



April 2007 Pin Up - Happy Easter Folks

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						
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8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
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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						
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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

October							November							December						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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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

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JOURNAL

APRIL, 2007 VOLUME 41 NUMBER 10

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



Happy Easter Folks

Fred Le Bon's Museum
Ballarat Begonia Rally
The Macclesfield Trout Farm
AOMC Report
Federation Report

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.

Committee

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

Journal Nights – 2006/07

26th April, 24th May, 28th June, 26th July, 30th August, 27th
September, 25th October, 29th November, 20th December

CHACA Life Members

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

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

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

Website

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

Archivist and Historian - Margaret Griffin - 5977 6649

Club Welfare Officer - Noelle Reynolds - 9770 1231

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Need a Hand or Two? – Try Our Advertisers

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

Buy, Swap and Sell

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



Engine Number-SB347251

Chassis Number-09704286

Unregistered

Richard 0409 357 067

For Sale: Brown Interior Trim and Seats to suit 1974
Fairlane 500. Body Parts for HQ Holden Statesman.
Water Pump and Gearboxes for Ford Prefect.
Windscreens to suit Prefect Ute and Tourer.
Graeme Bedford 5797 2411

www.chaca.com.au

Affiliated Clubs

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

Classic & Historic Automobile Club of Australia Sydney Inc.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Michelle Johansen
PO Box 514 Caboolture, Qld. 4510, . Phone 07 3882 3789
email: margyr@primus.com.au

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

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

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

Meetings:
First Monday of the Month, at Clubrooms,
Wagga Wagga Showgrounds 7.30pm. Guests and visitors
are welcome.

Morgan Country Car Club

Secretary:
Herb Simpfendorfer
PO Box 428, Albury, NSW 2640

Meetings:
At Clubrooms on Jindera Sports Grounds,
First Friday of every month 7.30pm. Some
times on the first Sunday of the month.

Buy, Swap and Sell

Advertisements in this column will appear for three consecutive months unless instructions to the contrary are received by the Editor. Victorian State laws require all advertisements for registered vehicles to display a Price and Registration Number, and for unregistered vehicles, the sale price together with the engine or VIN/Chassis number.

Advertisements that do not comply with the above will not be listed, nor will it be the Editors responsibility to seek such information.

Wanted for 1935 Chev Master, Chassis with or without knees, will consider chassis with other parts attached. Norm Darwin 53 346466 0419 351 378 darwin@rgt.com.au 03/07

For Sale: Set of five 13 inch Wire spoked wheels for MG Midget or Austin Healey Sprite, some light surface rust, splines good, \$300 the lot or \$80 each Chris Lowth Ph 03 9775 9371 03/07

For Sale: 1946 Chevrolet Truck This vehicle has done approx. 2,000 miles since being rebuilt 15 years ago, and except for a short time has been shedded since. Engine reconditioned by mechanic owner, brakes, wiring, mechanicals, paint, new tarp. bows fitted, plus other work. It requires paint work and tray bed. Comes with some spares.

This vehicle is unregistered but original issue, 1946 black and white number plates are with it. This same registration number has been reserved, as personalised, in the owners name, and will be made available to the purchaser. Engine number - V62610P \$3,600 Des 5629 2929 02/07

For Sale: NOS 1963 Chevrolet Belair Front Windscreen, in original wrapper. Best offer Phone: 9379 6701 04/07

Lead: 1950 Dodge sedan, early restoration, registered, Maroon paint, Beige trim, White Wall tyres. \$8,000- Phone Joan Selby 5977 7230 03/07

For Sale: 1980 W3 Statesman Deville Series 1, Power Steering, Air Conditioning, Power Windows, Tinted Glass, unmodified except Mag Wheels. 308 Motor reconditioned, 90.000km’s Automatic. Whole car in top condition. Vic RWC supplied, no registration, engine number 11WT63054 \$6,500 Phone Tom 0418 589 258 03/07

For Sale: Set of Chrysler Valiant, Model VG Hub Caps, Excellent Condition, best offer. Ed 9544 4147

For Sale: Chrysler Valiant CL and CM Doors, Bonnet, Grille, Mudguards, Front and Rear Lights, Nose Cones, Bumper Bars, Wheels with New Recaps, Brake Drums, Shoes with New Linings, New Pads, Tailgate and New Genuine Skin, New Windscreen Rubber, 6 Cylinder Head and Manifold Assembly, plus more. Best Offer. Ed 9544 4147

For Sale: Chevrolet Cylinder Head for 1950’s short-side-cover, New in Box. Best Offer. Ed 9544 4147

For Sale: 4 Litres Auto Acrylic Paint – Blue. Best Offer. Ed 9544 4147

For Sale: 185x16 Tyre, 95% Tread. Best Offer. Ed 9544 4147 02/07

For Sale: NOS Distributor Caps – to suit

Plymouth 6: (1935 – 1948), Dodge 6: (1935 – 1948) Chrysler 6: (1935 – 1948) Hudson 6: (1948 – 1950) Nash 6: (1939 – 1948) Packard 6: (1937 – 1948) Studebaker 6: (1942 – 1950) \$30 each Ellis A. Baron 03 9787 8009

NOS Distributor Points – to suit

Plymouth 6: (1935 – 1938) Desoto 6: (1935 – 1938) Dodge 6: (1935 – 1941) Chrysler 6: (1935 – 1938) Hudson 6: (1935 – 1938) Hudson 8: (1939 – 1947) Packard 6 & 8: (1937 – 1939) \$20 each Ellis A. Baron 03 9787 8009 02/07

For Sale: 2000 Kia Carens, Jade Green, Six Seater. Fitted with Automatic, Air Conditioning and CD Player. Recently detailed, serviced and RACV checked - \$8,200. Phone: Elvis 0417 557 409 04/07

For Sale: 1967 Valiant bonnet and right hand front door in mint condition, with original factory white duco. \$45 each or \$75 pair.

Bob Clark 03 9391 8327

For Sale: 1975 – 80 Corolla left hand doors (2) in mint original condition. Tinted glass. \$45 each or \$75 pair.

Bob Clark 03 9391 8327

For Sale: HQ – HZ Holden, rear door in mint original condition - \$45 Bob Clark 03 9391 8327

For Sale: Complete vacuum trailer brake control (PBR). Mostly new components. Suit car, truck, Bus etc. Worth well over \$1,000. A gift at \$200 the lot. Also truck/van booster \$150. Bob Clark 03 9391 8327 02/07

For Sale: Instruction & Workshop Manuals

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

Wal Martin (home) 5786 1667 (business) 9467 1464

03/07

For Sale: 2 Boxes of various motoring accessories - offers wanted For further details please contact Mrs. Fimmel on 9870 6448 04/07

2007 Club Calendar

January
14th Breakfast Run – ‘The Churchill’s Estate’ Bittern *
26th Federation Run – Australia Day @ Kings Domain
February
2nd Club Meeting – Deepdene
4th Tri Club Sports Day – VCCA Club Rooms
16th/18th Begonia Rally – Ballarat
25th Fred Le Bon – Museum – BBQ – Dingley *
March
2nd Club Meeting – Deepdene
10th/12th Casterton Rally – Wando Vale
18th Macclesfield Trout Farm *

April

6th Tri Club Hot Cross Bun Day – Braeside Park
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 Cobbledicks Ford & Reserve – Pub Luncheon *

July

6th Club Meeting – Deepdene
15th Organ Pipes – Pub Luncheon *

August

3rd Club Meeting
18th/19th Tri Club Overnight Run
26th Western Port Hotel – Hastings – Pub Luncheon *

September

7th Club Meeting – Deepdene
9th Wattle Day @ Wattle Park *
23rd Bay To Birdwood – South Australia

October

5th Club Meeting – Deepdene
14th Bimbimbie – Mount Burnett *
28th Annual Luncheon

November

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

December

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

Points Scheme: * Denotes Club Meetings and Club Runs that add to your points for attendance; Club cars and moderns will receive points for attendance at Club Runs. To help collate the records 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.



Editorial

Members

I hope you enjoy reading this months Journal as much as I enjoyed putting it all together. The contributions received were of an extremely high standard and I’m sure that you will all agree, they certainly added immensely to the quality of the magazine.

Included in this month’s Journal is your Annual Tour Entry Form, splendidly designed by Margaret Griffin. The event looks like a beauty-so please give due consideration to attending the Club’s 40th Annual Tour. Attendances to our Club Runs have been rather good and the Club Runs have been of an excellent standard so please come along and see what you have been missing out on.

I hope to see you all at the Hot Cross Bun Run on Good Friday.

Happy Easter

Editor George

This month’s cover: Fred Le Bon and Marie Cooper with their Bedford Truck at Fred’s Museum Club Run and Ken & Margaret Robinson photographed at the Macclesfield Trout Farm.

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Club Meeting - Deepdene

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

April 2007 - NO MEETING

Due to Club Meeting night falling on Good Friday

Please remember that the Hot Cross Bun Run to Braeside Park will be held on the 6th April. I look forward to a good turnout of Members and their cars.

Happy and Safe Motoring from your Vice President - David Landells

Please note that the next Club Meeting will be held on Friday 4th May 2007

Federation of Veteran Vintage & Classic Vehicle Clubs Inc.

