

J JOURNAL

JUNE, 2007 VOLUME 41 NUMBER 12

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



40th Annual Tour
Geelong/Bellarine Peninsula
Queens Birthday Week End

Mont De Lancey Club Run
Drive Through Trees Part 1
The CHACA 'toons
The Graham Brothers Part 3
Ford Tractors

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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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 welcome.

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

20th June, 18th July, 22nd August, 19th September, 17th October, 21st November, 12th December

Journal Nights – 2006/07

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

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 Organ Pipes – Pub Luncheon *

August

- 3rd Club Meeting
19th Tri Club Picnic Day
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 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.

Webmaster's Report:

Unfortunately I am still sharing my computer with Gordon. I have however managed to get the May Journal on the website. Eric Chaplin's updates to the library catalogue have also been added - please check the catalogue and contact Eric if you are interested in borrowing any of the latest additions to the library. After the Birthday Run I hope to update the Birthday Run Photo Gallery, once I get Gordon off the computer.

Mary Anne Irvine

Congratulations:

A Grand Daughter for
Kathy Austin.

Mark and Jo Austin are pleased to announce the arrival of Georgia Rose, born on Thursday 17th May and weighing in at 7lbs. 9oz.



Editorial:

At times Editorials can be most difficult to write, this month's Editorial was no exception, that is, until the following popped up in my email account:

THE NEW AUSTRALIAN NATIONAL ANTHEM

Australians all let us rejoice

The weekend now is near

We've worked all bloody week for this

Dear God let's get a beer.

Our desks abound in paperwork

Our hands are stained with ink

In desperate stage, we'll fly the cage

Advance to Friday drinks!!

With joyful strains, destroy our brains

Advance to Friday drinks.

So after a hard earned thirst, is there a better way to relax than attending a Club Run?

Editor George

This month's cover: Gaby Mockiewicz's 1974 Mercedes Benz (ex Roy Pepprell) photographed at Mont De Lancey and promoting seat belts in the '60's.

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Club Meeting - Deepdene 1st June 2007

Deepdene Park Hall, corner of Whitehorse Road and Parkside Avenue, Deepdene
Entry from Whitehorse Road
Melway ref: Map 46 A7

Toughseal

Guest Speaker - Mr. Cameron Richardson

At last month's meeting, Mr. Don Horsburgh gave a most interesting talk on the history of Puffing Billy Railway. This month's meeting on Friday 1st June will feature Mr. Cameron Richardson of 'Toughseal', who will speak about his products for paint protection of your prized classic and modern motor car.

Members please bring a plate of supper.

David Landells

Vice President

Toughseal is a new complete protection package for the exterior and interior of cars, boats, caravans and aircraft. This revolutionary Acrylic-8% P.T.F.E Sealant is proven to protect modern-day [water-based] paintwork for up to five years, from everyday harmful elements, such as Ultra Violet Rays, Oxidation, Bird Droppings, Acid Rain, Fading and Diesel Fumes year after year. There is no need to wax again.

Once the paintwork has been treated, you can then apply the same high quality finish inside the vehicle using the Vinyl & Leather Protector and the Fabric Protector. For long-lasting results, use the Dry Wash & Shine and the Wash & Gloss which are also included in the pack.

When paint cures, entrapped solvents evaporate from the base layer up through the paint. When this occurs sediment is left in the paint's pores.

All painted surfaces are exposed to a certain amount of sulphuric and nitric acids from the atmosphere. These cling to the paint in the forms of oxides. Toughseal's scientifically developed Pre-Treatment Step 1 enters the pores of the painted surface and effectively removes all foreign impurities.

This now allows Toughseal's Acrylic plus P.T.F.E. Sealant Step 2 to bond chemically to the pores of the paintwork to seal and protect the now highly polished surface. As the treated surface cures, the P.T.F.E molecules elongate, interlocking with each other, resulting in tough bonded protective coating to the paint.

40th Annual Tour – Geelong/Bellarine Peninsula Queens Birthday Week End: 9th – 11th June

Saturday June 9th: Meeting point for this years annual tour to Geelong and the Bellarine Peninsula will be the car park at the tourist information centre, KFC and McDonald's corner St Georges road and Princes hwy.

Melways 432B10

Meeting time 10.00 am

Leaving at 10.45 am

Byo morning tea

Heading for The Comfort Inn Parkside Belmont

68 High Street Belmont

Melways 451 J 10

You will be given your itinerary at this point.

I would like to take this opportunity to thank, Bob & Carol, Mike & Tina, Allan & Lyn, Eddie & Noelle and Ray & Margaret for the help they have given Roz and myself. I must pay special thanks to Margaret for the booklets, she certainly is a computer whiz.

Hope you all have a memorable weekend.

Barry Smith

Special Activities

24th June 2007

The Briars Park

Nepean Highway, Mt. Martha (Melways 145D11)

Meet at 10.00am at TV World, corner Eramosa Road and Moorooduc Highway for a morning tea stop, then proceed to The Briars Park for a picnic lunch. Briars Park has bush walks, board walks and a homestead to visit. Your Tour Guide will be Ian Hanks as the Robinsons will be touring China.

Ken Robinson

Activities Officer

The Briars 1840s Homestead houses a world renowned collection of Napoleonic memorabilia, established by Dame Mabel Brookes to mark the relationship between her Grandfather William Balcombe and the Emperor Napoleon during the latter's exile on St Helena. While the original farm has been retained, 96 hectares was never cleared and now forms an important Wildlife Reserve, protected by a vermin proof fence. Open woodland of manna gum and peppermint is being restocked with kangaroos and wallabies to join the resident koalas, which may be seen from the Woodland Walk. Waterbirds can be viewed from the bird observation hides overlooking extensive wetlands. A major attraction on the Mornington Peninsula is The Briars Park. The Park is a beautiful example of 'Cultural Landscape', with a long history of Aboriginal occupation, followed by European occupation of one of the first pastoral 'runs' on the Mornington Peninsula, represented today by a complex of heritage listed farm buildings and gardens.

Facilities

- Access Without Assistance for the Disabled
- BBQ Facilities
- Car park
- Coach Parking
- Interpretive Centre
- Picnic Area
- Restaurant BYO
- Toilet facilities for the Disabled
- Visitor Information Centre



The Cobbledicks Ford & Reserve Run on the 24th June has been cancelled.

It has been replaced with a Run to The Briars Park.

Full details appear above

Special Club Event

Show 'n' Shine

1st July 2007

Sandown Racecourse

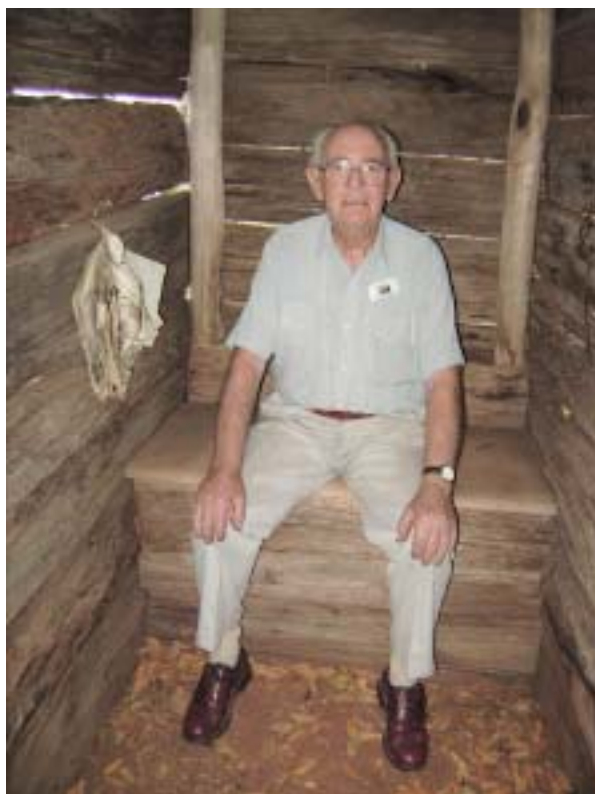
A Show 'n' Shine outing has been organised to promote our Club at the Sandown Racecourse Swap Meet, an event of The All Makes Swap Meet Co.

As many cars as possible will be required to make this event a worthwhile Club promotion
Admission Fee \$5.00 for a Club vehicle and 2 occupants

For further details please contact Peter Galley on 9890 8364



When Nature Calls



I wonder if Jack Provan remembers the famous Underdaks slogan 'One day you're gonna get caught with your pants down.' Next time please shut the dunny door, Jack!

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

May Raffle Winners:

Jack Drewitt	Book
Frank Dallimore	Protect it Spray
Max Austin	Multi Tester
Trish Alger	Manicure Set
Malcolm Cribbes	CHACA DVD
Ross Buchanan	CHACA DVD
Ross Buchanan	2 CDs
Malcolm Cribbes	2 CDs
Doug Gorham	CHACA DVD
June Findlay	CHACA DVD
Tibby	Oven Mitt set
Lynda Griffiths	Writing set
Barry Smith	2 CD's
Judy Munro	2 CD's

Thanks to Margaret Robinson, Jack Provan, Vin Forbes and Margaret Landells for prize donations. The raffle generated a donation of \$50.00

Pat Lombardo clobbers "That Man"



Whack, she'd had enough, Fred Lombardo staggers after a direct hit to the back of his head. Ouch, has the swelling abated yet, Fred?

