

J JOURNAL

AUGUST, 2007 VOLUME 42 NUMBER 2

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



Hutchies Hupp
The History of Pontiac
The CHACA 'toons
The Graham Brothers Part 5
Briars Park Club Run

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 welcomed.

Club Permit Scheme

FOR Special Use Vouchers:

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

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

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

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

The Journal is published monthly. Items for inclusion in the Journal must be mailed, emailed or passed on to the Editor at Club Meetings. The Editor reserves the right to edit or decline any article deemed unsuitable. Photographs submitted for possible publication should preferably be glossy 5"x 7" or 6" x 4" prints or high resolution jpg/bmp images to ensure best reproduction in the Journal.

Opinions expressed in this publication are not necessarily those of the Club.

The closing date for contributions is outlined below.

Journal Closing Dates - 2006/07

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

Journal Nights - 2006/07

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

CHACA Life Members

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

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

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

Website

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

Archivist and Historian - Margaret Griffin - 5977 6649

Club Welfare Officer - Noelle Reynolds - 9770 1231

2007 Club Calendar

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

3rd Club Meeting
19th Lazzar Wines – Balnarring – Luncheon *

September

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

October

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

November

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

December

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

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

Webmaster's Report:

It was a busy month - popping around to Hutchies to take photos of the completed Hupmobile, scanning photos from four albums Hutchie has of the restoration and reducing the photos in size for putting on the website as a slide show. Graham wrote three great articles on the project and these too have been added on the site. Please take a look at the page dedicated to Hutchies Hupp - there are two rather lengthy slide shows (before and after) and for those of you not on broadband cable there are thumbnails of each photo for you to look at. Graham, you have done a great job on what most people would have just left in the paddock.

Mary Anne Irvine

Editorial:

Members

I finally made it to a Club Meeting, but this was only due to the school holidays falling at the right time. The evening weather was bitterly cold and wet, however, the small group of Members in attendance certainly enjoyed a most entertaining evening. The cups of tea and coffee, sandwiches, cakes and biscuits were thoroughly appreciated by all the Members, as too was the hall's heating! To those that bought along some supper – I thank you for your hospitality. With spring in sight, hopefully meeting night numbers will increase, so I hope to see you at a meeting in the not to distant future.

This month's cover: Hutchies Hupp and Tony & Angela Read's Ferrari (photographs courtesy of Mary Anne Irvine).

Editor George

The Late Mail:

For Sale: 1980 BMW Coupe.

Registration SNV 666.

Mechanically sound although duco needs some attention.

Patch also needed on exhaust.

Contact 56 596337 or 0410080861 or email coojee@aapt.net.au

Sale due to driver's age.

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Club Meeting - Deepdene

8.00 pm

3rd August 2007

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

Last month we had a short video courtesy of our Editor George. This was followed by a short talk on wheel restoration by Bob Clark, who is restoring another Studebaker. Members were then able to have a general natter and partake in supper.

This month I have invited Mr. Trevor Jones of CO2 Blasted Things to talk to Members about the advantages of cleaning rust with his method of using dry ice pellets to remove rust without damage to the panel.

Members please bring a plate of supper.

David Landells

Vice President

19th August

Lunch Run to Lazzar Wines

Balnarring. (Mornington Peninsula) 12.15 p.m.

Reasonably priced, good meals and the opportunity to taste local wines in congenial surroundings. If the weather is cold, enjoy the warmth of the fire. Off street parking.

Meet at: 10.30 a.m. at Mt. Eliza Regional Park, Lakeside Picnic Area Melway 105 K8 There are two options for getting here.

(i) For the more interesting visual experience join Yuille Street/Overport Road near Frankston Hospital (Melway 102 D3) and turn left at Humphries Road (Melway 106 B1), then take right fork at the roundabout into Two Bays Road (Melway 106 D4). Follow this down the hill and enjoy the views across the valley. The entrance to the Picnic Area is at the bottom of the hill ON THE RIGHT just before the Highway. BYO morning tea, chairs etc.

OR

(ii) Approach via Moorooduc Highway and turn right into Two Bays Road, then left into Picnic Area, or if you prefer go a short distance further on, cross the railway line, round the roundabout and come back to the picnic area.

Depart: 11.15 a.m. for Lazzars. Turn right into Two Bays Road and then right into Moorooduc Highway. Follow the highway to Old Moorooduc Road (C784) and turn left. (Melway 146 B12) At the signpost (C784 Balnarring & Devil Bend Reservoir) turn left onto C784 now called Balnarring Road. (Melway 152 A4) Follow Balnarring Road past Foxey's Hangout – where they used to hang real live dead foxes - to Balnarring Village and at T junction turn left into C 777 Frankston – Flinders Road (Melway 193 D5). Travel past Balnarring Motors on the left and the Fire Station on the right. Look for the 80km speed sign then just after the 90km sign turn left into the SECOND of the two adjacent driveways for a 12.15 arrival.

If you prefer to go direct and approach from the other direction, be aware that the right hand turn into Lazzar's is at a point where oncoming traffic can be difficult to see.

Kevin & Erica Churchill - 0412 802 177

Annual Luncheon - Titanic Restaurant

28th October

1 Nelson Place

Williamstown

It's that time of the year again, yes the Annual Luncheon. This year I have decided to hold it at Titanic Restaurant.

Adults: \$45.00

Children: \$22.50

Time: 12.00 P.M.

There will be hors'oeuvre on arrival followed by a 2 course meal. On arrival you will be placed in a lift, walked through the boiler rooms (which all seem so real) this will take you through to steerage, where the fun will begin.

One thing you can be sure of survival is guaranteed. I require a deposit of \$10.00 per person by Friday 7th September and the balance by Friday 5th October. Hope to see you there. A fun day is guaranteed.

Barry Smith

Special Activities

Thank you to those members who have sent letters and thank you cards in appreciation of the Annual Tour.

Events & Swap Meets

August

- 4 AOMC Annual Club Management Seminar**
Veneto Club
Bulleen Rd, Bullen

26 All Makes Swap Meet
Incorporating Super Chevy Sunday
Sandown Racecourse
Gates open at 8.30am for Buyers
Public \$6 & Display vehicles \$5

27 AOMC Delegates Meeting
RACV Club, Queen St. Melbourne

September

- 9 'Best of British Vehicles Display Day**
Gippsland Vehicle Collection
1a Sale Road, Maffra
10am – 3.30pm

Double free pass for display vehicles
Museum Admittance \$5 – Children under 15 free
5147 3223

13/14 Australian Historic Motor Show
Winton Motor Raceway, Benalla

October

- 7 Cora Lynn Country Car Show & Market/Swap Meet**
Recreation Reserve, Cora Lynn (Melway 14R15)
Trophies, Display Car & Driver free entry.
Public \$5.00 and Under 12 free.

Includes: Poets, Breakfast, Vintage and Classic Truck Show,
Vintage Caravan Display, Vintage Stationary Engine Display,
Kid's Amusements and rides.
Dennis 0409 861 088

7 Euroa Show and Shine

Includes Rocker Cover races and a large craft market
Free entry, 10.00am – 3.30pm
Rob 5795 1347

September

- 7/9 Celebration of the 75th Anniversary of the 1932 Ford Deuce**
Castlemaine and surrounds
All 1932 Fords invited, original or modified
1932 Fords enter free, all other makes \$5 per car
Bill 5472 4274

- 9 Goulburn Valley Motor Vehicle Drivers Club Annual Swap Meet**
DECA complex - 145 Wanganui Road, North Shepparton
Gates open at 7.30am for buyers
03 5829 9432

Special CHACA Promotion Show, Shine 'n' Promote 26th August 2007 Sandown Racecourse from 8.30am



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

Includes all your favourite swap meet vendors.
Catering available
Gates open to vendors at 7.15am and for Buyers
at 8.30am

If you are able to assist on the day please contact
Peter Galley - 9890 8364



July Raffle Winners:

The lucky ones-

Pen Set	Margaret Griffin
FW1 H/P clean/wax	Ross Buchanan
Scarf	Barry Smith
Jigsaw Puzzle	Margaret Landells
Chocolate Cream wafers	Peter Galley
Astorall Wipes	Eric Chaplin
Fiction Novel	Mary Anne Irvine
Prints	Patrick Mockiewicz

Thanks to John Christie, Jack Provan, Jenny Hanks and Margaret Landells for their kind donations.
Donations totalled \$60.00

CHACA Club Promotion @ Super Chevy Sunday:

All Makes Swap Meet – Super Chevy Sunday
26th August

Sandown Racecourse

Featuring a huge display of Restored, Unrestored, Modified, Vintage, Commercial and Modern Chevrolets.

Show 'n' Shine Trophies presented at 1.30pm.

Includes all your favourite swap meet vendors.

Catering available

Gates open to vendors at 7.15am and for Buyers at 8.30am

All Makes Swap Meet Info:

All Makes Swap Meet Company-How do I book a site?

To book a site for the All Makes Swap Meets please forward your payment to:

All Makes Swap Meet

393 Mont Albert Road

Mont Albert, 3127

Or phone 9890 0524 prior to 8.30pm.

Payments can be made by cash, cheque, money order or Visa.

Pre bookings will be posted up to the Wednesday prior to the event.

The site costs are: Indoor-\$35 and Outdoor-\$30

Gates open for sellers: booked sites-7.15am and unbooked sites-7.30am

Information sourced from

www.allmakesswapmeet.com

Welfare Officer's Report:

I have been away on holidays till just recently so I am still catching up with events.

One card has been sent out this month...to Ellis Baron who is currently at home battling a serious illness.

Noelle Reynolds

CHACA Welfare Officer.

Gippsland Vehicle Collection 'Best of British' Vehicles Display Day Sunday September 9th 2007

Display for the Day: 10.00am – 3.30pm

1a Sale Road, Maffra

Bring your vehicle to create our 'Display for the Day'
Display vehicles from 8.30am (double free entry pass for display drivers)

Have a good look at the other vehicles and displays
Museum Admission \$5.00 Adults and children (under 15) free

Refreshments available

For enquiries, maps and info. Visit our website

www.gippslandvehiclecollection.org.au

or phone (03)5147 3223

Help Required:

Hi, I was just wondering if you could help me out?

I'm looking for information on a 1946 Ford Deluxe Coupe Utility!

I have one as a restoration project! Can you HELP!!!

ANTHONY CAROLEO

Phone **95813606**

Mobile **0406211671**

Fax **95813606**

Letter to the Editor:

Dear George,

During my review of club newsletters for the AOMC's Events Directory, I found in the May issue of *Journal* the interesting article titled 'A Tour Of The 1938 Grand International Motor Show In Melbourne'. If only our present Motor Shows could be as interesting as the 1938 Show! A young boy visiting that show must have been enthralled. Owning a Jowett of that Motor Show's period, naturally, I went straight to the listing for Jowett. I was amusingly surprised to find that all of the 8 h.p. Jowett models were listed as having four cylinder engines.