Pakenham Picnic

Sunday 15th April 2007

Hosted by The Dandenong Valley Historic Car Club Inc.
Come along and enjoy an old fashioned country picnic. Vehicles 25 years and older. Red Plates eligible
BYO Picnic Lunch or Light BBQ lunch available. Tea and Coffee supplied by the Federation.
Free Raffle Ticket for every eligible vehicle on display. Prizes include automotive related products.
Time: 10am onwards
Venue: Pakenham Racecourse,
Racecourse Road, Pakenham (Melways 317G8)

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

The accommodation for the weekend will be at the:

Comfort Inn Parkside Motel
20 High Street,
Belmont

&
Riverglen Holiday Park
75 Barrabool Road
Belmont.

Saturday 9th June - 1.30pm tour of the National Wool Museum and the Ford Discovery Centre, with Devonshire Tea at The Black Sheep Cafe. Total for this will be \$14 per person.

Dinner will be at the Belmont RSL, consisting of a two course meal and featuring a live band. The cost of this will be \$20 per person.

Sunday 10th June - We head off to Queenscliff for a train ride to Drysdale on the Bellarine Railway. This leaves Queenscliff at 11.15am and returns at 1.00pm. The cost of the train ride is \$10 for Adults and \$5 for Children.

Lunch will be at the Victoria Hotel. A two course meal will cost \$12.50 and comprises of Soup, Roast Chicken and Veggies or Grilled Fish, a dinner roll and a complimentary Tea or Coffee.

After lunch we head off to tour Fort Queenscliff. The tour takes 75 minutes and costs \$5 per person. At the completion of the tour, we head back to our accommodation.

A Three Course Dinner will be held at the Comfort Inn Parkside Motel starting at 7pm. The dinner will cost \$25 per person.

Monday 11th June- a visit to the Old Geelong Gaol

Barry Smith

Special Activities Officer

The CHACA ‘toons & joke Page

One night, this guy walks into a bar and asks the bartender for a drink. Then he asks for another. After a couple more drinks, the bartender gets worried.

“What’s the matter?” the bartender asks.

“My wife and I got into a fight,” explained the guy “and now she isn’t talking to me for a whole 31 days.”

The bartender thought about this for a while. “But, isn’t it a good thing that she isn’t talking to you?” asked the bartender.

“Yeah, except today is the last night.”

The bartender asks the guy sitting at the bar, “What’ll you have?” The guy answers, “A scotch, please.” The bartender hands him the drink, and says “That’ll be five dollars,” to which the guy replies, “What are you talking about? I don’t owe you anything for this.”

A lawyer, sitting nearby and overhearing the conversation, then says to the bartender, “You know, he’s got you there. In the original offer, which constitutes a binding contract

upon acceptance, there was no stipulation of remuneration.”

The bartender was not impressed, but says to the guy, “Okay, you beat me for a drink. But don’t ever let me catch you in here again.”

The next day, same guy walks into the bar. Bartender says, “What the heck are you doing in here? I can’t believe you’ve got the audacity to come back!”

The guy says, “What are you talking about? I’ve never been in this place in my life!” The bartender replies, “I’m very sorry, but this is uncanny. You must have a double.” To which the guy replies, “Thank you. Make it a scotch.”

A Texan walks into a pub in Ireland and shouts out to the crowd, “I hear you Irish are a bunch of hard drinkers. I’ll give 500 American dollars to anyone in here who can drink 10 pints of Guinness back-to-back.” The room is quiet, and no one takes him up on the bet

One man even leaves. Thirty minutes later the same man who left comes back and taps the Texan on the shoulder.

“Is your bet still good?” asks the Irishman.

The Texan says yes and asks the bartender to line up 10 pints of Guinness. Immediately the Irishman tears into all 10 of the pint glasses, drinking them all back-to-back.

The other pub patrons cheer as the Texan sits in amazement.

The Texan gives the Irishman the \$500 and says, “If ya don’t mind me askin’, where’d you go for that 30 minutes you were gone?”

The Irishman replies, “Oh... I had to go to the pub down the street to see if I could do it first.”

A serious drunk walked into a bar and, after staring for some time at the only woman seated at the bar, walked over to her and kissed her. She jumped up and slapped him silly.

He immediately apologized and explained, “I’m sorry. I thought you were my wife. You look exactly like her.”

“Why you worthless, insufferable, wretched, no good drunk!” she screamed.

“Funny,” he muttered, “you even sound exactly like her.”

A seaman meets a pirate in a bar, and talk turns to their adventures on the sea. The seaman notes that the pirate has a peg-leg, a hook, and an eye patch.

The seaman asks, “So, how did you end up with the peg-leg?” The pirate replies, “We were in a storm at sea, and I was swept overboard into a school of sharks. Just as my men were pulling me out, a shark bit my leg off.”

“Wow!” said the seaman. “What about your hook?”

“Well”, replied the pirate, “We were boarding an enemy ship and were battling the other sailors with swords. One of the enemy cut my hand off.”

“Incredible!” remarked the seaman. “How did you get the eye patch?” “A seagull dropping fell into my eye,” replied the pirate.

“You lost your eye to a seagull dropping?,” the sailor asked incredulously. “Well,” said the pirate, “it was my first day with my hook”

A man walks into a bar and orders a beer. He takes his first sip and sets it down. While he is looking around the bar, a monkey swings down and steals the pint of beer from him before he is able to stop the monkey.

The man asks the barman who owns the monkey. The barman replies the piano player. The man walks over to the piano player and says “Do you know your monkey stole my beer.” The pianist replies “No, but if you hum it, I’ll play it.”

A man goes into a bar and seats himself on a stool. The bartender looks at him and says, “What’ll it be buddy?” The man says, “Set me up with seven whiskey shots and make them doubles.” The bartender does this and watches the man slug one down, then the next, then the next, and so on until all seven are gone almost as quickly as they were served. Staring in disbelief, the bartender asks why he’s doing all this drinking.

“You’d drink them this fast too if you had what I have.”

The bartender hastily asks, “What do you have pal?”

The man quickly replies, “I have a dollar.”



Events & Swap Meets

April

1 AOMC American Motoring Show
Flemington Racecourse

Rod Adler - 9889 4071

1 Morwell Swap Day
Gippsland Historical Automobile Club Inc.
Alan 5127 4397

15 Picnic @ Pakenham
See page 9 of this month's Journal

22 All Makes Swap Meet
Sandown Racecourse
Gates open at 8.30am
\$6 Admission
Indoor Sites - \$35
Outdoor Sites - \$30
phone - 03 9890 0524 (prior to 8.30pm)

22 Lions Club of Wangaratta 8th Annual Swap Meet
Wangaratta Showgrounds
Details: Mike 5721 7225
Ron 5722 3996
Fabian 5721 9026

May

19 - 27 Federation of Vintage and Classic Vehicle Clubs Inc.
Great Ocean Road Escape
Kevin Holloway 0353 335460

20 All Makes Swap Meet
Sandown Racecourse
Gates open at 8.30am
\$6 Admission
Indoor Sites - \$35
Outdoor Sites - \$30
phone - 03 9890 0524 (prior to 8.30pm)

28 AOMC Delegates Meeting
Malvern East RSL

July

1 All Makes Swap Meet
Sandown Racecourse
Gates open at 8.30am
\$6 Admission
Indoor Sites - \$35
Outdoor Sites - \$30
phone - 03 9890 0524 (prior to 8.30pm)

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

August

27 AOMC Delegates Meeting
RACV Club, Queen St. Melbourne

Windscreen Wipers

The first windshield wipers were brushes. Inventor J. H. Apjohn came up with a method of moving two brushes up and down on a vertical plate glass windshield in 1903. In the same year, Mary Anderson devised a swinging arm that swept rain off the windshield when the driver moved a lever located inside the car. Anderson patented her invention of the mechanical windshield wiper in 1905, and it became standard equipment by 1913. Electric motors were not used yet to power automobile essentials or accessories, and Anderson's device had a drawback. Without another power source, a driver had to use one hand to move the lever. The driver's other hand steered the car (with either a wheel or steering tiller) and worked the stick-mounted gear shift and brake grips standing on the floor of the car or outside the driver's side on the running board.



Rubber strips replaced brushes as the cleaning tools on wipers in 1905. Unfortunately, the hazardous need for drivers to wipe windshields while driving was not eliminated until 1917. The solution was to use an electric motor to move a single wiper with a long rubber blade back and forth. Hawaiian dentist Dr. Ormand Wall invented the automatic wiper by placing an electric motor in the top center of the windshield so the wiper arced down over the hood of the car in a semi-circular or rainbow shape. Wipers were one of the first electrical devices in automobiles after the electric starter was developed in 1912. Most wipers on cars before 1930 were paired and hung down from the top of the windshield. They were moved to the base of the windshield as electrical systems became more complicated.

