

J JOURNAL

SEPTEMBER, 2007 VOLUME 42 NUMBER 3

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



Wesburn Hotel Club Run
Spanner Sizes
The CHACA 'toons
The Graham Brothers Part 6
Screw Threads

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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webmaster@chaca.com.au
PO Box 2004 Bayswater 3153
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Meetings

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

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

Visitors and prospective new Members are welcomed.

Club Permit Scheme

FOR Special Use Vouchers:

Ian Hanks 03 9551 3447; Gordon Wightman 03 5977 6668;
Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

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

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

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

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

The closing date for contributions is outlined below.

Journal Closing Dates - 2006/07

12th September, 17th October, 21st November, 12th December

Journal Nights – 2006/07

20th September, 25th October, 29th November, 20th December

CHACA Life Members

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

Eddy Dobbs Snr,

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

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

Website

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

Archivist and Historian - Margaret Griffin - 5977 6649

Club Welfare Officer - Noelle Reynolds - 9770 1231

2007 Club Calendar

January

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

February

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

March

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

April

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

May

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

June

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

July

6th Club Meeting – Deepdene
15th 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/AGM
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.

Vice President's Report:

In this month's Journal there is a nomination form for positions in CHACA for Directors and General Committee.

I would like to suggest that Members who could serve in some capacity, to give it a go. We would like some new blood and new ideas, remember it is your CHACA and the Club is only as good as its Members. The AGM will be held on the 2nd November 2007.

David Landells
Vice President

Editorial:

Members

Spring, noun - a flexible elastic object used to store mechanical energy

Spring, from a Club perspective a time to consider your AGM nominations and Membership renewals which are attached to this month's Journal; Club Secretary MaryAnne Irvine and Club Membership Secretary Max Austin are eagerly awaiting your quick response!

Spring, is there a better way of celebrating its arrival than attending Wattle Day at Wattle Park? I doubt it! This year the VDC, Vets and the Model A Ford Club of Victoria have been invited to join in the celebrations.

Spring, a time for our Members to get together at the Club's Annual Luncheon on the 28th October. This year's venue is a beauty – The Titanic Restaurant. Special Activities Officer Barry Smith is not only taking bookings, but is also guaranteeing your survival!

Spring, a time to get together with the VDC and Veteran Car Club at the Tri Club Picnic Day to be held at Braeside Park on the 14th October.

Spring culminates with the Club's Annual Presentation and Display Day at Wattle Park on the 25th November.

Don't be sprung in spring! Is your 'special car' wearing a CHACA windscreen sticker?

Editor George

Welfare Officer's Report:

Get Well cards sent to: Ellis Baron, Frank Dallimore, Bob O'Malley and Rhonda O'Malley.

Sympathy Card sent to Tina Brown
Noelle Reynolds

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Club Meeting - Deepdene

8.00 pm

7th September 2007

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

For our September meeting, I have invited Mr. Rod Walter, Director of DataDot Security to give us a talk on how this system can help protect your property, and is identifiable by police.

Members please bring a plate of supper

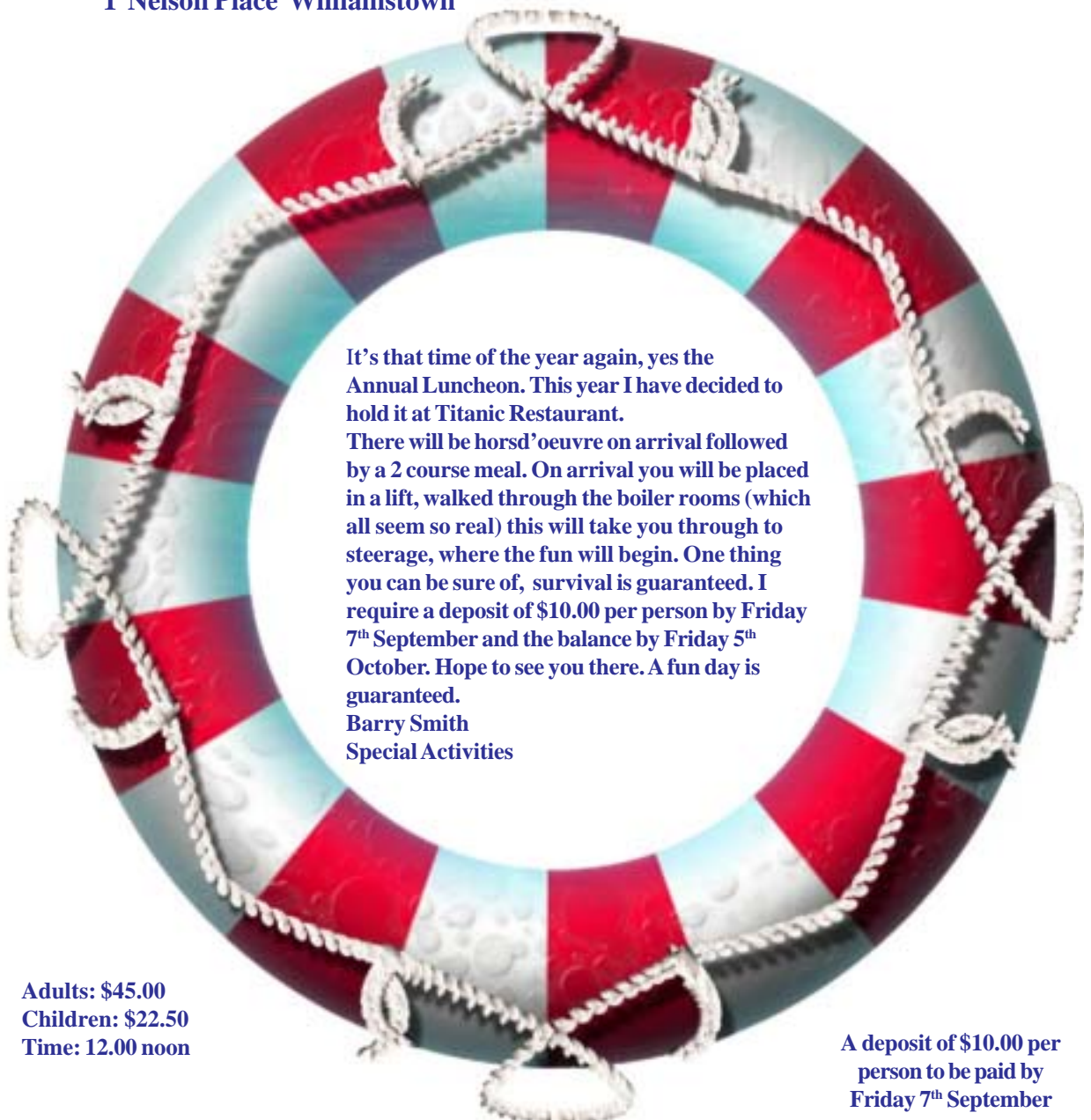
David Landells

Vice President

Annual Luncheon - Titanic Restaurant

28th October 2007

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.

There will be horsd'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

Adults: \$45.00
Children: \$22.50
Time: 12.00 noon

A deposit of \$10.00 per person to be paid by Friday 7th September

Wattle Day - Wattle Park

9th September, 2007

10.00am

1012 Riversdale Road, Surrey Hills (Melways ref: 60 J2)

Enter off Riversdale Road and follow the road up to the Chalet, the entrance to 'our' allocated parking area is on the eastern side of the Chalet. Please note that I said 'our' parking area, because we have been allocated ringside parking to the days activities.

I have also invited the Veteran Car Club, the Vintage Drivers Club and the Model A Ford Club of Victoria to join us; this gives us the opportunity to check out some very nice cars and some very nice people.

There is plenty of parking space, so please make an effort to attend and even bring along your Kids, Grand Kids and enjoy a bonding experience whilst picnicking over lunch.

So please come along and support not only your Club, but the rangers, the co-ordinators and students from Holmesglenn Institute of TAFE land management as well.

Ian Hanks

9551 3447

What's On At Wattle Day

<i>Wattle Park Primary choir</i>	<i>Bandstand</i>	<i>11:30 AM</i>
<i>Melbourne Tramways Stage Band performances</i>	<i>Bandstand</i>	<i>12 noon onwards</i>
<i>Mark Thomson band</i>	<i>Bandstand</i>	<i>1 pm</i>
<i>Colouring competition</i>	<i>Parks Vic marquee</i>	<i>11 - 1.30pm</i>
<i>Friends of Wattle Park displays</i>	<i>Friends marquee</i>	<i>All day</i>
<i>Artist painting in the park</i>	<i>Parks ground</i>	<i>All day</i>
<i>Jumping castle</i>	<i>Near playground</i>	<i>All day</i>
<i>Wild refuge interaction (Possum Lady)</i>	<i>Bandstand/marquee</i>	<i>1 - 2pm/2-2.30pm</i>
<i>Face painting</i>	<i>Friends marquee</i>	<i>All day</i>
<i>Classic and Historic Car Club display</i>	<i>Behind Parks Vic marquee</i>	<i>All day</i>
<i>Plaster painting</i>	<i>St Theodore's marquee</i>	<i>All day</i>
<i>Basket makers activity</i>	<i>marquee</i>	<i>All day</i>
<i>Greenlink</i>	<i>marquee</i>	<i>All day</i>
<i>Girl Guides (pancakes and displays)</i>	<i>Girl Guides marquee</i>	<i>All day</i>
<i>Wattle Park Golf Course fruit sampling and ice creams</i>	<i>Park grounds</i>	<i>All day</i>
<i>Coffee Van</i>	<i>Park grounds</i>	<i>All day</i>
<i>Environmental displays</i>	<i>City of Whitehorse marquee</i>	<i>All day</i>
<i>Blackburn Lake Sanctuary displays</i>	<i>City of Whitehorse marquee</i>	<i>All day</i>
<i>St Johns Ambulance</i>	<i>Park grounds</i>	<i>All day</i>
<i>Metropolitan Fire Brigade</i>	<i>Park grounds</i>	<i>All day</i>



Wattle Parks new W Class tram arrived on 17th August 2007

Tri Club Picnic Day
Sunday 14th October 2007
(This Event replaces the former Tri Club Weekend away and is being
organised by CHACA)
Rosella Oval Braeside Park
Lower Dandenong Road Entrance
Melway 88 E8

Planning is still underway for this Event and we are hopeful that there will be some interesting entertainment/displays. A very pleasant day is assured in congenial surroundings with great people. Watch for updates.