Club Permit Scheme:

Graeme Tibbett has advised that Western Australia does in fact recognise the Victorian Club Permit Scheme, contrary to what was reported in the May 2007 Journal.

A Special Thank You: Harkrome Electroplaters

1 Evans Street, Braybrook, 3019
03 93177305

For their generous donation to CHACA of a \$100 voucher for electroplating. The voucher was auctioned at the May General Meeting by auctioneer, James Allan and fetched \$65.00. The winning bidder was Bob Clark.

Harkrome Electroplaters has been established for over 50 years and has been handed down through the family over this time.

They offer a wide range of services including bumper bar reconditioning, general electroplating, metal polishing and specialise in car restoration. Most importantly they stand by their workmanship.

Club Promotion:

The Admission fees for Members attending the Special Club Promotion at Sandown All Makes Swap Meet on the 1st July have been revised.

The new admission price is **\$5.00 for a Club car and two occupants.**

Letter to the Editor:

Dear Editor George,
My wife was particularly critical and domineering as a passenger whenever we went driving. She told me how to drive, she told me when to overtake, she told me which lane I should be in, she told me where and how to park etc. etc. etc.
So I modified the car!
Now we are both happier.
Club Members identity suppressed
A great idea and a lot cheaper than a costly divorce and more importantly YOU GET TO KEEP THE CAR! - Editor George



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.

Welfare Officer's Report:

A relatively busy time this month with three "Get Well" cards being sent.

Margaret Robinson was the first with a short stay in hospital.

Then Gordon Wightman followed a little later with another short stay. He is now home and recovering.

Margaret liked the hospital so much that she went back for another stay. She too is now home and recovering.

During all this, Ray Griffin was also admitted and at this stage is hoping to go home in a couple of days.

We wish them all a speedy recovery.

Noelle Reynolds.

Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 4th May, 2007

Meeting opened at 8.03pm. Present David Landells (Chair) and approximately 40 Members. Chairman welcomed all present. **Apologies:** George Mockiewicz, Ken & Margaret Robinson, Kevin Churchill, Mick Whiting, Gordon and Patsy Wightman, Ray & Margaret Griffin, Eddie & Noelle Reynolds, Tom Lambert, Ralph Provan.

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

Minutes:

An amendment to the minutes of the March meeting has been made:

The Technical Officers report now reads: Graham Hutchison handed Ian an article about the Permit Plate proposal to date and Ian will pass this to George to place in the Journal for all to read. Note: prior to this the sentence stated "the 90 day log book proposal".

Minutes of the previous meeting held on the 2nd March, 2007 and published in the Journal were signed as a true record, moved Ian Hanks - seconded Max Austin. Carried.

Business arising from the previous meeting:

Outcome of the investigation to move to the new VDC Club Rooms. The Working Party Recommended to Committee that the Club cannot afford the rates being quoted by the VDC and to that end we will stay at Deepdene but keep our options open if other opportunities arise. Committee accepted the recommendation.

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. Notification regarding the David Calleja Memorial Car Rally and Show – the event has been postponed until 20th October.
2. A Cheque for payment of advertising fees – passed onto Mick Whiting
3. Brochure from Shannons Auctions - the Autumn Classic Auction is on Monday, 7th if you wish to make a flying visit to NSW.
4. Brochure from Coesign, 24 Elder Street, Blackburn – (0409 944 839). Coesign restore old black and white number plates, to re-letter by hand in high quality white vinyl is \$40- per plate. Other signs and hand lettering on vehicles is available.
5. Letter from the AOMC and a copy of the revised AOMC constitution for approval at the Delegates meeting on 28th May – passed on to Kevin Churchill.
6. Flyers to promote the Shannons Classic Australian Car Show on 22nd July at Flemington Racecourse
7. Letter and flyers from Bruce Lindsay to promote a book he has produced of an account of the life and works of Alan Hawker "Bob" Chamberlain.
8. Letter from Harkrome Electroplaters to introduce themselves to the club. Harkrome Electroplaters enclosed a T-Shirt and a \$100 discount voucher for any chrome plating they do for the holder of the voucher. The Committee have decided to put the T-Shirt in the general raffle and the discount voucher (expires the end of September this year) will be auctioned at tonight's meeting. A copy of the letter will be given to the Editor for mention in the next Journal.

Correspondence out: - Nil

Move that this report be accepted: Moved Trish Alger, - Accepted Jack Provan Carried

Reports:

Vice President: David Landells – Tonight's guest speaker is Don Horsburgh, Don will be giving a talk about the Puffing Billy Railway.

Treasurer: Barry Smith reported on Mick Whiting's behalf the cash and bank balances for the months of March and April. Moved Ian Hanks - seconded Henry Alger, that this report be accepted. Carried.

Membership Secretary: Max Austin – Welcome back to the meetings Allan and Judy Munro.

One new member for the month of April as reported in the May Journal – Geoff and Judy Young of Doveton. You should all have received your new Membership Directory, if any of the details are not up to date please contact Max for amendment. This directory is the first one to be produced with no external assistance as the database is maintained by Max. Editor George did a neat clean job of the production. The directory was able to be printed a few days after the closing of all membership renewals. Membership renewals were closed with a total of 6 members not renewing this year. Over the Membership year we lost a total of 13 members, 5 resigned, 2 deceased and 6 non-renewals. We have gained 17 new members and now have 228 Members listed. There are 73 joint memberships, giving the Club a total of 301 Members and 618 cars listed.

Activities: Ken Robinson - Absent due to Margaret being unwell. Due to Margaret's illness and to enable a full recovery Ken will be unable to continue with activities at this stage and is looking for someone to fill in for the interim, if anyone is interested please contact David Landells.

Special Activities Officer: Barry Smith – Bookings for the Annual Tour are steadily coming in. If anyone is interested in doing a day run only of the tour, please complete the appropriate section of the Tour Entrance form and forward that with payment to Barry.

Technical Officer: Ian Hanks – Ian had an article from the AOMC website placed in the CHACA Journal (May issue), which was a breakdown of what you can do with a permit plate. Ian made a couple of alterations to the article prior to handing this

article to George. One of the changes made related to 'faxed' permits. The AOMC article said no to the use of faxed permits – Ian can not see this being an issue, as a number of clubs, including ours use faxes to issue permits. Since the publishing of the May Journal, West Australia have changed their thinking and now recognize permit plates from Victoria. Ian will be making contributions to the Journal if he finds any other interesting facts regarding the permit plate scheme to try and clear up any misconceptions that he is aware of.

As a result of the article a number of comments/questions arose during the general meeting, those being: James Allan knows the VDC issue permits via fax on a regular basis. Graham Hutchinson suggested that the Q&A's article be run off and sent to all Member's on permit plates so they can have a copy with them at all time, suggesting they keep the article in their green book. Graeme Tibbett confirmed that W.A. now recognizes our permits, as he phoned them himself this week for clarification. Graeme would like to see this added to the next issue of the Journal. Vin Forbes raised the question regarding gaining a permit if you are a member of two clubs, does the permit have to be issued from the club the vehicle is registered with – the answer is YES, it can not be issued from another club you are a member with, but the vehicle not registered with. Bob Clarke asked Ian where he obtained the information relating to W.A., Ian found the information on the AOMC website and it was sanctioned in September, 2006. Vin Forbes also asked those that could remember to think back to when Heather and Arthur Grieves (AOMC at the time) gave the club a talk about the red plate scheme and questioned if there is any great difference. There is no great difference – in regards to certain issues as to when you drive your car without a permit, you can to club meetings and Committee Meetings as these are recognized as gazetted meetings in the Club Journal. If you have a very important family event occurring eg: wedding, anniversary – a permit can be issued – the main thing here is not to make a meal of it. Henry Alger asked if what was printed in the Journal covers us to the introduction of the 90 day system – the answer is YES.

Librarian: Eric Chaplin – Eric thanked Max for swapping his '37 Dodge with a '37 Chevrolet, he has always wanted a Chev – Max will make the necessary amendment to the directory listing.

Eric informed us that there are now 36 boxes of books, 1200 books in the general library with 350 on disc. The disc was given to Kevin Churchill at the January run and as yet has not been passed to Mary Anne Irvine for updating the website library list. There are another 50 items being added, these items were handed to Eric by David Landells at the Trout Farm run. The Committee is currently looking at what to do with double up of publications and coffee table books. Some of the coffee table books are highly valued books and may possibly be auctioned or sold via e-bay, this has not yet been decided.

Property Officer: Eddie Reynolds – absent.

Editor: Absent – no report.

Publicity Officer: Gordon Wightman – absent due to being in hospital at this very time.

Welfare Officer: Noelle Reynolds. – absent. David Landells did inform us that there have been get well cards sent to some of the members that are sick.

Cars and Parts for Sale:

James Allan: James informed us that in the 'Restored Cars' magazine, in the 'book' section there is a new publication, regarding the Club that hosted the Begonia Rally and has a number of interesting articles on the Rally over the years. The book is \$30 and should be a good read.

Max Austin: A gentleman called Max Stewart is selling a 1962 Valiant which has had one owner and sounds like it could be a very good buy. The details will be in the for sale section of the Journal.

President: Kevin Churchill - absent

Special Reports:

AOMC Representative: Graham Hutchinson – at this stage there is nothing to report.