Windshield washers were added to the wiper on/off levers, and these required spray nozzles in front of the windshield, a tank for washer fluid in the engine compartment, and electrical connections to coordinate these operations. In 1962, Bob Kearns invented the intermittent wiper with intervals and speeds that the driver could change. The advent of electronic systems with fuses and circuit breakers to operate, regulate, and coordinate electrical components expanded the possibilities for more diverse wipers. Wipers were added to headlights in the 1980s, requiring connections between the lighting and wiper systems. In the 1990s, microsensors were built into windshields to detect rain on the windshield, activate the wipers, and adjust speed and intermittent use for the amount of rain. Article by John Christie

The CHACA Events Page



Tri-Club Hot Cross Bun Run Friday 6th April Braeside Park 10.00am

Lower Dandenong Road
Dingley VIC 3172

The main entry is on Lower Dandenong Road
(Melway ref: 88 D8).

Hot Cross Buns and Tea and Coffee will be provided by the VCCA this year.

We will be using Rosells Oval, which is the last oval on the left hand side before the exit back onto Lower Dandenong Road. Please note that if you miss the oval, you will have to go back to the entrance and do the 2 kilometre circuit again.

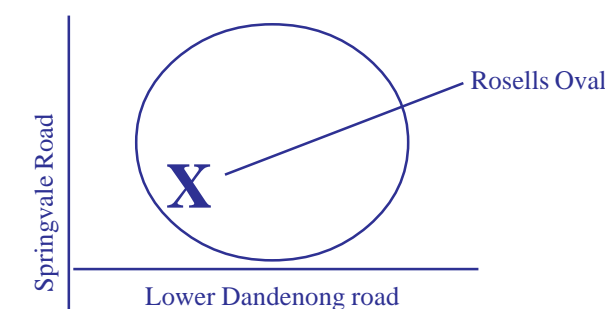
Ken Robinson 5997 5939

Braeside Park is a large natural area of 295 hectares in a suburban sandbelt. The park meanders through three very distinctive environments:

- wetlands,
- heathlands and
- red gum woodlands.

Braeside Park is an environmental park. To protect native flora and fauna dogs are not permitted.

Braeside Park has excellent access for people with disabilities.



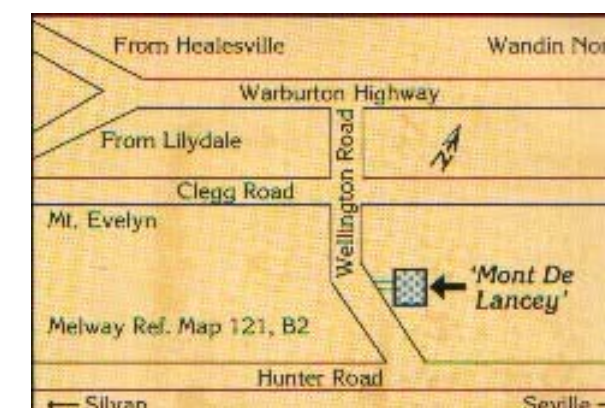
Mont De Lancey Saturday 21st April Wandin

Melways Ref. Map 121, B2

Mont De Lancey is known to most as an historic home, garden, museum, chapel and 1880's Slab Kitchen.

Time: meet at 10am at Lilydale Lake, then travel to Mont De Lancey via Warburton Highway.

Lunch: at Chessells French Cafe (inside the Mont De Lancey complex) consisting of a two course set menu meal, with tea and coffee for only \$20.00 per head. This price also includes your entry fee to the Museum.



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

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

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

Letter To The Editor:

To Noelle, the Committee and all CHACA Members,
Thanking you all for the lovely card and enquiring
about my health, it was greatly appreciated.

Kind regards

Margaret Landells

Congratulations:



The Hardy Boys from Kilsyth captured a monstrous 1.8 kilogram Salmon at the Macclesfield Trout Farm, and as a result won the 'heaviest fish caught' award - a lovely hamper of chocolates. Well done Kurt and Jake!

Webmaster's Report:

This month has not seen much activity on the Website due to the Webmaster taking a break up to Port Douglas. David, the kids and I wish you all a Happy Easter and hope to see many of you at the Hot Cross Bun Run.

Mary Anne

An Easter Greeting:

The Club's Committee wishes a safe and enjoyable Easter to all its Members and their families.



New Members:



Patrick Mockiewicz (Junior Member)
Mooroolbark - 9726 5716

Allan & Lorraine Jones
Glen Waverley - 0437 370 319

Club Raffle:

The lucky ones

Ross Buchanan	Tickets to AOMC American Show
Jack Drewitt	Apples
Yvette Cole	Ticket to AOMC American Show
Lynda Griffiths	Candles and Dish
Eddie Reynolds	Chocolates
David Talbot	Windscreen Additive
Doug Gorham	Ticket to AOMC American Show
Margaret Griffin	Tickets to AOMC British Motoring Show

Thanks to: Yvette Cole, Grace Davey and the AOMC for prize donations, The proceeds of the raffle (\$73.00) were donated to the Variety Club.

Photo of the Month!



Gordon Wightman salutes the cameraman, but look closely and you will see an unexpected visitor on the Wightman's picnic table at the Macclesfield Trout Farm - yes its a goat! Gordon, did Billy Goat enjoy your sandwiches and cakes?

Welfare Officer's Report:

There were two Get Well cards sent out this month: One to Barbara Oates and the other to Margaret Landells. We wish them both a speedy recovery. Cheers everyone, see you at the next meeting or run.

Noelle Reynolds, Welfare Officer.



What Easter Journal would be complete without an egg hunt?

Help Vice President - David Landells find his Easter Egg



Hot Cross Buns

Ingredients

35g dried yeast or 75g compressed yeast
 1/2 cup castor sugar
 2 cups Milk, warmed
 1kg plain flour
 1/4 cup Australian Milk Powder
 1 teaspoon salt
 2 teaspoons mixed spice
 1 teaspoon cinnamon
 60g Australian Butter, melted
 120g sultanas
 120g currants
 2 tablespoons mixed peel 1/2 cup water

Paste For Crosses

1/2 cup plain flour, extra
 1/2 cup cold water

Glaze

2 tablespoons brown sugar
 1/4 teaspoon cinnamon, extra
 2 teaspoons gelatine
 2 tablespoons cold water, extra

Method

Place the yeast, a teaspoon of sugar and the warm milk in a bowl.
 Cover and stand for 15 minutes in a warm place until frothy.
 In a large bowl sift flour, milk powder, salt, remaining sugar and spices.
 Add butter, sultanas, currants, mixed peel, yeast mixture, water and eggs to flour and mix into a soft dough.
 Cover with a teatowel and stand in a warm place for 40 minutes or until doubled in size.
 Knead on a lightly floured board until smooth and elastic.
 Divide dough into 32 even-sized pieces and knead each into a round.
 Place on grease-proof paper lined oven trays 1cm apart.
 Cover and stand in warm place for 10-15 minutes.
 Combine extra flour and water into soft paste for crosses.
 Place into a piping bag and pipe a cross on each bun.
 Bake at 220°C for 15-20 minutes.
 Place brown sugar, extra cinnamon, gelatine and extra water in a small saucepan.
 Heat for 1-2 minutes or until the sugar and gelatine has dissolved.
 Remove buns from oven and turn out on a wire rack.
 Brush with glaze.

Nutritional Analysis per serve:

Carbohydrates: 35 g
 Calcium: 25 mg
 Energy: 773 kJ
 Protein: 5 g
 Fat: 2 g

A change of ownership



Barry and Rosslyn Smith have purchased Max and Barbara Austin's 1936 Packard model 120B convertible. Barry and Rosslyn made their maiden journey in the Packard to Fred Le Bon's Museum on the 25th February 2007. Significantly, this lovely Packard remains a CHACA Club car, and by the way Max, Barry has promised to continue pampering the Dietrich bodied Packard - Editor George

Barry provided the following specifications:
 Engine: straight eight, Capacity: 282.04 cubic inches, Bore: 3.25 inches, Stroke: 4.25 inches, Horsepower: 33.8 - develops 120hp @ 3,500 rpm, Wheelbase: 120 inches, Weight: 35 cwt.

Well Done Tibbie:

Graeme Tibbett (pictured below) provided a most interesting presentation on the Variety Bash at the March General Meeting. Congratulations Tibbie - Editor George



Help Required:

Fred Le Bon would like a little help in identifying the exhibit (pictured at right) which is housed in his museum. Fred passed it around to numerous Members on the day of his Club Run and museum tour and it had everyone stumped as to what it was. If anyone can help, please contact Fred Le Bon on 9551 1316.



Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 2nd March, 2007

Meeting opened at 8.10pm. Present Kevin Churchill (Chair) and approximately 54 Members. Chairman welcomed all present. A visitor attended – Ray Carawana, a potential new member.

Apologies: George Mockiewicz, Eric Chaplin, Tom Lambert, Margaret Landells, John Baker, Russell and Lesley Betts

That apologies be accepted moved, Ian Hanks - seconded Ken Robinson. Carried.

Minutes:

Minutes of the previous meeting held on the 2nd February, 2007 and published in the Journal were signed as a true record, moved Gordon Wightman - seconded Grace Davey.

Peter Galley enquired why we received a Cheque for \$40- from the Bendigo Swap Meet. The Cheque was as a result of the two club members that volunteered to man the gates at the Swap Meet.