Time: from 10.30 a.m.

Place: Rosella Oval, Braeside Park. This is the last oval on the left hand side before the exit into Lower Dandenong Road. Please note that the road is a one way circuit, so if you drive past Rosella Oval you will need to complete the 2 kilometre circuit again.

Lunch: B.Y.O. everything. Portable **gas** BBQ's allowed except on days of total fire ban.

Facilities: Shelter (limited), toilets, electric barbecues, a bird hide and observation decks and an adventure playground – for the young and the young at heart. Access and facilities for the Disabled.

Looking After the Park: No dogs, cats or horses. Please take your litter home. ONLY portable gas barbeques allowed, except on days of total fire ban. Please don't feed or handle the wildlife.

Annual Tour
Queens Birthday Weekend
7th - 9th June
2008

For the weekend we have chosen Daylesford as our destination. As it will be 17years since we have been there, a lot has changed in that time. It's very pretty country side to drive though and there is a lot to see. Accommodation is very limited mainly due to the cost. We have secured a lovely and well appointed Motel, The Central Springs Inn off the Main street. So you can take a stroll up the main street look in the shops and have a coffee. Some of the motel Buildings have been classified by the trust. We have had to get on to this early, because it is a very popular destination that weekend, accommodation is very limited, so it will be first in best dressed. We are opening bookings now and will be closing them at the December meeting. We need a \$50 deposit to confirm your booking.

Standard Room \$125.00 per night
 Family Room \$165.00 per night (4 people)

We have also some powered sites at the Daylesford Caravan Park. They are \$26 per night, 3 night booking.

Any further information you may require you can see me at the meetings, club outings or phone me on 9807 6813.

Barry Smith
 Special Activites

Presentation and Display Day

25th November 2007

11.00am

Wattle Park

1012 Riversdale Road, Surrey Hills (Melways ref: 60 J2)

Wattle Park's singular appeal comes from a delicate balance between historic buildings, man-made landscape and natural bush. Opened in 1917, the park was modelled on the American trolley parks, designed to draw customers to the end of new tram lines. In 1915, the Hawthorn Tramways Trust purchased the then rural land from Mrs Eliza Welch for £9,000 on the condition that it was to be used as a public park. It was not until the late 1920s and early 1930s that extensive planning and development commenced with the construction of the Chalet in 1928, curator's cottage in 1932 and most of the sporting facilities over the next few years. The Field Naturalists Club of Victoria and the Wattle League were influential in the planting of 12,000 wattles, natives and ornamental trees between 1926 and 1928. Remnants of many indigenous trees can be seen - manna gum, yellow box, common peppermint, swamp gum, black wattle, blackwood, sweet bursaria and swamp paper-bark. Native grasses and wildflowers such as kangaroo and wallaby grass, chocolate lilies and milkmaids bring the eastern slope alive with colour and insect activity during spring. Orchids and butterfly populations are also a special feature of the park. The lone pine overlooking the oval was sown from seed collected at Gallipoli in memory of soldiers from the 24th Battalion who were killed during World War One.

Wattle Park is at 1012 Riversdale Road, Surrey Hills (Melways ref: 60 J2).



Novelty Events for both Young and Old
Free Ice Creams & Lollies for the Children

Our very own Father Christmas will be calling so please ensure all your children, grandchildren and great grandchildren don't miss out on Santa. For those parents or guardians that wish their children to receive a gift from Santa please smuggle a gift of up to \$10 into Santa's Bag.

Awards To Be Presented:

Simon Patience Trophy for Club Man of the Year
Percy Kay Perpetual Trophy for Club Lady of the Year
CHACA Challenge Cup
President's Award
Best Attendance At Events Award
Tom Lambert Perpetual Trophy for Presentation and Participation
The Editor's Award
Vehicle Award Categories:

1931 - 1940
1941 - 1950
1951 - 1960
1961 - 1970
1971 - 1980



Park Victoria Regulations:

No tents or marquees are permitted on grassed areas. Shade structures may be erected provided no spikes are used to attach the structure to the ground. The cricket pitch is completely out of bounds and will be roped off.

Transport:

For those Members who may have no transport on the day or perhaps are a little too ill to drive in to Wattle Park - please request a lift from your local CHACA Member. We all would dearly love to see you in attendance.

Letter to the Editor:

Fuel Inquiry a Joke

Australians are about to witness the 47th public inquiry into petrol pricing-no doubt another talk-fest that will fail to reveal vital facts and history of this manipulated rip-off beginning in the late 1970s.

The sad history records oil prices rose to \$42.50 a barrel at the height of the engineered "energy crisis" in the 1980s, whereat we paid 37c/litre at the bowser.

We were being conditioned by the Fraser led coalition to believe the world was running out of oil, and for the world's sake, we had to go onto World Parity Pricing-so the argument went.

This was sweetened by the assurance that the government would see that Australians receive the benefits when oil prices dropped on world markets.

Only recently our Prime Minister, John Howard indicated he could do nothing about fuel prices (what's changed is a coming election).

The political parties know the figures of Federal Government excise-more than \$14 billion collected annually, yet only \$2 billion spent on roads.

Roadwork was the very reason used to introduce fuel excise in the first place, plus we now have 10% GST on top of the 38c/litre excise-a tax on a tax!

All this plus the windfall of the resources tax which provides extra billions since the rise in oil prices.

An example of the rip-off was in the late 1990's when oil sold for just under \$10 a barrel yet we still paid 65c/litre at the bowser.

We have witnessed twice this year fuel prices rising against falling world parity pricing.

The question must be answered by the major political parties: why do we have to adhere to world parity pricing? Are they representing the electorate's wishes? We provide the majority of our own fuel (short only on heavy type crude) while exporting thousands of mega-litres of top quality fuel over and above our own domestic requirements, all from our own wells (and with more capped).

We export gas from the north West Shelf in bulk for less than 5c/litre, yet we pay up to 53c at the local outlet. It appears we are being manipulated for the greatest benefit of foreign multi-nationals whose majority of huge profits leave Australia virtually untaxed due to the International Taxation Agreement of 1953.

If this was removed, it would provide billions of dollars in revenue to offset the average of 52c the government collects on every litre sold.

Unless Australians en masse voice their protest to their local federal member or the opposition candidates in this election year with facts on petrol pricing, then they may as well continue watching sports and reality shows on television because the party politicians will do nothing to reduce the profits of oil companies, nor the price of fuel at the bowser.

Ralph Provan

Vice President's Report AGM 2nd November 2007

Nominations are invited by Members of the Classic and Historic Automobile Club of Australia at the Annual General Meeting, which will be held at the clubrooms on Friday 2nd November 2007.

The Committee comprises five directors and up to nine committee persons.

President: to chair all meetings and represent CHACA at invited events, sign as correct all minutes, and provide an annual report.

Vice President: to chair meetings and represent CHACA in the absence of the President and arrange program for monthly Club meetings.

Secretary: to attend all meetings, provide agendas and record minutes of all meetings and to report and respond to all CHACA correspondence.

Treasurer: to receive all monies paid to CHACA and pay all expenses. Attend all meetings and provide a monthly report. Provide an Annual Financial Statement.

Technical Officer: to attend all meetings and maintain a record of Member's vehicles on the Red Plate Permit Scheme. Answer technical questions.

Editor: to produce the Club Journal with Members submissions.

Membership Secretary: to attend meetings and maintain a record of all financial Members.

Activities Officer: to attend all meetings, prepare the Club activities calendar, lead the events and keep the attendance book.

Special Activities: to attend meetings and arrange the Annual Tour, Annual Dinner and various Tri Club events.

Publicity and Advertising: to attend meetings, promote CHACA and actively seek paid advertising in the Journal.

Librarian: to attend meetings and maintain the Club library. Maintain Members borrowings.

Property Officer: to attend meetings and maintain and update Club property, jewellery and badges.

Plus two Committee persons without portfolios.

Nominations for the above positions need to be made on the approved nomination form, signed by the Nominee and their seconder, and shall be received by the Secretary no later than 3rd October 2007.

By order of Vice President – David Landells

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 Bill Wellwood

RSVP: limited tables available, book now. Call Richard Sanders on 8543 2203 or 0417 490 949 or email Richard_sanders@shannons.com.au

Membership Renewals:

Your Membership renewal application form is issued with this month's Journal to be effective by the Club's renewal date of 1st November 2007.

The renewal does not apply to Members who joined from June 2007 onwards.

Please promptly dispatch your completed form and payment to Max Austin, Membership Secretary.

You will receive a reminder form with the October Journal, but you only have to pay once!

Max Austin

Membership Secretary

Letter to the Secretary:

Dear fellow enthusiast

In 2008 the Vintage Drivers Club will celebrate the 50th anniversary of its founding. We plan to have a series of celebrations throughout the year, but this letter is to tell you of one in particular.

