes – Pub Luncheon *
- August
- 3rd Club Meeting
- 18th/19th Tri Club Overnight Run
- 26th Western Port Hotel – Hastings – Pub Luncheon *
- September
- 7th Club Meeting – Deepdene
- 9th Wattle Day @ Wattle Park *
- 23rd Bay To Birdwood – South Australia
- October
- 5th Club Meeting – Deepdene
- 14th Bimbimbie – Mount Burnett *
- 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 register, 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.

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Editorial

Members
Presentation and Display Day 2006 certainly was a special
day for all those Members that attended. It was most pleasing
to see the new Club banners flying in the gentle breeze. I
must add that I was delighted that my Wolseley was given
the opportunity along with Bruce and Robyn Haley’s 1970 El
Camino to act as the CHACA banner bearers. The banners
will certainly have an impact at Club Runs and other events –
look out for them!



The Club Calendar of events looks rather interesting for 2007,
with many interesting and varied venues. Please make an effort
to attend as many as possible thus rewarding Ken and
Margaret Robinson for their efforts.
Finally, roll on 2007! And lets all enjoy lots of safe, Classic
and Historic Motoring throughout 2007.
Happy New Year
Editor George

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January 2007 - No Club Meeting Next Club Meeting - 2nd February 2007

Club Run Breakfast Run - Bittern 14th January, 2007 @ 10am

The Churchills Estate – Bittern
Breakfast, Brunch, Lunch, what ever - 'This will go for hours'
Location 132 Jacka Street, Bittern. Melway Reference 164 G9
Kevin and Erica have again offered their facilities to Club Members.
Note this is BYO food and drinks.
The gas BBQ will be available for your snags, steaks etc.
A relaxing day with lots of chit chat.
Ken Robinson - Activities Officer



Club Run Australia Day - 26th January Kings Domain



The Federation puts on a great display with approximately 500 vehicles on show. There are lots of shade trees to picnic under and there is always an excellent badge to mark the occasion.
All intending entrants should already have lodged their entry forms, as bookings are now closed.
Ken Robinson - Activities Officer

Club Run - Tri Club Sports Day 4th February

At VCCA (Vic) Clubrooms, Wakefields Grove, Burwood, Melways 60 F4 (off Through Road)
The VDC invites VCC and CHACA to a grand day of battle for the coveted Sports Day Shield.
Events to suit all club members and their families starting at 1.00pm.
BYO picnic lunch and drinking mugs.
Tea and coffee will be available.

The VDC Concours competition is also conducted on this day.
Enquires contact John Rhodes (03) 9879 7460 (A/H)

Club Run - Begonia Rally: Ballarat 16th/18th February

Application forms are now available.
If you wish to attend this rally, please seek an application form from Mark and Gayle Border on 5339 9609 after hours or 0418 566 609 anytime.
Note: entries close on the 2nd February 2007. Please note that you will have to book your own accomodation.
Ken Robinson - Activities Officer

The CHACA 'toons & joke Page

Eight Words with two Meanings

1. THINGY (thing-ee) n.

Female..... Any part under a car's hood.

Male..... The strap fastener on a woman's bra.

2. VULNERABLE (vul-ne-ra-bel) adj.

Female.... Fully opening up one's self emotionally to another.

Male.... Playing cricket without a box.

3. COMMUNICATION (ko-myoo-ni-kay-shon) n.

Female... The open sharing of thoughts and feelings with one's partner.

Male... Leaving a note before taking off on a fishing trip with the boys.

4. COMMITMENT (ko-mit-ment) n.

Female.... A desire to get married and raise a family.

Male..... Trying not to hit on other women while out with this one.

5. ENTERTAINMENT (en-ter-tayn-ment) n.

Female.... A good movie, concert, play or book.

Male..... Anything that can be done while drinking beer.

6. FLATULENCE (flach-u-lens) n.

Female.... An embarrassing by product of indigestion.

Male..... A source of entertainment, self-expression, male bonding.

7 MAKING LOVE (may-king luv) n.

Female..... The greatest expression of intimacy a couple can achieve.

Male.. Call it whatever you want, just as long as we do it.

8. REMOTE CONTROL (ri-moht kon-trohl) n.

Female.... A device for changing from one TV channel to another.

Male... A device for scanning through all 375 channels every 5 minutes.

He said . . . I don't know why you wear a bra; you've got nothing to put in it.

She said . . . You wear pants don't you?

He said . . . Shall we try swapping positions tonight?

She said . That's a good idea - you stand by the ironing board while I sit on the sofa and fart!

He said What have you been doing with all the grocery money I gave you?

She said Turn sideways and look in the mirror!

He said . . How many men does it take to change a roll of toilet paper?

She said . . We don't know; it has never happened.

She said...What do you call a woman who knows where her husband is every night?

He said . . . A widow.

What is the difference between a woman and a magnet?
Magnets have a positive side!

A very successful businessman had a meeting with his new son-in-law. "I love my daughter, and now I welcome you into the family," said the man. "To show you how much we care for you, I'm making you a 50-50 partner in my business. All you have to do is go to the factory every day and learn the operations."

The son-in-law interrupted. "I hate factories. I can't stand the noise."

"I see," replied the father-in-law. "Well then you'll work in the office and take charge of some of the operations."

"I hate office work," said the son-on-law. "I can't stand being stuck behind a desk all day."

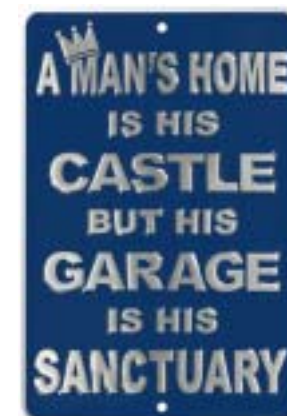
"Wait a minute," said the father-in-law. "I just made you a half-owner of a profitable corporation, but you don't like factories and won't work in an office. What am I going to do with you?"

"Easy," said the young man. "Buy me out!"

Mother: "Soooo . . .

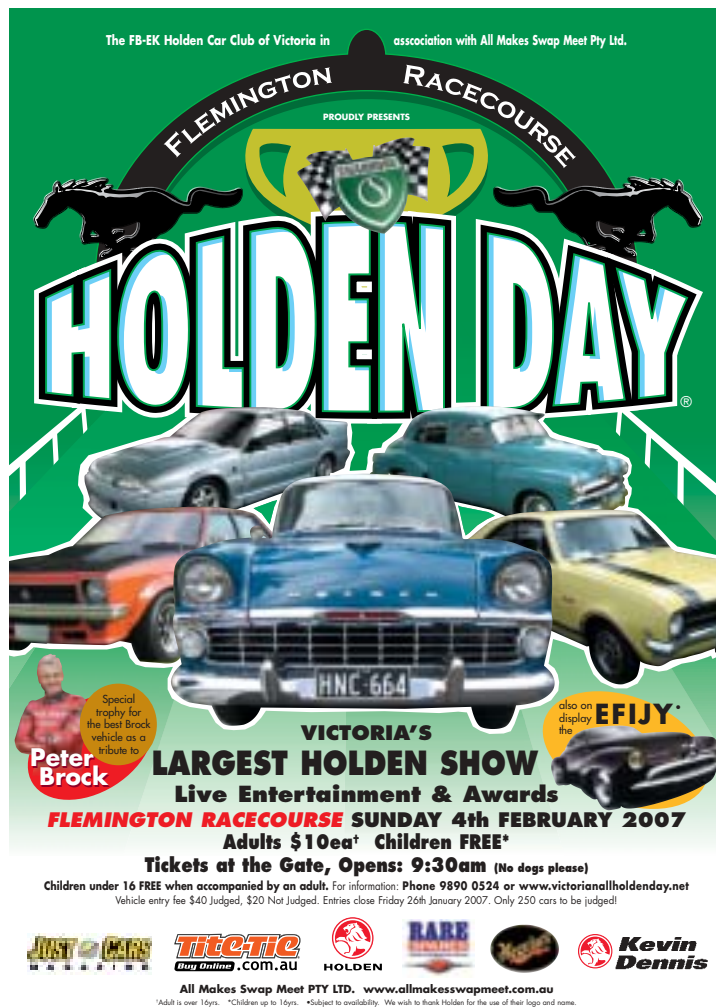
You want to become my son-in-law."

Suitor: "No, but I don't see any other way to marry your daughter."



You have to stay in shape. My grandmother started walking five miles a day when she was 60. She's 97 today and we don't know where the hell she is.