The 8 h.p. models were all equipped with the famous horizontally opposed Jowett twin-cylinder engine. These engines were actively promoted by Jowett as being "The little engine with the big pull".

The Jowett 10 h.p. models were all powered by the horizontally opposed four-cylinder Jowett engine.

Thankyou for the interesting reading that I find in the copies of the *Journal* that I get to see.

Kind regards,

Mike Allfrey - Jowett Car Club of Australia Inc.

Change of Address:

Bill Eldridge Motor Repairs

Factory 20

166 Bridge Road

Keysborough 3173

Telephone: (03) 9798 8636

A Correction:

The Club's 41st Birthday Run participant list as published in the July Journal inadvertently did not record David & Margaret Landells presence.

Club Calendar Changes:

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

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

The Hastings Pub Luncheon has been cancelled and will be replaced by a run to Lazzar Wines on the 19th August, full details are on page 5 of this month's Journal.

The Fox Collection:

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

Shannons Christmas with the clubs:

Where: Powerhouse, Lakeside Drive, Melbourne
When: Saturday 8th December at 7pm
Price: \$65 per head or \$650 for a table of ten
Includes Canapes, Entrée, Main, Dessert, Beer, Wine, Tea and Coffee
Entertainment: Music and dancing along with a 'Mini Auction' by the famous Billy Wellwood
RSVP: limited tables available, book now. Call Richard Sanders on 8543 2203 or 0417 490 949 or email Richard_sanders@shannons.com.au

Ken Robinson's Joke of the Month

Three men die on Christmas Eve and are met by Saint Peter at the Pearly Gates.

"In honour of this holy season", says Saint Peter, 'you must each possess something that symbolises Christmas to get into heaven.'

The first man goes through his pockets and pulls out a lighter, flicks it on, saying, 'It represents a candle.'

"You may pass through the pearly gates," says Saint Peter.

The second man pulls out a set of keys, shakes them and says, "They're bells." Saint Peter lets him pass.

The third man looks desperate and finally pulls a pair of stockings from his pocket.

Saint Peter looks quizzical and asks, "Just how do those symbolise Christmas?" The man replies, "They're Carols."

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.



BLACKBURN SERVICE CENTRE

- Automobile Engineer specialising in:
- All Mechanical & Electrical Repairs
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David Palstra

23 Cottage Street,

Blackburn Victoria 3130

Telephone: (03) 9877 2566

Fax: (03) 9894 7920

AH 0417 523 307

A Club Member

**Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday
6th July 2007**

Meeting opened at 8.00pm. Present Kevin Churchill (Chair) and approximately 26 Members. Chairman welcomed all present.
Apologies: Ken and Margaret Robinson, Allan and Judy Munro, Gordon and Patsy Wightman, Mick Whiting, Eddie and Noelle Reynolds, Tom Lambert, Ray Nichol

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

Minutes:

Minutes of the previous meeting held on the 1st June, 2007 and published in the Journal were signed as a true record, moved Max Austin - seconded Ray Griffin Carried.

Business arising from the previous meeting: Nil

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

Correspondence in:

- Email from Miracle Drywash to inform us that they will have an exhibit at the upcoming Classic Australian Car Show on 22nd July. A free sample will be made available to all CHACA Members who display their vehicle on the day. A 10% discount will also be given to all members that purchase a Miracle Drywash product at the show.
- A Cheque for advertising payment – passed onto Mick Whiting
- Brochures and letter from AOMC regarding the RACV City to Cape Rally – 28th October, 2007. Also a list of frequently asked questions, this will be passed onto the Editor to put in the next Journal.
- Notification from Kilmore Racing Inc regarding the Classic Car Cup Day for this year. It is being held on October 14. Notification passed onto the Editor.
- Final Reminder and flyers from All Makes Swap Meet regarding the upcoming Classic Australian Car Show on 22nd July at Flemington Racecourse.
- Brochure from Taylor's Auctioneers & Valuers Pty Ltd – offers are invited for a 2000 Ferrari F550 Maranello V12 357kw Coupe.
- Volunteers required for the Bendigo National Swap Meet – see Mary Anne after the meeting.

Correspondence out: Nil

Move that this report be accepted: Moved Jenny Hanks - Accepted Barry Smith Carried

Reports:

Vice President: David Landells – Tonight we are seeing a video, courtesy of George Mockiewicz – the video shows the restoration of Graham Hutchinson's Hupmobile, a run down a New York Street in the early 1900's filmed from the front of a Fire Engine, the fate of some motorists on Australian Roads in the early 1900's. After the Video, Bob Clarke will give a small talk on the restoration of the wheels for his latest Studebaker project.

Treasurer: Mick Whiting – Absent, report given by Barry Smith.

Moved Barry Smith – seconded Ray Griffin, that this report be accepted. Carried.

Membership Secretary: Max Austin - No new Members for the month. There have been a number of enquiries, some coming via the website. I hope to hear from them shortly regarding joining the club. One gentleman was very impressed with the website.

Activities: David Landells – The next run is on Sunday, 15th July to the Sam Knott Hotel, Wesburn – all the details are in the Journal.

Special Activities Officer: Barry Smith – The last run was the Annual Tour with just on 40 people attending and from all accounts they thoroughly enjoyed the weekend. The Puffing Billy midweek run will be sometime in September. Barry is looking at a number of venues for the Annual Luncheon but there is one in particular he is interested in but would like a show of hands tonight to see if it is viable. There is a requirement of 40 people to attend. The venue is the Titanic Theatre Restaurant in Williamstown and Barry has negotiated the price down from \$75 per head to \$45. Barry asked for a show of hands and received a good response (considering the low number of members at tonight's meeting). Barry will finalise bookings and details – they will be published in the Journal in a timely manner.

Technical Officer: Ian Hanks – There are now 83 cars on Permit Plates, a person brought a couple of cars in from America last week and put them on Permit Plates. Ian asked that people take the time to get on the internet and check out the web page on the CHACA site dedicated to Graham Hutchinson's Hupp (if you don't have it at home then use a friend's or family member's). There are some really nice photos and a brief outline of the restoration. The restoration has been a long time coming (20 years) and when you see the information on the website you will understand why. This is a real tribute to people like Hutchie that rebuild cars from the ground up.

Librarian: Eric Chaplin – The Committee are looking at cutting back a bit on the volume of books in the library and the first books to be looked at are the Coffee Table books. Eric has 24 in his boot for the Committee to look at next Wednesday. The Flood books and the donated books from Club Members are not in the 24 mentioned. Eric also brought to our attention that in the Herald Sun last Sunday there was a photo of a CHACA plated vehicle leading a march. Some of the members at the meeting also noticed the photo.

Property Officer: Eddie Reynolds – Absent

Editor: George Mockiewicz – George was pleased to be able to attend the meeting tonight, it has been a while due to Patrick's Basketball commitments on Friday nights. George would like to thank the many people that contribute articles and

photos to the Journal – some of which are waiting for space to enable them to be inserted but they have not been forgotten. Thanks to everyone for helping. As Ian mentioned the website has a new page on it (Graham's Hupp) but this is not the only change – the site has had a large upgrade and George would encourage you all to take the time to have a look. Everyone should have received a windscreen sticker with last month's Journal – we hope to see them on everyone's vehicles.

Publicity Officer: Gordon Wightman – absent

Welfare Officer: Noelle Reynolds. Absent but there will be details in the next Journal on cards sent to Members. Jenny Hanks informed us that Ann Sansom had a knee operation last Thursday and came home on the following Monday. Ann is pleased with the results so far but will not be able to attend the pub luncheon. Ellis Baron is not well; he has his test results back and now is deciding on what course of medical action to proceed with. Margaret Landells informed us that Colleen Allan is doing well; however, she is getting sick of knitting scarves.

Cars and Parts for Sale:

Peter Galley: Peter was given a request to see if anyone was interested in loaning out their 1948 Chevy for display at a birthday party – next year. There will be remuneration attached. Peter has passed this onto the Secretary who will contact Gordon Wightman to follow the request through.

Ray Griffin: Ray informed us that Ellis Baron is thinking of selling his Plymouth Roadster, which is a lovely car. If anyone is interested please contact Ray. Jack Provan confirmed that Ellis is going to sell the car.

Graeme Tibbett: Graeme mentioned at the last meeting that he had a number of Nash car parts for sale and would advertise them in the Journal – well he didn't get around to it for the Journal just issued, but has passed the information onto George tonight for the next Journal, including the 1953 Chev rear window glass.

President: Kevin Churchill - no report.

Special Reports:

AOMC Representatives: Graham Hutchinson – Graham reminded the Committee that the annual AOMC seminar is coming up on the 4th August. The seminar is at the Veneto Club in Bulleen. Graham also reminded us that the AOMC/RACV City to Cape Rally is on the 28th October.

All Makes: Peter Galley – Peter thanked the Committee for their promptness in notifying the Members of the 1st July Swap Meet being cancelled (also going to be a CHACA Show 'n' Shine day). The event clashed with the Warragul Swap Meet and a number of the usual Vendors were attending the Warragul event. The All Makes Swap Meet Pty Ltd decided to cancel the event as it didn't seem it would be a financially viable day. The next event is the Classic Australian Car Show at Flemington on 22nd July. The next swap meet is at Sandown on the 26th August, hopefully we don't clash with anything else. Eric Chaplin reminded us that the last event clashed with the CHACA Birthday Run. Peter pointed out that the event dates are worked around the racing club.

At this stage James Allan asked Peter what the general consensus about Swapmeets currently is? Are they getting more or less common than they used to be?

This generated a fair amount of discussion. Peter Galley pointed out that Swapmeets are not as popular as the 70's to 90's and this is partly due to being able to buy on the internet. The regional Swapmeets are doing better than the city ones that are waning. Graeme Tibbett mentioned that the VDC do very well at Yarra Glen due to people being able to make a whole day from the event with the grape grazing etc in the region. Drouin and Warragul do well too. George Mockiewicz asked Peter if the August Swapmeet is a goer – as the All Makes website states 'it is to be confirmed'. Peter said it is going to happen, it is being advertised. Ian Hanks noted that the website still states 'to be confirmed' as late as today. George mentioned that the VDC minutes (in their Journal) suggest that the All Makes are looking at making the events just Car Shows – Peter feels there will still be Swap Meets but it is something they are looking at in the next few weeks. Bob Clarke brought up the fact that the event on the 22nd July at Flemington still suggests it is a Swapmeet day also – George apologized for not changing the wording in the Journal – Bob was not suggesting that is the only area of concern but the way it is being advertised elsewhere.