Our major event will be a hub rally in Ballarat from 26th April to 4th May. On Sunday 27th April, as part of this week, we will be holding a vehicle display, and we are inviting your Club to join us in this celebration of our hobby, and help us to make it a really spectacular event. We hope to have a wide range of display vehicles, and will not be charging admission for them. Your Members are of course, welcome to join us for the day, the weekend, or the whole event.

We will send you entry forms and more detailed information as it becomes available.

Many clubs throughout Victoria will have past VDC members amongst their number, and we are particularly anxious to include those who are part of our earlier history in our celebrations.

Ann Drysdale

VDC President

Letter to the Editor:

I am starting up a small workshop specializing in hot rods and classic car repairs. If I can be of any help please don't hesitate to give me a call.

Ian Hardy Automotive specialists in:

- *Restoration, fabrication and modifications
- *Chassis engineering and brake systems
- *Fuel and brake line fabrication and routing
- *Electrical wiring and troubleshooting
- *Show detailing and preparation
- *1952-1956 Fords a specialty
- *Preparation of your vehicle for Engineer's Report and RWC requirements for full registration
- *Servicing and repairs on Hot Rods and Classic vehicles
- *Over 22 years of experience as Chief Mechanic and Fabricator in leading Hot Rod & Classic vehicle workshops

Ian Hardy

CHACA Club Member

Phone: 9728 5164

Mobile: 0402 229959

Kilsyth

Raffle Winners:

The lucky ones-

Burkes Backyard magazine

Book

CD

CD

CD

Contact Bond

Car Care Product

June Findlay

Barry Smith

Ken Findlay

Kevin Churchill

Margaret Landells

Jack Provan

Doug Gorham

Thanks to Vin Forbes and Tibbie for their kind donations.

Donations totalled \$18.00

New Members:



Neil Thomlinson

Frankston - 9770 7135

1967 Ford Cortina Mk1 440 Sedan

1970 Ford F350 Ambulance

1981 Toyota Hi Ace Campervan

Tony Wright & Sarah Kane

Nunawading - 9873 5893

1973 Cadillac Eldorado Convertible



Ian Hardy Automotive

Hot Rod & Classic Car Specialist

Classic and Historic Automobile Club of Australia

Notice of Annual General Meeting - 2007

Notice is hereby given the Annual General Meeting of this Club will be held at **8pm on Friday 2nd November, 2007** at Deepdene Park Hall, corner of Whitehorse Road and Parkside Avenue, Deepdene, Victoria. To facilitate the business of this meeting the nomination form on the reverse side is provided to enable member's nominations to be recorded and published prior to the meeting. All present Committee Members must retire at this date. However, those wishing to shall be eligible to stand for re-election along with any other nominees proposed by members.

Present Committee Members eligible for re-election are:

Executive Committee:	<i>President</i>	Kevin Churchill	<i>Treasurer</i>	Mick Whiting
	<i>Vice President</i>	David Landells	<i>Secretary</i>	Mary Anne Irvine
	<i>Technical Officer</i>	Ian Hanks		
Committee	<i>Membership Secretary</i>	Max Austin	<i>Librarian</i>	Eric Chaplin
	<i>Property Officer</i>	Eddie Reynolds	<i>Publicity Officer</i>	Gordon Wightman
	<i>Editor</i>	George Mockiewicz	<i>Activities Officer</i>	Ken Robinson
	<i>Special Activities Officer</i>	Barry Smith	<i>Committee Persons</i>	Ray Griffin

All positions are open for nominations.

Please note: All nominations must be proposed and seconded by members who are financial at the time of the Annual General Meeting. It is not necessary to nominate a member for each position, however, persons nominated must similarly be financial members and sign the nomination form.

This not a Ballot Paper and **WILL NOT** be used to derive a system of preferential voting. It is purely a **NOMINATION FORM, which** must be lodged with the Secretary, Mary Anne Irvine, on or before Tuesday, 2nd October 2007. There is no obligation to make a nomination but you are urged to do so in the interest of the Club. No nominations will be accepted from the floor.

ORDER OF BUSINESS

1. Receipt of Committee Members' Reports.
2. Receipt of Annual Report and Financial Statements
3. Election of:
 - a. Executive Committee Members
 - b. Committee Members

PROXY VOTES

Member unable to attend the Annual General Meeting are requested to complete the Proxy Form as poll votes may be given either personally or by proxy or by Attorney. The instrument appointing Proxy, Power of Attorney or other authority (if any) under which it is signed, or a notarially certified copy of that power of authority shall be delivered to the Secretary at any time prior to the meeting or adjourned meeting. A proxy need not be a member of the club. No person may hold more than three proxies and NO Committee members may hold proxies, save the Chairman who may hold any number of proxies.

VOTES OF MEMBERS:

1. Every member entitled to do so, shall have one vote and no more except in the case of the Chairperson's casting vote.
2. Poll votes may be given either personally or by proxy or by attorney.
3. The instrument appointing a proxy shall be under the hand of the appointer or of his attorney duly authorized in writing. A proxy need not be a member of the Club and no person may hold more than three proxies excepting Committee members who may not hold any proxies, save the Chairman who may hold any number of proxies.
4. The instrument of appointing a proxy shall be deemed to confer authority to demand, or join in demanding a poll and such instrument appointing a proxy and the power of attorney or other authority (if any) under which it is signed or a notarially certified copy of that power or authority shall be delivered to the Secretary or any other person acting in his place at any time prior to the holding of the meeting or adjourned meeting at which the person named in the instrument proposes to vote, and in default, the instrument of proxy shall be invalid.

Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 3rd August, 2007

Meeting opened at 8.10pm. Present Kevin Churchill (Chair) and approximately 25 Members. Chairman welcomed all present.

Apologies: Eric Chaplin, Ken and Margaret Robinson, Mary Anne Irvine, George Mockiewicz, Gordon and Patsy Wightman, James Allan, E & N Reynolds, Ray Nichol, T & J Tibbet, Tom Lambert, Jack Drewitt, R & M Griffin.

That apologies be accepted moved, Ian Hanks - seconded Jack Provan. Carried.

Minutes:

Minutes of the previous meeting held on the 6th July, 2007 and published in the Journal were signed as a true record, moved Margaret Landells - seconded Graham Hutchinson Carried.

Business arising from the previous meeting: Nil

Secretary's Report: Given by Max Austin in Mary Anne's absence - Incoming correspondence relating to other clubs, journals and forthcoming events were read out to the meeting.

Correspondence in:

- Flyer from The 60's Muscle Car Club regarding The American Breed show being held on November 18 at The Manhattan, Ringwood – passed on to the Editor and copies on the table.
 - Entrants forms for The RACV Great Australian Rally – 2008 copies on the table
 - Application from 'Fly the Flag Tour', Western District Tour, 5 to 11 April 2008– form on table
 - Notification from the RACV informing us of the London to Brighton Veteran Car Run, departing 29th October, 2007 for 13 days. A special film night will be held at 6.30pm, Thursday 23rd August. Bookings are now open through RACV Club Tours & Travel, phone (03) 9944 8916
- The American Car Nationals – Canberra 22 – 23 September, 2007

Correspondence out: Nil

Move that this report be accepted: Moved Ian Hanks - Accepted David Landells Carried

Reports:

Vice President: David Landells –Tonights guest is Trevor James from CO2 Blasted Things. Thanks to attendees at the Wesburn lunch run, Sam Knott Hotel. The meal was very enjoyable and attendance was good which made an excellent outing which all enjoyed in full.

Treasurer: Mick Whiting - Reported cash and bank balances for the month of July, summary of financial transactions for those months and investment account balances.

Moved Barry Smith - seconded Phil Ramsay that this report be accepted. Carried.

Membership Secretary: Max Austin – Reported initially no new members to date but later at the meeting the arrival of Neil Thomlinson of Frankston gave us a new member for August. Neil has a 1967 Ford Cortina MK1 440 sedan, 1970 Ford F350 Ambulance and 1981 Toyota Hi Ace Campervan.

Activities: - Kevin Churchill reported that as stated in the August Journal the next run is to Lazzar Winery, follow details as published, meeting at Mt Eliza Regional Park or proceed direct to Balnarring for 12.1pm arrival.

Special Activities Officer: Barry Smith – The Annual Lunch is going to be at the Titanic Restaurant as detailed in the Journal. A very different venue this year, on the 28th October. You're assured of an exciting day and no need for raincoats. Life Jackets supplied. Please get those deposits in ASAP.

Queens Birthday, Annual Tour for 2008 will be to Daylesford. Advance bookings are to be opened as a limited number of twin rooms will be available, first in first served. Watch out for further details.

Technical Officer: Ian Hanks – nothing to report. **Librarian:** Eric Chaplin – absent, **Property Officer:** Eddie Reynolds – absent

Editor: George Mockiewicz absent – report read out by Max. It hasn't been a good week due to being laid up in bed with the flu. As usual thanks for all the fantastic contributions. Next month's Journal will feature a couple of Technical articles written by Graham Hutchinson, details of the 2008 Annual Tour, information on the Club's 2007 AGM plus the usual interesting articles.

Publicity Officer: Gordon Wightman – absent, **Welfare Officer:** Noelle Reynolds. – absent

Cars and Parts for Sale:

1957 Caravan for sale. 12 feet long, sleep 4, typical style of the era, in good condition. Located Belmont, Geelong, Alastair Robinson, Ph: 0402 339 151. See Buy, Swap and Sell in this Journal.