Minutes 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:

1. Thank you card from Colin Patience to the Committee and Members of CHACA which read; *Thank you for your good wishes and card. Your kind thoughts are much appreciated.*
2. City to Cape Rally brochures and entrance form – for pre 1958 Vehicles
3. Shannons 2007 Melbourne International Motor Show Auction brochure
4. Flyer from Taylors Auctions calling for private tenders for a 1930 Rolls Royce, Phantom II, Sedanca De Ville Saloon
5. A promotional letter from Candlelight Lodge – handed to Barry Smith
6. A promotional letter from Yarrowonga-Mulwala Tourism – handed to Ken Robinson
7. Flyers from the Federation regarding the Western District Picnic at Tea Tree Lake, Mortlake on 25th March
8. A promotional letter from a company called the Steering Wheel Company informing us of their services, mainly that of re-leathering and leathering Steering Wheels. Given to Editor George for further mention in the Journal
9. A letter from Bob Clarke to the Committee read out by Kevin Churchill. In the letter Bob agreed with Mary Anne in her article in the March Journal that the club should have an official run to the ‘Picnic at Hanging Rock’ and offered to organize this event.

In response to Bob’s letter it was agreed that there are a number of club members that attend as individuals at the Hanging Rock event. Kevin said that this is the case it should be a club run to promote the club.

The following motion was then made.

Motion: Picnic at Hanging Rock should be an official car club run but it should not be the only one for the month.

Bob’s letter will be discussed further at the next Committee meeting.

Correspondence out: - Nil

Move that this report be accepted: Moved Ray Griffin - Seconded David Landells Carried

Reports:

Vice President: David Landells – Tonight Tibbie is going to entertain us by informing us of his experiences while on the Variety Bash runs he has attended over the years. The proceeds from tonight’s raffle will be donated to the Variety Club via Tibbie to help him raise the \$7,500- entrance fee required for this years bash.

David presented to the meeting the Tri-Club Challenge shield which CHACA won ‘fair and square’ at the Tri-Clubs Sports day.

David gave us a run down of events to date regarding the possibility of moving to the VDC’s new club rooms to clear up any speculation. We are investigating the possibility of moving to the VDC’s premises. At the last Committee meeting David Landells made the following motion;

To investigate further the benefits to CHACA and its members of moving from Deepdene to the new VDC rooms.

A working party was formed to perform the above task. The working party will provide the Committee with their recommendation at the April Committee. The working party has had an initial meeting and will meet again to discuss a recommendation to the April Committee. The recommendations and any decision made will be notified to the members at the May General Meeting. There is a lot of serious work to be conducted by the working party – no decision will be made lightly. The rooms are at 8/41 Norcal Road, Nunawading.

Graham Hutchinson asked if anyone has seen the Chevrolet Clubs new rooms – which Graham is quite impressed with – Graham suggested the working party look at these as an alternative. David informed us that a number of avenues are being looked at.

Treasurer: Mick Whiting - Reported cash and bank balances for the month of February, 2007--, summary of financial transactions for those months and investment account balances.

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

Membership Secretary: Max Austin - The Club has one new member, that being a junior member – Patrick Mockiewicz.

Last month Max informed us he had sent out the last of the reminders letters to those that had not renewed their membership, well of the 23 letters sent out, 15 Members paid their renewals. That leaves 8 outstanding and Max still feels there is a chance of 1 or 2 drifting back in time, making this one of the best results we have had in quite a few years. Max will now proceed to getting the directory ready for publishing.

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- Historic Koroit, Pretty Port Fairy and on to the Port of Portland
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A detailed itinerary of this tour appeared in the February Journal – Editor George

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AOMC British and European Day

Flemington Racecourse proved to be a great place for a motoring show with lots of avenues and shade trees. Although CHACA was allocated an area in full sun, it was quite comfortable and enjoyable. The largest display was that of the Mercedes Benz group. Did anyone say convertibles are rare? There were lots on display! The CHACA line up consisted of two Morgans, Alvis, Rolls Royce, Morris Minor convertible, Zephyr utility, zephyr convertible and a Humber Hawk. The small group of CHACA Club cars drew lots of attention, thanks in part to Graeme Moore’s Zephyr convertible. Interestingly even this small group managed to collect several strong enquiries, with probably three new Members – not bad going. I wonder what could have been achieved if more Members had attended with their eligible vehicles – next time perhaps. The following Members were seen on the day: Ray Nichol, Graeme Moore, Roland Whiting, Gordon Wightman, Ken Robinson, Doug Gorham, Graham Hutchinson, Vin Forbes, Noel Colliver, John Elliott, David Landells and one visitor – Ron Barker in a very nice Zephyr utility. Ken Robinson Activities Officer

Photography by Ken Robinson



The Casterton Rally

The Casterton Rally held over the Labour Day long weekend was as usual a great event, with a total of 98 entrants from three states in attendance with a wonderful range of cars. The theme this year was the colour purple, which also happened to be the background colour of this years rally badge. The Rally was called a ‘Wander around the Wando’ which entailed a drive around the Wando Vale area finishing at the beautiful old Wando Vale Homestead, which has never been previously opened for inspection. As usual Sunday night in the town hall was full of fun, with prizes for the best purple outfit which was won by a lady with a full purple outfit and matching purple hair. The male winner wore a rooster outfit which included a purple headpiece and orange stockings. This great weekend finished up on Monday after breakfast. CHACA Members in attendance were: Bill and Betty Ferguson in their 1910 Delage and Gordon and Patsy Wightman in their 1964 Humber. The Ferguson’s Delage won the Best Veteran prize at the rally. Another regular attendee, Don Black, was unable to attend this year. Gordon Wightman

Activities: Ken Robinson - February has been a busy month. We did well at the Tri-Club Sports day which was attended by 23 Adults and 3 Children. The Begonia Rally was good but very hot – 23 cars attended. Fred Le Bons was well attended with 22 cars and seven moderns. Thanks to Fred for hosting this event and the tour of the farm. The next run is to the Macclesfield Trout Farm and there will be a prize for the biggest Trout caught. The Hot Cross Bun run will be at Braeside Park.

Special Activities Officer: Barry Smith – The Annual Tour entry form will be in the April Journal – there are already six entrants.

Technical Officer: Ian Hanks – nothing to report at this stage. Graham Hutchinson handed Ian an article about the 90 day log book proposal to date and Ian will pass this to George to place in the Journal for all to read.

Librarian: Eric Chaplin - Mary Anne gave the report in his absence. Pam has updated the library catalogue to capture the 250 books purchased from the VDC – a special thanks to Pam for doing this work.

Motion: That acknowledgment goes to Pam for all the work she puts into keeping the catalogue and the storage of the books. Moved; David Landells Seconded; Ralph Provan Carried

Property Officer: Eddie Reynolds – has a sample range of Club Regalia available for ordering or purchase after the meeting. Eddie has an open order for name tags - to place an order there must be a minimum of 10 tags ordered and currently the order is for 2 – so please let Eddie know if you require to add to this order. Eddie also has the Bumper Bar Badges and a number of past annual tour badges.

Editor: David Talbot gave this report in George’s absence. Thank you to all those Members that contributed advertisements, articles, jokes, photographs and gossip to the March Journal. I would especially like to thank David Talbot for doing the proof read of the last Journal and whilst on that subject I hope that not too many Members have waited outside the Deepdene Park Hall since February 2nd. Oooops, I got the Club Meeting date wrong. Wishing you all a safe and enjoyable Easter. Hope to see you all at the Macclesfield Trout Farm, as Rex Hunt would say “YIBBIDE YIBBIDA that’s all folks”.

Publicity Officer: Gordon Wightman – Invoices to the advertisers are going out this weekend. Gordon is still receiving calls as a result from the Weekly Times article. Gordon would like anyone interested in displaying their car for the below event to contact him directly. *9th World Congress on Art Deco® would like to have a few cars from the 30’s and 40’s at the front entrance of a Dinner Dance during the Congress. The Dinner Dance is being held at the Ivanhoe Centre on the 20th April and the cars would be required from 6.30pm to 7.30pm.*

Welfare Officer: Noelle Reynolds. – Noelle rang Ian Bird today, he is feeling 95%, has Physio once a week and is driving again. Ian hopes that when the weather cools down he can join us. Noele rang Col Patience – he has been in hospital with breathing problems and informed Noele he has been diagnosed with emphysema and requires a puffer twice a day and other medication. Colin has to keep his body temperature below 24°c. Noelle met Heather Darwin on the Begonia Rally – Heather has had three shocking operations on her head, she is coming good but due to the heat is struggling a bit. No cards have been sent out this month.

Cars and Parts for Sale:

Peter Galley: Someone called Peter wanting to know what price to ask for a Holden body that he is selling on behalf of his son. The amusing thing about the phone call was the fact the gentleman found Peter’s number in the Yellow Pages under CHACA. Peter’s number has not been in the Yellow Pages for approximately 6 or 7 years. Peter suggested to the gentleman that he upgrade his Yellow Pages, search the internet and contact Holden Clubs – Peter wanted us to know that not only do people hold on to old cars but also old phone books.