January

13/14 Geelong Vintage Rally

Display of Vintage Machinery
Geelong Showgrounds

79 Breakwater Road, East Geelong
T. Warren 03 5243 6298

14 Korumburra Swap Meet

Korumburra Showgrounds
Sites \$10 / Buyers \$5

John - 5662 4004

21 RACV Great Australian Rally

Frank Douglas 8704 2533

February

3 Berwick Swap Meet

Akoonah Park, Princes Highway, Berwick
Gates open at 6am - Buyers/Sellers - \$5
Fred 0408 585 189

4 Drouin Rotary Swap Meet

Drouin Recreation Reserve - Gates open 8am
Entry \$3 / No Site Charge
John Kinrade 5625 1734

11 The Shannons French Car Festival

Como Park North, South Yarra
Paul Watson 0427 203 206

February (continued)

11 Picnic at Hanging Rock

Hanging Rock Reserve, Woodend
J. Van Groningen - 0418 341 415

18 VDC Swap Meet

Venue - Yarra Glen Racecourse, Yarra Glen.
(Max Coomer) 03 9432 6948

23/25 Super Southern Swap Meet - Ballarat

25 Triumph Sports Owners Assoc. Concours

Building 11, Monash University
Chris Sallmann 0419 892 468

26 AOMC Delegates Meeting

East Malvern RSL, Stanley Grose Drive, East Malvern

March

4 AOMC British and European Motoring Show

Flemington Racecourse
Rod Adler - 9889 4071

25 Kalorama Rally

Vehicle Display and Motorkhana
Bill Eldridge 03 9879 7460 a/h

April

1 AOMC American Motoring Show

Flemington Racecourse
Rod Adler - 9889 4071

Special Effort Winners

The Lucky Ones!

Margaret Landells

Gaby Mockiewicz

Mark Wightman

Eric Chaplin

June Findlay

Ray Griffin

Judy Wilson

Russell Kerr

Gaby Mockiewicz

Ken Robinson

Russell Betts

Pat Lombardo

Necklace

Clock

Strawberries

Book

Necklace

Plant

Plant

Sweets

Plants

Plant

Plant

Christmas Hamper

Thanks to: Robin Haley, Vin Forbes, John Christie, Jack Provan, Thea Hillier and Fred Lombardo for prize donations.

A total of \$260 was raised from the Christmas Raffle Hamper - a great effort. Pat Lombardo was the lucky winner.

Letter to the Secretary:

Dear Mary Anne

First and foremost, we'd like to offer a genuine and heartfelt THANK YOU! The Members and staff of CanTeen sincerely appreciate the donation. The \$200.00 you have raised will help us fund important programs for young people living with cancer.

CanTeen is a place where young people can take time-out from the everyday experience of living with cancer. CanTeen is also a place where young people can share hopes and fears; where they can develop skills and learn more about cancer, its treatment, side-effects and strategies for living with it.

Once again, thank you for your valued contribution.

Andrew Young

CEO

Letter to the Editor:

Just a quick note to express my thanks to the CHACA committee members for a great Presentation Day. I am sure other members would like to thank both Ian Hanks (Tech Officer) and Ken Robinson (Activities Officer) and all the committee members for such a great day out. The cars displayed and the eventual winners were all terrific and it was great to see such a diverse array of cars once again for this annual event. Keep up the good work and I know next year's event will be just as successful. Margaret Taylor

Essential Tools:

The only 2 tools you will ever need are WD-40 and Duct Tape. If it moves and it shouldn't, use the duct tape. If it doesn't move and it should, use the WD-40.

New Members



Mick and Nicole Langford

Glen Waverley - 9561 0720

1964 Ford Mustang Convertible

Welfare Officer's Report:

Nothing to report this month other than to wish everyone a Merry Christmas and a Happy New Year.

Members please let me know if you are aware of any events that you consider are worthy of inclusion in this report.

Noelle Reynolds

Welfare Officer. Ph. (03) 97701231.

From the Membership Secretary:

Time is almost up!

If your membership renewal has yet to be effected, please promptly do so. We don't want you to miss out. Max Austin

Webmasters Report: 4,800 hits

The home page slide show now features photographs from Presentation and Display Day 2006.

Mary Anne Irvine

Webmaster

Annual Tour:

Queens Birthday Annual Tour

9th - 11th June 2007

I have decided that next years Annual Tour will be close to Melbourne, as our Membership is getting older (me included), the price of petrol and fixed incomes. So to please all Members there will be the availability to come for just the day or for the entire weekend. There will be full details in the next Journal. The destination will be Geelong and the surrounding Bellarine Peninsula. This will be our 40th Annual Tour, so come along and help us celebrate this milestone.

Barry Smith

Special Activities Officer

HUTCHIE’S AOMC DELEGATES REPORT TO THE CLASSIC AND HISTORICAUTOMOBILE CLUB OF AUSTRALIA

(other clubs are welcome to use this report)

AOMC Delegates Meeting - November 2006

27-11-06 Held at the East Malvern RSL Club, Stanley Grose Drive, Malvern East.

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

This is the Annual and General Meeting.

Vice President Philip Johnstone, (Triumph Sports Owners Club), opened the meeting, as President Peter Richards was ill, and unable to be present. Philip notified Delegates that the General Meeting would be held first, followed by the Annual Meeting and election of officers for 2007.

GENERAL MEETING.

Once apologies, introduction of new Delegates, and the Minutes of our August Delegates Meeting were dealt with, standing orders were suspended to allow for the introduction of our **Guest speaker, Mr. Ken Whitworth**, who regaled us with stories of his long employment with the old PMG, (now Australia Post & Telecom).

Mr. Whitworth explained that when he started, in a quite lowly position, they had to take an oath not to reveal anything relating to their work, for a period of 30 years. It is now 50 years in some areas in which Ken worked in his later jobs as a senior officer in security type work.

Ken read from prepared notes, he implied that he still had to be discreet about some aspects of his surveillance and security work. However, he was still able to keep us tittering for about 50 minutes, about his working experiences.

I will give a very brief outline of two of his stories, just as examples—

1. A team of technicians had the job of replacing wiring in a major facility, without interrupting the female telephone switchboard operators. The elderly lady supervisor was concerned the blokes were likely to take advantage of their elevated position, to view the girls, so gave strict dress adjustment instructions to those under her control.

Ken’s response was to instruct his team to tuck their trousers into their sox, to ensure the girls couldn’t look up their trouser legs.

2. This story related to the visit to Melbourne of the American President LBJ, who wanted to pay a visit to a former Australian soldier he had met during the 2nd. WW. Mr. Whitworth listed the vehicles, (like an ambulance, fire truck and rapid escape vehicles etc.), equipment and security people, all heavily armed, (ours & those from the USA). This was all in case of a terrorist attack.

All of this was to be filmed of course, and weeks of planning went into it. Then at the time when the meeting was taking place, a tourist bus entered the one way street, parked, and everybody, including the driver left. Ken explained that that film was used for years after as an example of what can sometimes go wrong.

Chairman Philip Johnstone resumed standing orders, to report on important matters which have arisen since our August meeting. Some covered in the pre-distributed sheet listing correspondence.

Motoring Shows Mr. Rod Adler is again our Shows Director, and Delegates were advised to contact Rod with any special requirements, if your club is wishing to put on a special display, and he will see your site is suitable, but get in early. **Rod urged Delegates to ensure details go into your newsletters, and participation discussed as soon as possible.**

Pre-payment will be available, which will ensure smooth entry, especially if your club is doing something special.

Contact Rod Phone or Fax 9889-4071

RACV is again our principal sponsor.

RACV British and European Motoring Show Sun. 4th. March 2007 Flemington Racecourse.

The Featured club is to be Vauxhall

RACV American Motoring Show Sun. 1st. April 2007 Flemington Racecourse

The featured club is to be Rambler AMC.

Engine number records Philip announced that the AOMC have managed to obtain many more registration records, these are apparently **full registration records**, not just engine numbers. They have cost a great amount but it was felt important they were preserved. The new AOMC Committee will decide what arrangements are to be put in place. **Details should be available in next AOMC Newsletter. Watch the AOMC Web page.**

New Club Permit Scheme (CPS). **Vice President Philip Johnstone & Rod Amos** (Vintage Sports Car Club), reported that nothing concrete has yet happened with VicRoads, since they came out with their second draft, but believed that VicRoads may have been waiting until the State Election was out of the way. Rod was hoping for progress soon.

In answer to a question from yours truly, as a follow up to concerns expressed by numerous Delegates at the August meeting, about the complicated system of issuing Log Books suggested by VicRoads, (as opposed to AOMC’s suggestion of issue by the club direct to the member).

Initially it was thought that the Federation were against clubs issuing Log Books, and that this was the reason VicRoads came up with their method. Rod Amos, thought there may have been other internal factors, and was hopeful that we may be able to get this and a few other minor changes before the final draft.

It was also reported by Rod Adler, who has had a long involvement with the Federation, that that body is now going along fully with the AOMC position.

Chocolate Rum Truffles

125 g (4 oz) dark cooking chocolate - broken into pieces

3 tablespoons dark (Overproof) rum - that’s enough!