President: Kevin Churchill - CHACA is hosting the Federation meeting this Sat, 4th August and volunteers to organize lunch and afternoon tea have been arranged, together with the catering required.

Special Reports:

AOMC Representatives: Graham Hutchinson – no reports this month

All Makes: Peter Galley, - The Great Aussie Car Show was a great day with plenty of Fords and Chevs. The total cars on display was 720. Good entertainment for the crowd was provided. This will be repeated next year due to this success. The next Swap Meet is 26th August, Chevrolet show day

Special Effort: Jenny Hanks – prizes for the special effort were read out. Good selection of prizes to choose from.

General Business: Nil

Chairman declared the meeting closed at 8.32pm

Next meeting to be held Friday 7th September, 2007. The General Meeting preceded the evening's entertainment.

The Titanic

The British luxury passenger liner *Titanic* sank on April 14-15, 1912, en route to New York City from Southampton, Eng., during its maiden voyage. The vessel sank with a loss of about 1,500 lives at a point about 400 miles (640 km) south of Newfoundland.

The great ship, at that time the largest and most luxurious afloat, was designed and built by William Pirrie's Belfast firm Harland and Wolff to service the highly competitive Atlantic Ferry route. It had a double-bottomed hull that was divided into 16 presumably watertight compartments. Because four of these could be flooded without endangering the liner's buoyancy, it was considered unsinkable. Shortly before midnight on April 14, the ship collided with an iceberg; five of its watertight compartments were ruptured, causing the ship to sink at 2:20 AM April 15. Inquiries held in the United States and Great Britain alleged that the Leyland liner *Californian*, which was less than 20 miles (32 km) away all night, could have aided the stricken vessel had its radio operator been on duty and thereby received the *Titanic*'s distress signals. Only the arrival of the Cunard liner *Carpathia* 1 hour and 20 minutes after the *Titanic* went down prevented further loss of life in the icy waters.

Many of those who perished on the ship came from prominent American, British, and European families. Among the dead were the noted British journalist William Thomas Stead and heirs to the Straus and Astor fortunes. The glamour associated with the ship, its maiden voyage, and its notable passengers magnified the tragedy of its sinking in the popular mind. Legends arose almost immediately around the night's events, those who had died, and those who had survived. Heroes and heroines, such as American Molly Brown, were identified and celebrated by the press. The disaster and the mythology that has surrounded it have continued to fascinate millions.



As a result of the disaster, the first International Convention for Safety of Life at Sea was called in London in 1913. The convention drew up rules requiring that every ship have lifeboat space for each person embarked (the *Titanic* had only 1,178 boat spaces for the 2,224 persons aboard); that lifeboat drills be held during each voyage; and, because the *Californian* had not heard the distress signals of the *Titanic*, that ships maintain a 24-hour radio watch. The International Ice Patrol also was established to warn ships of icebergs in the North Atlantic shipping lanes.

On Sept. 1, 1985, the wreck of the *Titanic* was found lying upright in two pieces on the ocean floor at a depth of about 4,000 m (about 13,000 feet). The ship, located at about 41° 46' N 50° 14' W, was subsequently explored several times by manned and unmanned submersibles under the direction of American and French scientists. The expeditions found no sign of the long



The *Titanic* under construction in Belfast.

Nearly fifteen thousand yardworkers were employed to build the *Olympic* and *Titanic*—the largest moving objects that had been constructed.



gash previously thought to have been ripped in the ship's hull by the iceberg. The scientists posited instead that the collision's impact had produced a series of thin gashes as well as brittle fracturing and separation of seams in the adjacent hull plates, thus allowing water to flood in and sink the ship. In subsequent years marine salvagers raised small artifacts and even a 20-ton piece of the hull from the wreckage.

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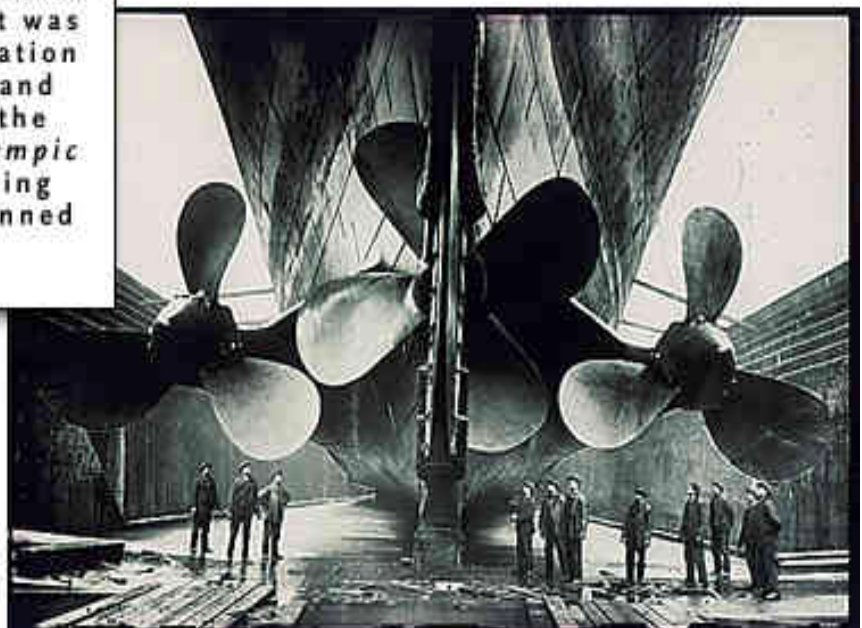
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Known as a "triple screw steamer" because it was driven by a combination of three cast steel and bronze propellers, the *Titanic* and the *Olympic* featured gigantic wing propellers that spanned more than 16 feet.



SPANNER SIZES FOR HEXAGON NUTS

Some years ago I submitted several articles on the different screw thread types. This is a follow-up on spanner sizes to fit the nuts in the various thread systems. We refer to the “across flats” (**AF**) size of the nuts & the **spanner opening** to fit each.

By the way, a **screw** is a “bolt” with the thread cut right up to the head, often called a **set screw**.

A **bolt** has some shank showing below the head.

Spanners for both **Metric** and **Unified** thread systems are simply stamped with the AF size, ie. a spanner stamped 7/16 will fit a 7/16" AF hex. nut. The same applies to a Metric spanner; it will be stamped with a number like 13 indicating it will be used on a nut with an AF size of 13 mm.

The **Unified system** UNF (Unified National Fine) and UNC (Unified National Course), is often incorrectly called the American system. It is a universal system adopted in 1948. to replace the old American thread system & the old British Whitworth system. The old American threads were called SAE fine & SAE Course, (Standard American Engineers); and the British Standard **Whitworth** BSW coarse threads, & BSF (British Standard Fine). They were all replaced over the years by the **Unified System**. However, those of us who are working on pre-war British cars, will still have need of Whitworth spanners.

Many of we elderly blokes may still find a spanner in our workshop, with SAE 7/16 stamped on it, & it will still fit the nuts on all American cars, even new ones. However, Whitworth spanners are more complicated, because they were specified by the thread size rather than the size of the hex. nut.

Whitworth & BSF spanners are still to be found in our workshops. You will have noticed that in most cases, the spanner will be stamped with two sizes. On one side is say, **5/8 BS**, and **9/16 Whit** on the other side. The spanner opening is about 1.020". The explanation for the two sizes is that during the 1939/45 war, to save on steel, the British decided to adopt a new standard, which they called **BS (British Standard)**. Because the hex. size of Whitworth nuts and bolts was quite large, they simply made all nuts and bolts from the next lower size of hexagon bar stock. It was done for the full range of thread sizes. There was no change to the threads themselves. In the example above, when making BS nuts for a 5/8" Whitworth bolt, instead of using 1.010" hex, they used 0.920", (which is the hex. size used for a 9/16" Whitworth bolt and nut). This meant that a spanner had to have both sizes stamped on them. We still refer to them as Whitworth spanners.

The BS system was continued after the war because the British were having economic difficulties, due to war costs, and the old Whitworth hexagon sizes were too large anyway. About the only place the large hex. nuts are to be found these days is with coach bolts.

Check your workshop, if you find one with just 9/16 Whit stamped on it, you are looking at a spanner which is at least 77 years old.

The chart below lists hexagon sizes of nuts in the Whitworth system. There could have been a formula relating thread size to AF hex, but I have not been able to find it.

Another British thread system in use back in those days is **BA (British Association)**. It is a system of small threads, mainly used for electrical parts. In cars, BA screws were found in all the electrical parts. They were specified by a number, not by thread diameter. The largest was 0 BA, and the smallest was 25 BA. (Although it is rare to find anything smaller than 6 BA). Only even numbers are in general use. The thread diameter and pitch of all BA screws is Metric, which is strange for a British Standard, (refer to my previous articles on screw thread systems). I do not intend to enlarge on the threads themselves here, as the purpose of this article is only to deal with the spanner sizes which fit BA hex. nuts.

While BA threads are Metric, the hexagon size is not. If there ever was a formula linking thread & hex size, I have not been able to find this one either. I have had a set of what are referred to as “Maggie Spanners” for as long as I can remember, they could well have come from my Dad. There are 8 in the set, (2 groups of 4, pivoting on what looks like a chain link). They are only 2" long, and incorporate a screwdriver as well as a single feeler gauge .011" thick. (Often we find point gaps specified as .010" to .012").

The chart below can be photo- copied & stored in your “useless information file”. You know, where things which defy categorization, but may be useful to have sometime.