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

General Business:

James Allan: Colleen sends her extreme thanks for the letters, cards and calls she has received and will shortly be writing to say thank you. Colleen is getting over things quite well and James will be happy when she is 100% as he is getting sick of vacuuming, cleaning, cooking etc.

Kevin Oates: Barbara Oates had a knee replacement in March and received a nice card from the Club - Barbara wishes to thank everyone.

Kevin Oates: In September the Castlemaine Rod Club is having an event to celebrate 75 years of the first Ford V8 – the information has been passed onto George for the Journal.

Chairman declared the meeting closed at 8.40pm.

Next meeting to be held Friday 3rd August, 2007.

The General Meeting preceded the evening's entertainment.

Hutchies Hupp



1934 HUPMOBILE RESTORATION

Hupmobile were built in USA from 1908 to 1942

Owner and Restorer, Graham Hutchinson,
(Hutchie to most who know him).

It took me over 20 years to get Hutchie's Hupp to the stage where it could be passed roadworthy and to be approved for Club Plates **01190-H**. Much has been done by me, but as an old Toolmaker, I appreciate the work of tradesmen in other fields, and have called on the special skills of others where mine were lacking. Often just advice from such people was enough to set me on the correct path, and my thanks to all of them.

This list consists of specially gifted people, (some in the genius class), who have worked on my car. First to my fellow members of CHACA (Classic & Historic Auto Club of Australia).

Ray Nichol, we started together, with our engines trusted to the mercy of a man, (whose name shall not be linked to this illustrious company), and while Ray has had his Hupp on the road for some years, he has been a tower of strength to me all the



Hutchies Hupp

way through. **Glen Seymour** made all rubber bits on this model, a very clever man.

John Christie rebuilt my gearbox, and has been an adviser whenever needed, as too have people like **Ralph & Jack Provan**, **James Allan**, and others. Many years ago **Ellis Baron** made my windscreen, and from time to time I have sought his advice when the woodwork was being done.

Then there is **Kevin Oates** our "Auto Sparkie", who spent 4 days in June 06 wiring the Hupp, and has tested old coils and other electrical gear for me over the years.

There is always somebody at CHACA able to help with advice.



The list continues with further talented people.

Jack Vere (Mulgrave), rhodium plated the headlight reflectors, & machined all the ball joints. Another from the VDC who has helped with advice many times is **Bill Eldridge**.

John Rolinson (Eaglehawk), cast all the inside & outside door handles, window winders, courtesy strap swivels, bonnet louvre tabs, & windscreen clamps. John's "silver bronze" was good stuff to machine, file & polish ready for plating. I was lucky to find **John Maestrale at Solar Plating** (Mordialloc) to do most of my plating.

Graham Marshman Antique Auto Works. (now in Thomastown), made the full floor pan & tray below the front seat, from photos of Ray's car & my fully dimensioned drawing. He also made the Rocker panels (that extend full length below the doors) as well as the lower panels at "A pillar". These things he made from rusted out samples, & they fitted in perfectly. Another super tradesman.

John Toohey did all the panel work, with me assisting. He came over every second Monday for 5 years. It was a massive task to cut out all rust & weld in new panel steel, then lead wiping all major welds.

Eric Zeve of Tambour (Moorabbin), painted all the wood graining on dash, sill plates & garnish moulds.

Gary Haddow advertises in our club Journal. He fixed my dash gauges & got them all working correctly.

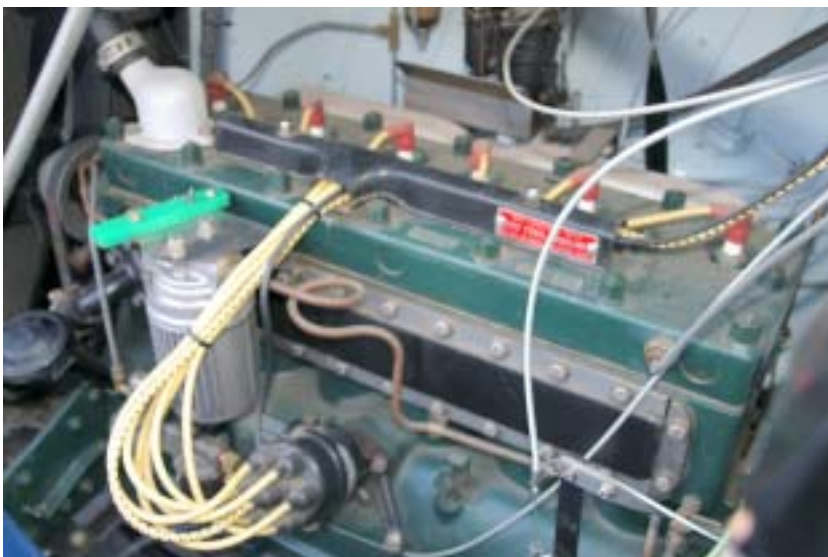
Vern Stephens did the hard facing weld on the valve stem ends & around the poppet tops. I could not detect a starting point anywhere, & not a single dribble of weld anywhere. The best welding I have ever seen.

A man I never actually met. They called him "**Con The Magician**" He worked part time for a Fitzroy company called Modern Bumper Bars. He started out repairing the grille on my FX Holden, then went on to repair all the brass parts on the Hupp, like headlight & taillight buckets, horn domes, wheel caps etc. Then finally made a rear bumper bar complete, from a sample from Ray Nichol. I had been looking for one for years at all the Swaps.

George Gantzer (Bayswater) did the painting. He also did Ray's Hupp, recommendation enough.

Francis Home is another of these highly skilled artisans, who has done several little jobs for me before. Jobs nobody else could manage, like getting the dents out of the brass strip moulds which run along the top edge of the valances, and also the 3 on the trunk carrier. The final challenge was to make the trim plates that fit on the floor under the doors. This man is just so clever with sheet metal.

Then last but certainly not least in this list of top people is **Mick Stevens (Mick's Motor Trimming)**. Mick is in Vermont South. He has done a top job, I am just so pleased with the whole inside.



Hutchies Hupp



People like these gain enormous job satisfaction from doing top quality work, but still deserve our respect.

Friends are made over the years while an historic vehicle is being restored and this adds to the satisfaction of getting your car on the road again. There are too many other contributors to mention here, but thanks to all.

Thanks also to my family, **Nancie**, who had almost given up hope of the Hupp ever going on the road. She has put up with all those years of my time spent in the workshop.

My two Sons, **Trevor & Scott**. Trevor has helped on numerous days when my crook back would not stand crawling around under the car, and Scott, being a “chippy” has meant I had access to advice and the use of his Robland universal (woodworking) machine, I would never have been able to replace all the timber parts without that machine.

RESTORATION OF HUTCHIE’S HUPP

Our Secretary Mary Anne asked me to do this, but how to condense 20 years without boring everyone, that is the problem.

5th. June 1986 I purchased my 1934 K model Hupmobile from Roger Haas from where he had it stored uncovered in his back yard at Mulgrave, where he still lives. Roger had been working on a 1928 Hupp for several years, when a friend, who was surveying a farm property near Bendigo, told him about this other Hupp “wreck”. The whole back had been cut out with a cold chisel, but the little skirt over the tank cover must have been a challenge, so they pulled it out with the tractor. Fortunately the back panel was left leaning against a tree. You can imagine what a job we had a few years later to straighten it all so it could be welded back in.

Roger was working, so found little time to work on his 28 model, let alone that eyesore in the back yard. Now I think Roger’s wife Pam may have been pleased to see it gone, may well have even put a bit of pressure on?

History of cars is not easy to trace these days with the privacy regulations, but the car was supposed to have been used for many years on an outback mail run. What I found everywhere indicated the poor old thing had had a very hard & long life. There was not a bolt or nut which could be removed with spanners. I was able to get previous registration numbers, and found that it had at one time been owned by a man who lived above one of the shops opposite the Camberwell Station. At that time it was registered as a commercial vehicle, so he may have been a commercial traveller?

Condition when I got it — Good news first.

1. The dash was good & complete with gauges, lenses were broken & dial faces were not good. (I wrote a Journal article some years ago, on how I made new dial faces).
2. Window sill plates were good & only 1 garnish moulding missing from windows. (Got it from parts car later).
3. There were 5 good wheels. (Got the sixth from parts car).

Hutchies Hupp

4. Horns in place but lacked trumpets.
5. Bonnet tops & aprons were complete with louvres.
6. Chassis & shockers were intact.
7. All brass bits were dented but repairable, like — wheel caps, horn domes, head & tail light buckets & rims.
8. Enough door handles & window winders for John Rolinson to use as patterns for castings.
9. Door locking mechanisms were all able to be restored.
10. Radiator repairable with new core.
11. Transmission intact, including free wheel box, but no cable. Crown wheel & pinion from parts car.
12. Large outer radiator surround repairable, so too were some grille bars.
13. Brass strip moulding, (2 long ones for valances & 3 short on trunk carrier), were there, so repairable.

Bad & not so good news. Nothing where roof patch should have been, no floor boards, almost no floor pan at all. All mudguards dented & split, running boards & valances almost non existent, no rear bumper bar & dumb iron. No headlight lenses, in fact no window glass either, steering box, NBG restored the one from parts car.

Body & door panels rusted out to a level up to about 4" above bottom of doors, tyres perished & unusable.

No timber was sound, in fact hardly any even suitable for a pattern. Worked off photos & measurements of Ray's.

My steering wheel was badly damaged, so I made moulds, put it all together with fibreglass. Then a few years later I got a NOS one from the US which was from another model. It had a smaller tapered hole, which I bored out to correct taper. I used the repaired one for years while working on the car, to save the new one.

There was no floor timber at all, & nothing useable of the running boards.

NOS from the USA. Hupmobile Graham Factory Services is a firm from whom I got 13 parcels over about 5 years. Only one of those packages went through customs, it was not as large as some had been but was quite heavy. It had a full set of spring shackle stuff, including the silent rubber bushes. I had to pay about \$30 duty. All the other 12 parcels came through the post, with no duty required.

I was luckier than most of the other Hupp Nuts, most have had trouble getting stuff from them. When I was looking, a man named Tom Poinsett was dealing with orders, & he was most helpful. It was amazing just what they did have. Things like— all the small brake bits, including the tailed springs; king pins & their bushes; petrol tank unit; amp/gas gauge; stop light switch; floor mounted dip switch; full gasket set; shocker links; full set of female door dovetails; window winder units for all



Hutchies Hupp

6 windows; sliding rails & locking plate for the front seat adjustment; pair of tail light stalks; front wheel grease caps; horn button & spring, (I had to make the threaded bakelite surround & the aluminium base it screws onto).