50 g (2 oz) butter

75 g (3 oz) icing sugar sifted

75 g (3 oz) ground almonds (almond meal)

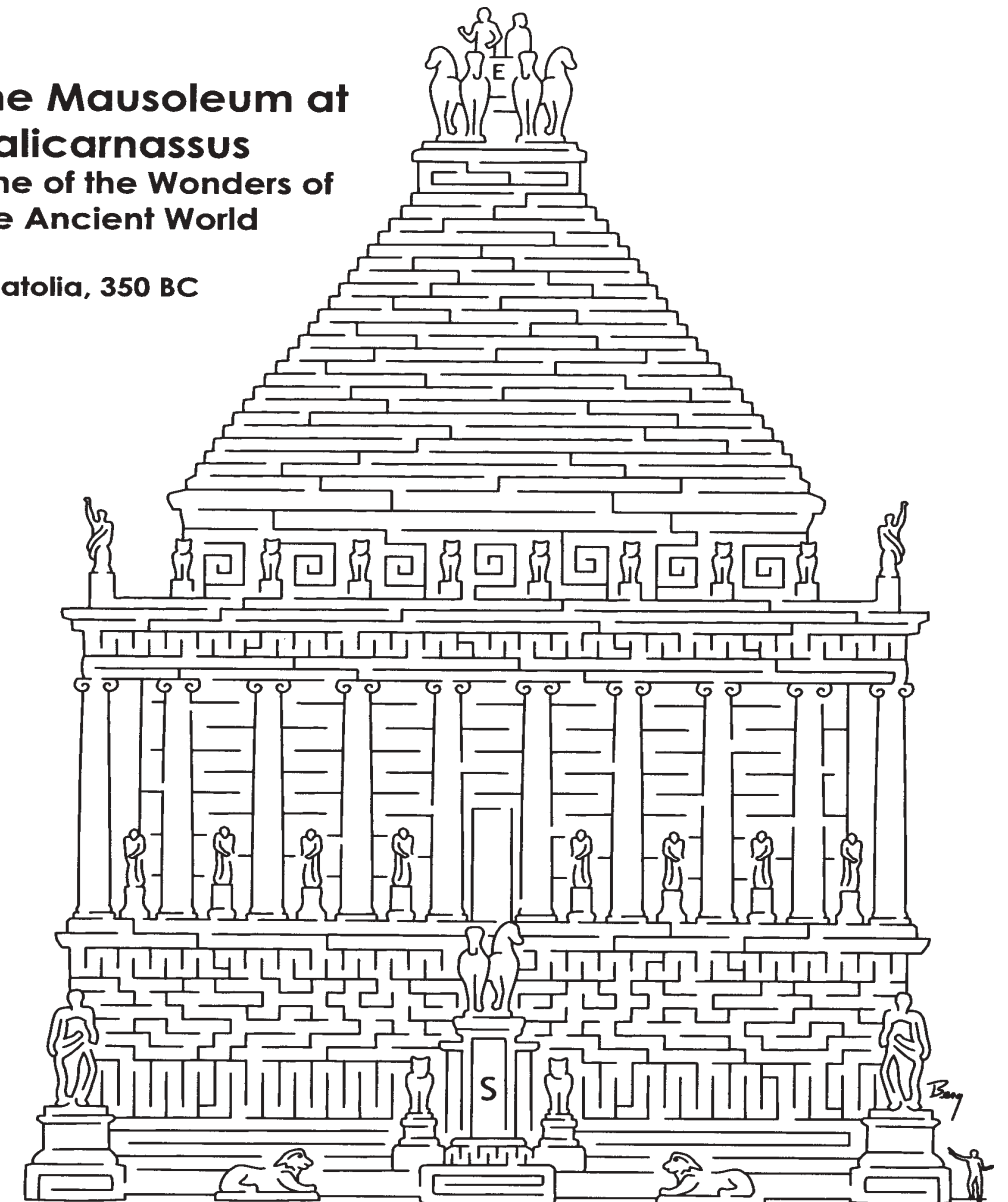
Lots of chocolate nibs / dollarettes for rolling in

Place chocolate and rum in top of double saucepan. Stir constantly over gently simmering water until all chocolate is melted. Remove from heat. Add butter, icing sugar and ground almonds and stir vigorously until the mixture is smooth and thick and tends to form a soft ball around the wooden spoon. Cool, then chill in refrigerator 30 - 45 minutes.

Form little bits of the mixture into round balls about the size of a marble or a bit bigger (should make 25-30). Toss each ball as it is made in a bowl of dollarettes, place in small paper sweet cups and keep refrigerated in a closed container.

The Mausoleum at Halicarnassus One of the Wonders of the Ancient World

Anatolia, 350 BC



Based on a reconstruction of the monument by Bernier.

S = start, E=end © 2001 Christopher Berg

2006/2007 Directory Update

Brett & Sharee Rayner - Kalorama: 9728 2861

70 ford Fairmont XW Station Wagon

Terry & Sil Usher - Footscray: 9689 0630

55 Ford Fairlane Victoria Coupe

Nick Nicholson - Seaford: 0419 881 573

1940 Buick Convertible

1952 Hudson Pacemaker Sedan

1939 Dodge D11 Sedan

1938 Plymouth Coupe

1957 Vauxhall L Saloon

1964 Humber Vogue Saloon

1948 Hillman Convertible

1955 Morris Oxford Sedan

John & Debbie Egglestone

Eltham – 9438 2837

1938 Oldsmobile Opera Coupe

Rick & Wendy Osborne

Ringwood East – 9729 9417

1954 Chevrolet 210 Sedan

John & Joan Hunt (change of address)

PO Box 672

Drouin 3818

Ken and Ruth Wood

Camberwell 0419 988 299

1960 Willys CJ3B Jeep

Peter and Louise Budd

Blackburn - 0418 565 550

1962 Holden EK Special Sedan

Marion & Phillip Simpson

Yarra Glen - 9730 1877

1937 Oldsmobile Sloper Sedan

Jack Drewitt

Heidelberg Heights – 9457 5640

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- **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!**

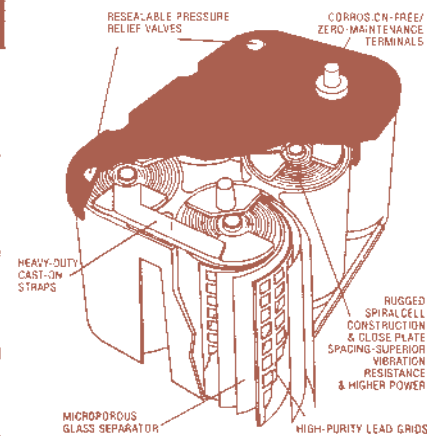
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **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.



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Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE

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

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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.

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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.

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General Business. The new AOMC Constitution. This you may remember was passed about 6 months ago. Well it was sent off to The Department of Justice/ Consumer Affairs, as is required, all drawn up legally according to the rules as they were then. After several months delay, they have sent it back, not approved. Wouldn't you know, they have changed the rules again.

Richard Snedden (Wolesley Car Club), who is the AOMC's resident expert on these matters, explained that the rules get changed at regular intervals. It appears that they have found a few naughty boys and girls have been working shonkies, by calling themselves a "Not for Profit Organization" when they are not, so they decided to change the rules. Richard said there is nothing wrong with our latest changes, he thinks it will be easy for us to make the necessary alterations. He is sure they are not after us.

I wonder how many clubs and organizations there are out there, which are working to an illegal Constitution. They will only find out when (and if) they ever get around to changing it. (When it is in italic it is a comment by Hutchie, not something which happened at the meeting)

Secretary Iain Ross (Bristol Owners Club) held up a large colored calendar produced by the RACV for distribution to member clubs. Iain said the AOMC had been given enough to send about 10 to each club. You are free to dispose of them any way you see fit. Give them away, sell them, raffle them.

GENERAL MEETING CLOSED—ANNUAL MEETING OPENED.

Following the acceptance of Minutes of last years Annual Meeting & reports of various Officers, including that of the **Treasurer, Mrs. Pam Hill.** (Veteran Car Club), the audited Financial Report was passed, after questions answered by Pam. **Vice President Philip Johnstone** left the Chair after inviting Mr. Patrick Devine to act as Chairman, to conduct the Election. The result of the Election was as follows—

President Rod Adler (Vintage Drivers)

Vice President Tony Dixon (Daimler Lanchester

Treasurer Ron Bolton (Renault Club)

Secretary Committee to fill by casual vacancy

Publicity Officer Iain Ross (Bristol Owners)

Committee Rod Amos (Vintage Sports)

Richard Snedden (Wolesley)

Philip Johnstone (Triumph Sports)

Peter Richards (Mustang Owners)

Paul Vellacott (Lancia Register)

Non-Elected Committee Member Paul Gorter (R & S Valiant Club)

Public Officer Graham Folwell (Mustang Owners)

Newsletter Editor Frances Borg (Sunbeam Car Club)

Meeting closed 10PM. Next is 26th. Feb. 2007. venue not announced.

Have a good and safe festive season.

Note for Editors. Here are some items from the current AOMC Newsletter which are worth printing in your Newsletter. You are always welcome to use articles from this source, just acknowledge where it came from. You can download it direct from the AOMC Website www.aomc.asn.au

Page 11 RACV report on Ethanol for the older vehicle.

Page 12 Un-roadworthy tyres.

Page 14 National Motor Heritage Day Sun. 20th. May 2007

Page 18 LPG, the real deal.

Page 14 Drivers code. Suggestions for drivers of slower vehicles.

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Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 1st December, 2006

Meeting opened at 8.30pm. Present Kevin Churchill (Chair) and approximately 70 Members. There was one visitor; this was Rodger Broughton from Holden. Chairman welcomed all present.