Notes handed to Mary Anne for this section:

A 2000 Kia Cavens, Jade Green, 6 Seater, automatic, air, cd player – for more info refer to the ad in back of this Journal.

New old stock 1963 Chevrolet Belair front windscreen, in original wrapper – refer to ad in the back of this journal.

1956 Bedford SB3 Bus Chassis fitted with Marconi Outside Broadcast Van Body, 6 cylinder petrol engine, 4 speed gear box – refer to ad in the back of this journal.

David Landells: Max asked David to visit a lady in Glen Waverley to pick up some books she was donating. While there, the lady asked David how she could sell some items she had, those being side mirrors (50’s and 60’s) and side lights (40 models). David suggested to her that we put an ad in the journal and someone would have to arrange to see the items and maybe she could sell them as a box lot.

President: Kevin Churchill - no report.

Special Reports:

AOMC Representatives: Graham had a great deal to contribute to the meeting due to the AOMC meeting earlier in the week. Please refer to Grahams report in this Journal for full details.

All Makes: Peter Galley, - The RACV has been keen for some years to sponsor a Rally such as the City to Cape Rally, which they are sponsoring in conjunction with the AOMC. This is the inaugural City to Cape Rally and is on the 28th October. Entries close on the 31st August.

The All Holden Day at Flemington Racecourse was a good day and should show a good return to the company, however, if we are involved next year there will be some changes made.

The next Swap Meet is on the 22nd April and will be a Convertibles Day.

The All Makes Swap Meet Pty Ltd would like to know when CHACA is having a show and display at an All Makes Swap Meet, as it is has been a number of years since we have done so. Peter quoted 1 July and 21 October as being dates quoted by the All Makes Swap Meet Pty Ltd. There was a bit of general discussion on this regarding yearly calendars being formulated and many clashes.

Special Effort: Jenny Hanks – prizes for the special effort were read out and a thank you to all those who donated the prizes. Jenny also informed us that Margaret Landells is very sorry to inform us that she can no longer assist with the special effort. Margaret is having problems with arthritis, therefore she will not be able to attend the general meetings as often as she would like. Jenny would like to know if anyone else would consider volunteering to fill the void. - continued on page 23



Graeme Moore, winner of the 'most popular vehicle'



All smiles from Grace Davey, the Kerrs and Shirley Nichol

An easy run to Ballarat although it was very hot, which led to discussions on whether or not to fit air conditioning to our car – the debate is ongoing. We met the Ballarat members at their clubrooms for a barbeque and had a great evening under the shade trees. Next morning we all gathered at the Tram Museum for morning tea, this led to an impromptu ride on a 1919 tram packed with CHACA Members. For lunch we had hot roast chicken and vegetables, after which we all proceeded to the Fine Art Museum. It was noted that at least one Member of CHACA had great appreciation of the fine art especially after he discovered the nude statue upstairs. I understand that Pat Lombardo had trouble controlling Fred Lombardo, who was very keen on taking the statue home.

Saturday night at the Tennis Centre was quite a night, it was very hot and most entrants adjourned to the outdoors after having their meal. On Sunday we all headed to Cricket Willow for morning tea and more cakes. Cricket Willow has probably got the greenest cricket pitch in Victoria. We headed off to Mount Franklin for lunch and the announcement of prizes. Graeme Moore's Ford Zephyr convertible won the most popular vehicle category. Well-done Graeme! Interestingly there were another three Zephyr convertibles at the rally. The weekend concluded with a very hot journey home and a lot more discussion on air conditioning.

Ken Robinson
Activities Officer

Members In Attendance:

Eddie & Noelle Reynolds, Grace Davey and Dawn Hucker, Ray & Shirley Nichol, Henry & Trish Alger, John & Louise Baker, Fred & Pat Lombardo, Ian & Jenny Hanks, Ron & Laraine Maddocks, Lester & Yvette Cole, Colin & Loretta McKenna, Vin & Lana Forbes, Mal & Thea Hillier, Russell & Val Kerr, Norm & Mickey Bradford, David, Susan, Emily and David Waite, David & Margaret Landells, James & Colleen Allan, Norm & Heather Darwin, Graeme Moore, Kathy Austin, Doug Gorham, Roland Whiting, Jack Provan & Jack Drewitt, Ken & Margaret Robinson

Photography by Ken Robinson and Eddie Reynolds



Jack Provan: recipient of the 'hard luck award'



James & Colleen Allan accepting an award



Fred Lombardo dreaming of 'that' statue!

The Aging Housewife

It is important for men to remember that as women grow older, it becomes harder for them to maintain the same quality of housekeeping as when they were younger. When you notice this, try not to yell at them. Some are oversensitive and there is nothing worse than an oversensitive woman. My name is Ron. Let me relate to you how I handled the situation with my wife Julie. When I took early retirement last year, it became necessary for Julie to take a full time job, both for extra income and for the health benefits we both needed. Shortly after she started work I noticed she was beginning to show her age. I usually get home from the golf course about the same time she gets home from work. Although she knows how hungry I am, she almost always says she has to rest for half an hour or so before she starts dinner. I don't yell at her. Instead I tell her to take her time and to just wake me up when she gets dinner on the table.

I generally have lunch in the Men's Grill at the Club so eating out is not reasonable. I'm ready for some home cooked grub when I hit that door. She used to do the dishes as soon as we finished eating. But now, it is not unusual for them to sit on the table for several hours after dinner. I do what I can by diplomatically reminding her several times each evening that they won't clean themselves and I know she really appreciates this, as it does seem to motivate her to get them done before she goes to bed.

Another symptom of aging is complaining, I think. For example, she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. But, boys, we take them for better or worse, so I just smile and offer encouragement. I tell her to stretch it over two or even three days. That way she won't have to rush so much. I remind her that missing lunch completely every now and then wouldn't hurt her any (you know what I mean). I like to think that tact is one of my strong points.

When doing simple jobs, she seems to need more rest periods. She had to take a break when she was only half finished mowing the lawn. I try not to make a scene. I'm a fair man. I tell her to fix herself a nice, big, cold glass of freshly squeezed lemonade and just sit for a while. And, as long as she is making one for herself, she may as well make one for me too.

I know that I probably look like a saint in the way I support Julie. I'm not saying that this much consideration is easy. Many men will find it difficult. Some will find it impossible. Nobody knows better than I do, how frustrating women get as they get older. However, guys, even if you just use a little more tact and less criticism of your aging wife because of this article, I will consider that writing it was worthwhile. After all, we were put on this earth to help each other.

Signed Ron

Editor's note: Ron died suddenly on the 27th May. The police report said that he was found with a Calloway extra long 50 inch Big Bertha Driver golf club rammed up his \$%^\$# with only a few inches of grip showing.

His wife Julie was arrested and charged with murder. However, the all women jury found her not guilty, accepting her defence that he accidentally sat on it. Thanks to Yvette Cole for sharing Ron's tips!

March General Meeting Minutes - continued from page 9

General Business:

Graham Hutchinson: One of the topics discussed at the AOMC meeting was the Robert Shannon Trust. Robert always said there was a need to push for young ones in the clubs. Graham enquired as to whether there is a young person working on a vehicle and perhaps there could be an opportunity for sponsorship through the Robert Shannon Trust. Graham handed this over to Committee for further thought.

Peter Galley: Peter has been most interested in the Wally Martin, Introduction to Fords articles.

Peter also wanted to bring to our attention that the Demerit Points scheme has been changed and he has left some pamphlets from Vic Roads on the table.

Margaret Griffin: A reminder to all of the Big Day Out, 3rd March – Baxter

Kevin Churchill: A reminder that the Hot Cross Bun Run is on Good Friday.

Chairman declared the meeting closed at 9.10pm. **Next meeting to be held Friday 4th May, 2007. No April meeting due to the first Friday of the April being Good Friday.**

The General Meeting preceded the evening's entertainment.

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Have you checked your Rubbers?

This article has absolutely nothing to do with your finances or writing cheques that bounce. It does however, have an important message for veteran, vintage and classic motor vehicle owners.

Way back in 1973, I did a ground up restoration on my 1954 Studebaker Champion and from then it became a rarely used concours vehicle. A little while back, I emptied the boot, which contained some emergency new old stock breakdown parts. Among these was a pair of factory original radiator hoses, which had become hard, rigid and inflexible, and therefore quite useless.

I didn't think much about it at the time, as the hoses fitted to the car appeared okay. However, quite recently I retrieved two of my fleet from a motoring museum, one of which was a Morris Minor 55 saloon, which I had restored from the ground up during 1983 and 1984. It went to the museum eighteen years ago in 1988.

On attempting to start the car, I discovered that the rubber fuel hose from the electric fuel pump to the carburettor had perished completely over its full length. The alloy thermostat housing was corroded, and when removed, was found to be nearly completely blocked internally with corrosion. The radiator hoses whilst not leaking, were quite hard and inflexible thus requiring replacement. The heater hoses, whilst still looking brand new and not leaking, were also as hard as a rock and inflexible, and will require replacing. Some of the rubber grommets in the engine bay have also gone hard, and these too will require replacing. Even the hose from the rocker cover to the air filter is rock hard.