All Makes: Peter Galley, -The last Swap Meet (which was the first for 2007) on 22nd April was very poorly attended. There were three other swap meets on that day; however All Makes Swap Meet broke even financially. There were 54 Vendors, usually there are 80. The numbers through the gate were down too. The next Swap Meet is on the 20th May – which is also the Clubs Birthday run. On the 22nd July is the Classic Australian Car Show at Flemington and this should be a very good day.

Special Effort: Jenny Hanks and Grace Davey – prizes for the special effort were read out.

Auction of \$100- voucher from Harkrome Electroplaters - Auctioneer: James Allan

James gave some very favourable feedback about Harkrome Electroplaters from first hand experience James has had with the company. The bidding started with \$5 increments and the voucher was purchased by Bob Clarke for \$65. Congratulations Bob. James did a great job as Auctioneer.

General Business:

David Landells: There is an amendment to be made on page 5 of the May Journal. The price shown of \$6 for admission into the All Makes Swap Meet on 1st July (in which CHACA will be displaying their cars) is now \$5- per vehicle and this includes two passengers.

David Landells: Could we please have some volunteers to help with supper tonight – and that would mean gentlemen also.

Graham Hutchinson: Graham clarified for us that the collection of ring pulls from the beverage cans is legitimate. Graham has sent Editor George the details for inclusion in the Journal, Rotary are collecting the ring pulls; they are melted into ingots and sent to Asia.

Peter Taylor: Peter would like to know if anyone has found a large square Tupperware container, with a glass plate – he has misplaced the container at a club 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. (continued on page 26)

Association of Motoring Clubs Inc and RACV

city to cape rally

Proudly sponsored by



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 ACMC bring this leaflet with you as 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

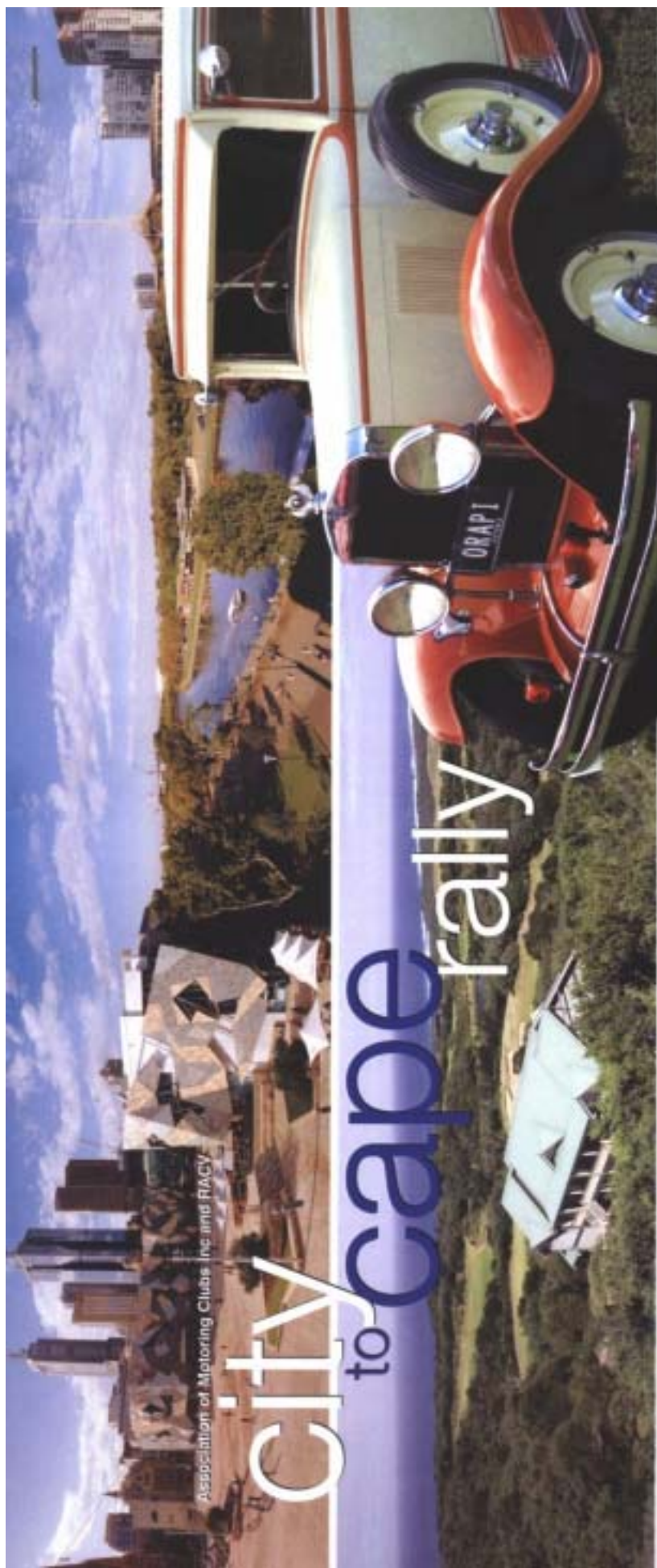
Trade displays

Depart city 9.30 am

Show closes 3.30 pm

Enquiries: 9090 0634

For updates, maps and information see website www.romc.nsw.au



Events & Swap Meets

June

17 Mornington Peninsula Historic Vehicles Club Inc.

Annual Winter Swap Meet

See flyer at bottom of page

July

1 All Makes Swap Meet

Sandown Racecourse

Gates open at 8.30am

\$6 Admission

Indoor Sites - \$35

Outdoor Sites - \$30

phone - 03 9890 0524 (prior to 8.30pm)

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

MORNINGTON PENINSULA HISTORICAL VEHICLES CLUB INC. ANNUAL WINTER SWAP MEET

at Centro Karingal Shopping Centre
Corner Karingal Drive and Cranbourne Roads
FRANKSTON



Sunday 17th June 2007

New and used parts for veteran, vintage and classic cars



Buyers enter from 8.00 a.m.

Set-up for sellers from 7.00 a.m. to 8.00 a.m.

Sellers please enter via Karingal Drive
turning at Safeway Petrol Plus station

Buyers - \$2.00 per person

**Sites - \$10 per single site
(2 car parking spaces)**

No site bookings required



For more information please phone

Colin Jacobson : 9775 9917

Bill Markwick : 9775 8226

Maurie Haydon : 9787 7662



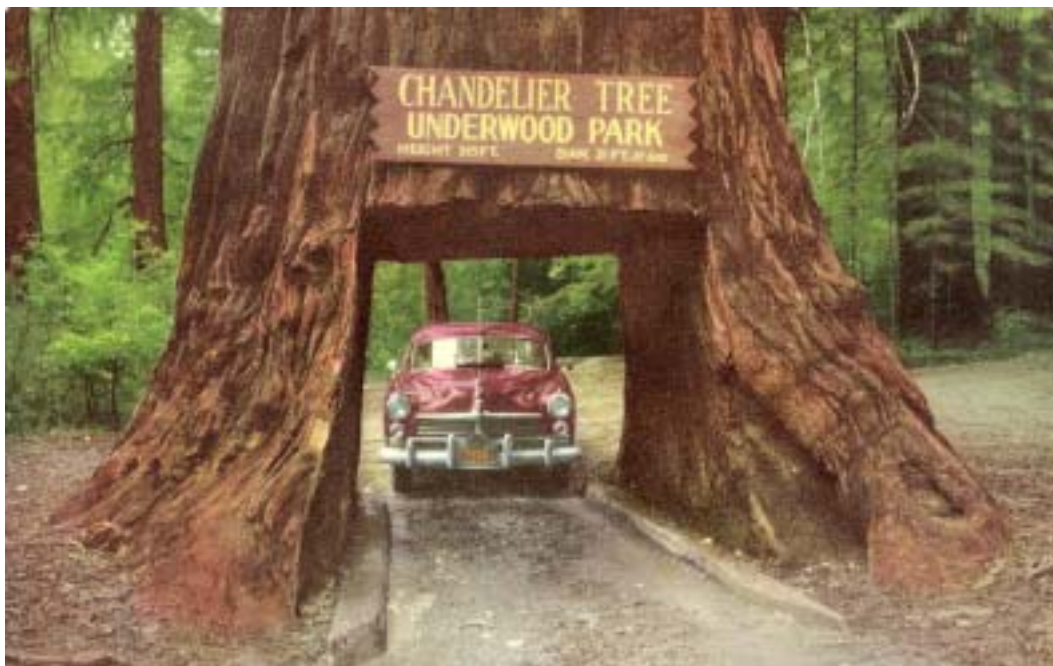
Drive Through Trees

There's no stronger symbol of the feud between Progress and Nature than the Drive-Thru Tree. Early Redwood promoters arrived one step ahead of the conservationists, and tunneled through the base of select giants, charging tourists for the privilege of making the twenty foot journey from one side of a tree to the other without having to go around it. Modern environmentalists have made sure that there will be no new drive-thru trees, so the remaining few are tenaciously preserved for exploitation. Apparently no one thought much about the long-term effects of a tunnel on a tree's health, and now extraordinary efforts are made to keep them in drivable condition

Chandelier Tree



The Chandelier Tree is located in Mendocino County, just south of Leggett, on the old Redwood Highway near the intersection of US 101 and State Route 1. It is the southernmost and “best” of the 3 drive-through trees available along the Redwood Highway, based on condition of the trees, ease of access and alignment in driving through, and angles available for photography. There is a small admission charge.