There were many other small parts which Tom was able to supply, which I would otherwise have had to make, or improvise from something available here. I would send a bank cheque for \$200 (when our \$ was above 85cents) to remain in credit, & if he found things on my list, he just sent them.

Parts which had to be made. There were quite a few things which had to be made for my car, which were also needed by others, so I made more than just mine. Some of these were advertised for sale both here in our own Hupp Newsletter, and also in the one in the USA. This enabled me to cover costs, while helping others who did not have equipment or expertise to be able to make their own.

Dash dial faces, 10 sets sold, 5 went to the US or Canada, 1 to UAE (United Arab Emirates), 4 sets here, plus mine and Ray's. There were 6 sets printed, & when they sold out, I had to get another lot done. The last set went to a chap in Texas in April. I don't intend doing any more as the man who did the prints is no longer around.

Brake Clicker Washers. One in each wheel. Originally they used very thin spring steel washers with a raised crimp across the centre, which engaged with the brake adjusting nut, which is like a castellated nut. If the spring washer cracked on the upset, it jammed & the nut could not be turned. I made a punch & die set to form the upset in a standard flat washer & put a standard wave washer behind it. 11 sets sold + a few given away. I make these to order these days.

Robe Rail. This extends across the back of the front seat, and consists of a pair of casting legs each side, into which the tubular rail is fitted. This was missing on my car, and since they were die cast, they broke easily, as people in the back seat grab it to assist them when getting in & out. One of Ray's was broken, but I was able to repair it enough to enable John Rolinson to use it & the others as patterns to cast in his "silver bronze" as he called it. It is nice soft metal to work on, like nickel silver, with no blow holes, but strong. John cast 3 sets, one for Ray & two sets for me, as there was a Hupp chap in Sydney who wanted them.

Rear Floor Foot Rest. This was missing in my car of course, so I borrowed Ray's, and copied it. While on the job, I made another set for the chap in Sydney. Then one of the Adelaide Hupp people wanted one for his car too, so I had to set up the bending jigs again. Ray has never put his in his car because he thought people would trip on it. After seeing mine folded back against the back seat, he thought he would now put his in too.

Tail Light Rims. There were no rims on my tail light buckets, so they just had to be made. I took the buckets down to Tighe Metal Spinning (Moorabbin), and a sample rim. They spun me 7 in copper, & they did a great job, as they just clicked on perfectly. As they have a small inward facing lug to take the screws, I had to use a small nibbler to reduce the top and bottom of the inside edge, leaving the 2 inward facing bits. Then a small punch & die set to form the counter sunk hole and knuckle, (which fits the recess each side of the red lenses), to take the 2 holding screws. *My ill spent youth as a Toolmaker to the rescue again.*

Floor timber. The main side floor timbers on mine were almost nonexistent while Ray's were rotted on ends only. I used his as a pattern, and made a set for each of us. When Ray put his in, they only needed ¼" off the front corner, otherwise they fitted perfectly. The ends were an educated guess, which turned out to be a good guess. I used "Form Ply" for floor boards, kick boards & seat bases for both of our cars.

Front Seat Timber had to be made for mine, so a second lot was made for an Adelaide friend. I have a photo showing 43 clamps in use when gluing the bent top part of the back, laminating with 7 layers of ply.

Bakelite Horn Button Surround mentioned above. I finished up making 3 of these, as the one on my steering wheel was complete but cracked. I knew of 2 other people who wanted to buy them, so while on the job, the others don't take so long. *Now you can see why it took me 20 years. I get sidetracked.*

Parts Car. This has been mentioned above, so perhaps a few details. It was supposed to have been quite a nice car, which was being taken to a car museum at Swan Hill on a trailer. While parked on the side of the road, a truck hit the back corner of the trailer. The result was what you could expect from a heavy vehicle slamming into the back drivers side of a car. I named it the "parallelogram" car when first sighting it.

We had been aware of this wreck, and another Hupp being stored on a rural property at Gisborne, by a man who always intended to restore the good one, using the wreck for spares. Well he must have fallen on bad times, because there was an auction to sell most of the stuff on the place. There were 3 Hupp people at the auction, Ray Nichol, Ray Sharman & me. We agreed that I would do the bidding, share the cost, and take any parts we wanted, by agreement. It was knocked down to me at \$375. Not much between 3 people. We have all gained so many useful parts, that it was a great investment.

Individual parts of the restoration which have taken a long time. Grille surround & bars, took at least a year; the mascot "Flying H" & it's "Waterfall" bronze castings took a lot of filing etc. to get to plating stage. Body panel repairs took 5 years, & running boards had to be designed & made from scratch.

The **trunk carrier & its levers** were off the parts car, & had taken the full impact of the accident, so had to be straightened. All of the domed shoulder screws for these had to be made, as none of the original ones were repairable, that was good fun, with the lathe again used as a mill, to cut the slot in the domed heads.

The **mudguards** were in a real mess. When we got them repaired & back into shape, 7/16" steel rod had to be bent to the shape of the outer rolled edges, so that when welded in, the guards would retain shape & strength.

Hutchies Hupp

The **swivel loops on the "C" pillar, for the courtesy straps** were die cast & either broken or in poor condition, so they had to be stuck together for John Rolinson to use as a pattern for casting in his silver bronze. Then, as I don't have a milling machine, I had great fun making fixtures to allow me to turn the bits in the lathe. The little backing plates were screwed into "D nuts" in the steel pillar, and the No. 10-32 steel screws had rusted in so the screws & D nut had to be drilled out. I had more fun devising an alternate way of attaching the new ones. Don't worry, I'm not explaining here, if you want to know, ask me sometime.

Doors were all badly rusted at the bottom. We had to replace inside & outside skins as well as the bottom strips. This is where the skills of a Panel Beater could be seen, as John Toohey went through each in turn.

Gabrial KT arm type shock-absorbers were entrusted to a fellow in Moorabbin who was supposed to be a shocker specialist. After 2 weeks, he said he didn't know how to get them apart, so I brought them home & made some special equipment, & removed the 4" diam nuts myself, & returned them to him, to fit modern seals. I also had to make a special spanner for him to get the filler plugs out, and turn the tiny adjusting screw under it. They work well by hand & haven't leaked yet, but now the Hupp is on the road they will have to be watched.

The wheel caps was another interesting job which took a lot of my time, but since I took these to show one night at a CHACA tool display night, I won't elaborate here.

The Roof Patch. The timber frame was a challenge, as there were no bows & only bits of the outer edges, so I had to copy Ray's. While he had his top opened up, there were 3 rotten on the ends, so after experimenting with a curved former, to laminate ply strips, I finished up with an exact curved form, so made 10 for me & 3 for Ray. **The outer patch** we decided to use 3mm. marine ply, instead of chicken wire originally used, which doubled in the old days as an aerial if a radio was fitted. I attached a large sheet of brass mesh on top of my ply, & ran coaxial cable down the A pillar, in case a radio is required later. I used aluminium half round to screw into the little channel around the top opening, to hold the hood fabric down tight. Ray & I spent a whole day bending the outer aluminium extruded moulding we got from one of the Hupp people in Adelaide. I had to experiment with the oxy torch, as I had only heard about how it was done.

The Engine. I am not going into detail here, except to say **take care when choosing "an expert"**. The bloke we chose was a disaster. I had to completely dismantle my engine, to fix his mistakes, Ray found his the hard way, when the car was on the road, so that I had the chance to fix things before getting to that stage. It was a further delay however. I have a 12 page report on the mistakes he made, (some CHACA people have seen it).

Door Handles & Window winders were all cast by John Rolinson, & had to be filed smooth, but because they all had a small rebate along the edge, the finish had to be very good, as if the electroplater had to polish too much, that small rebate would have finished up as a large radius. So time had to be spent to get a really good finish.

The inside door handles fitted onto a 7/16" diam. 18 tooth splined shaft in the door opening mechanism. So I had to make hardened steel broaches to produce that form in the bore of the handle. Nothing from any of the other car firms was anything like it, so there was no alternative. So the lathe had to be set up as a mill again. I searched high & low to find something with 18 teeth, (or a multiple of 18), to index it. Finally found one of the spider gears out of the spare Diff. had 18 teeth.

Then there was the small slot, into which the small moon shaped collet fitted to retain the handle on its shaft. All in all, a very interesting project, which, when completed & working well, left a feeling of immense satisfaction.

Well, if you are still awake, thanks for reading - Graham Hutchinson.





Briars Park 24th June 2007-06-28

A cool morning, a lazy wind (won't go around you), we waited for the cars to turn up.

One by one the cars arrived and by 10.30am everyone went for a coffee in the coffee shop (new owner's been there only three weeks) and enjoyed the chit chat till 11 o'clock, when we drove to Briar's Park.

On arriving more cars turned up, so after a long drive (approx 12km's) to get to Briars Park, we had to sit and talk and have lunch and rest before we went and explored all the nooks and crannies that Briars Park has to offer.

We left about 2.30pm and despite the cool day it was another good social day enjoyed by all.

My thanks to everyone who turned up and the opportunity to host a run again.

Ian and Jenny Hanks



Dale and Junie Collins with their sons enjoying a picnic lunch.

Participants:

David & Margaret Landells

Dale & Junie Collins and family

Ian & Jenny Hanks

Ray & Margaret Griffin

Peter & Jean Christie

Barry & Rosslyn Smith

Russell Patrick, Tyler Tippet with

Gary Tippet, John Tippet and James

Mary Anne Irvine & David Talbot

Alan & Lynda Griffiths

Norm & Mickey Bradford

Tony & Angela Read

Rick & Wendy Osbourne and family

1978 Ford LTD

1948 Packard

1978 Mazda

1934 Pontiac

1947 Dodge

1936 Packard

1939 Chevrolet

1975 Triumph Stag

1970 Toyota Crown

1972 Buick Riviera

1974 Ferrari

1954 Chevrolet

Photography by Mary Anne Irvine



Russell Patrick, grandson Tyler, Gary Tippet, John Tippet and James

C
Briars Park



1975 Triumph Stag - Mary Anne Irvine/David Talbot



Norm & Mickey Bradford's 1972 Buick Riviera



1947 Dodge - Peter and Jean Christie



1948 Packard - Dale and Junie Collins



Ray and Margaret Griffins 1934 Pontiac - certainly nice to see Ray out and about again.