However, the worst of all was the brake system. I had totally restored the brake system using silicone brake fluid. The rubber hoses on the front brakes had perished, and I assume, so too had the wheel cylinder cups, as all four sets of brake shoes were saturated with brake fluid. Apparently the silicon fluid travels when it leaks out, as it had not only seeped onto the suspension struts, but it had also coated the entire surface of all four inner wheel wells. All of this had happened without brake application, whilst the vehicle was stationary in the museum. The brakes were fine when the vehicle was driven into the museum eighteen years earlier. The master cylinder, which is located inside the right hand chassis box section had also leaked and was bone dry.

It was interesting to note that there was absolutely no sign of any corrosion in the brake system, which is the main benefit of using silicone fluid, as it does not attract moisture, unlike normal mineral brake fluid.

The brake shoes, brake hoses, wheel cylinders, master cylinder and even the rear axle hub seals have now been replaced with reproduction components of current manufacture, so the rubber is probably neoprene rather than the natural rubber of the originals.

I would like to note that - every rubber component previously mentioned, had been replaced with brand new components during the restoration. However, they would all have been natural rubber, which obviously doesn't last long term.

The message from all of this, is, that if you have a vehicle, which was restored over ten years ago, you should be checking the rubber components regularly, or better still, replacing them, especially those exposed to fluids and heat. Modern cars don't suffer from these problems to the same extent, as most components are neoprene rather than natural rubber, this includes wiper blades.

On a slightly different subject, all my cars have at least 40% glycol coolant mixed with distilled water in the cooling system, both for improved cooling and in particular to prevent corrosion. This is an absolute must for most modern cars with alloy heads and alloy cooling system components, but is a good safe guard for older vehicles as well.

Both my Morris and my 1923 Gwynne, which were both in the museum for eighteen years, still had clean green coolant in their cooling systems. Despite this, the Morris had corrosion in the alloy thermostat housing, while the Gwynne had corrosion in the upper and lower radiator hose fittings, welsh plugs and the radiator core was found to be rotted.

I read a technical article recently which indicated that glycol coolant will minimise corrosion for up to two years, after which time it undergoes a chemical change and operates in the opposite way, by promoting corrosion, despite retaining the bright green colour. It is imperative to change your coolant annually for best results. One thousand dollars for a replacement alloy cylinder head is not unusual these days, should you ignore this advice. A final tip, do not rely on cheap coolant, buy the concentrate coolant and mix your own.

Happy Motoring and rubber checking

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Begonia Rally - 16th/18th February



Heather Darwin, Trish Alger, Lana Forbes, Margaret Robinson, Kathy Austin, Noelle Reynolds, Ken Robinson and Eddie Reynolds pose for the camera



The rally included a ride on one of the old Ballarat trams. Russell Kerr snapped this photo of Club Members sitting back and enjoying a nostalgic trip back in time.



Lester Cole together with Ron & Lorraine Maddocks at dinner

The Dingley Report:

Well what an excellent day. Most Members met at Garden World and headed off for Fred Le Bon's Museum at 11.00am sharp. However, the lead car seemed to have a slight hitch at Fred Le Bon's gateway – that man in the Dodge again!

We were warmly welcomed by Fred and Marie, who had prepared an excellent area for the picnic and barbeque, and before too long, CHACA Members were swarming over the grounds viewing the herb gardens and also the museum. The museum contained many interesting artefacts pertaining to farming.



On behalf of the CHACA Members, I would like to thank Fred and Marie for their kind hospitality and also Fred Lombardo for his efforts in helping Fred and Marie.

The attendance figures are looking better all the time, which you no doubt agree makes this Club even stronger.

Ken Robinson
Activities Officer

Below: Rosslyn Smith, Tina Brown, Max & Barbara Austin and Mick Whiting, with the Griffiths in the background.



Photographs at right, top to bottom: Fred Le Bon's 1935 Ford V8 sedan and 1955 Dodge Kingsway sedan, 1952 Allard of Chris Lowth and Robyn Spence, Ron & Lorraine Maddock's 1970 Chrysler Valiant and the 1970 Toyota Crown station wagon belonging to Alan & Lynda Griffiths



parking arrangements was on the AOMC Website, but that the layout was much the same as last year. Rod stated that unlike last year, when it rained all day, he was prepared to guarantee good weather this Sunday.

The RACV American Motor Show also at Flemington is on Sunday 1st. April. details of this event are on the **AOMC Website. www.aomc.asn.au**

New CPS (Club Permit Scheme). Rod Amos (Vintage Sports Car Club), reported that Vic Roads are working on their next draft, and that there is nothing which can be done to hurry the procedures. He is keeping in touch with the officials, but with discreet reminders to ensure they keep moving along. Mr. Amos thought that banging a few heads together would only delay matters still further. *So I guess we will just have to wait for our "lovely Log Books", as VicRoads hasten slowly.*

Philip Johnstone (Triumph Sports Owners Club) reported on **Engine number records.** Philip gave details of the records that the AOMC have had to purchase, to gain access to 1909 to 1919 records. These are very useful, as they **MAY** contain owner details. Because privacy law restrictions do not go back that far, some owner records escaped destruction. Even some between 1920 and 1932 escaped destruction. From 1933 onwards, owners and addresses had been eliminated by VicRoads, prior to passing them over.

Pages 32/33 in the current AOMC Newsletter should be in every clubs newsletter, at least once each year, now that VicRoads is insisting on past registration numbers prior to Registration or Club Permit Scheme approval.

Philip has these pages on the AOMC Website, under **Archived Engine Number Records.**

Visa or Mastercard payment is now available. (see page 33 AOMC Newsletter).

Richard Snedden (Wolesley Car Club) reported on the **Constitution Changes.** At the November meeting, Richard reported, (and I detailed in my Delegates Report), that the changes we made last year were sent to Department of Justice, as required, but since they had changed the rules again, we were going to have to make minor alterations.

Mr. Snedden has this in hand and will have the amendments ready to send to clubs prior to May Delegates meeting, when it will be ready for an approval vote.

As usual there were numerous reports by Delegates about the activities of their own clubs, but your scribe can't write them down fast enough, so ignores them for this report. however a couple come to mind.

Mike Alfrey told us that the recent **RACV Great Australian Rally** had raised \$32,000 for the Peter Mac Callum Cancer Centre.

There were several favourable reports about the recent **Hanging Rock Rally.** The Delegate from that club reported 1,932 cars attended and many motor bikes.

President Rod Adler did well in his aim, as it was a pleasant meeting, he closed it at 9-30PM. and we had time to enjoy the tea/coffee and scrumptious bickies supplied by the RACV, as well as catching up with friends.

Please one of you people out there, volunteer as AOMC Secretary, your country needs you .

AOMC Seeks Secretary:



The association is looking for suitable nominations for the important position of Secretary of the Association.

Ideally the candidate for this position will have spare time available during business

hours and be involved in the hobby car movement with a working knowledge of the current Club Permit Scheme. The AOMC Office is located in Moorabbin.

There are 12 management committee meetings each year held at Moorabbin, and 4 delegates meetings currently held at Malvern East and the City.

The Association will cover all out of pocket costs that may be involved in fulfilling this role.

Whilst this role is an honorary position, it is within the powers of the management committee to pay an honorarium at the completion of each years service.

Ron Adler 9890 0467

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

(other clubs are welcome to use this report)

AOMC Delegates Meeting - Feb. 2007

26-2-07 Held at the new RACV Club Bourke St Melbourne.

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

President Rod Adler (Vintage Drivers Club) opened the meeting with a few well chosen aims as to how he hoped for meetings to be brief and pleasant affairs for Delegates. Rod expressed thanks to the RACV for the use of their wonderful Club facilities yet again.

Apologies are entered on sheets provided, together with the attendance sheets, for Delegates to fill in as they enter the meeting room. so no time is wasted on apologies. This system has been used for some years, as a means of saving time at the start of each meeting, with consequent delays as the minute taker writes it all down. **Why not try this system with your own club?**

New Delegates were asked to identify themselves and let us know which club they represented. While this is also a little time consuming, it is important for other Delegates and AOMC Officers to get to know these new people.

Our President introduced our **Guest Speaker, Mr. Neil Athorn**, who is the President of not only the AHMF, (Australian Historic Motoring Federation), which is the national body, but he is also President of the AOMC's sister body here in Victoria, FVVCVC (Federation of Veteran, Vintage & Classic Vehicle Clubs). President Rod stated that there was a short video film which Neil wished to show us first.

The film ran for about 15 minutes and was of a high technical standard. It was commissioned by a NSW body called the Bush Council of Heritage Motoring, and made available to their affiliated clubs. While it shows many fine cars in static displays, and also in motion along roads while on club runs, it has a good portion relating to restoration of an old van in a Technical College in Canberra, where it is seen being worked on by students and enthusiasts. This is one of those projects which has gained funds from the Robert Shannon Trust, which was set up with the aim of encouraging youth in vehicle restoration work.