Drive Through Trees

Wawona Tree - Mariposa Grove, Yosemite National Park



The Wawona Tree, about 2500 years old, which stood unchallenged as the most photographed tree in the world, lived only 88 more years after it was tunneled through. The Yosemite area was ceded to the state of California in 1864, and a lively competition developed between the owners of the various access “roads” by which tourists could get to the Valley. In the summer of 1878, as an inducement for tourists to travel the Big Oak Flat Road Yosemite, the owners of the route hired two brothers to cut a tunnel through the burned out base of the “Dead Giant” tree (in reality a large stump) in the Tuolumne Grove. It was large enough that stages traveling to and from Yosemite Valley could pass through it as an added attraction for the passengers. Not wishing to be outdone, Henry Washburn (who owned the Wawona Hotel and access rights from the south) asked for - and received - permission to enlarge a burn scar in a Sequoia that stood in the path of a new road he was building (under contract) that would connect the lower and upper Mariposa Groves. Three brothers named Scribner were paid \$75 to cut the tunnel which measured ten feet high, twenty-six feet long, and tapering from nine-and-a-half to six-and-a-half feet in width. It was completed in August 1881. Wawona quickly became one of the major attractions of the Yosemite area. With the fine Wawona Hotel nearby and only about 40 miles from the scenic Yosemite Valley, a side-trip to the Mariposa Grove and its large number of great Sequoia Gigantea trees, gave nearly every tourist approaching from the south a chance to pass through the Wawona Tree - and a great many took advantage of the opportunity.

Drive Through Trees

Shrine Tree - Myers Flat, CA



The SHRINE (drive-through) Tree was originally named Doust Tree, and is located at the settlement of Myers Flat on the old Redwood Highway. First called Myers Auto Camp, the attraction later became Herb Jones' Auto Camp. Around 1934, the tree was named Shrine Tree (supposedly in honor of the Shriners organization). The Shrine tree was severely damaged by recent Eel River floods, nearly fell, and was pulled upright with steel cables which presently hold it up. It is still alive - but barely - and you can still pay and drive through it.



Club Run: Mont DeLancey

21st April 2007

A fine day greeted us on arrival at Lilydale Lake, resulting with most Members having a long natter before heading off to Mont De Lancey.

On arrival we were greeted by the former owner, who explained that the farm was the home of his now deceased wife's family, and that they had agreed to leave the property to the Wandin and District Historical Museum Society in association with the Mont De Lancey Historical Museum Ltd.

The property is well maintained with the help of many volunteers. The property has a working Blacksmith Shop where blacksmiths are still being taught.

Judging by the loud laughter around the tables at lunchtime, I think most of our Members enjoyed an excellent day, with the rain holding off till most Members were about to depart.

Ken Robinson
Activities Officer

Mont De Lancey:

St. Mary's Chapel was built in the early 1920's, serving the Anglican community at Wandin until late 1993, when it was moved to its new home at Mont De Lancey. St. Mary's has been faithfully restored and now operates as a non-denominational Chapel within the heritage award winning Mont De Lancey Tourism Complex.

This authentic Chapel sits amongst the magnificent gardens of Mont De Lancey. The gardens are designed to display great colour all year round, and are the perfect setting for a garden wedding or just to have those wedding photographs taken.

The Gardens have been restored and designed to display great colour all year around. A team of volunteers maintain the gardens on a weekly basis. The date palms were planted in about 1950 and the huge spreading oak in the 1880's.

Mont De Lancey features a purpose-built museum which highlights the district's domestic, sporting, cultural and economic activity since the 1880's. Included are items from collections of pioneer families and photographs illustrating community lifestyles of that era.

Participants:

Jack Provan & Rob-1941 Buick coupe, **George, Gaby & Monica Mockiewicz** with **Mary Anne Irvine**-1974 Mercedes Benz, **David & Margaret Landells**-1978 Ford LTD, **Ian & Jenny Hanks**-1978 Mazda coupe, **Ross Buchanan**-1964 Ford Falcon Sprint convertible, **Grace Davey, Dawn Hucker and Carol**-1968 Rover, **Barry Smith** with **Bob Mantle**-1936 Packard 120B convertible, **Ray & Shirley Nichol**-1939 Pontiac, **John & Louise Baker**-1980 BMW coupe, **Mal Hillier**-1968 Ford Mustang, **Max & Barbara Austin**-1973 Toyota Crown, **Ken Robinson**-1962 Valiant, **George & Jan Mauder**-1962 Ford Thunderbird, **Eddie & Noelle Reynolds**-1936 Dodge.





Club Run: Mont DeLan



ncey - 21st April 2007

The Graham Brothers and Their Car - Part 3

The next two models-619 and 629 on 119- and 129-inch wheelbases shared the larger 97 bhp, 288-cubic-inch powerplant, while the lone eight, the 835, used a 135-inch wheelbase chassis and a 120 bhp, 322-cubic-inch straight eight. Features common to all Graham engines included L-head design, aluminum pistons with Invar struts, full-length cylinder water jackets, pressure forced lubrication to camshaft bearings, crankshaft, water pump shaft and valve lifters, air cleaner and mechanical fuel pump. The sixes had seven-bearing crankshafts, though the eight had only five, and the largest six and eight also featured Lanchester vibration dampers. Graham chassis included North East starting and lighting, two-plate clutches, semi-floating axles, and external or internal hydraulic brakes, depending on the model. But the most outstanding mechanical feature was a carryover from the last Paige eight, a Warner Gear four-speed transmission, standard on all but the cheapest G-P six. Many advantages were claimed for the unit, which was heavily promoted. First was latched out and used as a reserve or emergency gear. Second was for normal starts, while third and fourth were in effect two high gears, third useful in traffic and for brisk acceleration and fourth being direct drive.

The British press was in those days the main source of road test commentary, and G-P Sales published a little booklet capsulating their reviews of the new cars. The London *Evening Standard* called them "the most interesting American car(s) of the year in that they have a four-speed gear-box or a 'twin top' gear." *The Sunday Times* reported that "the driving of the Graham-Paige is really fascinating ... Graham-Paige has earned [our] highest approval." The *Sheffield Independent* found "an altogether remarkable car, with road performance of unusually appealing qualities." And the prestigious *Motor* called the G-P "an exceptionally attractive proposition, being possessed of a fine performance and providing the comfort of many vehicles costing nearly double."

Styling of the Graham-Paige line was handsome and functional, but in no way radical. Design of the radiator, hood, fenders and five-passenger sedan body was the work of the LeBaron Studios of Briggs Manufacturing Company. Hugo Pfau limning the Graham's development, states that the inspiration for the front end came from Hispano-Suiza, with a different look being achieved by rounding off the face of the grille and shell. It was felt that a scale drawing would not be adequate to show the concept, so a three-dimensional clay model was made for Joe Graham. Pfau believes it was one of the first times a clay model was used to present a styling idea to management. LeBaron was also responsible for a custom-bodied dual cowl phaeton and town car on the 1928-629 chassis and would produce other G-P custom bodies through the Thirties (See "LeBaron," Volume XII, Number 3). Radiator shells of the new cars bore an emblem designed by sculptor Lortdo Taft: three stylized profiles in knight's helmets, representing the three Graham brothers, mounted on a shield bearing the name of the car. "The Grahams always fancied themselves as knights in shining armor," recalled Joseph W. Frazer, a later associate.

The new cars were launched with flair. During the New York show, a lavish luncheon was held at the Hotel Roosevelt. The dining hall was decorated in a medieval motif, and dealers, and salesmen were enlisted in the Graham-Paige legion. Besides the three brothers, speakers included Knute Rockne and Gene Tunney. If the Grahams had any doubts about their new venture, it wasn't apparent that evening, and in any case they need not have worried. The Graham Paige was a huge success, as was everything else the brothers did in 1928.

Car production climbed from 21,881 in 1927 to 73,195 in '28. As a result, the Graham-Paige set a sales record for a new make of automobile in its first year, though DeSoto topped it a year later. More cars were needed to satisfy Sales and the firm hastily engineered physical plant improvements. The old Harroun Motor Car buildings in Wayne, Michigan were acquired for use as a body plant, while another Detroit factory was taken over by the export and shipping departments. A lumber mill in Perry, Florida was obtained to supply, the hardwood used in Graham bodies, and work was begun on a new engineering building complete with four dynamometer rooms, hot, cold and silent rooms, and one of the four strobe light installations in the country. But the biggest addition was a new body plant in Evansville, where the local citizenry saluted the Grahams on its opening in November 1928. Graham-Paige Body Corporation, which ran all the body plants, now supplied ninety percent of body requirements. In little more than a year the brothers had nearly doubled Paige facilities; employment had risen from 2840 in 1927 to 7,200, plant capacity had increased from 300 to 700 cars a day. Worldwide distributors had risen from 832 to 2270 and, most important, the Grahams had turned a \$4.6 million loss in 1927 to a \$1.1 million profit in 1928. The brothers, apparently, had the golden touch. Their cars were not outstandingly different, but they did offer solid value and were backed by a respected name. The public responded.