1939 Chevrolet - Russell Patrick

**Club Run:
- 24th June 2007**



1954 Chevrolet - Rick and Wendy Osbourne

The Graham Brothers and Their Car - Part 5

By midsummer, a lower-priced supercharged Special Eight was added, at \$200 less than the Custom, to put the blower within the reach of more buyers. On all models of 1934, the banjo frame was stiffened via two new X members, styling remained basically the same (horizontal hood louvers were adopted on eights in mid-year) and no-draft ventilation was offered on closed cars. An add-on trunk was optional on the sedans. On balance the much improved performance added to the already excellent styling and a slight upsurge in the economy for production increase to 15,745 units. This was not enough, of course, and there was some talk of G-P taking over the tools and dies of the recently-defunct Continental Beacon, adding that four-cylinder car to the line.

Instead of the Beacon, however, the company decided to go ahead with the cheaper Standard Six which, at \$595, was the price leader of the second series '35 line. The new car was powered by a smaller L-head six, 3 x 4 bore/stroke, 169.6 cubic inches and 60 bhp, and rode on a conventional frame, though outboard springs were retained. At the other end of the line, the Supercharged Eight adopted a cast aluminum manifold connecting each intake port directly with the blower outlet, adding five horsepower and better low-end performance. Other 1935 changes included a dual downdraft Stromberg carburetor, automatic electric choke, and cast iron brake drums. Unhappily, the '35 Grahams had the misfortune of being the ugliest cars to ever bear the name. Radiator grilles were higher and narrower, and on sedans the roof panel flowed in an awkward curve from the rear window down, an attempt to get away from the add-on trunk which resulted in a total lack of grace from any angle. It seemed incredible that a company could regress from the lovely Blue Streak to this monstrosity in only two years, but despite it all, the economy was up again in '35, and production rose to 18,466 for the model year. During that year, too, the decision was made to temporarily abandon all eight-cylinder car production.

Base car for 1936 was, therefore, a revamped version of the Standard Six called the Crusader. Higher up, and new to the line, were two slightly larger sixes, the Cavalier and the Supercharger, both with 217.8 cubic inches and 85 bhp standard, 112 bhp supercharged. In March a variant was offered in the mid-year Cavalier 90-A, with smaller stroke for 199.1 cubic inches and five less horsepower. Traditional Graham engine features, high compression aluminum head, Invar strut aluminum pistons, the supercharger, were retained, and at \$865 for the business coupe, the supercharger series was priced \$230 less than the comparable eight of 1935.

A word about the manufacture of Graham engines. While company literature advertised the powerplants as "Graham-built," many believed that the firm actually used Continental engines, especially since "Continental" was stamped obscurely on the blocks. Delaney explains that G-P bought the stripped engines from Continental, assembled up to the head, then added its own factory-built aluminum head, supercharger, carburetor, wiring and accessories. Graham itself tested and installed all engines, and whatever role Continental did play was exclusively to Graham specifications.

The 1936 Graham could not help but improve in styling, but it looked little different than most of the cars of the day, in a word, indistinguished. From a position of styling leadership in 1932, Graham had fallen to mediocrity. Coupes (with and without rumble seats) and two and four door sedans (with and without trunks) constituted the available body styles on the 115-inch wheelbase. A Supercharger custom sedan was the most expensive model at \$1170.

There was, in fact, good reason why 1936 Grahams looked like other people's products; bodies were identical to the Reo Flying Cloud. This strange turn occurred as a result of merger negotiations that took place between Auburn, Pierce-Arrow, Reo, Hupp and Graham during 1934-35, during which Reo asked Hupp and Graham if either would be interested in supplying them motor parts in exchange for body designs and dies. Hupp wasn't, but Graham was and in fact, they wanted to go even further. On July 15th, 1935, Robert Graham proposed the creation of a new sales company to market Reo and Graham products, and the possible formation of a body company to build commercial units, apparently the Grahams saw in the Reo truck yet another chance to re-enter that end of the industry. But the conservative Reo board was reluctant to give up that much independence, and all Graham could salvage from the talks was Reo's permission to use Flying Cloud bodies on Graham cars, for a royalty of \$7.50 per unit. Certainly Graham-Paige seemed the most merger-minded of the potential partners, an indication of their doubts about survival as a lone independent.

The expensive to manufacture banjo frame was abandoned with the 1936 models although engineers retained outboard springs. With the Reo body, conventional frame and ordinary styling, the only remaining feature of distinction was the supercharger. And some skeptics were beginning to doubt the value of that. Still, *The Motor* found the blown Graham praiseworthy, timing their car at 90 mph through the quarter mile and leaping to 60 in sixteen seconds. *The Autocar*'s example did 0-60 in only 14.5 seconds. Either way, it was a fine showing against the 20.6 seconds scored by the magazine's Auburn test car, or 20.1 seconds for a f.w.d. Cord. Even in its supercharged 1937 form, the Cord's 0-60 time was only a second lower than the Graham six. "In performance," said *The Autocar*, "this Graham provides a surprise. It does considerably more than is anticipated at the outset, being definitely above average in its size class, so that the supercharger seems to justify its presence very, thoroughly. Exceptional performance is apparent not only in the usual test figures but also in everyday driving of the car."

Graham was no slouch in economy either. A Supercharger with four passengers and their luggage was Sweepstakes Winner of the Gilmore-Yosemite Economy Run, predecessor to the Mobil event, with 26.67 miles per gallon, surpassing thirty rivals in seven classes. (Actually a Willys 77 scored better mileage, but Graham was the winner on a ton-miles basis.)

All this provided ammunition to dealers, who needed it to convince prospects that a blown six was worth the same money as an unblown eight from Pontiac, Olds, Buick, Hudson or Nash. To some extent it worked, and despite ho-hum styling, production increased to 19,205 for the year, the Supercharger accounting for nearly a third of total output, compared with only 6.5 percent during 1935.

European manufacturers continued to interest themselves in Grahams. In England, Lammas, Ltd. produced sports touring cars—sedan, roadster and convertible coupe, of traditional British lines on the Graham chassis, with offset cab and air cleaner to achieve a lower hood line, and increased piston stroke for 128 bhp at 4400 rpm. In France, Type C-30 Voisin cars of the late Thirties sported supercharged Graham engines.

To reduce overhead, the body plant in Wayne closed at the end of the 1936 model run and the Evansville body plant and Florida lumber mill were sold. Production was concentrated at the main factory in Dearborn. The '37 Grahams were little changed; frontal styling was reworked slightly, and a separate Custom Supercharger series was added at the top of the line. Wheelbases were increased slightly, the Custom Supercharger retained the 217.8 cubic-inch six, the standard Supercharger shifted to a 106 bhp blown version of the Cavalier 90-A engine. The latter was dropped after 1937, and the 217 served as basic powerplant through the end of production.

In the late spring of 1937, a convertible coupe on the smaller wheelbase was added to Graham's offerings. Available in all but the Crusader series, the rag top was several inches lower than the standard coupes and added a needed touch of sportiness to the plain design. Only a few were produced. They were the company's last production convertibles. The Supercharger again won the Gilmore Economy Run, besting twenty-three cars to retain the championship, and production rose to 21,318, nearly half of which were supercharged.

Fractional volume increases fell far short, of course, of profitable operations, and the Grahams explored several additional ways of making money. Deciding to cease production of the Crusader with the 1937 models, they sold its body dies and engine tooling to Nissan of Japan for \$390,000. Nissan manufactured a Crusader-based car until the early Forties, and a truck with the Graham-based engines until the Fifties. The Grahams also began to design and test the Graham-Bradley, farm tractor to be distributed by Sears, Roebuck, and its production was expected to help profitability and utilize excess plant capacity. But only 243 units were assembled during 1937. Another sideline was the building of a marine version of the supercharged engine. This too was without visible reward.

Automobiles, beyond a doubt, were still the only way to make it for Graham-Paige. What was needed, directors felt, was a dramatically new-looking car that would reestablish Graham's styling leadership and complement their continued advantages in economy and performance. For 1938, this solution appeared, in what the company called the "Spirit of Motion" series. Body styling for these cars was completely new, not a single die from past production was needed and though a cliché, "moving while standing still" is an altogether appropriate description of the radical shapes that evolved. The front fenders and radiator grille were sharply undercut, with forward portions leaning into the wind, in a pose of arrested motion that was completely unique. Later this profile would earn the sobriquet "sharknose." The lunging fenders featured square headlights set flush with the leading edges. Horizontal grille louvers trailed rearward into the hood to join the belt molding, giving a clean accent front to rear, and door handles were made to appear as an integral part of the molding. Door hinges were concealed, rear fenders carried skirts, and at the back the body flowed smoothly into an integral trunk. Taillights were set flush with the body high over the trunk for maximum visibility.

There was only one model available now, a six-passenger, four-door sedan mounted on a 120-inch wheelbase. A beautiful three-window coupe appeared in a catalog, but, unfortunately never reached production. The sedan was offered in four series—Standard, Special, Supercharger and Custom Supercharger—priced from \$1065 to \$1380.

The frame was new, finding even though the rear floor was two inches lower, the need for a tunnel was eliminated by the adoption of hypoid rear axle gearing. Smaller side frame rails aided in height reduction, and in addition cross beam running through the X-member was added to offset any loss in frame rigidity. The tunnel in the driver's compartment was kept at a minimum by turning the transmission on its side, and the Graham Gyrolator, a sway bar attached to the frame and front axle introduced in 1936, was continued. A new, triple venturi tube carburetor was designed to eliminate lag in acceleration on supercharged models, on which dual exhaust manifolds and pipes were fitted. The '38's also featured an improved cooling system supplying more water to the valve seats, a larger crankshaft and a larger clutch. Spirit of Motion interiors featured 57-inch-wide seats, facing a flush gauge and instrument dashboard with its special speedometer with a double hand, indicating both car speed and engine revolutions. A tricky option was the Evans Vacuumatic gearshift, also available that year on the Nash and Studebaker, in which vacuum power was used to assist the driver in changing gears and the lever itself was a short

shaft extending mysteriously under the instrument panel. With a pistol grip parking brake, the front compartment was free of annoying levers.

With sharp new styling, Graham should have sold well in 1938, but ironically the sharknose was a complete flop. It was the year in which the economy so slowly revived since the crash of 1929 took a short, sharp downturn, a recession that killed an attempted comeback by Hupp, and finished off Pierce-Arrow. But a real problem was the car itself. Though the wild styling won the Grand Prize at the Paris Concours d'Elegance, the typical car-buying American wasn't impressed by it. Many thought the styling was too radical, especially at the front end. Admittedly the forms and highlights of the front fenders were somewhat awkwardly handled, which didn't help matters. Well, Graham had had their bad years before. But this time, for the first time, the company was in serious trouble.

