

J JOURNAL

FEBRUARY, 2007 VOLUME 41 NUMBER 8

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



Christmas Picnic - Tooradin Foreshore

Studebaker History Part 3

Touring the Web

Ebay: a tutorial

Tassie Tour

The CHACA 'toons

www.chaca.com.au



Classic & Historic Automobile Club of Australia

To bring together persons with a common interest, to encourage the use, maintenance and preservation of automobiles built from the 1st January, 1931 up to 25 years old, without prejudice to make, model, method of manufacture or country of origin.

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Meetings

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

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

Visitors and prospective new Members are welcomed.

Club Permit Scheme

FOR Special Use Vouchers:

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

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

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

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

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

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

The closing date for contributions is outlined below.

Journal Closing Dates - 2006/07

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

Journal Nights – 2006/07

22nd February, 29th March, 26th April, 24th May, 28th June, 26th July, 30th August, 27th September, 25th October, 29th November, 20th December

CHACA Life Members

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

Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman.
Deceased: Fred McGear, 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
21st Mont De Lancey – Wandin *

May

4th Club Meeting
6th Federation Run – Picnic at Pakenham
20th Birthday Run – Greenvale Reservoir *

June

1st Club Meeting – Deepdene
9th/11th Annual Tour - 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 register, you will need to place your name in the attendance book which will be made available at Club Runs and Meetings.

Note: nil points for Club Cars attending Club Meetings.



Editorial

Members

Heard of any gossip?
An important Birthday approaching?
Perhaps an important Anniversary approaching?
News from your garage?
Wanting to sell something?
Searching for an elusive part?
Heard a good joke lately?
Why not share it with the Membership via the Journal!
Please fax, phone, post or email your news to Editor George.

The next event on the Club Calendar is the tri-club Sports Day. I imagine that those Members attending have been working out strenuously in preparation for this day and hopefully it will be our turn to win the coveted Sports Shield? Please note that it is a 1pm start, so dine early as we don't want to be weighed down by food in our quest for victory!

To those that are off to Ballarat – enjoy your weekend.
To those that are off to Fred LeBon's Museum – enjoy your day.

To those in training for Sports Day – stop and enjoy a beer.

Editor George

Cover: Bruce Haley celebrating his birthday at Tooradin with Fred & Pat Lombardo, Ellis & Ilma Baron and Robyn Haley, and the parking area at Tooradin Foreshore.

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Club Meeting - Deepdene 2nd February 2007

Hello Members, and a Happy New Year to all.

Our first meeting for 2007 is on Friday 2nd February.

Tonight I have long time Member, Arthur Horner, happy to entertain and show us how in retirement, he makes heritage wooden toys to donate to various charities.

Members please bring a plate of supper.

David Landells

Vice President



Club Run - Tri Club Sports Day 4th February

At VCCA (Vic) Clubrooms, Wakefields Grove, Burwood, Melways 60 F4 (off Through Road)

The VDC invites VCC and CHACA to a grand day of battle for the coveted Sports Day Shield.

Events to suit all club members and their families starting at 1.00pm.

BYO picnic lunch and drinking mugs.

Tea and coffee will be available.

The VDC Concours competition is also conducted on this day.

Enquires contact John Rhodes (03) 9879 7460 (A/H)



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

Application forms are now available.

If you wish to attend this rally, please seek an application form from Mark and Gayle Border on 5339 9609 after hours or 0418 566 609 anytime.

Note: entries close on the 2nd February 2007. Please note that you will have to book your own accomodation.
Ken Robinson - Activities Officer

Fred Le Bon's Museum - BBQ

25th February 2007

Old Dandenong Road, Dingley

Melway: 88C3 (approx.)

As Fred's premises may prove difficult to locate, we will meet at:

Garden World, 810 Springvale Road, Braeside at 10.30am.

At 11.00am we depart for Dingley. This may enable some Members to visit Garden World's nursery prior to departing.

However, if you miss the starting point and are unable to find Fred's premises, please contact Fred and Marie on 9551 1316 or Ken Robinson on 0412 797 061. Please remember that the latter is an ex Sydney Sider, so you may be better off ringing George Bush for directions.

Fred has kindly made his gas barbeque available for those wishing to bring along some snags and steaks for lunch.