Neil Athorn then introduced himself to Delegates by giving a short background on himself and his work in Bendigo with the Bendigo Bank, with the historic vehicle movement and his own extensive range of personal vehicles. He then spoke about the make-up of the AHMF, with Delegates from State bodies such as the AOMC and FVVCVC here, the Bush Council in NSW and similar bodies from the other States. They meet once a year around August, but keep in touch between meetings. Things which they are working on at the moment are——

1. The proposed **National Motoring Heritage Day 20th. May 2007** where it has been suggested that all clubs make an effort to have some function on this day. The aim is to raise the profile of classic motoring clubs, **by having all clubs out on the same day.** If it can be set up as a good will or charity event, such as taking the elderly, or disabled children for a run on this day, it would be a good way to obtain media coverage. **Try to get your local Member of Parliament along.**
2. The AHMF have had discussions with a representative of the ATO (Aus. Tax Office), with a view of ——
 - (a) Obtaining the same tax exemptions for car clubs as those enjoyed by sporting bodies. or——
 - (b) Having the meager (1972 set) \$416 level earnings above which tax must be paid, raised to the approximate \$6000 for the individual.
3. The 4 page survey which was put out last year by the AOMC. *CHACA Members may remember I handed out a copy to everybody who was at the meeting that night.* If you still have it, please spend half an hour to complete it & return it. If it is lost, it is available on the **AOMC Website www.aomc.asn.au** or contact Judy at the office 9555 0133 Neil stressed how important it is to have many replies so they are able to go to the Government armed with these figures. They must get enough replies so that expenditure can be extrapolated.

President Rod thanked Neil for his visit, and put **out another urgent call for someone with a bit of time, to volunteer as secretary to the AOMC**, then called for resumption of standing orders.

Treasurer Ron Bolton (Renault Car Club), started by thanking Pam Hill for doing such a great job in setting up the financial affairs of the AOMC in such a professional way, making it so much easier for him to take over.

Ron then offered to answer any questions arising from the **Profit & Loss Statement, which was distributed to Delegates prior to the meeting. This was yet another method of saving time.** (Those who attended the last AOMC Seminar will remember that our keynote speaker suggested that ways should be found to cut those routine procedures to a minimum. Since there was only one question, which was dealt with quickly, this was another win in elimination of wasted meeting time.

Yet another time saving device which the AOMC introduced some time ago, was the pre-meeting distribution of a summary of inward & outward correspondence. There is the opportunity for Delegates to question the Secretary about any of these letters, but mostly they are self explanatory.

President Rod Adler is also Motoring Shows Director so he reported that things are in place for the two events. The first is the **RACV British & European Motor Show next Sunday, March 4th.** Rod explained that a map of the Flemington

Fred Le Bon's Museum - 25th February



Above: Pat Lombardo, Loretta McKenna and Yvette Cole demonstrate the effect herbs have on some people!

Above right: Noel Colliver's 1938 Buick 8/40 sedan

Right: Max Austin quenching his thirst within the confines of Fred's Museum

Photography by Mary Anne Irvine and Editor George

Participants:

Bob & Judy Wilson-1980 Oldsmobile 98 Regency sedan, **Gordon & Patsy Wightman**-1964 Humber Hawk saloon, **Lester & Yvette Cole with Kathy Austin**-1934 Plymouth roadster, **Russell & Lesley Betts**-1972 Torana LJ SL sedan, **Bruce & Robyn Haley**-modern, **Eddie & Noelle Reynolds**-1936 Dodge D3 sedan, **Max & Barbara Austin**-1973 Toyota Crown sedan, **Fred & Pat Lombardo**-1960 Dodge Phoenix sedan, **Colin & Loretta McKenna**-modern, **Ellis & Ilma Baron**-1935 Plymouth PJ roadster, **Henry & Trish Alger**-1977 Chrysler Valiant Charger coupe, **Ron & Lorraine Maddocks**-1970 Chrysler Valiant VG sedan, **Ray & Margaret Griffin**-1934 Pontiac 603 sedan, **Alan & Lynda Griffiths**-1970 Toyota Crown station wagon, **Barry & Rosslyn Smith**-1936 Packard 120B convertible, **Mary Anne Irvine, David Talbot and Rosemary**-1975 Triumph Stag convertible, **Ken & Margaret Robinson**-1962 Chrysler Valiant sedan, **Mick Whiting & Tina Brown**-modern, **Chris Lowth & Robin Spence**-1952 Allard, **Mockiewicz Family**-modern, **Fred Le Bon & Marie Cooper**-1935 Ford sedan/1955 Dodge Kingsway sedan, **Peter Galley**-modern, **Rod Bundy**-1953 Daimler Conquest saloon, **Noel Colliver**-1938 Buick 8/40 sedan, **David Landells**-modern, **Ray Nichol**-1933 Hupmobile 321K sedan, **Malcolm Cribbes with Gary Allen**-1956 Holden FJ panel van.



Marie Cooper with Bob & Judy Wilson and Monica Mockiewicz in the foreground



Peter Galley, Noel Colliver and Eddie Reynolds

Inside Fred Le Bon's Museum



Above: Eddie Reynolds, Peter Galley and Robyn Spence viewing Freds interesting museum.

Top right to bottom: quite a story behind this horse, apparently the RSPCA discovered on a visit that it wasn't a real horse.

Chris Lowth and Fred Lombardo discuss the Bedford farm truck. Fred Le Bon and Ken Robinson were captured outside the museum, obviously both rather happy with the turn-out of Members. A Liston Junior stationary engine on display.



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The Graham Brothers and Their Car - Part 1

Graham-Paige, alive, in New York City? Yes friends, Graham-Paige, the company still lives. Of the many firms that have engaged in the manufacture of automobiles since the turn of the century, only a handful are present-day passenger car producers. A few others remain, busily engaged in activities little related to their automotive pasts, and one of these is Graham-Paige, now the Madison Square Garden Corporation, owner and operator of the multimillion dollar sports arena over the remains of Pennsylvania Station. But the firm has forgotten its automotive past; the New York skyline is far removed from a crumbling factory in Detroit where Graham automobiles were once produced. Still farther away are the small towns of southern Indiana, the area where three brothers who contributed to the shaping of the automobile industry grew up in the late eighteen-hundreds. Joseph B., Robert C. and Ray A. Graham were born in 1882, 1885 and 1887 respectively, on their family's farm in Washington, Indiana, a small community in the south-western corner of the state. In 1825 James Graham had purchased 121 acres of land in Daviess County, and the farm had grown as succeeding generations added to their holdings. The brothers could have chosen to make comfortable lives for themselves there, overseeing the raising of cattle and the making of milk and cheese. But they were not content with the pastoral life. In 1901, with the discovery of natural gas in nearby Loogootee, Joseph Graham and his father Ziba became stockholders in the Lythgoe Bottle Company, the first glass manufacturers in the area, using the new energy resource as fuel in their manufacturing. At the age of nineteen Joseph invented and patented a new process for blowing better bottles. Shoulders of early bottles were thin and broke easily. Joe devised blowing them upside down, causing the glass to flow toward the shoulders to reinforce the weak points. In 1905 the Grahams took over Lythgoe, renaming it the Southern Indiana Glass Company and, a year later, the Graham Glass Company. They absorbed the Loogootee Glass Sand Company to produce that necessary raw product, and obtained their natural gas from the rich local deposits. Business prospered, new factories were added in Indiana and Oklahoma, and by 1916 the Grahams received a merger bid from the Owens Bottle Company of Toledo, Ohio. Enter now the motor industry. Ray who graduated in 1908 from the University of Illinois, had become interested in designing a lightweight motor truck while managing the family's farm properties. He invented a special rear axle combined with a spliced frame, whereby Ford cars could be converted into one-ton express or stake trucks at a cost of \$350 per unit. The truck business looked promising. There was a plentiful of skilled labor for body building since wagon making was an important Indiana business and across the country more and more firms were discarding the horse and wagon in favor of the motor truck. Selling their interest in the glass business to Owens, Joseph and Robert joined Ray in establishing a factory in Evansville, Indiana, to build truck

bodies for mounting on passenger car chassis. By 1920 an expanded line of Graham Brothers trucks and buses were being manufactured, using Continental, Weideley and Dodge engines. A customer, the Grahams felt, should not have to go elsewhere for his truck's body, so they built complete vehicles, offering a variety of bodies designed to meet the specialized needs of various industries. The truck venture proved successful, and attracted the attention of Frederick J. Haynes, president of Dodge Brothers. Haynes saw in the Grahams a chance to get Dodge into the heavy truck business without disrupting passenger car production. The Grahams were receptive, and in April 1921 an agreement was signed whereby the Graham Firm would build trucks solely with Dodge engines and drive trains, selling same exclusively through the Dodge dealer network. The agreement was enormously beneficial to the Grahams, whose products now gained the backing of an established manufacturer with a solid reputation and a nationwide dealer network. With the Dodge deal, the Grahams moved easily to Detroit, where a new factory on Meldrum Avenue was established to supplement Evansville output. A new company, Graham Brothers Inc. was created, with Joseph as president. It operated almost as a Dodge subsidiary. Soon other plants were opened in Stockton, California and Toronto, Canada. Demand was high, and the Grahams outgrew the Meldrum Avenue plant, building a replacement on Conant Avenue in 1922 and a third on Lynch Road in 1924.