With the exception of 1933, Graham-Paige had been losing money since their second year of car production. The continuous flow of red ink had by now exhausted its cash reserves. Graham was almost broke. During the spring, company officials scrambled madly to scrape together enough money to carry on, production had been suspended for a time in February. Prices were reduced \$40 to \$90 in an attempt to stimulate business, which was practically nonexistent. The only bright spot was the good old Gilmore Economy run, where a Supercharger took first place for the third straight year. At the wheel was veteran driver Clay Moore, who had piloted the 1936 and 1937 winners. It was a lonely bright light in a dim season, and it was vigorously advertised by G-P. Too vigorously, as it turned out, for the Federal Trade Commission, which censured Graham for misleading advertising. The company agreed to cease its claim that the car would go faster than any car in America, and that because of the use of a Fram oil filter on supercharged models, oil needed to be changed only, twice a year. It also was obliged to stop representing the car as the "Official" U.S. economy champion, or otherwise implying that it had been so designated by any branch of the government. Graham-Paige was clearly guilty of stretching the facts. There were no authoritative tests comparing the top speeds of competitive cars and the economy run victories did not exactly make the Graham the "official" economy champ. And even the owner's manual recommended changing the oil every 2000 miles, hardly twice a year for most motorists.

Meanwhile business worsened. Tractor production saw only 1532 shipments for the year, and during the summer, officials headed by Joe Graham met with suppliers and creditors to arrange financing needed to carry the company into 1939. Joe Graham himself provided \$560,000 from his personal fortune to keep the company going, and despite the poor reception given the sharknose design, his firm had little choice but to continue it. The '39's were thus practically identical to the '38's, except that running boards were optional and the tricky vacuum gearshift was replaced by an optional column mounted lever. Two new body types, a two-door sedan and "combination" (club) coupe were added, both featuring slim chrome upper door and window frames like Ford's new Mercury, Grahams were available as standard models with a supercharger group, custom equipment group or both, enabling dealers to sell a twelve car line using only three basic models. As a cost-cutting device, engines were fitted with cast iron cylinder heads.

Some interesting custom bodies were based on the sharknose styled Grahams, though the company had never nodded toward the carriage trade. In Europe a few convertible cabriolets and three-window coupe were made by the Belgian coachbuilder Vesters and Neirinck. Saoutchik of Paris built a striking convertible coupes for the Paris Salon; this car, once used by General Charles de Gaulle featured cut-down doors uniquely hinged to swing open parallel to the body side. In New York, a customer paid the Manhattan Graham agency \$3200 for a supercharged town car-more than bizarre with its sharknose styling-built by Corbett & Company of Queens.

The new body styles and a healthier economy enabled production to rise to 6557 for the model year, plus 468 tractors, but this was hardly enough. The firm celebrated its tenth anniversary in 1939 by shutting down the plant at the end of July, having reached a complete standstill.

The crisis was now at hand. The dealer network had shrunk to only 460 shaky agencies, only 292 of which handled Grahams exclusively. Money was short and the company was stuck with a product whose styling had been firmly rejected by the public two Years running. Many in Detroit were betting the firm would never recover. But Joe Graham had one last trump. As replacement for the sharknose was clearly needed, and the possibility for one arose with Norman de Vaux, general manager of Moribund Hupp, whose plant had also closed that summer. De Vaux had persuaded Hupp to build a small car called the Skylark, based on old 1936-37 Cord body dies, but Hupp had been to get the new car into volume production despite over 6000 orders and 1939 assemblies had included only thirty-five handbuilt prototypes. Like Graham, Hupp lingered in a twilight world of suspended animation. De Vaux explained what happened in a 1963 letter to the writer.

"In 1937 I conceived the idea of bringing out a new De Vaux car by utilizing tools made by Cord and changing the car over from front wheel drive to rear, conventional rear drive. I finally bought the tools from the receiver of the Auburn Automobile Co. for \$45,000.

"I first approached Joe Graham with the idea. He was sold on my plan but Graham had just spent quite a sum of money on new tools for their 1938 car, otherwise a deal could have been made.

"I then went to Hupp and interviewed W.A. MacDonald, vice-president of sales. He liked the idea and arranged a directors' meeting in Chicago. The outcome was a deal in which I gave them the use of the tools and went in as general manager of Hupp. The contract was for two years. My old engineer Waldo Gernandt, working with Briggs designer John Tjaarda, revamped the front end and installed a conventional rear axle.

"After Hupp started production in a limited way Joe Graham telephoned me on a Sunday morning asking Mrs. de Vaux and me out to dinner, he asked me if I still had ownership of the Cord tools, he wanted to build the car, changing the front end some and agreeing to make a new one piece top (never done). Cord used ,about seven dies in making their top,

"I made a deal with him for a block of Graham-Paige stock. The outcome was that both the Hupp Skylark and the Graham Hollywood were built using the Cord tools owned by de Vaux".

At meetings between Hupp and Graham officials in late summer, 1939, details of the joint manufacturing plan were hammered out. Hupp needed relief from the companies crushing burden of producing cars by itself, and Graham badly needed a new car to supplement the poor-selling sharknose. An agreement was reached whereby Graham agreed to build the Skylark for Hupp on a contract basis, while receiving the rights to use the distinctive Cord-Skylark dies to produce a similar car of its own, to be called the Hollywood. Hupp would manufacture its own engine and chassis parts but the Skylark would be built alongside the Grahams in the Graham-Paige plant. Both companies retained their own separate organizations, including sales, engineering and administration. "The manufacturing contract with Graham," stated Hupp president J. Walter Drake, "... cuts manufacturing costs for both companies. It does not mean a merger of the two corporations. The Hupp-Graham contract is a most favorable one for both of us as careful checking all production costs demonstrated that great savings could be made by combining our manufacturing program.

Graham's decision to build the Hollywood was obviously one of desperation. The sharknose was a dismal failure and a replacement had to be found. The company had neither time nor money to tool up a new car, so using the Skylark tooling was a convenient and necessary move. The Hollywood had definite sales possibilities that declining Hupp had been unable to realize, and would give Graham dealers something different to sell in 1940. Skylark production would help utilize the Dearborn factory capacity. It might seem strange that two different companies would elect to build virtually identical cars based on a defunct company's obsolete body dies, but Hupp and Graham were desperate and that makes for strange decisions. Getting ready to build the Hollywood was no easy task. Months of seeming inactivity passed as the cumbersome job of removing the dies from the Hupp plant and trucking them over to the Graham factory was completed and both companies arranged for financing, including R.F.C. loans. Once again Joe Graham put in more of his own funds. Top management was reorganized whereby vice-president Robert Graham retired to the Graham Farms and August Johnson, Pacific Coast distributor who retailed ten percent of 1939 production, was brought in to head sales. The new managers optimistically predicted 40,000 Grahams and 20,000 Hupps for 1940. In that year Graham would market two distinct lines of cars, the Sharknose (renamed the Senior, again in standard and supercharged versions with a less radical grille angle) and the Hollywood. Early literature displayed a racy Senior convertible, but it never reached production. The Hollywood, of course, made most of the news; it was identical to the Skylark except for minor details and its blown engine developed 120 hp. The air cleaner and carburetor were offset due to height restrictions under its low hood, and the unit body was built from the old Cord dies from the cowl rearward. Fenders, hood and front end sheet metal were new, and the wheelbase was 115 inches, ten inches shorter than the Cord. The frame was shortened from the cowl forward, giving the front fenders a bobtailed appearance, and today the Cord is rightly recognized as the classic. But a respected art magazine of the day was impressed with the new cars, even going so far as saying they looked better than the original. Though the design was not a new one, the Hollywood attracted a lot of attention-while driving a prototype back from a trip to Indiana, Joe Graham was stopped by police in Michigan. No ticket, the cops just wanted a look at the racy new car. The lone Hollywood body style was the four-door sedan, priced at \$1250, though one or two convertible prototypes were built.

It was not until April, 1940, that the Graham plant reopened, building Seniors at first, turning to Skylark-Hollywood models in late May at the rate of about thirty a day. "Because of new manufacturing processes in building the radically styled Hollywood, the difficulty, of gearing up the plant was more acute than in building a conventional car" announced R.E. Stone, vice-president for manufacturing. "Since both Graham Senior and Hollywood cars can come down the same assembly lines, many new plant arrangement had to be made. The Hollywood, with its frame and body integral, cuts into the main assembly line well beyond the starting point from an overhead suspended sub-assembly line". But it was the makeshift qualities of the old Cord dies that held car production at a disappointingly low level. In mid-July, the plant swung into the 1941 lines, and the sharknose was dropped. Hollywood horsepower was upped to 125 on the supercharged model, and its price was reduced to \$1045. Minor trim changes occurred, and a lower-priced Hollywood Custom (originally to be called the Clipper) was added to the line at only \$895, equipped with a 93 bhp unsupercharged six. Alas, the 1941 Skylark was in production only a few weeks before an exhausted Hupp called it quits and withdrew from the joint operation after only 319 units, most of which were eventually sold off as 1941 models. Hupp was in such straits that they underwent receivership beginning in October 1940, before emerging as a solvent concern. Graham was in better condition, but just barely. Hollywood production continued through early September, when the plant was closed "temporarily". It never reopened to build automobiles.

The History of Pontiac from Murphy to Estes

To trace the history of Pontiac Motor Division to its beginning, it is necessary to go back to the gay nineties and to the nostalgic days of the dashboard and whip socket.

Edward M. Murphy, a successful young businessman organised the Pontiac Buggy Company in Pontiac, Michigan in 1893. During the following ten years, his company gained an enviable reputation for fine carriage work.

It was in the early 1900s that the far sighted Murphy began to look with interest at the smoking, sputtering horseless carriages that appeared occasionally on the streets. Sensing the potential of the automobile which still was branded as an impractical and temporary novelty, he acquired the rights to a two cylinder engine designed by A.P. Brush, a famous motor pioneer who already had established his reputation in the field of engineering by designing a successful one cylinder Cadillac and Brush car.

Murphy equipped a section of his buggy works for car production and on August 28, 1907, he founded the Oakland Motor Car Company.

The initial investment of \$200,000 in the new automobile manufacturing concern is less than the cost of some of the machines which now equip sprawling plants at Pontiac.

Murphy produced the two cylinder Oakland for a year. However, it did not sell, so in 1908 he introduced the Oakland Model K, a four cylinder car that was powerful for its time and competitively priced. A total of 278 four cylinder Oaklands were produced in 1908 and 491 in 1909.

The growing young Oakland Motor Car Company attracted the attention of William Crapo Durant, one of the organizing geniuses behind the then-forming business which was to become General Motors.

Durant, through his agents, entered into negotiations with the Oakland stockholders and on April 9, 1909, Oakland joined General Motors taking its place beside Buick and Oldsmobile. Cadillac joined GM later that year and Chevrolet was added in 1918.