Apologies: George Mockiewicz, Jenny Hanks, Eric Chaplin, Lois Provan, Noelle Reynolds, Ray Nichol, Alan Munro. Max Austin informed us that Alan is coming on quite well and passed on thanks and love to Noelle for the card.

That apologies be accepted moved, David Landells - seconded Margaret Landells Carried.

Minutes:

Minutes of the previous meeting held on the 3rd November, 2006 and published in the Journal were signed as a true record, moved Ian Hanks - seconded Max Austin. Carried.

Business arising from the previous meeting: - Nil

Kevin Churchill said how good it was to see the Ladies here for Ladies night.

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

Correspondence in:

1. Flyer from The RACV Great Australian Rally organizers, 21st January, 2007. Some entry forms are on the table.
2. Four Cheques received – passed onto Mick Whiting
3. Caravan for Sale flyer – 1950's Propert – may be sold, due to it being put on E-Bay but if anyone is interested the flyer is on the table.
4. Thank you letter and receipt from CANTEEN for the \$200.00 donation. The letter will be passed onto the Editor for publishing in the journal and the receipt passed onto Mick Whiting.
5. Email from Margaret Taylor – re: Presentation and Display Day – read out at meeting and sent to Editor for publishing in the Journal.
6. Kevin Churchill – received a letter from Bob Clark stating how good the Display was and has some suggestions for improvement, which will be discussed at the next Committee meeting.

Correspondence out: - Nil

Move that this report be accepted: Moved James Allen Seconded Mal Hillier Carried

Reports:

Vice President: David Landells –We have all had time to look at the Evaluation VE Caprice that Rodger from the Design Division of Holden has brought with him and Rodger will give a short talk after the meeting about the car. David learnt tonight (as most of us did) that the evaluation cars are not sold, they are sent to the crusher once the evaluation is complete. David reminded the men that tonight is Ladies night, therefore he asked the men of the club to look after Supper. David then wished everyone a happy Christmas, a safe and prosperous New Year from himself and Margaret.

Treasurer: Mick Whiting. No Statements for November, due to the month only just ending.

Mick did report that income for the month of November was \$2,215- and Expenses were \$2,883.07., and the investment account balances are the same as last month.

Report Moved Barry Smith - seconded Ian Hanks Carried.

Membership Secretary: Max Austin: - One new member for the month. On the last day of the month an application was received from Mick and Nicole Langford of Glen Waverley. Mick and Nicole own a 1964 Ford Mustang Convertible. Max also alerted us to the fact that Mick is apparently a motor trimmer.

Renewals as at 1st of December are eight ahead of the same time last year, this being 155 renewals. There are still 36 renewals outstanding, about the same as this time last year and a lot the same people that were late renewing last year and the year before. Max would appreciate it if these people sent in their renewals before Max has to send out reminder letters, therefore saving money for the Club. Max wished everyone a Happy and Safe Xmas from himself and Barbara.

Activities: Ken Robinson - Display day at Wattle Park was good with 55 club cars, seven moderns and one police car. Santa arrived in a lovely convertible thanks to Graeme Moore.

The next run is the Tooraddin Foreshore – refer to your Journal for details.

The first run for 2007 is at the Churchill Estate, which should be a great day. January 26th is the Federation run at Kings Domain.

Special Activities Officer: Barry Smith – The Annual Tour will be to the Bellarine Peninsula, details will be available in February. Barry wished everyone a Merry Xmas and Prosperous New Year.

Technical Officer: Ian Hanks – Thanked everyone for the good turn out on Display Day. On the Technical front there is nothing happening currently. Ian wished everyone a Merry Xmas and Happy New Year from himself and Jenny.

Librarian: Eric Chaplin – absent

**Geelong Vintage Rally
13/14 January**

Geelong Showgrounds
79 Breakwater Road, East Geelong
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Saturday: 9am - 5pm
Sunday: 9am - 2pm
Entry: \$3

One of the biggest and best displays of restored and working Vintage Machinery in Australia. See the - Ransom, Simms and Jeffries Steam Traction Engine, McDonald Tractor - unique in Australia, 4 Jelbart Tractors - made in Ballarat, Triple Expansion Marine Engine, Wool Scouting Machine, Clyde Steam engine and over 40 tractors.

Special Displays by: International Harvester Club of Australia, Harry Ferguson Tractor Club, British Farm Equipment and Ferguson Restoration Association.
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Letter to the Editor:

Hi,
I have this month just acquired a 1923 Hupmobile R series 4 cylinder tourer, and a 1924 Hupmobile ute (parts car), I am a design technology metal/wood/auto teacher in Canberra colleges, and am intending to restore the 1923 Hupmobile, I am emailing you to see if I can find out any information at all, and especially about any spares for these cars; NOS and used parts. I would appreciate any information or plans for the woodwork or coachwork as the rear of the car is missing all of the wood, so I have no patterns. I would appreciate any information or sources for any service items at all no matter how minor, and I only have a couple of bits of metal for the roof. I am starting with the grease nipples and I will keep looking for reproduction parts as I go, next I will machine up new shackle bushes, I have sourced carby kits for the M1 stromberg, and I have original factory manuals coming from New Zealand, does anyone make new door skins as I will start on them next, thanking you for any assistance at all with this project, do you have any idea of a wire wheel that would fit my car, does anyone make a repro starter motor?

Thank you and kind regards
Mark Erwin - via email
Mark.Erwin@ed.act.edu.au Canberra Australia 02 62582735 or 0405693291

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This Month in Automotive History

18th January 1919 : Bentley Motors founded

Bentley Motors Limited is a British based manufacturer of luxury automobiles and Grand Tourers. Bentley Motors was founded in England on January 18, 1919 by Walter Owen Bentley, known as W.O. Bentley or just “W.O.” (1888–1971). He was previously known for his successful range of rotary aero-engines in World War I, the most famous being the Bentley BR1 as used in later versions of the Sopwith Camel. The company is currently owned by the Volkswagen Group.

A group of wealthy British automobile aficionados known as the “Bentley Boys” (Woolf Barnato, heir to diamond mining magnate Barney Barnato, Sir Henry Birkin, George Duller, steeplechaser, Glen Kidston, aviator, S. C. H. “Sammy” Davis, automotive journalist, and Dr. Dudley Benjafield amongst them) kept the car’s reputation for high performance alive. At one point, on a bet, Barnato raced Le Train Bleu from Cannes to Calais, then by ferry to Dover and finally London, travelling on public highways with normal traffic, and won; the special-bodied 6.5 L car became known as the Blue Train Bentley. Thanks to the dedication of this group to serious racing, the company, located at Cricklewood, north London, was noted for its four consecutive victories at the 24 hours of Le Mans



from 1927 to 1930. Their greatest competitor at the time, Bugatti, whose lightweight, elegant, but fragile creations contrasted with the Bentley’s rugged reliability and durability, referred to them as “the world’s fastest lorries”. Perhaps the most iconic Bentley of the period is the 4.5 L “Blower Bentley”, with its distinctive supercharger projecting forward from the bottom of the grille. Uncharacteristically fragile for a Bentley, however, it was not the racing workhorse that the 6 L Bentley was. It became famous in the popular media as the vehicle of James Bond in the original novels, but not in any film; rather, John Steed in the television series The Avengers did drive a Bentley on-screen.

A great deal of Barnato’s fortune went to keeping Bentley afloat after he had become chairman in 1925; but the Great Depression destroyed demand for the company’s expensive products, and it was finally sold off to Rolls-Royce in 1931. It should be noted that Bentley was a very serious competitor to Rolls-Royce and that the 8 L Bentley was probably a better machine than anything Rolls-Royce at that time had to offer.



The 4½ Litre was an evolution of the 3 Litre, sharing that car’s basic chassis, including its semi-elliptical suspension at all four wheels and 4-wheel brakes. The straight-4 engine was bored out to 100 mm (3.9 in) to produce 4.4 L (4398 cc/ 268 in³) of displacement. This was good for 110 hp (82 kW) in road-going models or 130 hp (97 kW) when tweaked for racing. However, the supercharged engine had a ridiculously huge thirst : the non-supercharged version, at 100mph, would have a fuel consumption of about 15 mpg while the supercharged version would do about 2.3 mpg. A 4½ Litre Bentley claimed victory at the 24 Hours of Le Mans in 1928 with drivers, Woolf Barnato and Bernard Rubin.

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Property Officer: Eddie Reynolds – has a sample range of Club Regalia available for ordering or purchase after the meeting. Eddie enquired if there was anyone wanting to order a name bar as an order is about to go in. Eddie asked if anyone knew whereabouts of the board with the tour badges on it – Kevin Churchill has this – Eddie will catch up with Kevin. Eddie wished everyone a Merry Xmas and Happy New Year.

Editor: George Mockiewicz - absent – no report

Webmaster: Mary Anne Irvine - Photos from Presentation and Display day are on the home page slide show.

Publicity Officer: Gordon Wightman – Gordon wished everyone a Merry Xmas and Happy New Year.