BA SPANNER OPENINGS

Thread	Hex. nut AF	Spanner opening	OD mm.	Thread sizes Pitch mm.	Approx TPI.
0 BA	.413"	.415"	6 mm	1 mm	25.4
1 BA	.365"	.367"	5.3 mm	.9 mm	28
2 BA	.324"	.326"	4.7 mm	.81 mm	31
3 BA	.282"	.284"	4.1 mm	.73 mm	35
4 BA	.248"	.250"	3.6 mm	.66 mm	39
5 BA	.220"	.222"	3.2 mm	.59 mm	43
6 BA	.193"	.195"	2.8 mm	.53 mm	48
8 BA	.152"	.154"	2.2 mm	.43 mm	59
10 BA	.117"	.119"	1.7 mm	.35 mm	72

WITWORTH SPANNER OPENINGS

Nominal thread size		Max. AF nut	Spanner opening	
BS	Whitworth		minimum	maximum
3/16	¼	.338"	.340"	.345"
¼	3/16	.445"	.448"	.454"
5/16	¼	.525"	.529"	.536"
¾	5/16	.600"	.605"	.612"
7/16	¾	.710"	.715"	.723"
½	7/16	.820"	.825"	.834"
9/16	½	.920"	.926"	.935"
5/8	9/16	1.010"	1.016"	1.025"
11/16	5/8	1.100"	1.107"	1.116"
¾	11/16	1.200"	1.207"	1.217"
¾	¾	1.300"	1.308"	1.318"
15/16	13/16	1.390"	1.399"	1.409"
1	¾	1.480"	1.489"	1.500"
1 1/8	1	1.670"	1.679"	1.691"
1 ¼	1 ¼	1.860"	1.870"	1.883"
1 ¾	1 ¾	2.050"	2.063"	2.077"
1 ½	1 ½	2.220"	2.232"	2.247"
1 ¾	1 5/8	2.580"	2.594"	2.610"
2	1 ¾	2.760"	2.775"	2.793"

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Above: Jenny and Ian Hanks

Below: Jack Provan, David & Margaret Landells



The morning was cold and overcast, but at least the rain was holding off. Margaret and I arrived at Lilydale Lake at 9.50am and backed the LTD into a prominent position so that CHACA Members would be able to see us. Just on 10 o'clock, Lester and Yvette Cole with passenger Kathy Austin arrived in their Mustang. The drizzle had started and Margaret and I were apprehensive about numbers. We had been very optimistic when we booked, saying that we would expect forty people. We need not have worried because over the next forty-five minutes we had eighteen cars, and thirty-seven people. I called the Members to order, and gave directions from the lake through Lilydale to the Warburton Highway turn off. One of the early arrivals was Graham and Nancy Hutchinson on their maiden journey with their recently restored 1934 Hupmobile, which was in absolutely pristine condition. The Hupmobile is a magnificent car after twenty years of restoration, congratulations Graham.

On arrival at the Sam Knott Hotel, we were greeted with three more people in two more cars, what a great turn out for the day. Kerry the hotel licensee made us welcome with a large log fire burning brightly and an area of tables all nicely set for our group. From this point on we each made our selection from the extensive menu. Everyone that attended appeared to have had an enjoyable day, and if that is true, Margaret and I thank you for your company on this outing.

David & Margaret Landells.



Above: George and Jan Mauder's 1962

Below: Fred & Pat Lombardo, Loretta & Margaret Taylor and Kathy Austin



Below: Ian and Joan Bird's 1949 Holden





*Ford Thunderbird
& Colin McKenna, Yvette & Lester Cole,*



together with Rod Bundy's 1953 Daimler



*Above: 1933 Hupmobile of Ray & Shirley Nichol and Hutchies 1934 Hupp
Below: Reg Dunn's 1959 Morris van and Chris Lowth's 1953 Allard*



Club Run: Sam Knott Hotel, Wesburn 15th July 2007

David & Margaret Landells-1978 Ford LTD, Lester & Yvette Cole with Kathy Austin-1970 Mustang, Rod Bundy-1954 Daimler, Milton & Ann Sansom-1970 Mercedes, Graham & Nancie Hutchinson-1934 Hupmobile, Barry & Rosslyn Smith with Mick Whiting & Tina Brown-1934 Chevrolet, Max & Barbara Austin-1973 Toyota Crown, Colin & Loretta McKenna-1938 Ford, Fred & Pat Lombardo-1960 Dodge, Ray & Shirley Nichol-1933 Hupmobile, George & Jan Maunder-1962 Thunderbird, Ian & Jenny Hanks-modern, Jack Provan and his sister Yvonne-1972 Rambler, Ian & Joan Bird-1949 Holden, Margaret Taylor-1982 Fairlane, Peter & Janet Galley-modern, Alan & Lorraine Adler-1992 Citroen, Reg Dunn-1959 Morris, Chris Lowth & Robyn Spence-1953 Allard, Mary Anne Irvine & David Talbot-modern

Photography by Mary Anne Irvine

The Graham Brothers and Their Car - Part 6

After much soul searching it was announced in November that Graham-Paige had suspended automobile production because it was said, of the national defense emergency. President Graham was hopeful of resuming Hollywood production when parts and materials were again easily obtainable from suppliers, but for the moment the company was going to concentrate on defense contracts. More plainly, Graham had abandoned cars in order to go after government defense business, where officials saw the chance of making the first profit in many long years.

Of the 2859 Grahams built that final year, 1000 were 1940 Seniors, the remainder '40 and '41 Hollywoods. Indeed, the entire Skylark-Hollywood project was pretty much a failure. The total number of cars built was less than the number of 810/812 Cords. There just wasn't enough money available to adequately finance production, and the old Cord dies were pitifully unsuited to mass production techniques. Tops, for example, had to be pieced together from seven different stampings, welded, leaded over and filed smooth. The cars themselves were somewhat cheaply made and the Hollywood, despite its Cord heritage, is not generally considered a true example of Graham quality. Toward the end of the year the Graham parts business was sold to Dallas Winslow and moved to Auburn, Indiana. Winslow had also bought the Hupp parts operation earlier that year.

Strangely, the Skylark-Hollywood cars might also have been the basis for a new Franklin. A few years after Franklin entered receivership in 1934, their former chief engineer Edward S. Marks and former research engineer Carl T. Doman acquired the use of the Franklin name and patents, and designed a new air-cooled eight to revive the marque. "But there was never enough financial interest to undertake a full new car program," says David Doman, Carl's son. "The engine was an F-head, 322 cid, eight-cylinder with in-block design-very modern for its year. However, financial problems only allowed the building of one engine. This engine was originally tested in a 1934 Graham car. I understand it was run 50,000 miles,

The company was building truck engines at the time and had hopes of building the engines for installation in vehicles of other manufacturers-in Graham, Reo, Hupp, Auburn, etc. Since they owned the Franklin name, the car would be known as the Franklin Olympic.

"During 1938-39 Franklin became involved with the White House truck and aircraft engine manufacturing programs as well as some military work. My father never gave up the idea that a new Franklin car could be created. I recall being in Detroit with him some time in early 1940 while he was visiting Stinson Aircraft in Wayne. During that visit he spent some time at Graham discussing the possible plan for a new Franklin based on the Skylark-Hollywood car. Franklin had planned to build a prototype vehicle with the 8B-322 engine and eventually a small new engine. I'm not sure if the [prototype] was ever completed in Syracuse before the termination of Graham car production. We had a Graham Hollywood at the plant during the war and I am sure it was the car that was bought for the engine installation. But I don't remember if the 8B-322 was ever installed. The only thing I do recall about the Graham was that the visibility was very poor and the company nurse was always damaging the fenders". Dave still has the experimental engine, and is currently involved in putting it into a Hollywood which he has acquired. So we could have had a Franklin as well as a Hupp and a Graham off the Cord dies. My how they got around.

Exactly what happened to those dies is a question that has fascinated enthusiasts everywhere. There are recurring rumors they were sold to Japan (like the Crusader tooling), but efforts to trace them have proved futile. Most likely Graham got rid of them after ending car production, but it is unclear who actually owned the dies-Graham, Hupp, or de Vaux. With a war on, no one had any use for them, and odds are they're gone, casualties of some scrap drive. But there is the barest chance they may be lurking somewhere, awaiting discovery as the find of the decade for Graham enthusiasts.

By the spring of 1941, Graham-Paige officials were able to report considerable progress toward profits. Nearly \$20 million in orders for aircraft and marine engine parts and naval ordnance were on hand. Half the main plant was leased to Chrysler for its defense business while part of the administration building was rented to the Automotive Committee for Air Defense and the Tucker Aircraft Corporation. In his annual report, president Graham commented, "Operations for the year 1940 have shown a loss of \$1,484,149. Principally, this loss was a result of a lack of sufficient working capital to finance material releases far enough in advance to operate continuously and profitably, and to adequately advertise our product. In September we gave up motor car production in favor of a more profitable program of armament production which has been steadily expanding and progressing. Your directors have given careful thought to plans for the future and have decided that the capital requirements of an automobile factory are so enormous that we should permanently retire from manufacturing complete automobiles." That statement was the obituary of the Graham car, and logically this should be the end of the story. It isn't.

The first obligation of any company, of course, is to make money, and in 1941 Graham-Paige made its first profit since 1933. Having seen through the conversion from cars to armaments, Joe Graham retired as president in January 1942, succeeded by R.J. Hodgson, former manager of the Detroit office of the Reconstruction Finance Corporation. For the first time no one in the Graham family was directly involved in management.

After Pearl Harbor, the entire automobile industry swung over to war work, and Graham-Paige's most remembered defense product was the amphibious tractor (LVT), nicknamed the "Alligator." The huge LVT's terrified Japanese during Marine landings at Guadalcanal: the Orientals called them "sea demons that walk on land." Other war products included precision components for aircraft engines, PT boat engines and naval torpedoes. For its defense effort the company was awarded the Army-Navy "E" pennant.