In September, 1909, E.M.Murphy died at age 45. Lee Dunlap, a long time friend and business associate of Murphy's succeeded Murphy and Oakland continued its growth.

In 1910, production of the Model K Oakland boomed to 4,639, mainly on the basis of its hill-climbing ability. Three years later, Oakland introduced its first '6' along with a fast '4' that was equipped with a self starter.

After World War I, Oakland pioneered closed bodies in the light car field and sceptics shook their heads. In 1923, Oakland introduced long lasting, fast drying duco lacquer to the automotive industry.

In 1925, rumours spread of a new companion car to the Oakland line. Ben H. Anibal, who had been chief engineer for Cadillac, was engaged by General Manager A.R.Glancy to design a completely new light, six cylinder car.

Pontiac, the 'Chief of the Sixes' made its bow at the New York Auto Show in January, 1926. Little did Oakland executives dream at the time that the Pontiac would one day supersede the parent.

The new automobile became as aggressive and powerful in its field as did the colourful Indian chief, who 200 years ago banded together the Ottawas, Chippewas, Pottawatomis and Miamis into a powerful confederation.

Embodying many features of high priced automobiles, yet costing little more than the least expensive lines, Pontiac immediately captured public favour and in 1926 a total of 76,742 units were built.

Popularity of Pontiac became so great that Oakland was discontinued in 1932. Pontiac is one of the few companion cars to survive the rigors of competition and today holds the distinction of being the only line introduced by General Motors after formation of the corporation.

Soon after the introduction of Pontiac, it was evident that the original factory site near the centre of the city of Pontiac was too small, so 246 acres were acquired on the northern edge of the city for a new plant.

The new facility was to be known as the 'daylight plant' because the extensive use of glass skylights provided natural illumination. It was considered a miracle in the construction industry that within 90 days after ground was broken; cars were being produced in the new plant.

A new Fisher Body Division plant was built nearby, connected by an overhead closed bridge ... a convenience not available to many manufacturers who had to truck in their bodies.

In 1933, Harry Klingler was named general manager of Pontiac, and it was decided to put a 'six' back in the line, retaining the 'eight' as well. The 1935 models were the first to bear the Silver Streak identification, and sales doubled calling for further factory expansion.

Pontiac produced 330,061 units of its 1941 model, thus becoming the largest producer in its price class and the fifth largest in the nation. After an outstanding war production record, Pontiac returned to passenger car production in 1945.

To satisfy growing demands, a vast expansion program was launched in 1945 to increase productivity capacity by 50 %. Pontiac's iron foundry was greatly enlarged. Layout of the engine plant was altered to provide for more machines and heavier production. A new building was erected for increased production of rear axles, and for

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heat treated steel forgings to make them tougher and more durable. Pontiacs electroplating system, one of the largest automatic setups in the new warehouse for handling past model parts, was put into service.

In 1951, Klingler became vice president in charge of vehicle production for GM and Arnold Lenz was appointed general manager of Pontiac. Lenz served as general manager until his tragic death in 1952.

R.M. Critchfield succeeded Lenz as general manager and under his guidance Pontiac embarked on the most extensive enlargement and modernization program since 1927. A new car finish building was completed and the engine plant was completely modernized to produce V8 engines in record numbers. Production for 1955 established a new high of 581,860 cars.

A new era started for Pontiac in 1956 when Semon Knudsen took over the reins as general manager. Knudsen, son of William S. Knudsen, a former GM president, at the time was the youngest GM general manager at age 43. He proceeded without fanfare to make over the Pontiac range.

With a new engineering group headed by E.M. Estes, the new Pontiacs were methodically developed. Starting with the 1959 models, an image of a youthful car with appeal across the spectrum of new car buyers emerged.

In the fall of 1960, following intensive research, development and testing, Pontiac introduced the completely new Tempest series. Unique in conception and fresh in styling, the Tempest became an immediate success and was recognised as the outstanding engineering achievement of the year.

When Knudsen moved to Chevrolet as general manager in 1961, Estes headed Pontiac. Under his direction the division continued to grow in sales volume and facilities.

This Month in History - 7th August 1915 : Resta breaks 100 mph barrier

Driving a Peugeot, race-car driver Dario Resta broke the 100mph speed barrier on this day in 1915. He broke the record while winning the 100-mile Chicago Cup Challenge Race at the Maywood Board Speedway in Chicago. With an average speed of 101.86mph, this was the first event in which such speeds had been attained for a race of this length in the U.S.

Dario Dolly Resta Born August 17, 1884 - September 2, 1924) was an Italian race car driver born in Livorno, Tuscany Italy. Resta's father Enrico decided to move the family from Italy to England. Raised in England from the age of two, It seems Resta began racing there starting in 1907. He took part in the Montagu Cup the very first race of the now historic Brooklands track. He set a record of 95.7 mph in a half-mile run a few years later.

In early 1915 he was brought to the United States by Alphonse Kaufman an America importer of Peugeots to drive Kaufman's Peugeot. In February he won the United States Grand Prix at San Francisco followed by a victory in the Vanderbilt Cup. After leading during the final stages of that year's Indianapolis 500, he finished second to Ralph DePalma when his car skidded and he had to make a pitstop for tires. Resta then drove his blue Peugeot to victory in the inaugural 500 mile race on the board track at the Chicago Speedway on June 26, 1915. The race received eighteen pages of coverage in the July 1, 1915, issue of Motor Age magazine.

The following year in 1916, enroute to winning the United States National Driving Championship, Resta repeated as winner of the Vanderbilt Cup plus he won the Indianapolis 500, the Chicago 300, the Minneapolis 150 and the Omaha 150 races.

With World War I Raging in Europe and the United States entering the war in 1918 races were reduced to a minimum. During 1918 Resta drove a Peugeot at a race in Sheepshead Bay, Brooklyn, a minor event with only a handful of racing drivers. During this time Resta dedicated his time to his business, a few years earlier Resta moved his family to Bakersfield, California. During his time in California, Resta created a small racing track at Buttonwillow, California, the track still exists and is used by racing fans to this day.



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1.00pm start of

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Apple and custard teacake

Serving size: Serves 8

Cooking time: More than 1 hour

INGREDIENTS

200g butter
 ¾ cup (150g) firmly packed brown sugar
 2 eggs
 2 cups (300g) self-raising flour
 ½ cup (125ml) buttermilk
 2 large (400g) apples, peeled, sliced thinly
 20g butter, melted, extra
 2 teaspoons caster sugar
 1 teaspoon ground cinnamon

Custard

2 tablespoons custard powder
 1 cup (55g) caster sugar
 1 cup (250ml) milk
 20g butter
 2 teaspoons vanilla essence

NOTE: This recipe can be made up to a day ahead.

METHOD

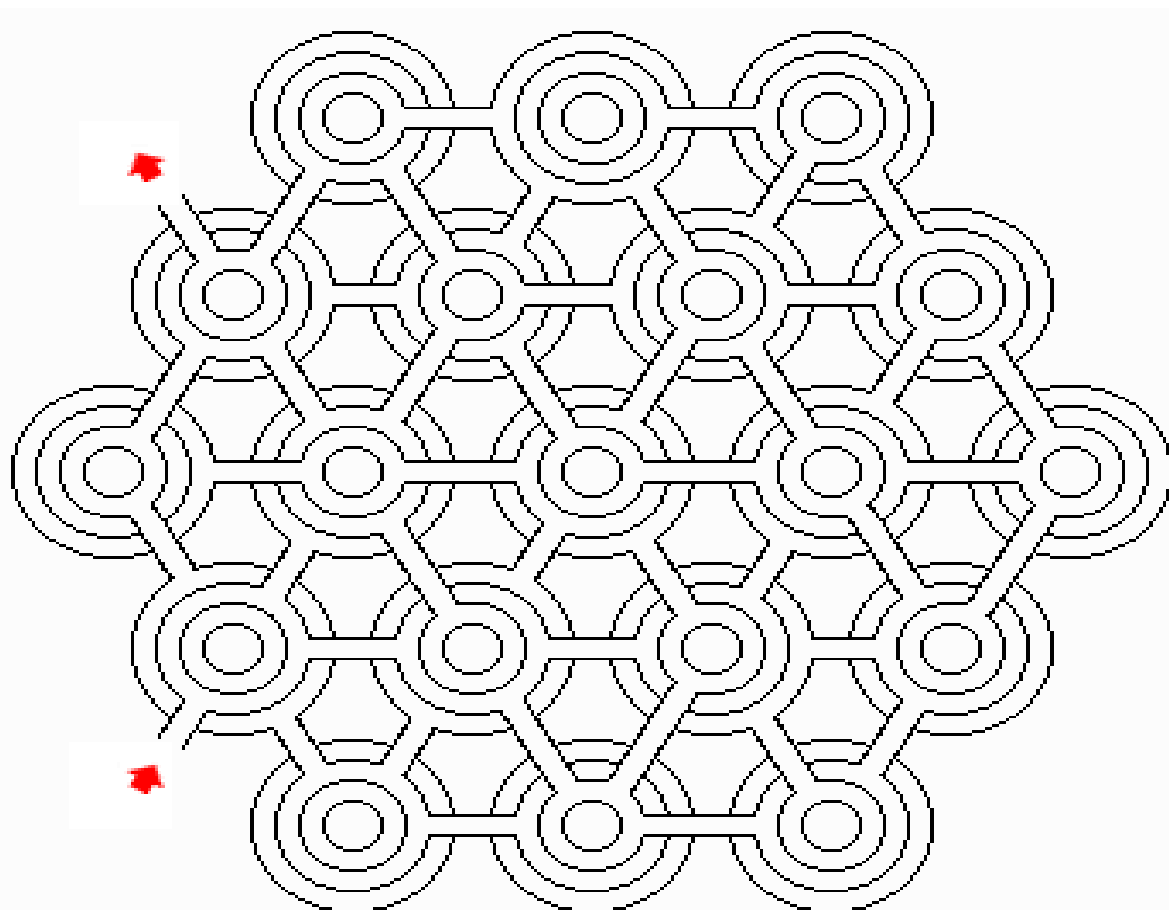
For the custard, combine custard powder and sugar in a small saucepan; gradually stir in the milk. Stir over heat until the mixture boils and thickens. Remove from heat; stir in the butter and essence. Press plastic wrap over surface; cool.