Welfare Officer: Noelle Reynolds. – absent, Eddie advised us that a Get Well card was sent to Kevin Wilson. Kevin had an accident in his 1936 Oldsmobile, the car is a write off but thankfully Kevin is home now and getting better.

Cars and Parts for Sale:

Graeme Tibbett Still has a 1964 trailer if anyone is interested.

Max Austin: Bill Matheson has an Electrolux Gas producer unit (used) for sale – refer to the advertisement in the journal.

President: Kevin Churchill - Kevin wished everyone a Merry Xmas, a happy, safe and prosperous New Year.

Special Reports:

AOMC Representatives: - Graeme Hutchinson

Graeme brought to our attention that the British and European Motoring Show Day and the American Motoring show are on next year, the first Sunday of March and April respectively and there are flyers on the table.

The AGM for the AOMC was held on Monday just been – Rod Adler is the new President. The minutes of the meeting that Graeme wrote are in this journal and cover such items as; the guest speaker - regarding surveillance, Registration Records, Club Permit/90 day log book progress (or lack thereof), the AOMC constitution changes, just to mention a few. Graeme also let us know that the RACV have issued a coloured Calendar and will be providing each club with approximately ten Calendars. **All Makes:** Peter Galley: -The first event for 2007 is the Holden Day on 4th February – this is the biggest motoring show since the last biggest motoring show.

Special Effort: Margaret Landells and Doug Gorham – prizes for the special effort were read out. Margaret wished everyone a Merry Xmas.

General Business:

Ray Griffin: Ray informed us that while everyone is thinking that Presentation day was great – it was not for everyone. On the way to Wattle Park Rays Pontiac was showing just under ¼ of a tank of fuel. On the way home it showed just over ¼ of a tank (Ray thought that was a bonus). Then when nearly home the gauge showed ½ full and just after that – putt – ran out of fuel. Just over the road was a Petrol Station – so Margaret had to push the Pontiac, one person did stop to help but there was no need by then. Ray reminded us that a few years ago the gauge was playing up and it fixed itself, well it appears it is playing up again.

Graeme Hutchinson: Graeme’s wife is in Probus and they collect can pull rings which are sent to Thailand. The rings are melted down and made into artificial arms and legs. The rings are made from Titanium (not Aluminium as the can is) and is a strong material for such use. If you can collect the pull rings and pass them onto Graeme at the meetings it would be appreciated.

Ray Griffin suggested that Graeme check out this is genuine, as a number of years ago a hoax was going around regarding pull rings being collected for making Wheelchairs. Peter Galley said that this particular case is genuine.

Graeme Tibbett: Channel 9 have a program called the Roadshow – where antiques are evaluated – Tibbie wanted us to know that someone presented one day with a Clock (similar to the one being raffled) and was told it was valued at £5,000-

Bob Clarke: Bob was watching a show on Channel 31 yesterday and to his surprise he saw one of our Members (Lester) with a Dodge on show.

Bob also suggested we all check out the price of petrol at the stations that do not take discount vouchers, as he has noticed in Williamstown, the station that takes Coles related vouchers has been 6 to 7 cents dearer than the two stations up the road that do not take discount voucher.

Ken Robinson: The Casterton Car Club is having their 18th Tour in March next year (the 10th to 12th). These have been good tours – application forms were left on the table.

Chairman declared the meeting closed at 9.08pm.

Next meeting to be held Friday 2nd February, 2007.

The General Meeting preceded the evening’s entertainment.

CHACA's Presentation & Display Day

Wattle Park - 26th November

Another great day at Wattle Park, it was nice to see the outing so well attended, with many seldom seen vehicles, and of course Santa had a newly restored chariot.

Did you notice that the standard of vehicles on display had improved, with newly restored engine bays etc. The era of 1961 to 1970 vehicles was hotly contested for trophies.

Ian Hanks and I would like to thank the participants for their co-operation in parking as directed.

A special thanks to Kevin and Erica Churchill and Ian and Jenny Hanks for their hard work on the day.

Thanks should also go to Gordon and Patsy Wightman for their long day manning the reception area, also thanks to all the volunteers for their efforts, and there were many.

Ken Robinson

Activities Officer

Our annual display day for 2006 started off with a few clouds but fine with a forecast temperature of 21 degrees and the weather man was right for a change although the wind was a little chilly at times. The workers were off the mark early just after 9 am and soon had the equipment set up before the members started to roll in with their well polished vehicles. The published starting time was 11 am but there were 12 early birds in place by 10 am. A steady flow through the entrance saw 50 members, cars, wives, grandkids, kids and dogs in place by 12 with several new members along with some new cars never seen before.

Lunch was the next item on the agenda before the serious part of the days events started with the childrens races while the members concentrated on picking the cars that they liked the best in the various sections for the concours prizes.

The CHACA cup also saw a steady flow of members racking their brains to find the answers for the quiz sections of this part of the days festivities.

In the eyes of many of the children the most important part of the day was when a certain white bearded gentleman was due to make his appearance and around 3 pm this happened although he was running late[as usual]. He arrived in Graeme Moore's Zephyr convertible which was on its maiden run and a very relieved group of children soon made their way to where Santa handed out their presents.

This happy time came to a close and then the members had their moment of glory when the club presentations were made and the concours winners were announced by our president Kevin. This was the official end to what had been a wonderful day of club activities in true club spirit and this was due to the group of club members that did the job. The club membership should be proud to have such a group of dedicated workers that make events like this possible and the smooth running of this day's activities. A special thanks to dear old Santa for making a very special effort to get our display day to hand out the presents. One interesting part of the day was the cars from other clubs that came in to have a look at what we had on display

and of special note was a right hand drive Mercedes Benz Gull wing coupe along with a Jensen Healey and a MG B. Several items were on display for the first time with our new banners showing who we are as a club and our club trailer showing the clubs colours of yellow and brown in its new coat of paint by Mark Wightman. The club trailer is in the middle of a complete rebuilding program and has a few other items to be completed.

The other part of the day that is so important is the venue and we must thank Parks Victoria for the use of Wattle Park and its great facilities.

Gordon Wightman



Touring The Web

Royal Electrical and Mechanical Engineers Museum of Technology - Arborfield, UK

<http://www.rememuseum.org.uk/vehicles/vehbackg.htm>

Throughout the history of REME and its predecessors, hundreds of different makes and types of specialist vehicle have been used in the mobile repair and recovery roles. Many of the vehicles inherited when the Corps was formed soldiered on till long after World War 2. However, newer types, sometimes locally improvised, were utilised. REME built or adapted many trucks and trailers to suit its special needs as well as issuing specifications to have purpose built versions supplied by manufacturers. During World War 2 many US and Canadian built vehicles were also used.

When the REME Museum was set up in 1957, only two preserved World War 2 vehicles were available, these stood outside the old museum in Arborfield, vulnerable to vandalism and the affects of weather. Eventually they were sent to a more secure unit in Bordon where they joined various relics either used for training vehicle tradesmen or as ornamental 'gate guards'. By the early 1980s only about half a dozen vehicles actually belonged to the museum and no active policy existed for adding to the collection.

A new initiative followed the increase in Museum staff in Arborfield in the early 1980s and the growing interest generally in the preservation of old vehicles. The enthusiasm of serving and ex REME officers and soldiers enabled a more purposeful approach to be made to the enhancement of the vehicle collection. At the same time covered space became available at Bordon to house it. The Ministry of Defence was asked to provide sample vehicles as they came out of service while others were donated by private individuals. The collection has grown enormously over the years and now numbers over 100 vehicles and trailers. Most have some special connection with REME either as repair vehicles or recovery vehicles. Together they form the Historic Vehicle Collection.

Gradually each vehicle not received in full working order is restored and as far as possible all will eventually be made to operate. Those which can be legally driven on public roads are licensed as civilian vehicles, insured, and are then taken to public events such as military vehicle rallies where they are seen and admired by many thousands of people. At most events the vehicles are driven into the arena and sometimes it is possible to give recovery demonstrations. In addition the collection provides a training facility for vehicle mechanics showing the progress in vehicle design and technology over half a century.

From the Thornycroft Hathi Tractor, used for vehicle recovery later in its service, to a prototype of the Challenger Armoured Repair and Recovery Vehicle, the collection spans 70 years of motor vehicle technology and recovery equipment. From within the collection it is possible to reconstruct part of a beach recovery section, as operated on D-Day, with the Beach Armoured Recovery Vehicle and examples of two of the wheeled recovery vehicles used by such units. Other combinations of vehicles can be made to represent specific campaigns and periods of history. The collection is widely acknowledged as being of national importance, as no other British military or transport museum has an equivalent range of vehicles in this specialised field. It is unlikely that such a collection exists anywhere in the world.

The maintenance and display of this unique collection depends very much on the interest and enthusiasm of a small number of people but help is provided by the Army where it can legitimately be counted as training or public relations work. The cost of fuel and of maintaining the collection is financed from REME's private funds.