The 1929 line actually consisted of two series of models. During the Twenties and Thirties it was common practice among manufacturers to have a "first" and "second" series for each model year, the latter being the genuinely new model. Graham-Paige followed this practice, the first series 1929 cars being little different from those of 1928. Engineering, however, ignored this Sales office practice, and to them a 610 sedan was a 1928 model no matter what the flacks called it. The "real" 1929's didn't appear until January of that year, and were considerably revised. All sixes, the 612, 615 and 621, appeared on larger (112,115,121-inch) wheelbases, with the two smaller sixes rebored to increase horsepower. Eights now came in two sizes, the 827 and 837, on 127 and 137-inch wheelbases, and all engines were rubber mounted. The largest six and the eights featured Bijur centralized chassis lubrication, while all engines offered DelcoRemy ignition, internal expanding hydraulic brakes and Johnson carburetors. Styling changes were slight and included a shorter grouping of finer hood louvers and revised windshield visors on the closed models. Open cars received more attention. The company added rumble seat roadsters and

five passenger phaetons to most models, and dual cowl phaetons with hood and cowl side color sweep were available in 621 and 827 models. Swank LeBaron custom bodies, sedan limousine, limousine and town car, were offered in the 837 line, and at least one style of LeBaron body continued to be available through the first series 1931 cars. Three other custom Graham-Paiges, two 837 LeBaron dual cowl phaetons and an 837 Erdmann & Rossi convertible Victoria, are the only examples of the marque currently recognized as classics by the Classic Car Club of America. One LeBaron phaeton, built for the New York show and later used by the Graham family, sported an all aluminum hand formed body mounted over a specially prepared long wheelbase chassis. It was finished in natural aluminum accented with black fenders and red undercarriage, wheels and upholstery, and its cost was reportedly \$20,000. In England, a Weymann type fabric body Mulliner Sportsman's Coupe was offered on the 615 chassis, together with a four-door Saloon.

A custom G-P even found its way into the Vatican. In 1928 the Grahams were honored by Pope Pius XI for their contributions to Church and humanity by induction into the Roman Catholic Order of St. Gregory the Great. Returning the tribute, the brothers presented the Pope with a handsome LeBaron town car, which is still displayed in the Vatican Carriage Museum. By October 15th, 1929, the entire 1928 production had been surpassed, and the year would see over 77,000 cars produced. But there was a \$1.5 million loss on the books, in what must have been a frustrating year. Operations at the factory were profitable, but losses appeared at company owned retail stores located in at least fifteen states. Many of these dealerships stood in the heart of automobile row, saddled with expensive real estate taxes. As the coming Depression wore on, they would become great white elephants and ultimately be sold off at enormous loss. The Grahams, like other manufacturers, could not foresee their ultimate liability, of course. From their track record, they naturally expected only continued success.

Success was theirs on the race tracks, however. In England, well-known driver and manufacturer D.M.K. Marendaz assailed the International Class B (5000-8000 cc) record at Brooklands with an 835 sedan. The 5274 cc eight and four speed were ideally suited to high-speed driving, and Marendaz duly triumphed. It was "a particularly fine performance," said *The Motor*, as the Graham-Paige carried "the full equipment, including two spare wheels." The records were 200km in one hour thirty-six minutes for a 76.97 mph average, and 200 miles in two hours thirty-four minutes for 77.77 mph. "The car ran with unfailing regularity ... and the final circuit was covered at 80.33 mph. The previous records stood at 62.57 mph for the 200 kilometers And 58.08 mph for 200 miles."

The Class B 200 kilometer /mile records lasted for only a few days. being broken by a six-liter Delage averaging 93.06 and 88.87 mph respectively. Marendaz returned to Brooklands to take the record back, but found that while his 835 could achieve 98 mph, it could only lap at 90. He ultimately mounted a two-seat racing body to break the Delage record at 93.88 and 92.52 mph respectively. He also broke the Class C record for 3000-4000-5000 miles and 4000-5000 kilometers in an open six-cylinder Graham-Paige at Montlhery, the last 1000 kilometers being covered at nearly 75 mph. Marendaz continued to run through late 1929 and 1930. His last effort in a G-P was at Montlhery in December 1930 where despite horrible weather he overtook the class B 200 mile record with an average speed of 101.848 miles per hour. A try was made for the 200 km title but the car crashed in fog and was badly damaged.

Rallying also seemed to be a Graham-Paige forte: a 1929 model 619 sedan fully equipped and driven by Dr. Van Eijk defeated 92 other cars in the 1929 Montecarlo rally by travelling 1851 miles in 74 hours 17 minutes through rain, snow, ice and fog. Such feats impressed the Europeans for whom performance was a cars true test.

The first series 1930 cars were the last to bear the Graham-Paige name. The 612 was given a 3 inch longer wheelbase and a larger 207 cubic inch 62 bhp six but otherwise the line was carried over. The second series 1930 cars bore only the name "Graham," for "Paige" was reserved for a new line of commercial vehicles. (No changes were made in the corporate title, and the public somehow never accepted the change, continuing to refer to the cars as "Graham-Paige" till the end).

That the eights outnumbered the sixes in the 1930 Graham-Paige line is probably due more to plans made in 1929 than the advent of what was not yet recognized as a disastrous economic collapse in the early months of 1930. New to the line were the Standard and Special Eights on 122 and 134-inch wheelbases and powered by 100 bhp, 298.6-cubic-inch straight eights: the Standard and Special Sixes on the 115 inch wheelbase and the Custom Eight 127's and 137's were basically similar to previous models. Mild alterations included more sharply vee-d radiators, a detail shared with headlight and parking light lenses, and a three-speed transmission was installed on the Standard models. Most notable was the optional availability of non-shattering safety plate glass on any model, an innovation developed in conjunction with Libbey-Owens-Ford, in which the Grahams retained substantial interest.

The new Paige commercial cars were mounted on the Special Six chassis but fitted with the three-speed transmission. Body types included various open and closed light delivery vehicles. This extension of the brothers' interests back into truck building came as an unpleasant surprise to Chrysler Corporation, who filed suit against G-P early in 1931, contending that the agreement between the Grahams and Dodge in 1926 prohibited the brothers from manufacturing trucks in competition with Dodge for the five following years. The Grahams denied the charge, claiming the document applied only to heavy duty trucks and buses, but the whole flap became rather academic as fiscal dog days caused the Paige trucks to sell poorly. The suit was ended by mutual consent in October 1931, the Paige commercial line ceased with the 1932 models.

Ford Tractors

The Ford Motor Company was founded in June, 1903. After a rocky start, the company achieved tremendous success with the launch of the famous Model T in 1908. From this year until 1927, the company would sell more than 15 million Model T cars and trucks.

While Ford achieved great success in the consumer automobile market, he was the son of a farmer himself and understood the need and usefulness of applying automotive technology to the process of farming. His strong support for the tractor is evident by his experimental work beginning in 1907, but his efforts to start production were delayed by a board of directors that was well satisfied with the sales and profits from the Model T cars and weary of taking a chance on what was an unestablished industry.

Despite the opposition to his plans, Ford continued development work on his tractor. He employed Eugene Farkas as his chief engineer on the project, replacing Joseph Galamb in that position, who had developed many of the earliest tractor prototypes. As development work proceeded, and it became clear that the Ford Motor Company and its directors were completely unwilling to produce a tractor, Henry Ford set up an independent company to build and market the machine. In 1917, the Henry Ford & Son Corporation was set up for this purpose, with Henry Ford firmly in control.

The tractor was given a substantial boost by the outbreak of the First World War in 1914. Food was desperately needed to feed the massive armies that were doing battle, but enormous manpower that would ordinarily be employed in farming was called away to battle. Farm tractors were the answer to the problem, which offered power and efficiency that would allow for greater production of food with fewer farmers. Ford had not invented the tractor, just as he had not invented the car, but as he had done with the automobile, he designed and produced a tractor that was affordable to the masses and revolutionized the industry. The days of ploughs pulled by horses were numbered. The Henry Ford & Son Company would build the machine that would change the world of farming forever.

The Fordson Model F was rolled out in 1917 in limited production, and scaled up to mass production in 1918 to meet the urgent need for tractors by the British government. Owing to the ongoing dispute with the board of the Ford Motor Company, Henry Ford chose to market the farm tractors with the Fordson name, a shortened form of the Henry Ford & Son Company that was actually producing the tractor at this time. When Ford assumed sole control of Ford in 1920, the Henry Ford & Son Company was rolled into the Ford Motor Company, but the Fordson name was kept.

The Fordson was revolutionary first and foremost because it was a smaller design than many of the tractors produced by other companies at the time. These other companies were operating under the mistaken belief that bigger is better. The smaller design of the Fordson allowed the tractor to be affordable and easy to produce. Especially important to that goal, the new Ford tractors lacked a conventional frame. Instead, the engine, transmission, and axle housings were all bolted together to form the basic structure of the tractor. With the small size and innovative frame of the first Fordson, the tractor was well-suited for the mass production Ford had brought to the Model T. As a result of this, the machine could be sold at a much lower price affordable to average farmers. Just as Ford had brought the car to the middle class through assembly line production, the tractor was now also within reach.

Towards the second half of the 1920's, the agricultural market entered a depression because of the declining farm prices, years before the rest of the country would follow. Because of declining market fortunes, the decision was made to suspend production of farm tractors in early 1928. This move was partially reversed when strong demand for tractors by the Soviet Union and an urgent need for spare parts prompted Ford to reopen the Cork, Ireland, production facility. But the engineers now designed a new model that was to be built at this factory, the Model N. The main change involved the increase in horsepower for the engine, which was achieved by increasing the cylinder bore by 1/8 of an inch. All production of Ford tractors was now centred in Europe.