But the future was abruptly altered in August 1944, when Joseph Washington Frazer, former president of Willys-Overland, and his associates assumed control of Graham-Paige by purchasing 530,000 shares of company stock from founder Joe Graham, with options on an additional 300,000. Frazer was elected chairman of the Graham-Paige board and, reversing all expectations of the past several years, announced that the company would resume automobile manufacture after the war with a completely new car.

The full story of Graham-Paige's last car, the Frazer, and its relationship with Kaiser-Frazer Corporation, is told in the new Automobile Quarterly Library Series book, *Last Assault on Detroit*, and was recounted in some detail in *AUTOMOBILE Quarterly*, Volume IX, Number 3. A brief synopsis will suffice here.

The new car was called "Frazer" rather than "Graham" as Sales doubted the appeal of a name already defunct. Frazer quickly had Graham humming with activity. A new engineering staff was hired and Howard Darrin came in as stylist for the postwar car. Recruiting began on a planned 4000-outlet dealer organization, and an ambitious advertising campaign was launched to inform the public of developments. A farm equipment line was planned, including the famous Rototiller. While looking for financial backing, Frazer met Henry J. Kaiser who also had plans for a postwar automobile. The two agreed to work together and in August 1945 formed the Kaiser-Frazer Corporation to build a new Kaiser car. A complex joint operating agreement between Kaiser-Frazer and Graham-Paige was worked out for the use of Willow Run, the huge ex-bomber factory leased by the companies for manufacturing. Two Kaisers were to be built for every Frazer, the latter remaining a Graham-Paige product, and G-P was thus required to finance one-third of Willow Run operations. Joe Frazer became president of both companies and Henry Kaiser chairman of Kaiser-Frazer.

Very soon, however, Graham began to lose its corporate identity. Trading largely on Henry Kaiser's vast reputation as an industrial miracle man, K-F generated and received most of the publicity and the public soon forgot about Graham-Paige. Many believed Kaiser-Frazer would build both cars, especially when the Willow Run acquisition was announced.

But while K-F was making the headlines, Graham's design team was hurriedly finishing the new automobile. First displayed at the Waldorf-Astoria in New York in January 1946, the new Frazer and similar looking Kaiser (Henry had laid aside his own car plans momentarily for the advantage of quick production using Graham's design) were revolutionary in styling with their long, flowing continuous-form fenders and minimal brightwork. Public reception was fantastic, stock of both companies soared, and the first production Frazer, powered by a 226.2-cubic-inch 100 bhp Continental engine, rolled off the line in June. Volume production was achieved by December.

With dealers and the public clamoring for cars, it looked as if Graham-Paige, through its K-F connection, was on the verge of a comeback, but the enormous costs associated with designing and manufacturing a brand-new car rapidly ate away at Graham's assets. Unlike K-F, who had Henry Kaiser's magic name and almost unlimited credit, Graham-Paige was unable to raise much additional capital. When it became apparent that Graham would be unable to finance its one-third share of Willow Run expenses, the company decided once again to quit the car business. On February 5th, 1947, G-P's stockholders approved the transfer of all their automotive assets to Kaiser-Frazer in return for 750,000 shares of K-F stock and other considerations. During 1946, G-P had lost nearly \$7 million on car production.

Ironically, when Graham finally quit auto making for good there were over 275,000 orders on hand valued at over \$420 million, nearly four times the peak production of 1929. Many postwar car orders proved to be spurious, of course, and others were dropped as the big companies got back into high volume output.

Kaiser-Frazer themselves had over a million orders by 1947, yet had produced less than three-quarters of that amount over a decade of operation when they expired in the mid-Fifties. Only 6476 Frazer cars were built by Graham-Paige from June 1946 through K-F's takeover (plus 2464 with Graham-Paige labels, released after-the-fact) and on the same day of their sale of assets to Kaiser-Frazer, Graham-Paige withdrew from the Automobile Manufacturers Association. Still, when assessing the company's postwar automotive effort it must be remembered that the Frazer design was entirely a Graham-Paige undertaking, and thus it was that Graham-Paige put Henry Kaiser in the automobile business.

Soon after ending car production, Graham moved out of Willow Run to a plant in York, Pennsylvania, and continued to make farm machinery for a while through its subsidiary, the Frazer Farm Equipment Corporation. In 1949 the farm division was sold, and by 1952 the company had disposed of its K-F stock and transformed itself into a closed investment corporation, dropping the word "Motors" from the corporate title. Headquarters were moved to New York and Frazer retired in 1954. Finally in 1962, Graham-Paige Corporation changed its name to that of its recently-acquired operating subsidiary, the Madison Square Garden Corporation. A new Garden was completed in the Sixties, and circuses and sporting events are now the chief concern of the officers and directors of the former automobile firm. The company owns the New York Rangers Hockey Club, the New York Knickerbockers Basketball Club, and the New York Soccer Club as well.

SCREW THREADS

By Graham Hutchinson

“V” THREADS Probably about 99.9% of all threads are of the “v” form, with the British threads having a 55 degree thread angle, while the American and Metric threads have a 60 degree form. There are numerous charts available from commercial sources which we find on our workshop walls. These charts show the TPI (threads per inch) for Imperial threads, or with Metric threads, the charts give pitch (mm. distance from crest to crest). They also show “tapping drill size”, ie. the drill to use prior to tapping, (to form the thread in the nut).

REASONS FOR USING FINE AND COURSE THREADS.

Advantages of course threads.

1. Greater thread depth gives a stronger joint with soft metal like aluminium, and brittle metal like cast iron.
2. Faster to assemble and dismantle.
3. Greater advancement with each turn.
4. Less likely to “cross thread”.
5. Less likely to “seize” when removing in service.
6. Less likely to “strip” the thread if it is a loose thread.

Advantages of the fine thread

1. Larger minor diameter gives greater static strength to the bolt.
2. Less likely to strip in thin material like steel plate, because it has more threads in contact.
3. More sensitive tightening adjustment as required to align a slot in a slotted nut to split pin hole, as in front axle bearing.
4. The larger minor diameter of the tap means it is less likely to break.
5. More suitable for threads in thin wall tubing.
6. Less likely to vibrate loose.
7. The smaller advancement with each turn gives greater “mechanical advantage”, (it is tighter).

IMPORTANT NOTE

Only coarse threads are suitable in cast iron and aluminium parts of a car. Should a thread strip in either of these materials, don't be tempted to drill and tap it out to the next larger fine thread size; the only suitable way out is to use a “Heli-Coil”, to come back to the original size coarse thread. This will be better than the original, because the Heli-Coils are stainless steel, which is very tough.

UNIFIED THREADS

In 1948, the British, Canadian and US authorities decided to make a start on standardizing their threads, especially in the automotive industry. The Americans agreed to slight alterations to their old SAE (Standard American Engineers) fine and coarse threads, and the British agreed to phase out their old BSW (British Standard Whitworth), and BSF (British Standard Fine) threads, starting with the car industry.

The agreed replacement was the “Unified” series of threads— UNF (Unified National Fine) and UNC (Unified National Coarse). By the end of 1950 most of the British car makers had made the changes on most parts.

The Unified thread standards were carefully chosen to allow interchange not only with the old NF fitting UNF and NC fitting the UNC, but also the old Whitworth also fitting UNC, in spite of the differing thread angles.

The exceptions to this interchangeability are—

½” BSW is 12 tpi while ½” UNC is 13 tpi.

This is a trap, as to look at a bolt this size, one could guess it to be BSW and try to screw it into a UNC tapped hole, only to find it started in for the first two threads, and gets tighter, and then starts to strip as it enters further. They obviously could not agree to standardize on this one.

One change which the Americans did make, was to 1" UNF 12tpi from their old 1" SAE NF 14 tpi so this is another to watch when working on the pre-war American vehicles.

Rule— Always check 1" UNF and ½” UNC.

METRIC AND AUSTRALIAN CARS.

Further complications with our Australian cars come about because of Metrication. From the mid 1960's, Holden and Ford, when making changes to components, were committed to changing to Metric threads, so we find a mixture of mainly Unified, but some Metric threads. So watch it when replacing screws in 1965/75 Aussie. cars.

SPECIAL THREADS

Square threads	—	Vertical thread flanks
Acme threads	—	14 ½ degrees each side
Buttress threads	—	straight one side 45 degrees other side

My intention is to just mention these threads, as they are seldom used in our cars, with the exception of Acme, which would be found in the worm thread of a worm and worm wheel drive, (such as a steering box worm).

SPECIAL “V” THREADS

UNEF (Unified National Extra Fine)

BSCT (British Standard Cycle Thread)

Those working on motor cycles and bicycles would come in contact with these sometimes, and taps and dies are available, but you may have a job to locate them, so if you see any at a swap meet, grab them. Several sizes are made in both right and left hand threads.

LEFTHAND THREADS

Sometimes we find a left hand thread. They are only used where there is a particular reason to do so. Some examples of where they may be used are listed here.

LH and RH combined (For adjustment in opposite directions).

Tie rod, Turn buckle, Compass legs.

(To prevent loosening in normal operation)

One Grinder spindle, One rear axle thread (some cars), One bicycle pedal.

LH on its own.

Screw extractors (LH and taper combined to remove broken stud etc.)

Acetylene hoses (ensures correct connection to fuel gas) safety.

BBQ gas bottle to hose.

PIPE THREADS The nominal size of pipe threads.