A selection of vehicles from this unique collection is now on display at the REME Museum of Technology at Arborfield Garrison in the Prince Philip Hall. Visits to the reserve collection are by appointment only whilst it remains stored within a secure Army unit. The best opportunity to see the vehicles is at vintage and military vehicle shows in the summer months. At these events, in one year, as many as 80,000 people have seen the collection.



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A Club Member

Studebaker History - Part 2

The brothers had become industrialists. In 1875 sales topped \$1,000,000 for the first time and in '76 they attended the nations Centennial where their vehicles won numerous awards. 1877 though, would mark the end of an era. John Clement, now 78, the man who had found a better life for his family and who had taught his sons to “always to give more than you promise”, passed away. He left the world an amazing legacy in his sons and he had lived to see it all. The 80's would see the usual ups and downs but, the Studebakers, it seemed, could handle any disaster fate could send their way. They were not however, prepared for a fiasco. The 1884 presidential election pitted James G. Blaine, the Republican candidate against Grover Cleveland, a Democrat. It was well known that the brothers had all voted Republican in the previous election and a rumour began that made it's way to national newspapers. The Studebakers were being accused of coercing their employees to vote for Blaine. Of course, the rumour was false but, no one would listen. Telegrams arrived at South Bend from all over the country denouncing Studebaker. So outraged were the southern states that Studebaker wagons were burned in protest while demonstrators danced and chanted around them. The brothers went on record as being split in their preferences for president but that was of little consequence to sensationalist news papers. The election came and went and business went on. As the decade drew to a close, Jacob Studebaker, age 43, died in December of 1887.

The century would draw to a close with both optimism and sorrow. In 1891 an encouraging new addition was made to the firm. A corporate lawyer from New Jersey, Fredrich S. Fish, had married Grace Studebaker, John Mohlers daughter, and in view of his qualifications was made director and general counsel. Fred was well liked by everyone and he was full of ideas on where the company should be going. Second generation Studebakers, sons and sons-in-law, were also joining the firm contributing their youth and enthusiasm to management. Sadly though, only two of the five brothers would see the new century arrive. Henry who been farming since his younger brother had bought him out, died in 1895. Then Peter, who had masterminded the national sales network, died in 1897. The last big bang of the 90's occurred when the Spanish American War broke out in 1898. The Quartermaster of the Army contacted Studebaker to see if they could deliver 500 wagons within 36 hours. As with all their previous dealings with the Army, the answer was yes and the wagons left the factory in 24 hours. Sales for the last year of the century were over \$3,900,000. Clement and John Mohler would see 1900 alone and they sensed sweeping changes in the offing.

1900 ushered in a world unimaginable just a few years earlier. Marconi, Edison, Bell and others were pioneering new developments that affected the lives of nearly everybody. One innovation just beginning to make an impact was the horseless carriage. Regarded as an expensive novelty by most, there were some people who saw in it the beginning of a new era in transportation. The new body of executives at Studebaker were among the automotive optimists. Leading them was J. M.'s son-in-law, Frederick S. Fish, now chairman of the executive committee. The second generation of Studebakers were also, for the most part, automobile supporters. The elder Studebakers however, were less enthusiastic. Clem vehemently opposed venturing into automobiles while J. M. was luke warm on the matter. As the Studebakers debated the issue, Fred Fish was tactfully manoeuvring the company into a position favourable to entering the horseless carriage market. Clem, as it turned out, would not live to see the day that Studebaker made automobiles. Upon returning from London during the winter of 1901, he collapsed while debarking the ship and died a few weeks later at his home. With Clems passing, opposition to automobiles finally eroded.

In the late 1890s, steam, gasoline and electricity were all being considered as sources of propulsion by automobile designers. Studebaker had experimented with horseless carriages as early as 1896, but was proceeding cautiously. That year, an electrical engineer named George Strong was retained to work on a battery powered carriage. Studebaker opted to go with electricity early on, largely because they were already making electric carriage bodies for another company and J. M. regarded steam and gasoline as noisy and dangerous. The testing came to fruition in 1902 when Studebaker introduced it's first production automobile, the Electric Runabout. The first sale occurred five days before the company's 50th anniversary³ and Thomas Edison is thought to have purchased the second one. The Runabout was small and quiet and had a top speed of 13 miles per hour on level ground. Five different models were offered and a total of twenty electric vehicles were sold in 1902. Wagon sales that year topped \$4,000,000. J. M. still placed his confidence in wagons.

Even as the electric runabouts were first rolling out of the factory, there was a perception that gasoline power was going to win out in the end. Frederick Fish was particularly anxious to move in this direction. The main obstacle for Studebaker, he realised, was they lacked the machinery required to manufacture engines and other automotive components. Cleverly, he was able to solve the problem with the stroke of a pen. The *The Garford Motor Company* of Cleveland had made the chassis for Studebaker's electrics and was now expanding into the manufacture of gasoline engines. Fish worked out an arrangement whereby Garford would supply chassis' and engines while Studebaker would make bodies and assemble the finished product at South Bend. The cars were to be known as Studebaker-Garfords and the first one was sold as soon as it rolled out of the factory on July 22, 1904. The Studebaker-Garfords were a success and combined sales figures for wagons and automobiles increased dramatically over the next three years until reaching \$7,800,000 in 1907. The increase was directly attributable to automobile sales and demand was approaching the breaking point. Garford could not supply components fast enough to keep pace with sales. Immediately after the initial agreement, Garford had constructed a new factory in Elyria, Ohio with the intention of moving their operations there but construction delays and labour problems were affecting output. In 1908, impatient with Garfords activities, Studebaker gained a controlling interest in Garford through a stock purchase and was able to direct operations to suit their needs. Still unable to meet growing demand, Studebaker acquired the *Tincher Motor Car Co* of South Bend in 1908 but discontinued these large expensive cars after a year. Some thing else was needed and again, Fred Fish stepped in with a novel solution. (continued next month)

Classic and Historic Automobile Club of Australia Presentation & Display Day 2006

Simon Patience Trophy for Club Man of the Year

Max Austin

Percy Kay Perpetual Trophy for Club Lady of the Year

Mary Anne Irvine

CHACA Challenge Cup

Doug Gorham & June Findlay

President's Award

Retiring Committee Members and their Spouses:

Henry and Trish Alger

Vin and Lana Forbes

Russell and Lesley Betts

Best Attendance at Club Events

David and Margaret Landells

Tom Lambert Perpetual Trophy for Presentation and Participation

Ray Nichol

Editor's Award

Bob Clark

Vehicle Awards

1931 – 1940

1st John Egglestone – 1938 Oldsmobile Opera Coupe

2nd Henry Alger – 1935 Dodge DU Tourer

1941 – 1950

1st Jack Provan – 1941 Buick 44 Business Coupe

2nd – Bob Wilson – 1946 Oldsmobile ACE 66 Sedan

1951 – 1960

1st Bob Clark – 1955 Studebaker Commander Coupe

2nd Noel Colliver – 1955 Rolls Royce R Series Saloon

1961 – 1970

1st Ross Buchanan – 1964 Ford Falcon Sprint Convertible

2nd Mal Hillier – 1968 Ford Mustang

1971 – 1980

1st Russell Betts – 1972 Holden Torana LJ SL Sedan

2nd Norm Bradford – 1972 Buick Riviera GS Coupe

Lolly Jar Competition

Eddie Reynolds

Lucky Number Winner

Bob Clark

Running Events

Under 4

1st Monica Mockiewicz

2nd Matthew Osbourne

4 – 6 year olds

1st Zoie Drewitt

2nd Campbell Hastings

7 – 9 year olds

1st Hayden Eason

2nd Samantha Osborne

10 – 12 year olds

1st Matt Davey

2nd Hanna Mueller

Teenagers

Tie: Patrick Mockiewicz and Jack Drewitt

Oldies

1st Robert Mueller

2nd Terry Usher

George, Gabrielle, Patrick and Monica Mockiewicz - 1959 Wolseley 1500 Saloon
Mary Anne Irvine, David and Rosemary Talbot - 1975 Triumph Stag
Max and Barbara Austin - 1936 Packard 120B Convertible
Bruce and Robyn Haley - 1970 Chevrolet El Camino
Ray and Margaret Griffin - 1934 Pontiac 603 Sedan
Russell Patrick - 1939 Chevrolet Standard Sedan
Neil and Betty Ferguson - 1932 Sunbeam 23.8 HP Coupe
Ed Bourke - 1948 Chevrolet 7 Passenger Sedan
Bob Clark - 1955 Studebaker Commander Coupe
Lester and Yvette Cole & Kathy Austin - 1970 Ford Mustang
Ross Buchanan - 1964 Ford Falcon Sprint Convertible
Gordon and Patsy Wightman - Modern
Ken and Margaret Robinson - 1962 Chrysler Valiant S Sedan
Mick Whiting and Tina Brown - 1975 Mercedes 450 SL Convertible
Mal and Thea Hillier - 1968 Ford Mustang
Bob and Carol Mantle (passengers)
Vin Forbes - 1955 Dodge Kingsway Sedan
Fred Le Bon and Marie Cooper - 1955 Dodge Kingsway Sedan
Ray and Shirley Nichol - 1939 Pontiac Chieftain Sedan
Dermot and Connie O’Dea - 1971 Holden Kingswood Station Wagon
Roy and Merle Pepprell - Modern
Rick and Wendy Osborne and Family - 1954 Chevrolet 210 Sedan
Terry and Sil Usher and Family - 1955 Ford Fairlane Victoria Coupe
Henry and Trish Alger - 1935 Dodge DU Tourer
James Allan - 1948 Ford Anglia Tourer
Russell and Lesley Betts - 1972 Holden Torana LJ SL Sedan
Noel Colliver - 1955 Rolls Royce R Series Saloon
Adrian Daff - 1967 Ford Fairlane 500 Convertible
Grace Davey, Dawn Hucker and Family - 1968 Rover P5B Saloon
Reg Dunn and Reg Harvey - 1959 Morris Minor Panel Van
Peter and Janet Galley - 1937 Chevrolet GB Tourer
Tom Lambert - 1940 Oldsmobile 70 Series Sedan
Ivan Kerr - 1946 Packard 6 Sedan
Russell and Val Kerr - 1958 Holden
Kevin and Erica Churchill - Modern
David and Margaret Landells - 1978 Ford LTD
Eddie and Noelle Reynolds & Family - 1936 Dodge D3 Sedan
Adrian and Henny De Vos - Modern
Fred and Pat Lombardo & Family - 1960 Dodge Phoenix Sedan
Eric Chaplin - 1953 Pontiac Chieftain Sedan
Norm and Mickey Bradford - 1972 Buick Riviera GS Coupe
Ian and Jenny Hanks - 1978 Mazda
Bob and Judy Wilson - 1946 Oldsmobile ACE 66 Sedan
Jeff Watkins - 1979 Chrysler Valiant CM Sedan
John Egglestone - 1938 Oldsmobile Opera Coupe
Dale Allen - 1967 Bristol 409 Coupe
Graeme and Joan Moore - 1958 Ford Zephyr Convertible
Brian Crocker - 1973 Leyland P76 Sedan
Peter and Sue Taylor - 1975 Mercedes Benz 250 Compact
Dennis and Esther Healy - 1945 Ford V8 Tray
Phil and Janice Ramsay - Modern
Graham Hutchinson - Modern
Arthur and Iris Horner - 1980 Ford
Allan and Lyne Wood - 1938 Buick 8/40 Sedan
Doug Gorham, Ken and June Findlay - 1947 Plymouth P15C Sedan
Rod Bundy - 1953 Daimler Conquest Saloon
John Elliott - 1973 Renault
Barry and Rosslyn Smith - 1934 Chevrolet Master Sedan
Don and Norma Black & Family - Modern
Jack Provan, Jack Drewitt and the Provan Grandchildren - 1941 Buick Business Coupe
Chris Lowth - 1953 Allard J2X
Peter Budd - 1962 Holden EK Special
Margaret and Shane Taylor - 1966 Ford Mustang

Vehicle	Type	1932 £	1933 £	1934 £	1935 £	1936 £	1937 £	1938 £
Morris Cowley 14 h.p.	Sedan	-	-	-	-	-	-	-
Morris Cowley 14 h.p.	Tourer	-	-	-	-	-	-	-
Morris Minor and 8/40	Roadster	40	-	-	120	140	160	180
Morris Minor and 8/40	Tourer	45	-	-	115	135	155	175
Morris Minor and Morris 8	Saloon	55	-	125	-	-	165	185
Morris Isis 25	Sedan	80	95	120	160	170	220	265
Morris 10	Sedan	-	120	130	150	170	205	230
Nash Ambassador 8	Sedan	105	125	145	170	205	245	290
Nash Ambassador 8, 31 h.p.	Sedan	105	140	145	170	-	-	-
Nash Ambassador 8, 28 h.p.	Sedan	60	75	-	-	-	-	-
Nash Ambassador 6	Sedan	-	-	155	190	190	215	245
Nash 6, ‘400’ 27 h.p.	Sedan	-	-	-	-	170	205	235
Nash 6, 23 h.p.	Sedan	115	-	-	-	-	-	-
Nash 6, 21 h.p.	Sedan	-	-	-	-	-	225	245
Nash Lafayette 6	Sedan	-	-	115	135	195	-	-
Oldsmobile 6	Sedan	-	-	130	160	190	240	315
Oldsmobile 8	Sedan	-	-	115	140	170	225	-
Pontiac 6	Sedan	-	-	-	140	170	215	265
Pontiac 8	Sedan	-	85	115	140	170	205	-
Riley 9	Saloon	95	105	115	140	170	-	-
Riley 9	Roadster	75	85	95	-	-	-	-
Singer 8 h.p.	Tourer	-	-	-	-	130	135	150
Singer 8 h.p.	Sedan	-	-	-	-	140	155	165
Singer 9 h.p.	Saloon	75	85	95	100	135	160	170
Standard 8	Tourer	-	-	-	-	-	-	185
Standard 8	Roadster	-	-	-	-	-	-	175
Standard 9 and 10	Saloon	75	85	105	115	140	180	215
Standard 13.5 (6 cyl.)	Saloon	-	85	-	-	-	-	-
Standard 16 h.p.	Saloon	65	90	-	-	-	-	-
Studebaker Commander	Sedan	-	-	-	-	-	-	-
Studebaker Rockne	Sedan	50	65	-	-	-	-	-
Studebaker Dictator 6 and 8	Sedan	-	-	115	115	175	205	265
Studebaker President	7 Passenger	-	-	-	-	-	-	-
Triumph 9 and 10	Coupe	75	85	105	-	-	-	-
Triumph	Saloon	75	85	105	-	-	-	-
Triumph Gloria	Coupe	-	-	105	130	170	215	-
Triumph Gloria	Saloon	-	-	105	130	170	215	-
Vauxhall 6, 14	Tourer	-	85	105	130	150	190	215
Vauxhall 6, 14	Roadster	-	85	105	130	150	190	215
Vauxhall 6, 14	Sedan	-	145	165	185	215	235	255
Vauxhal VX 26 h.p.	Sedan	95	110	-	-	-	-	-
Vauxhall BX 26 h.p.	Sedan	-	-	115	140	165	-	-
Vauxhall GY 25 h.p.	Sedan	-	-	-	-	-	215	245
Vauxhall Wyvern 10 h.p.	Caleche	-	-	-	-	-	-	175
Vauxhall Wyvern 10 h.p.	Sedan	-	-	-	-	-	-	260
Willys 77	Sedan	-	110	130	190	215	254	290
Wolseley Hornet	Saloon	65	75	95	105	130	180	205

It was a small town and the patrolman was making his evening rounds. As he was checking a used car lot, he came upon two little old ladies sitting in a used 1937 Ford sedan
He stopped and asked them as to why they were sitting there in the car. Were they trying to steal it?
“Heavens no, we bought it.”
“Then why don’t you drive it away.”
“We can’t drive.”
“Then why did you buy it?”
“We were told that if we bought a used car here we’d get screwedso we’re just waiting.”

Used Car Market Values (Melbourne Retail Prices – October 1941)

Cars in absolutely first class order.

First class means a car that has never been in an accident or a fire, and on which the upholstery, duco, bodywork, hood, side curtains, tyres, mechanically and electrically are in fine order, and ready to give whoever buys it literally first class service.

Traders’ Note: These quotations are retail selling prices, and buying prices for traders must necessarily be 25% lower to allow for reconditioning costs and overhead charges. Prices are adjusted each month in accordance with fluctuations due to stock and demand.