- Continued next month.



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A Club Member

Federation of Veteran Vintage and Classic Car Clubs of Victoria

Rod Adler – The Federation congratulates Rod on being elected as President of the AOMC. We also wish Peter Richards a speedy recovery from his recent illness.

Red Plates – Vic Roads are still working on the finer requirements to change over the system. Although we do not appear to be receiving much at Club level, Fergus assures me that they are working on all the legal and in house requirements for the Government Legislation. As to when we will be offered the chance to swap over is unknown.

Insurance – If your Club has taken up the Australian Motor Sports Insurance cover, you should have received your public risk and other cover renewals, and if paid, confirmation certificates by now. There are some booklets on the cover provided by this firm available for those who do not currently have cover.

Mortlake Picnic – 25th March, again we would like to see as many caravan and old styles of camping gear at this event as we can. Naturally all vehicles, trucks, tractors, engines and items of yesteryear are most welcome.

Pakenham Picnic – 13th April. This is an ideal location for our Metropolitan and Gippsland Club members to come out in force. Please support this day if you can as a lot of work goes into arrangements for 150 vehicles but not much more for 500 vehicles.

Marong Picnic – We have planned this for the 26th August. However, it may be that the football games are a month later this year due to the draught. The league has not decided on this as yet. Have you or your fellow members got any ideas as to how to make this magnificent day even better? Hot Rods will have their own display area near the horse stalls from this year, and the trucks will be permitted into the middle parking area. The raffle tickets will be handed out at the May Delegates meeting.

National Event 20th May 2007 – Details of the National Display Day are available. Please make sure that your Club receives them and joins in where possible. Arrangements should be made with the local media to cover the days activities and to strengthen the Historic Vehicle movement in the eyes of the public.

Taxation – We have been directed by the Treasurers Office to make contact with a senior person in the Tax Law Office in Canberra. We will secure a meeting time and commence the process to hopefully be able to resolve the situation of tax on clubs. Please make sure that your club returns the survey forms to Brett as quickly as possible as they are very important.

Delegates Meeting – The next one will be held in Bendigo on the 12th May. This date has been amended, so please make a note that it is the 12th May.

Fed News – Another excellent publication. Certainly our thanks and congratulations go to Mal. However, did you or your club contribute to this magazine? If not, please do so for the May and or August editions. We will be looking at Clubs who do not contribute.

Committee – Doug is still away on the islands off the top of Australia. The rest are available should you wish to make contact with them in regard to any historic vehicle issues or about the individual items that they look after.

Neil Athorn – 54 422 851 (after hours)

Bendigo Swap Update

On behalf of the Swap and Federation Committees, I thank all volunteers from Member Clubs who came along and assisted over the weekend. It is certainly good to see so many people combining together to run this event. A number of Clubs did not have any representation and I would be interested in finding out why, if your club was one. The roster letters will be handed out at the May Delegates Meeting.

The event in the main went off very well in 2006. The crowd arrived a little later this year than the last three, so our entrance worker numbers were a little out. However, we got everyone in fairly well.

The CFA on the Main and Number One gates did an excellent job.

We have met with all the service clubs and organizations and sorted out a number of issues. If you have any matters of concern, please write them down and send them along to me as soon as you can.

Since the Swap we have been informed that a fellow from Strathfield says he fell over a bag trolley at the Swap. He has had an operation for a broken arm with pins being inserted etc. We have made an insurance claim for this, as he is after medical expenses. This is our first claim in thirty one years. If anyone was a witness to this accident, could they please make contact with me. Comment was made that we failed to have proper crowd control in place to stop this happening. We argued back that a bag trolley is nothing out of the ordinary and is not a specialised piece of equipment or something that you don't see every day in shopping centres etc. We have applied for renewal of our policy and we were going to ask for a discount, but that may not be approved.

Site holders re-bookings were due at the end of January. The majority of them have been re-booked.

A new Committee is to be formed in February. It appears that most of the current Committee will stay on, which is excellent for planning and continuity.

The Show and Shine was well accepted and will be a feature again in 2007. In the BEC building we hope to have a display of historic Fire Engines.

Neil Athorn

2006/2007 Directory Update

Brett & Sharee Rayner

Kalorama - 9728 2861

70 ford Fairmont XW Station Wagon

Terry & Sil Usher

Footscray - 9689 0630

55 Ford Fairlane Victoria Coupe

Nick Nicholson

Seaford - 0419 881 573

1940 Buick Convertible

1952 Hudson Pacemaker Sedan

1939 Dodge D11 Sedan

1938 Plymouth Coupe

1957 Vauxhall L Saloon

1964 Humber Vogue Saloon

1948 Hillman Convertible

1955 Morris Oxford Sedan

John & Debbie Egglestone

Eltham - 9438 2837

1938 Oldsmobile Opera Coupe

Rick & Wendy Osborne

Ringwood East – 9729 9417

1954 Chevrolet 210 Sedan

John & Joan Hunt (change of address)

PO Box 672

Drouin 3818

Ken and Ruth Wood

Camberwell 0419 988 299

1960 Willys CJ3B Jeep

Peter and Louise Budd

Blackburn - 0418 565 550

1962 Holden EK Special Sedan

Marion & Phillip Simpson

Yarra Glen - 9730 1877

1937 Oldsmobile Sloper Sedan

Jack Drewitt

Heidelberg Heights – 9457 5640

Mick and Nicole Langford

Glen Waverley - 9561 0720

1964 Ford Mustang Convertible

Darren and Pat Bernhard

Oakleigh South - 9570 3913

1966 Ford Falcon XP Coupe

Patrick Mockiewicz (Junior Member)

Mooroolbark - 9726 5716

Allan & Lorraine Jones

Glen Waverley - 0437 370 319

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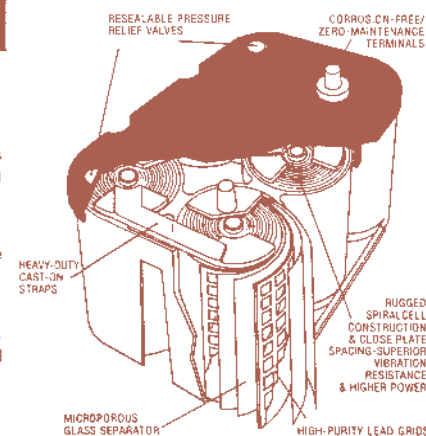
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The Macclesfield Trout Farm Report

The Trout Farm was a great venue and was thoroughly enjoyed by all that attended. The grounds were excellent and we had an area allocated beside the main lake, which was away from the general picnic area. This gave us a good view of all the antics of the novice fishermen.

The fish lived up to expectations biting readily on a doughy bait made up of who knows what. Anyway it worked well. Several of our group caught fish with young Jake Hardy catching a Salmon which weighed 1.8 kilograms and big brother, Kurt landing a 1.3 kilogram Salmon. Well done Jake and Kurt.

Many Members did quite well and Jake Drewitt had a bucket load of trout.

The outing was well supported and thanks to all that attended, it really was a fabulous day.

Ken Robinson



Lester Cole and John Christie

Photography by Mary Anne Irvine and Editor George

Participants: **Max & Barbara Austin**-1973 Toyota Crown, **Dale Allen**-1967 Bristol, **Gordon & Patsy Wightman**-modern, **Chris Lowth & Robin Spence**-1952 Allard, **Lester & Yvette Cole**-1934 Plymouth, **Ian, Linda, Kurt and Jake Hardy**-1954 Ford convertible, **Reg Dunn**-1959 Morris van, **Fred & Pat Lombardo with family members**-1960 Dodge, **Jack Provan and Jack Drewitt**-1971 Rambler, **Milton & Anne Sansom**-1970 Mercedes, **Russell & Val Kerr**-1959 Holden station wagon, **Ivan Kerr**-1946 Packard, **John Christie**-1946 Chevrolet truck, **Eric Chaplin**-1953 Pontiac, **Bruce & Robyn Haley**-1969 Chevrolet convertible, **David & Margaret Landells**-1978 Ford LTD, **Mary Anne Irvine**, **David Talbot, Rosemary and Gordon**-1975 Triumph Stag, **George & Jan Maunder**-1962 Ford Thunderbird, **George and Patrick Mockiewicz with Gino**-1959 Wolseley saloon, **Ken & Margaret Robinson**-1962 Valiant.



Lester Cole and the Hardy family survey the most productive stretch of trout water in the State of Victoria



Rosemary Talbot showed the guys how its done. The trout seemed to find her bait irresistible. Was it the perfume or simply Lady Luck?



The Hardy's 1954 Ford convertible



Ken Robinson shows off his catch



Bruce & Robyn Haley's 1969 Chevrolet convertible



Jan and George Maunder



The Maunder's 1962 Ford Thunderbird



The trout in the main lake proved rather elusive



Jack Provan with grandson Jack Drewitt



Mary Anne Irvine had no hesitation in kissing this pan sized trout



A trout was handed to Bruce Haley to kiss, but he bluntly refused stating that 'you never know who that fish has been kissing!'

Club Run: Macclesfield Trout Farm 18th March 2007