BSP (British Standard Pipe) ANP (American National Pipe). If there is a T following the P it indicates that it is a tapered pipe thread. eg. BSPT or ANPT. Very often the ANP is seen simply as NP.

This is the only example of threads which are not specified by their outside diameter. eg. 1/2" BSP has an outside diameter of more than 13/16". Have you ever wondered why? Here is the explanation.—

All half inch steel pipes, either galvanized in the case of water pipe, or black in the case of the thicker steam pipe, have a standard O/D (outside diameter) of .825". The hole size of the top quality steam pipe is 1/2" diam. There are several grades of steam pipe, each having a thinner wall thickness.

Then come the various grades of water pipe, each having a larger hole size. What is common to all of these 1/2" water and steam pipes is the O/D of .825", on which is cut a 1/2" BSP, or a 1/2" ANP. Make sense now?

I have shown in the table at the end, that there are slight differences in the O/D of BSP and ANP threads. You will also notice that in most cases there is a difference in the tpi (except for 1/2" and 3/4" which are all 14tpi.). This is another trap when replacing grease nipples. It is not easy to tell the difference between [! BSP 28 tpi and [! ANP 27 tpi. It is even more critical when replacing brake bleed nipples, to get the correct thread.

GMH always used ANP, Ford people should seek further advice. Generally all of the American cars used ANP for all pipe threads.

Gas Threads is a term used by some people. There is no such thread. The term probably arose because BSP is a very common thread used by plumbers for gas fittings.

BRASS THREADS (British Standard Brass)

Because brass tubing has a uniform wall thickness, irrespective of the tube diameter, any thread cut on, (or in) it, would have to have the same depth, so 26 tpi is standard on all diameters. An example would be the thread cut on the brass trumpet horns of the 30s cars, although many were die-cast rather than brass. If it were 1" O/D, the thread would be 1" Brass, 26tpi, very fine if compared to 1"UNF which is 12tpi.

THREADS SPECIFIED BY A NUMBER RATHER THAN A DIAMETER.

BA THREADS (British Association) Below 1/4" O/D

This is a special standard developed for small electrical screws. Unlike all the other British threads which have 55 degrees thread angle, that of BA is 47 1/2°. Sorry I don't know why such a sharp angle was chosen. Another strange thing is that BA is fully based on Metric diameters and pitches. They are specified by a number rather than by an inch fraction. No. 0 BA is the largest at 6 mm X 1 mm pitch, and the smallest is No. 25 BA, which is only .25 mm diameter (0.010"). How would you like to have to tap a hole 25 BA?

In practical terms, 12 BA is the smallest any chart I have seen has bothered to list. 12 BA is only 1.3 mm diameter, X .28 mm pitch. The tapping drill for this is 1 mm. As an elderly Toolmaker, 10 BA is the smallest tap I have ever seen, and thank goodness have never had to use it.

As a matter of fact, the 9 and 10 BA taps in my BA block, were found some years ago at a swap meet, and I bought them for their novelty value.

The most common sizes are 0 BA, (which can be interchangeable with 6 mm screws and nuts), and 2 BA (which interchanges with 3/16" BSF and No 10 UNF). 4 BA is another quite common size found in electrical switchgear.

BA screws are what would have been used in all of the pre-war British cars generators, voltage regulators, distributors, and dash switches, instruments etc.

Unified threads smaller than 1/4" are specified by a number.

UNF and UNC threads are specified by fractions of an inch from 1/4" upwards. Below 1/4" numbers are used. For example No 10-32 UNF is .190" O/D and 32 tpi. No 10-24 UNC is .190" O/D and 24 tpi.

I have no idea why they selected .190 as the O/D and not .1875 which is the exact equivalent to 3/16", since 10-32 interchanges with 3/16 BSF (32tpi) and 10-24 equates to 3/16" BSW (24tpi)

10-32 UNF and 8-32 UNC are in wide use in American cars for all those electrical components mentioned above where BA threads were used in the early British cars.

The largest of these Unified number series of threads is No 12 (.216" OD). Close to 7/32" (.21875")

The smallest in the Unified number series of threads is No 0 (.060" OD). Close to 1/16" (.0625")

PIPE THREAD CHART.

Nominal pipe size	Diameter of pipe	BSP		ANP		Approx. tolerance on thread diam. PLUS & MINUS
		TPI	OD	TPI	OD	
1/8	.405"	28	.383"	27	.394"	.004"
1/4	.540"	19	.518"	18	.522"	.005"
3/8	.675"	19	.656"	18	.658"	.005"
1/2	.840"	14	.825"	14	.818"	.005"
3/4	1.050"	14	1.041"	14	1.029"	.005"
1"	1.315"	11	1.309"	11 1/2	1.287"	.006"
1 1/4	1.660"	11	1.650"	11 1/2	1.632"	.006"
1 1/2	1.900"	11	1.882"	11 1/2	1.871"	.006"
2"	2.375"	11	2.347"	11 1/2	2.345"	.006"

The chart below is to help to do several things—(i) Identify any screw up to 1/4".

(ii) Select a close tap or die to “clean out” a damaged thread, or to fit it to an existing nut or screw.

(iii) Select a suitable alternative if your supplier doesn’t have the original screw or nut.

While thread angles vary with the different systems, for these small fine threads, the difference is not really noticeable when they are assembled. Given that the nut is so thin slight pitch variations don’t matter, thread and diameter tolerances also work in our favour.

Examples of this are— No 1 UNC & M2 respectively 64 & 63.5 tpi. and .006" difference in diameter. Even No 2 UNF could be a possibility. Then further down we see M 2.5 & No 3 UNF with only .4 tpi difference.

Looking down the chart you will see many other possibilities.

THREAD IDENTIFICATION CHART.

THREAD SIZE	Diameter		Pitch		Similar Threads
	Metric	Inch	Metric	TPI	
No 1 UNF		.073		72	
No 1 UNC		.073		64	
M 2	2	.079	.4	63.5	
No 2 UNF		.086		64	
No 2 UNC		.086		56	
8 BA	2.2	.087	.43	59	
M 2.5	2.5	.098	.45	56.4	
No 3 UNF		.099		56	
No 3 UNC		.099		48	
6 BA	2.8	.110	.53	48	
No 4 UNF		.112		48	
No 4 UNC		.112		40	
M 3	3	.118	.5	50.8	
1/4 BSW		.125		40	
No 5 UNF		.125		44	
No 5 UNC		.125		40	
5 BA	3.2	.126	.59	43	
M 3.5	3.5	.138	.6	42.3	
No 6 UNF		.138		40	
No 6 UNC		.138		32	
4 BA	3.6	.142	.66	39	
5/32 BSW		.156		32	
M 4 Fine	4	.158	.5	50.8	
M 4 Coarse	4	.158	.7	36.3	
3 BA	4.1	.164	.73	35	
No 8 UNF		.164		36	
No 8 UNC		.164		32	
M 4.5	4.5	.177	.75	33.9	
2 BA	4.7	.185	.81	31	
3/16 BSF		.1875		32	
3/16 BSW		.1875		24	
No 10 UNF		.190		32	
No 10 UNC		.190		24	

M 5 Fine	5	.197	.5	50.8	
M 5 Coarse	5	.197	.8	31.8	
1 BA	5.3	.209	.9	28	
No 12 UNF		.216		28	
No 12 UNC		.216		24	
7/32 BSF		.219		28	
7/32 BSW		.219		24	
M 6 Fine	6	.236	.75	33.9	
M 6 Coarse	6	.236	1.0	25.4	
0 BA	6	.236	1.0	25.4	
¼ BSW & UNC		.250		20	
¼ BSF		.250		26	
¼ Brass		.250		26	
¼ UNF		.250		28	

This Month in Automotive History

September 1875 Porsche is born

Ferdinand Porsche, engineer and patriarch of Porsche cars, was born on this day in Maffersdorf, Austria. He began his career at the Daimler Company, rising to general director, but he eventually left in 1931 to design



his own sports and racing cars. Perhaps his most famous project was Hitler's "car for the people," the Volkswagen. Together with his son, Porsche was responsible for the initial Volkswagen plans, but his involvement with Hitler was to cost him dearly. He was arrested by the French after World War II and held for several years before finally being released.

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NOS (N eat Old Stuff)



Cameramen shivered in sheepskin clothing as they photographed this Oldsmobile Six sedan during a cold room test of the new Oldsmobile dual hot water heater (separate units for both front and rear compartments). The test conducted in 10 below temperature, also emphasised the cold-proof efficiency of Fisher body insulation and the degree to which the 1938 Oldsmobile defrosting unit keeps windshield and windows clear of ice. The car occupants enjoyed a controlled temperature as high as 80 degrees.



1938 Cadillac Superior Hearse



1940 Oldsmobile Convertible Factory Photograph

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.

Club Regalia



Name Badges - \$7.50 each

For all your Club Regalia needs, please contact Eddie Reynolds on 9770 1231

CHACA
Windscreen Stickers
\$2.00 each

Events & Swap Meets

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

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

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, Kids Amusements and rides.