It was during this period, from 1928-1939, that Ford lost their dominance of the American tractor market. Owing to the higher cost of importing Ford farm tractors from Ireland, and then Britain, and to the development of newer models by American competitors that made the Fordson look obsolete, Ford's market share slipped, eventually to a low of five percent. An attempt to improve their American



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position with the launch of the Fordson All-Around, a rowcrop version of the N with a 3-wheel style arrangement was modestly successful in the British market, but met with almost no success in America, where it was marketed as the Fordson Row Crop.

The situation was unacceptable to Henry Ford, who decided to retake the tractor industry for the Ford Motor Company. Towards the second part of the 1930's, he commissioned development work on a new model tractor that could replace the Fordson and which could be produced in bulk for the American market. Early prototypes looked good, but just as development was underway Harry Ferguson came to visit Henry Ford and brought with him a Ferguson-Brown tractor, which he was producing in England with David Brown. The performance of the tractor impressed Ford and the two came to an agreement, a handshake agreement, by which Ford would produce tractors using Ferguson's patents and Ferguson, in turn, would market these machines. Ford engineers, using the Ferguson-Brown tractor as their model, and with the assistance of Harry Ferguson, developed the Ford 9N. The Fordson name and models would be sold in Europe, but the Ford N-series would grow to dominance in America.

The 9N was very successful and represented a true revolution in design when compared to the Fordson. The use of the Ferguson System for implement attachment and control was a great improvement over the straight drawbar of the old Fordsons. The three point hitch allowed for the easy attachment and removal of implements and the system of draft control allowed for the regulation of the working depth of the implement, which helped especially on steep slopes. It was also a good deal quieter and safer than the Fordsons, which added to its popularity. Combined with the benefits of mass production, the new Ford farm tractors were able to be sold at a price much lower than those of competitors, which put Ford back on top of the sales charts.

The 9N would have been an even greater success in terms of sales were it not for the outbreak of the Second World War and American participation in 1941, a development which made raw materials for production of the Ford farm tractors difficult to acquire. Because of this, in 1942, Ford was forced to cease production of the 9N in favor of the 2N, a revised version of the tractor designed to use materials that were not as scarce. The 2N was basically the same as the 9N in terms of specifications, but featured steel wheels and replaced the generator and battery with a magneto.

Meanwhile, in England, the Fordson still reigned as king of the tractor landscape, and much to the annoyance of Harry Ferguson, no plans were made to introduce farm tractors based on his system or the N-series in that country. The Second World War delayed all efforts at producing a new model, but work was done on designing a model to be produced after the war was over. And this new model would be a Fordson, based on the same basic design as the original 1917 tractor that had launched Ford into the tractor industry. Whereas the Ford 9N represented a major departure, the development of the new tractor for the English market would be a minor evolution. This development resulted in the E27N Fordson Major, a tractor which continued the Ford hold on the British market. The main differences in the new model was the availability of a diesel version, a sturdier structure, and the elimination of the inefficient worm wheel final drive. Land Utility, Row-Crop, Industrial, and Standard Agricultural versions of the new Fordson were available.

Meanwhile, back in the States, Edsel, Ford's son, died in 1943, prompting Henry Ford to come back as President of Ford. But in his advanced age he was unable to effectively run the company, and soon stepped aside in favor of his grandson, Henry Ford II, in September 1945. Henry Ford would die in April 1947, at the age of 83. The man who had brought the automobile into the homes of average Americans and who had pioneered the assembly line and the instruments of mass production had passed.

And with his death, the handshake agreement between Ford and Ferguson soon collapsed. Henry Ford II disliked the lack of marketing control over the tractor business (since all marketing and distribution was handled by Ferguson in the original agreement) and soon announced that Ford would be establishing their own distribution and marketing company to distribute an improved version of the 9N. The decision to cut Ferguson out would be a very costly one, as he was now in a position to directly compete with Ford. But that would be a few years off, and Ford would be on top with the 8N, the improved version of the 9N/2N, and their best selling tractor ever.

The Ford 8N represented a refinement of the 9N / 2N line. One of the most important developments in the new line was the four speed transmission that made the tractor a good deal more productive and flexible. The Position Control system was also useful in that it allowed implements to remain at the same height relative to the tractor, as opposed to the automatic depth control on the original Ferguson system that had allowed the depth to vary. The Ford 8N still basically used the same Ferguson System that had been incorporated in the 9N / 2N line, and this unauthorized use of the Ferguson patents was one

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of the main contentions in the Ferguson lawsuit. The lawsuit, filed by Harry Ferguson after the termination of the handshake agreement, claimed damages for loss of sales because of the ending of the marketing agreement and because of the infringement of his patents, and went on to be one of the most lengthy and costly suits of its kind. The Ford 8N would have had a longer and still more successful run were it not for fierce competition from the Ferguson TO-30, and the lawsuit, which eventually forced Ford to have to use a new hydraulic control system and make other changes to avoid using patents that were held by Ferguson. These changes were incorporated in the new Ford NAA, often called the Jubilee. This Golden Jubilee logo was used to celebrate the 50th anniversary of the founding of Ford at the time of the NAA launch in 1953. Meanwhile, the E27N was beginning to show its age back in England, at a time when Ferguson was on the rise with his TE line of tractors. The total dominance that Ford had once enjoyed in the British market could no longer be assumed as a given. To combat declining sales, Dagenham developed a new revolutionary engine to be introduced in the successor to the Fordson Major. The engine would be available in a diesel version, which had proven itself as a popular option on the Major. Combined with many other minor improvements on the continuing Fordson basic design, the Fordson New Major was released in 1952. With the release, Ford put the British market in the lead in the use of diesel power. Diesel was popular in Europe because of the greater fuel efficiency of diesel engines, which was an important feature in a market with high fuel prices.

Henry Ford had a deeply held belief that one automobile, if made right, would be good enough for just about everyone. While this made mass production much easier and helped reduce costs, the Ford Motor Company would learn the hard way that one size does not fit all. The Model T was a great machine for its time, but could not be all things to all people. This is why the Ford car division broke with Ford's philosophy of one basic model and matched their competitors with a wide range of models targeted at a wide range of markets. But up until this time the old Ford philosophy had survived in the tractor division. In America, Ford sold one model of tractor targeted at the "average" farmer. In England, Ford sold one model of tractor. New models were introduced, but Ford offered only one model for sale at any particular time.

This practice of a simplified product line came to an end with the NAA in 1954. In that year Ford stopped production of their last one model tractor. The 600 and 800 series of tractors were launched. The 600 series tractors were based on the NAA design and aimed at the small farm equipment market, whereas the 800 series was more powerful and focused at larger farming applications.

The 600 series featured the same 134 cubic inch engine as the NAA had. The 640 was essentially the same tractor as the NAA, the 650 featured a new five speed transmission, and the 660 had a five speed transmission and a live PTO, a feature which had been optional on the Jubilee. The 800 series featured an improved 172 cubic inch version of the NAA engine, and came standard with the new five speed transmission. The 850 had the dependent PTO, as opposed to the live PTO of the 860.

Ford was now interested in pursuing all the various tractor markets with their redesigned lines, and this meant having tricycle-style tractors. If their competitors offered something, they would match it. Still working with the NAA as their basic design, Ford launched the 700 and 900 series to parallel the 600 and 800 in features, but with a three wheel design.

1957 was the year that Ford decided to spruce up the appearance and identification of their product line. The biggest change was the addition of a cross section of bars across the front grille. All existing models were kept the same in terms of specifications, but the 1 suffix was added in place of the 0 at the end of each model. Also, the differences between the engine size of the 600 and 800 Series, now the 601 and 801 Series, was augmented by the addition of Workmaster, designating the smaller 134 cubic inch engine, and Powermaster, which was used for the larger 172 cubic inch design. Liquid petroleum gas was now also an option on all Ford tractors.

As development in America was marching forward with the 600-900 series and the revived 601-901 line, England was moving ahead with revisions of their own. The Fordson New Major had been very successful, but that tractor was rather large, and the lack of a small tractor for those with lesser needs was hurting Ford's position in Europe. To address this weakness in the product line, Ford developed the Dexta in 1957, which featured a Perkins three cylinder diesel engine.

The next year, the New Major was replaced with the Power Major. The Power Major, as the name difference may suggest, featured a more powerful version of the engine that had revolutionized the tractor industry in Europe by introducing diesel at a competitive price.

Ford would roll out upgraded versions of each of these tractors. The Super Major replaced the Power Major in 1961, and the Super Dexta replaced the Dexta in 1962. These two models would be the last of the Dagenham designs, as production was shifted from there to nearby Basildon for U.K. production in 1964. They would also be the last separate British designs, as soon the Tractor Division would become unified.

In 1959, Ford introduced the Select-O-Speed transmission system. It was supposed to provide a system with ten forward speeds, two in reverse. The system was designed to allow farmers greater control for use of machinery over rough terrain. The project became something of a disaster at first, however, and needed much repair and redesign on the earliest models. The project dragged out, and after a long period of redevelopment, later models of Select-O-Speed were successful.