Vehicle	Type	1932	1933	1934	1935	1936	1937	1938
		£	£	£	£	£	£	£
Armstrong Siddeley	Sedan	55	75	85	100	130	175	195
Austin 7	Family Model	35	45	60	85	110	120	130
Austin 7	Roadster	45	55	75	95	120	130	135
Austin 7	Saloon	70	80	85	100	120	130	140
Austin 10	Saloon	75	95	135	155	185	220	235
Austin 12	Tourer	-	-	-	-	-	-	-
Austin 12	Sedan	-	75	90	110	135	220	230
Austin 6/16	A.B.Sedan	75	85	105	120	155	195	220
Buick 8/40	Sedan	-	-	155	170	225	294	350
Buick 8/40	Coupe	-	-	135	145	210	280	340
Buick 8/50	Sedan	-	-	165	180	-	-	-
Buick 8/50	Coupe	-	-	145	155	-	-	-
Buick 8/60	Sedan	-	-	-	-	245	315	360
Buick 8/60	Coupe	-	-	-	-	235	295	345
Chevrolet 6 Master	Sedan	-	-	145	165	195	235	255
Chevrolet 6 Master	Coupe	-	-	135	155	185	225	245
Chevrolet 6 Master	Roadster	-	-	135	150	165	185	205
Chevrolet 6 Master	Tourer	-	-	135	150	165	185	205
Chevrolet 6 Standard	Sedan	-	-	140	160	185	225	245
Chevrolet 6 Standard	Coupe	-	-	130	150	175	215	235
Chevrolet 6 Standard	Roadster	-	-	125	140	155	175	195
Chevrolet 6 Standard	Tourer	-	-	125	140	155	175	195
Chrysler Plymouth 6	Roadster	-	90	110	120	140	155	180
Chrysler Plymouth 6	Tourer	-	90	-	-	-	-	-
Chrysler Plymouth 4 and 6	Sedan	105	115	125	140	175	195	245
Chrysler Plymouth De Luxe	Sedan	-	155	170	195	215	245	285
Chrysler 65 and 66	Sedan	-	85	105	120	150	265	285
Citroen 12 and 14 h.p.	Sedan	-	-	120	135	-	-	-
Citroen 12 and 15 h.p. F.W.D.	Sedan	-	-	-	180	195	230	280
De Soto 6	Roadster	-	-	-	-	-	-	-
De Soto 6	Sedan	-	90	105	130	175	225	270
Dodge 6, D.A.	Roadster	-	-	-	-	-	-	-
Dodge 6, D.A.	Tourer	-	-	-	-	-	-	-
Dodge 6, D.A.,D.P. and D.R.A.,B	Sedan	-	100	130	155	175	230	270
Dodge D.D., H.C. and K.C.D	Sedan	105	115	140	-	-	-	-
Ford Model A and B	Tourer	75	85	-	-	-	-	-
Ford Model A and B	Roadster	75	90	-	-	-	-	-
Ford Model A and B	Sedan	105	110	-	-	-	-	-
Ford 10 h.p.	Roadster	-	-	-	150	160	170	190
Ford 10 h.p.	Coupe	-	-	-	165	175	185	210
Ford 10 h.p.	Tourer	-	-	-	-	-	-	195
Ford 10 h.p.	Sedan	-	-	-	175	185	195	220
Ford V8	Roadster	95	120	130	160	170	195	215
Ford V8	Coupe	95	130	140	170	190	210	240
Ford V8	Sedan	105	140	150	190	205	220	250
Graham Light 6	Sedan	75	95	110	125	160	-	-
Hillman Minx	Sedan	95	105	115	145	170	190	235
Hillman Minx	Roadster	65	75	85	110	145	165	190
Hillman Wizard and 20	Sedan	40	50	75	115	170	195	220
Hudson 6 S.W.B.	5 Passenger	-	-	145	-	155	205	-
Hudson Terraplane	5 Passenger	-	105	125	160	180	220	265
Hudson 8	5 Passenger	-	-	115	140	165	225	270
Hupmobile 6	Sedan	-	-	-	-	-	-	-



Presentation &
Display Day
1931 - 1940



1st John Egglestone –
1938 Oldsmobile Opera Coupe
2nd Henry A Iger –
1935 Dodge DU Tourer



Presentation &
Display Day
1941 - 1950



1st Jack Provan –
1941 Buick 44 Business Coupe
2nd Bob Wilson –
1946 Oldsmobile ACE 66 Sedan



Presentation & Display Day 1951 - 1960



1st Bob Clark –
1955 Studebaker Commander Coupe
2nd Noel Colliver –
1955 Rolls Royce R Series Saloon



Presentation & Display Day 1961 - 1970

1st Ross Buchanan –
1964 Ford Falcon Sprint Convertible
2nd Mal Hillier –
1968 Ford Mustang



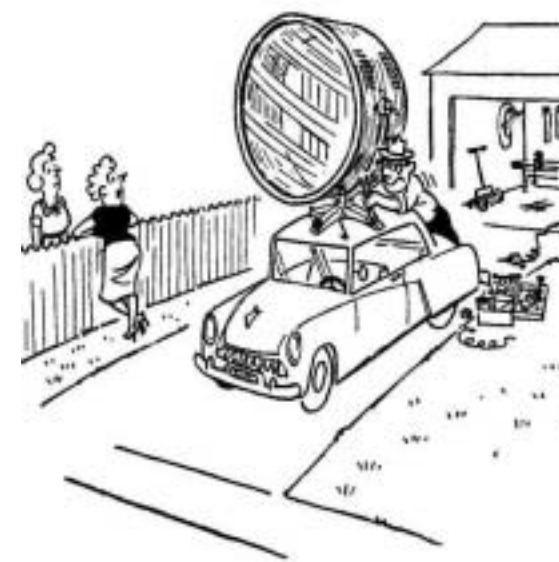
Ethanol use in older vehicles

Julian Del Beato

RACV Public Policy September 2006

Ethanol in Australia can currently be blended in petrol at up to 10 percent. The Federal Chamber of Automotive Industries publishes a list of which vehicles are able to operate on ethanol blended petrol, available at www.fcai.com.au. In general, only newer models built after 1986 are recommended for use with ethanol. Some potential effects of ethanol use are: 1. Materials incompatibility. Ethanol may corrode some metals or cause swelling of rubber and elastomer fuel lines and seals. It may also attack certain metals within the fuel system, including carburettor components. 2. Solvent action. Ethanol, particularly when used for the first or after a long time, may loosen gummy deposits on the fuel system (tank) walls, which may in turn cause fuel filter and other blockages. 3. Leaning of the fuel-air mixture. Ethanol may cause slightly lean running in open loop (carburetted) fuel systems, due to its lower specific gravity than petrol.

4. Exhaust emissions. Ethanol causes changes in exhaust emissions, although the nature and magnitude of changes depends partly on the individual engine/fuel system characteristics and may not be adversely affected in a major way by ethanol blends of ten percent or less. Of these items, the first one (materials incompatibility) is likely to be the major risk for older vehicles. Modern vehicles are more likely to be built using materials resistant to ethanol. Experiments on older (pre-1986) models carried out by the Australian Government revealed a general lack of such resistance. Repairs for corrosion and swelling of fuel system components can be expensive and inconvenient, particularly for vintage vehicles. The second item (solvent action) may only require a filter change, but may cause inconvenience and expense if it results in an on road breakdown. The third (leaning of the fuel-air mixture) and fourth (exhaust emissions) items are arguably less of an issue for older vehicles covering lower distances. It is difficult to draw any blanket conclusion on the effect of ethanol on older vehicles. Its effect will differ from model to model, depending on engine and fuel system design characteristics, as well as usage characteristics. Some motorists have reported to RACV satisfactory operation on ethanol blended petrol over extended periods. However car makers generally do not recommend its use in older (pre-1986) models.



"John's pet peeve is drivers who don't dim their lights."

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Website: www.autosurplus.com.au



Graeme and Joan Moore's 1958 Zephyr convertible



Ken and Margaret Robinson's 1962 Valiant S sedan



Peter and Sue Taylor's 1975 Mercedes Benz 250



Above: Ian and Jenny Hank's 1978 Mazda coupe.

Right: The 1975 Mercedes Benz 450 SL convertible of Mick Whiting and Tina Brown.

Presentation & Display Day



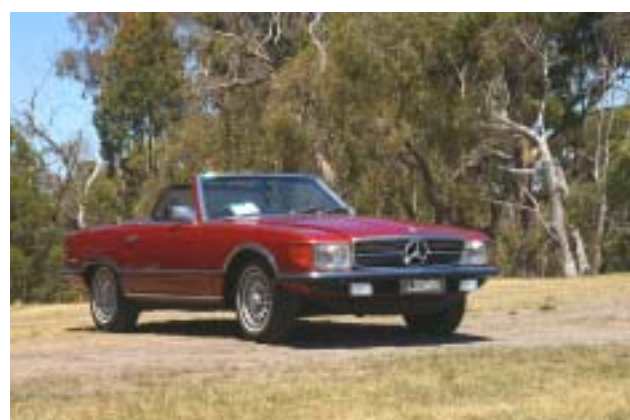
Ed Bourke's 1948 Chevrolet 7 Passenger sedan



Dale Allen's 1967 Bristol 409 coupe



The Watkin's 1979 Valiant CM sedan



Presentation & Display Day 1971 - 1980



1st Russell Betts –
1972 Holden Torana LJ SL Sedan
2nd Norm Bradford –
1972 Buick Riviera GS Coupe



Presentation & Display Day Newer Member's Cars



Terry and Sil Usher - 1955 Ford Fairlane Victoria Coupe



Rick and Wendy Osborne - 1954 Chevrolet 210 Sedan



Peter Budd - 1962 Holden EK Special



CHACA's Presentation & Display Day Wattle Park - 26th November

Opposite Top: Vin Forbes manning the Club Regalia table, Ray Griffin points out the differences between 1934 Pontiacs and 1934 Chevrolets to Ken Robinson. Opposite Middle: David and Margaret Landells selling raffle tickets to Mary Anne Irvine for the Christmas Hamper. Ian Hanks presenting a trophy to Mal Hillier. Opposite Bottom: Roy and Merle Pepprell. James Allan enjoying a cuppa.

Top: Ian Hanks presenting a trophy to Henry Alger for 2nd Place 1931-'40. Doug Gorham with Ken and June Findlay. Middle: Bruce Haley amusing Robyn and Jack Provan. Santa's Sleigh, Graeme Moore's 1958 Zephyr Convertible. Bottom: Santa with Pat Lombardo, Asleigh and Monica. Club President, Kevin Churchill and Club Secretary, Mary Anne Irvine show their delight at another highly successful Presentation and Display Day.