Dennis 0409 861 088

October

7 Euroa Show and Shine

Includes Rocker Cover races and a large craft market

Free entry, 10.00am – 3.30pm

Rob 5795 1347

21 All Makes Swap Meet

Sandown Racecourse

Gates open at 8.30am for Buyers

Public \$6 & Display vehicles \$5

21 Manningham Council Car Show - Drive Another Day

Zerbes Reserve

Jason 0409 198 185

28 AOMC/RACV City to Cape Rally

Entries close 31st August 2007

Enquiries 9890 0524

28 Maryborough Swap with the Lot

Carisbrook Football Ground

Show & Shine for vintage, classic, hot rod and commercial vehicles

7am start, Public \$4

Greg 5463 2555

November

17/18 Bendigo National Swap Meet

Prince of Wales Showgrounds

phone - (03) 5441 1002

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2007 - 2008 Club Directory Update

Steve & Andi Demanuelle

change of address

13 Woolshed Avenue, Mernda 3754

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Stuffed Chicken Breast with Cherry Chutney

Serves 4

Preparation Time: 35 minutes

Cooking Time: 1 hour

Ingredients

4 potatoes, peeled and thinly sliced

2 tablespoons olive oil

1 tablespoon rosemary, finely chopped

2 garlic cloves, crushed

4 chicken breast fillets, trimmed

125g brie, thinly sliced

30g baby spinach, plus extra to serve

Cherry Relish

1 tablespoon olive oil

1 onion, finely chopped

1 long red chilli, finely chopped

3 cups cherries, pitted, chopped coarsely

2 1/3 cups apple juice

2 tablespoons brandy

1 tablespoon apple cider vinegar

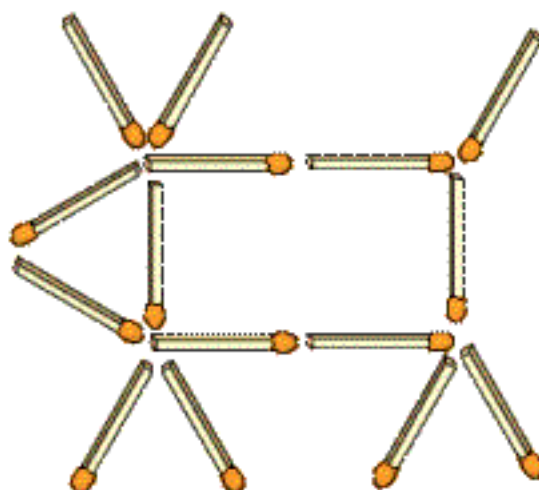
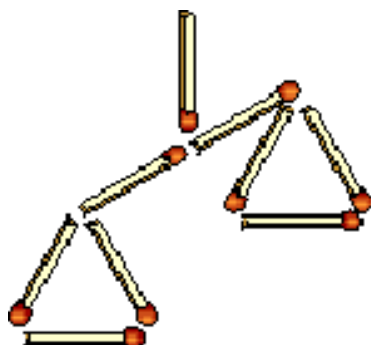
2 teaspoons mustard powder

Method

Preheat oven to 180 degrees

1. *In a bowl, combine potatoes, 1 tablespoon oil, rosemary and garlic. Season to taste.*
2. *Layer potatoes in a 2 litre ovenproof dish. Bake for 25-30 minutes. Remove from oven.*
3. *Cherry Relish- heat oil in a saucepan on high. Saute onion and chilli for 4-5 minutes. Add cherries, juice, brandy, vinegar and mustard. Season to taste. Bring to boil. Reduce heat and simmer for 10-15 minutes until relish has thickened. Cool.*
4. *Meanwhile, place each breast between plastic wrap. Pound with a meat mallet until 0.5cm thick, trimming edges.*
5. *Top each breast with brie and spinach. Divide half the cherry relish equally between breasts. Season. Roll up tightly, securing with toothpicks or kitchen string.*
6. *Heat a frying pan with remaining oil on high. Brown chicken, turning for 5-8 minutes until golden. Arrange chicken on potato. Bake for 10-15 minutes until cooked through. Serve with extra spinach and cherry relish.*

Move 5 matches to make the scales balanced.



Solutions in next month's Journal

This cow has the following parts: head, body, horns, legs and tail. It is looking to the left. Move two matches so that it is looking to the right.



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A Club Member

Ken Robinson's Joke of the Month

I was a very happy man. My wonderful girlfriend and I had been dating for over a year, and so we decided to get married. There was only one little thing bothering me her beautiful younger sister. My prospective sister-in-law was twenty-two, always wore tight mini skirts and was usually braless. She would always flirt with me, and it had to be deliberate because she never did it with anyone else.

One day, the 'little' sister called and asked me to come over to check the wedding invitations. She was alone when I arrived, and really came onto me, whispering that she wanted me just once before I got married and committed my life to her sister! Well. I was in total shock, and couldn't say a word! She said that she was going upstairs to her room, and if I wanted one last fling I just had to go up and get her. I was stunned. Frozen in shock I watched her climb the stairs. I stood there for a moment deciding what to do, I made a beeline straight for the front door. I opened the door to head for my car, and lo and behold, my entire future family was standing outside clapping! With tears in his eyes my future father-in-law hugged me and said, "We are all so very happy that you passed our little test. We couldn't ask for a better man for our daughter. Welcome to the family."

And the moral to this story is always keep your condoms in the car.

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THE ULTIMATE STARTER

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

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

- **MORE POWER IN ANY CLIMATE!**

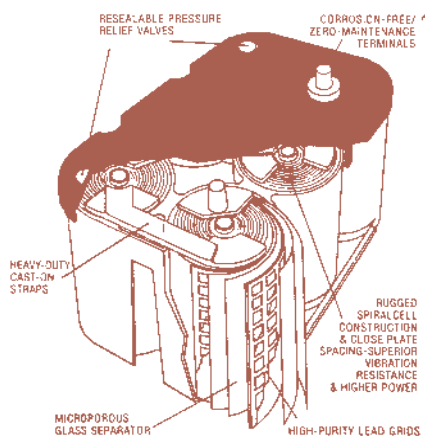
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

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

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

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

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

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The CHACA 'toons & joke Page

An old guy's car collides with a young guy's car and both are demolished. The two crawl out of the wreckage, amazed that neither of them was hurt in the accident.

The old guy says, "Look at this miracle! This must surely be a sign from God that we should meet and be friends and live our lives in peace for the rest of our days."

"Sure," says the young guy, convinced the old man is crazy.

"And look at this!" says the old guy, reaching back into his car. "A miracle! My car is demolished, but this bottle of 12-year-old Scotch didn't break. Surely God wants us to drink and celebrate our good fortune."

Again the young guy agrees, so the old guy opens the bottle and passes it to him. The young guy smiles and takes several huge swigs, then tries to hand it to the old guy, who, to his surprise, refuses. "Aren't you having any?" asks the young guy.

"No, thanks," replies the old guy. "I'll wait for the police."



A senior citizen in Florida bought a brand new Corvette convertible. He took off down the road, flooring it to 80 mph and enjoying the wind blowing through what little hair he had left on his head. "This is great," he thought as he roared up I-75. He pushed the pedal to the metal even more. Then he looked in his rear view mirror and saw a highway patrol trooper behind him, blue lights flashing and siren blaring. "I can get away from him with no problem" thought the man and he tromped it some more and flew down the road at over 100 mph. Then 110, 120 mph.

Then he thought, "What am I doing? I'm too old for this kind of thing." He pulled over to the side of the road and waited for the trooper to catch up with him. The trooper pulled in behind the Corvette and walked up to the man. "Sir," he said, looking at his watch. "My shift ends in 10 minutes and today is Friday. If you can give me a reason why you were speeding that I've never heard before, I'll let you go." The man looked at the trooper and said, "Years ago my wife ran off with a Florida State Trooper, and I thought you were bringing her back"

"Have a good day, Sir," said the Trooper

An old Italian man lived alone in the country. He wanted to dig his tomato garden but it was very hard work as the ground was hard. His only son, Vincenzo, who used to help him, was in prison.

The old man wrote a letter to his son and described his predicament.

Dear Vincenzo,

I am feeling pretty bad because it looks like I won't be able to plant my tomato garden this year. I am getting too old to be digging up a garden plot. If you were here, my troubles would be over. I know you would dig the garden for me.

Love, Papa

A few days later he received a letter from his son.

Dear Papa, I'd do anything for you Papa, except dig up that garden. That's where I buried the bodies.

Love, Vinnie

At 4 am the next morning, FBI and local police arrived and dug up the entire area without finding any bodies. They apologized to the old man and left.

The same day the old man received another letter from his son.

Dear Papa, Go ahead and plant the tomatoes now. That's the best I could do under the circumstances.

Love, Vinnie

Mike was going to be married to Karen, so his father sat him down for a little chat. He said, 'Mike, let me tell you something. On my wedding night in our honeymoon suite I took off my pants, handed them to your mother, and said, 'Here - try these on.' She did and said, 'These are too big, I can't wear them.' I replied, 'Exactly, I wear the pants in this family and I always will.'

'Ever since that night we never had any problems.'

'Hmmm,' said Mike. He thought that might be a good thing to try. On his honeymoon, Mike took off his pants and said to Karen, 'Here - try these on.' She tried them on and said, 'These are too large. They don't fit me.' Mike said, 'Exactly. I wear the pants in this family and I always will. I don't want you to ever forget that.' Then Karen took off her pants and handed them to Mike. She said, 'Here-you try on mine.' He did and said, 'I can't get into your pants.' Karen said, 'Exactly. And if you don't change your smart ass attitude, you never will.' And they lived happily ever after.



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

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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: 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.

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: 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: 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



For Sale: Caravan built in 1957.

The caravan has been used infrequently of recent times, is in its original fabrication (no modifications since) sleeps 4 (beds at either end - one converts to a table for dining), has a fridge and hot plates and comes with an annexe.

The caravan has always been garaged and is all in good working order. It appears to be about 12 foot long.

Please direct any responses to my home email address alrob@bigpond.net.au

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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 - 1947 Plymouth - Doug Gorham

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

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

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

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