Enjoy your day

Ken Robinson

Activities Officer

Coming Event

18th March

Macclesfield Trout Farm

Mulhalls Road, Macclesfield

An unspoiled and natural bush valley in the Dandenong Ranges situated approximately 10 minutes from Emerald.

The Trout are waiting for you!



All Holden Day 4th February 2007

**Flemington Racecourse
Members Car Park**

**Victoria's Largest Holden Show
Live Entertainment and Awards**

Adults - \$10

**Children under 16 free
(when accompanied by an adult)**

Tickets at the Gate, Opens: 9.30am

**www.victorianallholdenday.net
www.allmakeswapmeet.com.au**

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FLEMINGTON RACECOURSE

PROUDLY PRESENTS

HOLDEN DAY

Peter Brock Special trophy for the best Brock vehicle on a tribute to

EFIJY also on display the

VICTORIA'S LARGEST HOLDEN SHOW
Live Entertainment & Awards
FLEMINGTON RACECOURSE SUNDAY 4th FEBRUARY 2007
Adults \$10ea* Children FREE*

Tickets at the Gate, Opens: 9:30am (No dogs please)
Children under 16 FREE when accompanied by an adult. For information: Phone 9890 0524 or www.victorianallholdenday.net
Vehicle entry fee \$40 Judged, \$20 Not Judged. Entries close Friday 26th January 2007. Only 250 cars to be judged!

JUST 5 CARS **tit-tit** **Buy Online** **com.au** **HOLDEN** **RARE** **Kevin Dennis**

All Makes Swap Meet PTY LTD. www.allmakeswapmeet.com.au
*Adult is over 18yrs. *Children up to 16yrs. *Subject to availability. We wish to thank Holden for the use of their logo and name.

Happy Birthday



Trish Alger recently celebrated her birthday at the December Journal night. Happy Birthday Trish.

Annual Tour:

Queens Birthday Annual Tour
9th - 11th June 2007

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

Letter To The Editor:

I have enclosed a photograph taken of myself and Norm at the Ballarat Club's 40th Anniversary held in November 2006 together with our 1927 Oakland Roadster. Norm and I were presented with an appreciation award for editing the 40th History of the car club, it was a big task to have it all done in 5 months for the anniversary date.

Also a snippet - Norm has been awarded the local Federal Governments Members Community Service Award for his contribution to education/community here in Ballarat.

I am also doing well after my heart procedure in December, it has taken some 4 weeks to start to feel back to normal.

Hope to see you at some car events.

Heather Darwin

Congratulations to Norm and hoping a speedy recovery to Heather - Editor George

Letter To The Editor:

Hello George

As one of the country members who has not been in Melbourne for a meeting for over 30 years, I enjoy the newsletter and the current format, photos etc. is excellent. Could you please include in the 'Events & Swap Meets' the following information:

April 22 nd 2007 Lions Club of Wangaratta 8th Annual Swap Meet at Wangaratta Showgrounds

Details: Mike 5721 7225

Ron 5722 3996

Fabian 5721 9026

Mike Gardiner (via email)

Nice to hear from you Mike - Editor George

Welfare Officer's Report:

Hi, everyone. It has been fairly quiet over the holiday season. I have sent only two cards out: The first was to Jenny Hanks who is recovering from a severe bad back, and the other was to Col Patience who spent a short time in hospital with respiratory problems apparently brought on by all that smoke in the air.

Happy New Year to everyone and see you at the meetings.

Noelle Reynolds.

Retired Mechanic Needed!

2 Days a week to maintain 80 classic cars that are in pristine condition in a private collection in the Brighton area.

\$20/hr. - cash or cheque

Please ring 0409 344 742



Club's classic day out

MEMBERS from Shepparton and Gippsland lined up alongside their city counterparts for a Classic and Historic Automobile Club of Australia concours day at Melbourne's Wattle Park last month.

The day attracted 55 cars and about 200 people, with vehicles judged in 10-year groups from 1931 to 1980.

The club's latest outing was a Christmas picnic and barbecue at Tooradin last Sunday.

To start the new year, CHACA is planning a breakfast run to The Churchills Estate, Bittern, on January 14.

For more details, phone Gordon on (03) 5977 6668.



Family line: two Oldsmobiles, from 1938 (left) and 1940, were on show at Wattle Park.