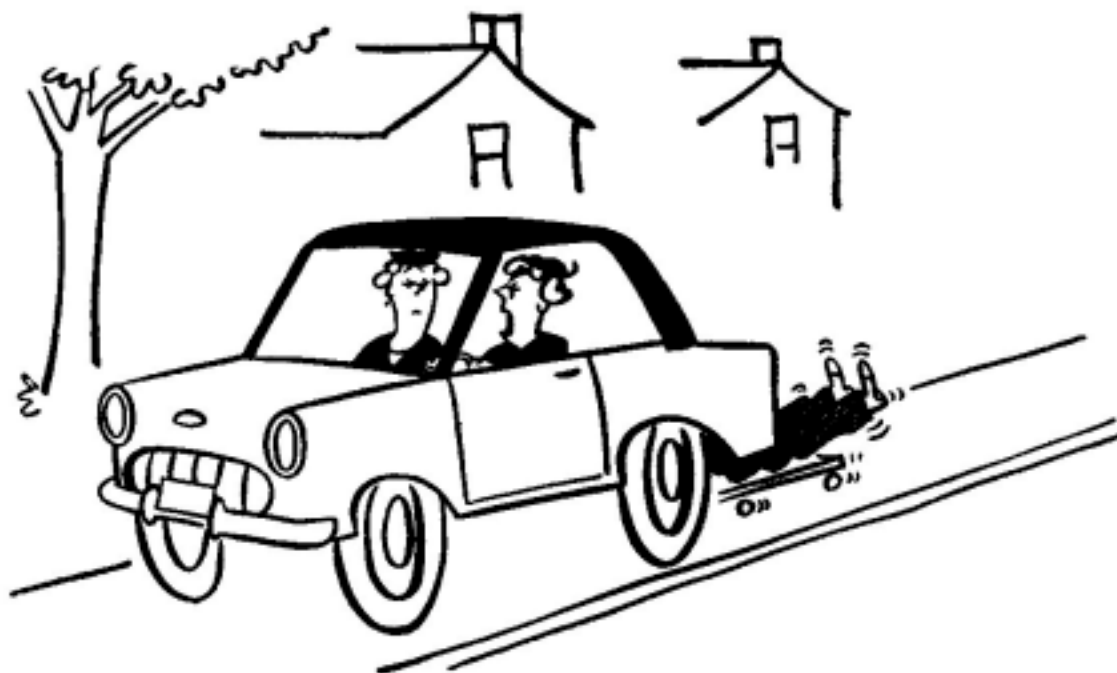
Preheat the oven to moderate (180°C). Grease a deep 22cm round cake pan; line base and side with baking paper. Beat butter and brown sugar in a medium bowl with an electric mixer until light and fluffy. Add eggs, one at a time, beating until combined between each addition. Stir in the sifted flour and buttermilk, in two batches.

Whisk the cooled custard until smooth. Spread half of the cake mixture into the prepared pan; top with custard. Spread the remaining cake mixture over custard until completely covered. Overlap apple slices on top; brush with the extra melted butter, then sprinkle with combined caster sugar and cinnamon.

Bake in a moderate oven for about 1 hour or until firm; stand 5 minutes before turning onto a wire rack to cool.

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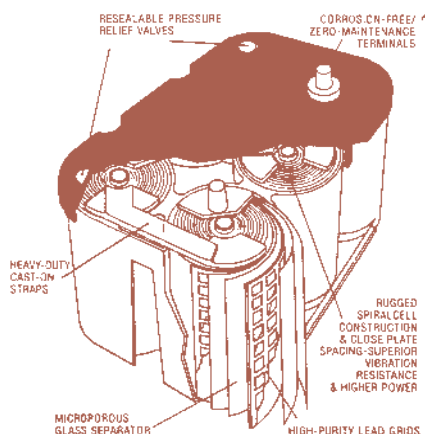
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The CHACA 'toons & joke Page

A young blonde woman was driving through the Florida Everglades while on vacation. She wanted to take home a pair of genuine alligator shoes in the worst way, but was very reluctant to pay the high prices the local vendors were asking.

After becoming very frustrated with the attitude of one of the shopkeepers, the young Blonde declared, "Well then, maybe I'll just go out and catch my own alligator and get a pair of shoes for free!" the shopkeeper said with a sly smile, "Well little lady, why don't you go on and give it a try?" The blonde headed off to the swamp, determined to catch an alligator.

Later in the day, as the shopkeeper is driving home, he spots the same young woman standing waist deep in the murky water, Gun in hand. As he brings his car to a stop, he sees a huge 9-foot 'gator swimming rapidly toward her. With lightning reflexes, the blonde takes aim, shoots the creature and hauls it up onto the slippery bank. Nearby were 7 more dead 'gators, all lying belly up. The shopkeeper stood on the bank, watching in silent amazement. The blonde struggles mightily and manages to flip the 'gator onto its back. Rolling her eyes

heavenward, she screams in frustration :
"CRAP ! THIS ONE'S BAREFOOT, TOO!"

I was feeling a bit lonely so I decided life would be more fun if I had a pet. So, I went to the pet shop and told the owner that I wanted to buy an unusual pet. After some discussion, I finally bought a Centipede which came in a little white box to use for his house. I took the box back home, found a good location for it, and decided I would start off by taking my new pet to the pub to have a drink. So, I asked the centipede in the box, "Would you like to go down The Queen's Head Pub with me and have a beer?" But there was no answer. This bothered me a bit, but I waited a few minutes And then asked him again, "How about going to the pub for a drink?" But again, there was no answer from my new friend and pet. So, I waited a few minutes more, thinking about the situation. I decided to ask him one more time; this time putting my face up against the centipede's house And shouting, "Hey, in there! Would you like to go to The Queen's Head Pub And have a drink with me?" A little voice came out of the box: .
"I heard you the first time! I'm putting my bloody shoes on



HOW AGING AFFECTS BELT HEIGHT...



YOUTH ADULT MIDDLE- AGE OLD AGE

A man took his wife to the rodeo and one of their first stops was the breeding bull exhibit.

They went up to the first pen and there was a sign attached that said, "This bull mated 50 times last year."

The wife playfully nudged her husband in the ribs and said, "See ...

He mated 50 times last year ... once-a-week."

They walked to the second pen which had a sign attached that said,

"This bull mated 120 times last year."

The wife gave her husband a healthy jab and said, "That's more than

twice a week! You could learn a lot from him."

They walked to the third pen and it had a sign attached that said, in capital letters,

"This bull mated 365 times last year."

The wife, so excited that her elbow nearly broke her husband's ribs, said, that's once-a-DAY. You could REALLY learn something from this one."

The husband looked at her and said,

"Go over and ask him if it was
With the same cow."

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: Classic 1974 Volkswagen Super Bug L 1600

Registered EG 076 (Personal Plates will be changed to new plates upon sale or before)

Rego March 2008.

Fully maintained by Volks Specialist.

R.W.C. Supplied.

Nothing to spend \$6,500.00

Phone Ted or Betty 0394013092 or Mob 0417036044

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: 1937 Buick, straight eight, 3 speed

Navy Blue, restored brake system, engine runs, tow bar fitted

Body straight but rusty, ideal restoration Drives okay, lights work

Has been in storage for many years

Chris 0418 885 886 / 5977 6988

07/06

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

Wal Martin 9467 1464 or 5786 1667 after hours.

07/06

For Sale: 1925 – 1929 Nash Advanced 6 parts including - Wheels, Engine, Engine parts, Generator, Starter, Gearboxes, Diffs, Rear Axles, Brake Drums, Rear Axle Housings, Petrol Tank and various other parts. I need room in my shed!

Tibbie 9791 9646

For Sale: 1953 Chevrolet Rear Window-glass in good condition.

Tibbie 9791 9646

08/07

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

Wanted: 4 Original Wheels to suit Holden HT-HG models

John Christie (03)5964 8280

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

Wal Martin 9467 1464 or 5786 1667 after hours.

07/06

For Sale: 1964 Triumph Spitfire 4 Mark 1, Red duco with black interior. Restoration just completed. Overhauled 1147cc engine, gearbox, and differential. New brakes, radiator, upholstery and carpeting through out. Soft top in excellent condition. Fitted with factory heater, stereo radio/tape, radial tyres on "knock-off" wire wheels. VIN No.38822FC Must go due to lack of garage space. Price \$11,000. Chris Lowth 03 9775 9371

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

Mary 9578 6358 or 0402 237 989 07/06

Classic Tyre Clearance – Dirt Cheap

Set of 5 Pirelli 185 SR 15 50% tread - \$150 lot, 2 x Firestone 6.40.15 + tubes near new - \$150 pair, 2 x recaps 6.70.15 6 ply 75% tread - \$40 pair, 2 x Dunlop Formula 70 205/70 VR15 SP Sport 50% tread - \$40 pair, 1 x Michellin 185.15 ZX Radial 75% tread - \$25, 1 x Dunlop 6.40.15 90% tread - \$35, 1 x Olympic ER70 H15 Radial 75% tread - \$25, 1 x Kumho 165.15 Steel Radial 90% tread - \$20

1 x Bridgestone Wide 70 ER70 HR15 75% tread - \$25, 1 Michelin ZX2 185 SR14 90% Tread - \$35, 1 x Olympic Qualifier 195.17 R14 brand new - \$75

1 x Goodyear Eagle P175/65 R14 brand new - \$65, 1 x Dunlop Performance 3000 205/55 R15 near new - \$60, 2 x Bridgestone Supercat 205/65 HR15 near new - \$100 pair, 1 x Dunlop RS4 5.20.14 on Morris Minor rim, as new - \$30, 1 x Olympic Air Ride 6.70.15 95% tread - \$45 3 x Goodrich Silvertown 7.10.15 with 1" Whitewall new - \$150 lot, 1 set 16" Truck Tubes new - \$60 lot, Assorted Car Tubes 12"-13"-14"-15" as new \$7.50 each, 4 x Steel Radials 155.13 near new \$95 set, Note: single tyres are ideal for spare wheel fitment

Bob Clark 9391 8327

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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

BILL ELDRIDGE MECHANICAL REPAIRS

Club Member

VINTAGE & CLASSIC ALL MAKES -ALL MODELS

- All mechanical work
- Engine reconditioning
- Panel work & Repairs
- Full Restorations
- Water Pumps modified
- Clutch & Brakes



"When better cars are (re)built, Bill will (re)build them"
Factory 20, 166 Bridge Road, Keysborough Vic. 3173
Telephone: (03) 9798 8636
A.H. (03) 9798 1995

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: Denise Douglas
PO Box 514 Caboolture, Qld. 4510, . Phone 07 3408 9084
email: secretary@chacc.com

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

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

Secretary: Gary Henderson, Phone 02 6926 1504
PO Box 749, Wagga Wagga, NSW 2650

Meetings:
First Monday of the Month, at Clubrooms, Wagga Wagga 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.



August 2007 Pin Up - 1975 Mercedes Benz 450 SL - Mick Whiting & Tina Brown

January						
Su	Mo	Tu	We	Th	Fr	Sa
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August						
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