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Amp Meter and Tachos

In late 1961, Ford introduced the 2000 series to replace the 601, the 4000 line to replace the 801 series, and the 6000 as the top of the line, with a powerful six cylinder engine. The Ford 6000 was a failure, however, and Ford was forced to replace all of them due to technical problems. Making moves towards unification, the Fordson Super Dexta was imported and sold in America as the Ford 2000 Diesel, and the Fordson Super Major was imported as the Ford 5000. In 1964, a plant was opened at Antwerp, in Belgium, to provide for European tractor production. The world tractor line that Henry Ford had always favored was now a reality, with the same single set of tractors sold across the world. No longer would the Ford Tractor Division be separated into Ford and Fordson.

In 1965, the entire range from the 2000 to the 4000 was revamped, with a new three cylinder diesel engine. The 5000 was equipped with a four cylinder diesel, and the 6000 was renamed the Commander 6000 and was redesigned to fix the earlier technical problems with the same specifications. This line would continue, receiving expansions until it ranged from 2000 to 9000, until 1975.

The Ford Motor Company was one of the largest and most successful companies in the tractor industry. Ford was one of the early leaders in mass production and the assembly line, and they took these strengths with them in their production of tractors. This allowed them to offer these machines, in the early days, at prices no one could touch, and this made Ford one of the keys towards the mechanization of agriculture. It is a testament to the quality and durability of the machines they produced that many of them are still running and being actively used throughout the world, five decades or more past their production dates. Their beauty is recognized by those that collect and restore these symbols of American pride and progress. Though the Ford Motor Company may have sold their tractor division to Fiat Agri in 1993, their legacy and heritage live on throughout the American heartland.



Left: E27N Fordson Major

28.5 H.P., 1100 rpm 4 cylinder mixed fuel engine
delivered 19 H.P. at the drawbar

45 H.P. Perkins P6 diesel engine also available

Pulley and power takeoff optional

Available in Land Utility, Row-Crop, Industrial, and Standard
Agricultural versions

Produced from 1945-1951 at Dagenham, England



Above: Ford 2N (a.k.a. Ford-Ferguson 2N)

Featured steel wheels

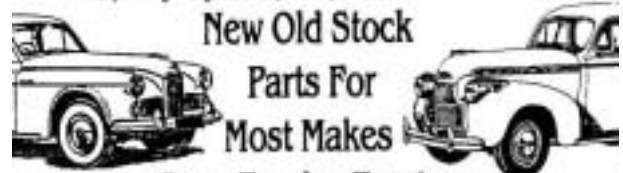
Generator and battery of 9N replaced by magneto

All other specifications similar to Ford 9N

Produced from 1942-1947 at Dearborn, Michigan

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Lids for Legs

Next time you are enjoying a ring top drink, spare a thought for the silent victims of landmines.

Dr. Thedchal Jivicate works for the Prosthesis Foundation at Chiangmai University's Faculty of Medicine and is head of the mobile Artificial Legs Production Unit. He has been making artificial limbs since 1966 and travels throughout Thailand providing free services to rural villagers. He has developed an artificial limb made entirely from recycled material. For example, Dr Jivicate can produce just over two legs from 1kg of fused ring tabs. Help Dr Jivicate rebuild the shattered lives of landmine victims by collecting ring tabs. So far Curtin University has collected enough tabs to make 85 artificial legs. To get the right ring tab, use a magnet, if it is attracted it is unusable. The correct tabs are made of titanium, silicone and copper. The can is not usable as it is aluminium and is not strong enough.

Ring Pull History

There are many children in Asia (Thailand, Vietnam, Cambodia to name a few). These unlucky children have been scrounging for food or even playing/walking through open areas, bush land etc and suddenly with no warning have trodden on a land mine. They have no money, no health programs and sometimes no adults to look after these poor unfortunate little people. Some dragged themselves along the roads, found a board to help to stumble along with life as much as it was. (there are no wheel chairs, crutches or walking aids for anyone unless they pay for them).

An engineer associated with Thailand's Chanmai University Faculty of Medicine, Prosthesis Foundation, discovered that the soft drink cans (beer cans, some food cans etc. have ring pulls that contain a small percentage of titanium and a higher percentage of aluminium. This is where we take up the tasks.

We originally sent over a container loaded with ring pulls!!! But the costs were high, they still received a fair amount for the cargo after smelting the ring pulls and put the metals to good use. The first shipment not only took a fair time to be received but now has changed for the better. 280 prostheses were made & fitted to various children, some were two legs, some ankles, some knee & foot.

After a few months passed we found out that after the children had their "new legs", that was the end of help, as there are so many children that had stepped onto land mines the staff concentrated on new customers! There were children dragging themselves to the university when word got out what the university was doing. It took some 1000km to get there but there was no accommodation for themselves or for a relative/guardian to accompany and help with rehabilitation work. Now things have changed a little. The ring pulls are collected here and smelted here in Victoria, the money collected is sent to Rotary in Western Australia. Why Rotary? Because 100% of the funds arrive in Chiangmai with no costs involved. We have deleted all transport costs, money transfers etc and the cash is ready to use straight away. A collection of between half a ton to one ton is smelted about every two months, the more the better.

I hope this shares a little glimmer of light with your group to help us with the plight of these poor unfortunate people.

There are no photographs or other printed matter as all this costs money and it is preferred to send as much cash as we can for a very good cause. Thank you for taking the time to read this, the children will get the benefit of our labours.

Yours truly, John Langlois – Email address john@langlois.id.au

A few months ago, Graham Hutchinson raised the issue of 'Lids for Legs' as a most worthwhile charitable cause, after quite a bit of investigation I have found the following information:

- 1) *Lids for Legs is legitimate*
- 2) *A drop off point is the Masonic Building, Rowans Road, Moorabbin on the third Tuesday of every month.*
- 3) *By contacting the Environment & Fundraising Chairman PDG David Oakley from Clarinda Lions Club, Members can arrange a mutual collection point. The phone & fax number is: 9544 1161 or you could email them on oakley@bigpond.com*

Editor George

All Makes Swap Meet

CAN081 459 645

Sunday 22nd April 2007

The first swap meet for the year saw another fine day after the wet on Saturday.

The day started quiet with only 54 vendors taking up the many sites available.

The attendance through the gate was also quiet, with just 1,146 paying their \$6.00 to find that elusive part, and by midday it was all over. However, most vendors had a smile on their faces and were booking for the May 20th Swap Meet.

Thanks to Ian Hanks and Lester Cole for their assistance.

Peter Galley

Fergie Number 1 - Mont De Lancey

This tractor was imported by the Standard Motor Company as a test to see if Australia had a market for a revolutionary Tractor, with a three-point linkage to attach various implements to this linkage. Several of these implements were also imported for trial.

A team of agricultural engineers were trained to use the equipment. This team, complete with trucks to transport this machinery around Australia demonstrated the tractor's versatility.

After six months of successful demonstrating they decided it was going to be a winner. A company was formed and named (British Farm Equipment) as a subsidiary of Standard Motor Co.

This same tractor was cleaned up and several of its components were chrome plated ie the Linkage, Filter, Wheel Nuts etc and was displayed in their showrooms.

Approximately 22000 of this model were sold between 1949 - 1957 in Australia. It remained there for a few years and a Director of the company (Mr Jim Foulds) purchased the Fergie No 1 as was stamped on the panel above the steering box.

Jim took it to his farm at Montrose, together with several implements and developed his property. It remained with him for several years and after selling the property he offered it to our Company (Rural Tractors of Lilydale) where we displayed it for some time.

Eventually a client Mr Simon Seward had a farm at Wonga Park and enquired about a tractor for his farm, so I offered him this No. 1 Fergie provided he trade it back on a new one which happened four years later.

Not wanting to sell it again I transported Fergie 1 to our farm at Maffra West where it worked for several years, then brought it back to Lilydale.

This tractor would have done more than 4000 hours over 58 years and has never had the cylinder head removed, no major repairs have been necessary, just normal servicing.

My son Terry Hudson has ownership of Fergie 1 now.

Don Hudson



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Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 4th May, 2007 continued from page 9

Vin Forbes: Vin informed us that through his association with the Wedding Car hire he was asked if he could provide his services and the Minor to assist in the ANZAC Day parade. Vin enlisted the assistance of other club members with convertibles and found the day to be most rewarding. There were a total of 130 vehicles required to chauffeur the diggers. The other members were: James Allan, Norm Bradford, John Baker and Graeme Moore. If anyone else is interested in helping next ANZAC Day please keep this in mind, as no doubt there will be a requirement for more cars as the diggers are not getting any younger. Chairman declared the meeting closed at 8.47pm.
Next meeting to be held Friday 1st June, 2007.
The General Meeting preceded the evening's entertainment.