Pride and joy: member Bob Clark brought his 1953 Studebaker President coupe.

Permission to reproduce the above article was granted by Ed Gannon, Deputy Editor of The Weekly Times. The article appeared in The Weekly Times - 20/12/2006.

New Members:



Darren and Pat Bernhard
Oakleigh South - 9570 3913
1966 Ford Falcon XP Coupe

Webmasters Report:

www.chaca.com.au

5,200 Hits

Happy New Year to everyone. The photo gallery has been updated and now includes the photos from the 2006 Presentation Day. The 2007 Club runs are now on the website and the January Journal has been added. I look forward to another good year and hope to see some different club cars out there to photograph and put on the web.

Mary Anne Irvine



An introduction to the World's Online Marketplace™

You're familiar with the name. You've seen it in stories on the evening news. You've heard Members talking about it on Club Meeting nights. Your niece says she even did her back-to-school shopping there. So what is this eBay phenomenon? Simply put, eBay is:

A place to buy. Get nearly anything you need or want at prices better than you can find in traditional brick-and-mortar or even online stores. Though there are lots of rotten deals on eBay, too, the careful consumer can always come out ahead.

A place to sell. Whether you're a bix-box retailer or just an average Joe (or Jane) cleaning out your garage, nearly anything you list on eBay will sell if you're flexible enough about the price.

eBay's global reach can even move unusual items that aren't in demand in your own neighborhood, turning paperweights into cash.

A place to shop. Because of the immense variety of things that can be found for sale on eBay, many members have discovered that eBay is one of the best places in the world to window or comparison shop. Item listings often include photos, detailed descriptions, and owner experiences. Because you can see lots of the same item side-by-side in various conditions and know what each one sold or is selling for, eBay gives you insight into the real market value or "street value" of most types of goods around the world.

A place to collect. eBay is the world's largest marketplace for rare, discontinued, collectible, or hard-to-find items, no matter what the type or price. Whether you're looking for turn-of-the-century box cameras, hand-made Victorian doilies, Soviet army service medals, or 1980s vintage arcade games, eBay will give you a better selection than just about anyone else anywhere.

Free for buyers and inexpensive for sellers. It costs nothing to become an eBay member, to shop for goods, or to purchase goods from eBay sellers. Sellers pay a minimal amount to list items for sale, and another small percentage of the value when an item is sold. There are no monthly fees or other hidden costs.

Like the real world in many ways. Just as you'll encounter both honest and dishonest people in the real world, you'll find both honest people and crooks on eBay. Thankfully, eBay's site includes a selection of tools like the feedback system that are designed to help you to remain safe as an eBay member.

In short, since eBay's founding in 1995 it has become the world's largest place to buy and sell, a community of hundreds of millions of regular people, small businesses, and even big businesses from all of the seven continents. Millions of items of every kind imaginable, in every condition imaginable, change hands every day on eBay for prices ranging from one cent to hundreds of thousands or even millions of dollars (or pounds, or other forms of currency).

According to eBay's mission statement, "eBay's mission is to provide a global trading platform where practically anyone can trade practically anything."

In June 2005, the wife of Tim Shaw, a British radio DJ on Kerrang! 105.2 sold Tim's Lotus sports car with a Buy It Now price of 50 pence. This was after she heard him flirting with model Jodie Marsh on air. The car was sold within 5 minutes.[24] In May 2005, a Volkswagen Golf that had previously been registered to Joseph Cardinal Ratzinger (who had been elected Pope Benedict XVI) was sold on eBay's German site for €88,938.88. The winning bid was made by the GoldenPalace.com online casino, known for their outrageous eBay purchases.



1937 Dodge Tourer - advertised on Ebay for a buy it now price of \$20,000.



1967 Pontiac Parisienne 2 Door - advertised on Ebay for a buy it now price of \$12,000.



These cars were recently listed on Ebay:



1948 Morris 8 Convertible - \$400.00



1962 Morris Major Elite - \$2,800.00



1936 Chevrolet Tourer - US\$149,000.00



1951 Rover P4 (cyclops) - \$3,000.00



1936 Dodge : Dodge Brothers D4 - US\$13,000.00



Triumph 13/60 Factory convertible - \$4,950.00



Ford Thunderbird 1960 coupe - \$16,500



Haflinger 4x4 all terrain vehicle - \$7,500.00

These parts recently sold on Ebay



1936 dodge truck running gear - \$100



Holden Grey Motor NOS
Timing Gear - \$32



1933-1938 Pontiac Clutch
Disc - \$15



1940 Ford Tail Light Lens
NOS - US\$5.00



NOS FE - FC Drivers side front door -
\$120.00



NOS FE - FC Holden Boot insert
emblem - \$95.00



NOS rings 1933 FORD - \$40.00



NOS Late 1940s Edison Splitdorf Spark Plugs - \$99.00



1946 - 1947 Packard Grille - \$41.00



1939 Chevrolet Distributor Delco Remy NOS - \$59.95



1924 Buick 4 cylinder inlet manifold - \$5.00



Ebay Categories:

Antiques...
Art | Furniture | Art Deco, Art Nouveau | Aboriginal Art...
Aboriginal | Drawings, Etchings | Paintings | Prints | Self-Representing Artists
Baby & Maternity...
Bathing & Grooming | Baby Toys | Feeding | Bedding
Beauty & Health...
Fragrances | Face care | Make up | Body Care | Weight Management | Nutrition and natural therapies
Books...
Fiction & Literature | Non-Fiction | Comic Books | Children
Business & Industrial...
Postage & Packing Supplies | Office Products, Equipment
Cameras...
Digital Cameras & Lenses | Digital Memory | Film Cameras & Lenses | Video Cameras & Accessories
Cars...
Car Parts | Cars | Car Audio | Motorcycles
Clothing...
Women | Men | Girls | Boys
Coins...
Coins: Aust. Decimal | Banknotes: Australia | Coins: Aust. Pre-Decimal | Coins: World
Collectables...
Militaria | Advertising | Knives & Swords | Trading Cards
Computers...
Laptops & Notebooks | Storage, Drives | Desktop PCs | Networking, IT & Telecoms
Crafts...
Scrapbooking | Quilting | Knitting | Sewing | Stamping | Embroidery
Dolls & Bears...
Dolls | Bears | Barbie | Houses, Miniatures
DVDs & Movies...
DVDs | Videos: PAL | Memorabilia | Wholesale, Bulk Lots
Electronics...
TV, Video & Home Theatre | Audio - Home | Audio - Portable | Other Electronics
Home & Lifestyle...
Kitchen | Tools & Building Materials | Furniture
Jewellery...
Fine Jewellery | Watches | Costume Jewellery | Loose Gemstones
Mobiles & Phones...
Mobile Phones | Mobile Accessories | Other Phone Equipment | Prepaid
Music...
CDs | Records | Music Memorabilia
Musical Instruments...
Guitars | Pro Audio, DJ Equipment | Keyboard, Piano | Percussion
PC & Video Games...
Sony PlayStation 2 | PC | Microsoft Xbox | Nintendo Gameboy Advance
Pottery & Glass...
Porcelain & Pottery | Glass | Australian Pottery | Stoneware
Sporting Goods...
Golf | Cycling | Fishing | Camping & Outdoors .
Sports Mem...
AFL | Rugby League | Cricket | Motor Racing
Stamps...
Stamps: Australia | Stamps: Topical | Stamps: World | Supplies & Accessories
Tickets & Travel...
Tickets - Concerts & Gigs | Tickets - Cinema & Theatre | Travel | Travel Accessories
Toys...
Bean Bag Toys | Diecast Cars & Trucks | Character Toys | Action Figures

Understanding the VIN of the 1965 - 1973 Mustang

Example Classic Mustang Vehicle Identification Number: **5F07C123456**

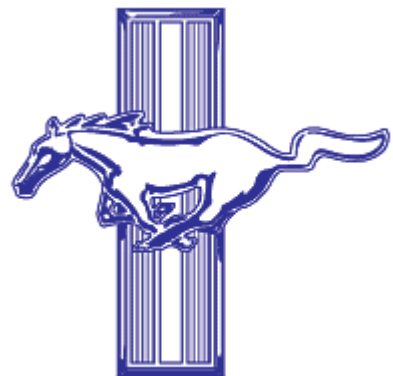
5 Model Year
F Assembly Plant
07 Body code
C Engine code
123456 Unit number