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Shredded Chicken and Roast Capsicum Pasta Salad

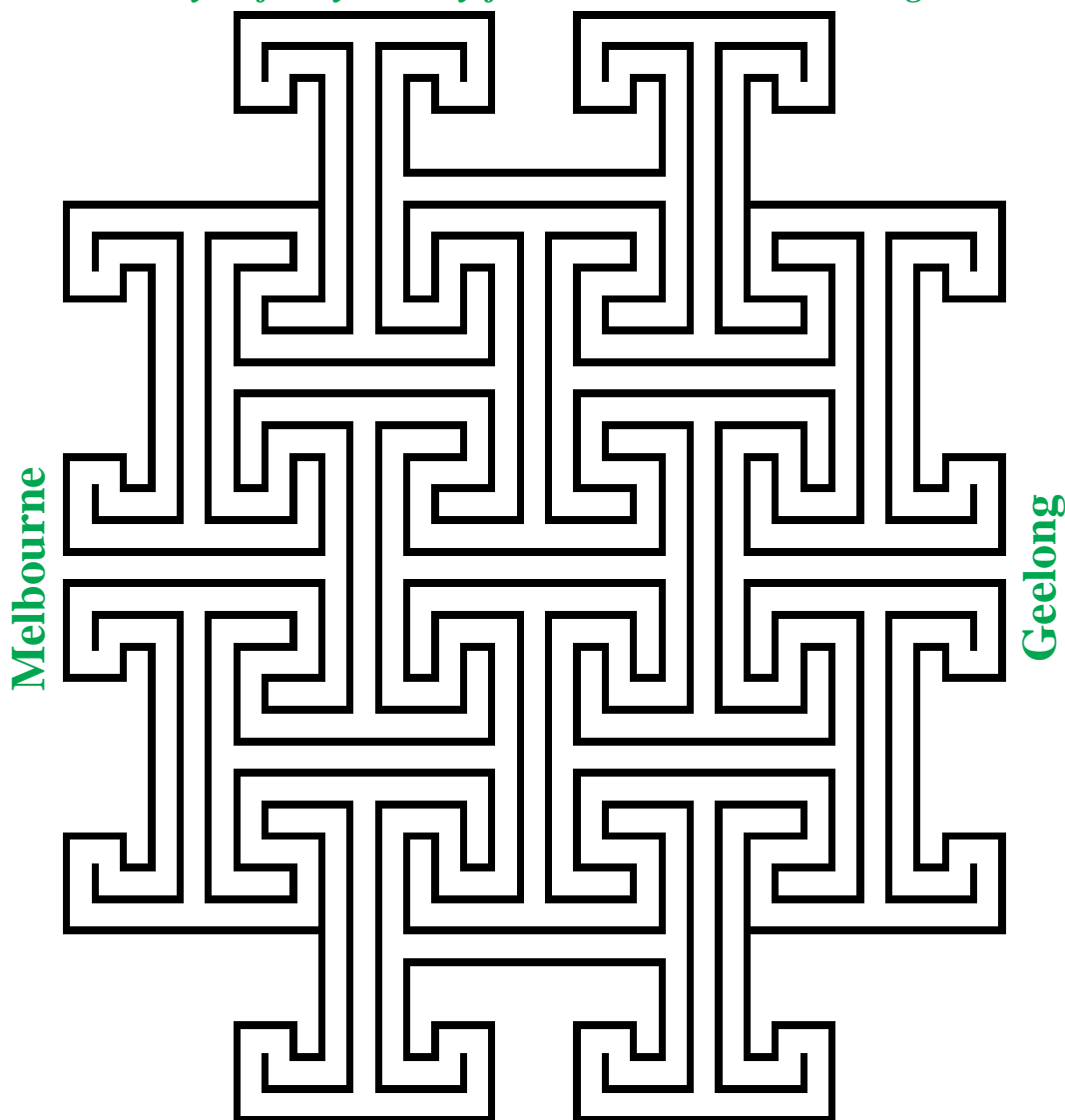
Ingredients: 2 red capsicums, halved and stalks removed
 2 Roma tomatoes, quartered
 400g short pasta
 2 tablespoons olive oil
 2 teaspoons tomato paste
 2 tablespoons chopped oregano leaves
 1 cup basil leaves
 Sea salt and cracked pepper
 200g chicken breast, cooked and shredded

Preheat the oven to 200 degrees. Place the capsicums and tomatoes on a baking tray and cook for 20 minutes or until the capsicum skin is black and the tomatoes are tender. Allow the capsicums to cool, peel, discard the seeds and roughly chop. Set aside. Cook the pasta in a large saucepan of salted boiling water for 10-12 minutes or until al dente. Drain and return to the saucepan. Place the oil, vinegar, tomato paste, oregano, basil, sugar, salt and pepper in a bowl and stir to combine. Add the dressing, chicken, capsicum and tomatoes to the pasta and toss to combine. Serves 4.

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Holden HK 327 GTS Monaro Coupe
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In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

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

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

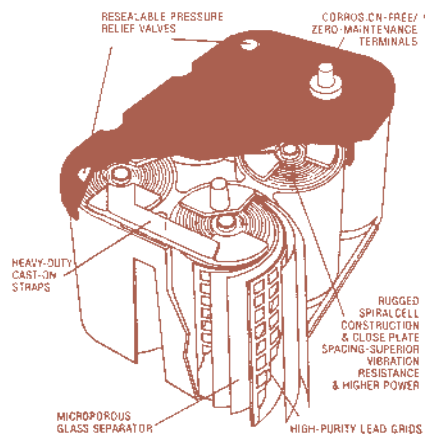
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



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Club Member

OPTIMA DEEP CYCLE

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- **QUICK RECHARGE!**

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

- **FAST ENERGY RESPONSE!**

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

- **CLEAN POWER!**

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

- **BETTER CYCLING!**

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

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

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

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The CHACA 'toons & joke Page

A man kills a deer and takes it home to cook for dinner. Both he and his wife decide that they won't tell the kids what kind of meat it is, but will give them a clue and let them guess. The kids were eager to know what the meat was on their plates, so begged their dad for the clue.

"Well" the father said, "It's what mummy calls me sometimes" The little girl screams, "Don't eat it.... it's an @rsehole!!!!!!!"

What is the difference between men and women?

A woman wants one man to satisfy her every need.....

A man wants every woman to satisfy his one need.

How do you scare a man ?

Sneak up behind him and start throwing rice.

A woman goes to bed at night irritated at her husband so she decides for once in her life to pray, and this is what she said "God give me tolerance for my husbands stupidity, give me wisdom to understand him, give me forgiveness to forgive him of his ignorance, but please God I beg of thee don't give me strength cause I'll kill him.



A man was in court for a double murder, and the judge said, "You are charged with beating your wife to death with a hammer."

A voice at the back of the courtroom yelled out, "You bastard!"

The judge continued, "You are also charged with beating your mother-in-law to death with a hammer."

Again, the voice at the back of the courtroom yelled out, "You damned bastard!"

The judge stopped, looked at the man in the back of the courtroom, and said, "Sir, I can understand your anger and frustration at this crime, but I will not have any more of these outbursts from you, or I shall charge you with contempt! Now is that a problem?"

The man at the back of the court stood up and responded, "For fifteen years, I have lived next door to that bastard, and every time I asked to borrow a hammer ... he said he never had one!"

Why do men like love at first sight?

It saves them a lot of time.



Mary and Jane are old friends. They have both been married to their husbands for a long time. Mary is upset because she thinks her husband doesn't find her attractive anymore. "As I get older he doesn't bother to look at me!" Mary cries.

"I'm so sorry for you, as I get older my husband says I get more beautiful every day." replied Jane.

To which Mary added, "Yes, but your husband's an antique dealer!"

One afternoon, a woman walked up to a little old man rocking in a chair on his porch. "I couldn't help noticing how happy you look," she said. "What's your secret for a long happy life?"

"I smoke three packs of cigarettes a day," he said. "I also drink a case of whiskey a week, eat fatty foods, and never exercise."

"That's amazing," said the woman, "how old are you?"

"Twenty-six," the man replied.

Three desperately ill men met with their doctor one day to discuss their options. One was an alcoholic, one was a chain smoker, and one was a homosexual. The doctor, addressing all three of them, said, "If any of you indulge in your vices one more time, you will surely die."

The men left the doctor's office, each convinced that he would never again indulge himself in his vice. While walking toward the subway for their return trip to the suburbs, they passed a bar.

The alcoholic, hearing the loud music and seeing the lights, could not stop himself. His buddies accompanied him into the bar, where he had a shot of whiskey. No sooner had he replaced the shot glass on the bar, he fell off his stool, stone cold dead.

His companions, somewhat shaken up, left the bar, realizing how seriously they must take the doctor's words.

As they walked along, they came upon a cigarette butt lying on the ground, still burning. The homosexual looked at the chain smoker and said, "If you bend over to pick that up, we're both dead."

What do you call a handcuffed man?

Trustworthy.

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: NOS 1963 Chevrolet Belair Front Windscreen, in original wrapper.

Best offer

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04/07

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

For Sale: 2000 Kia Carens, Jade Green, Six Seater. Fitted with Automatic, Air Conditioning and CD Player. Recently detailed, serviced and RACV checked - \$8,200.

Phone: Elvis 0417 557 409

04/07

For Sale: Brown Interior Trim and Seats to suit 1974 Fairlane 500. Body Parts for HQ Holden Statesman. Water Pump and Gearboxes for Ford Prefect. Windscreens to suit Prefect Ute and Tourer.

Graeme Bedford 5797 2411

04/07

For Sale: 2 Boxes of various motoring accessories - offers wanted

For further details please contact Mrs.

Fimmel on 9870 6448

04/07

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

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 LHJ-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

For Sale: 1962 Valiant AP5 Sedan

One owner vehicle in original condition

Slant six, push button automatic

Original 'picnic' radio

Garaged and unused for 25 years.

60,000 miles

Mechanically sound

Upholstery good

New tyres, new battery and new distributor points.

Paint work-light blue, good with only a few superficial marks

Engine in VGC

Drives and handles well

Expressions of interest invited

Max Stewart 03 9442 2677

06/07

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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.



June 2007 Pin Up - Ray & Shirley Nichol's 1933 Hupmobile

January						
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