Model Year:	1965	1966	1967	1968	1969	1970	1971	1972	1973
	5	6	7	8	9	0	1	2	3

Plant code	Assembly Plant	Dates
F	Dearborn	3/9/64 - present
R	San Jose	7/13/64 - 6/30/70
T	Metuchen NJ	2/1/65 - 12/31/70

Body Code	Model Years	Body Style
07	65-66	Hardtop
08	65-66	Convertible
09	65-66	Fastback
01	67-73	Hardtop
02	67-73	Fastback
03	67-73	Convertible
04	69-73	Grande
05	70-73	Mach I

Engine Code	Year	Engine Type
A	65-67	289-4V
C	65-68	289-2V
	71	429CJ
D	64½	289-4V (low compression)
F	64½	260-2V
	69-73	302-2V
G	69-70	Boss 302
H	69-73	351-2V
I	68	302-4V
	71	429CJ Ram Air
K	65-67	289-4V High Performance
L	68-73	250-1V
M	69-71	351-4V
Q	69-70	428CJ
	72-73	351-4V
R	69-70	428CJ Ram Air
	71	Boss 351
S	67-69	390-4V
T	65-70	200-1V
U	64½	170-1V
W	68-69	427 X
	68	390-2V
Z	69-70	Boss 429



Unit Number: The six-digit consecutive Unit Number is the production number for the model year in a particular plant beginning with 100001. So Unit Number 123456 is vehicle number 23,456.

Federation of Veteran Vintage and Classic Vehicle Clubs Inc.
Federation 2007 Tour
“Great Ocean Road Escape”
Saturday 19th May to Sunday 27th May
Limited to vehicles manufactured prior to 31st December, 1960.
Entries Close 31st March, 2007

We invite you to come with us on this Tour of Tours around the fabulous coastline of Victoria taking in the spectacular views of the Great Ocean Road, one of the Great Coastal Roads of the World. Tourists fly in from all over the world just to drive this route, which celebrates its 75th Birthday in 2007.

The Federation Tours are designed to allow Veteran, Vintage and Classics to enjoy a week of touring without stress to vehicle or driver.

Day One: We all come together at Geelong to collect our Rally Packs. We will have a slap-up welcome dinner here at Geelong Racecourse to greet old friends and new. (overnight Geelong)

Day Two: We will explore the Bellarine Peninsular and the coast, the Fort at Queenscliff, Seachange Country at Barwon Heads, then return to Geelong for dinner. (overnight Geelong)

Day Three: We take to the Great Ocean Road for a spectacular drive with the views of a lifetime. Torquay, Anglesea, all feature here and we will lunch at Lorne before meandering around the bends to Apollo Bay. (overnight Apollo Bay)

Day Four: Touring today takes in Lavers Hill, then through to the Twelve Apostles. Lunch at Port Campbell, then more Ocean Road to Warrnambool. A Country and Western night here is a strong possibility. (overnight Warrnambool)

Day Five: Farewell to the Whale City and out through Mailors Flat then the very Irish Koroit township. Tower Hill an extinct Volcano looms next, before lunch at historic Port Fairy. There will be time to inspect the wharf, the river, the boats and the history of this quaint little town. We hit the road after our fill of culture and travel on to Portland. (overnight Portland)

Day Six: A full day in Portland, birth place of Victoria. We have the great Powerhouse Museum, unique Cable Tram rides, the port itself, and local scenery to tickle us today. (overnight Portland)

Day Seven: Goodbye to Portland and along the coast road to Nelson, where the Glenelg River meets the sea. Onward to pretty Port MacDonnell where the ocean literally touches the town. Then to Mt. Gambier, past the famous Blue Lakes, into town for the night. (overnight Mt. Gambier)

Day Eight: A full day in Mt. Gambier with so much to see and do in this unique town built on the Limestone and Sinkholes. A final dinner here on Saturday night to cement our new friendships and share our experiences. (overnight Mt. Gambier)

Day Nine: The final curtain. A hearty breakfast, fond farewells and off on our journey home.

Accommodation: Book early to avoid disappointment. There are all kinds available in all towns from Caravan Parks, Bed and Breakfast to motels. The local Tourist Centre in each Town will be able to help you with Bookings.

Tourist Centres: Geelong – 1800 620 888, Warrnambool – 1800 637 725, Mt. Gambier – 1800 087 187, Apollo Bay – 0352 376529, Portland – 1800 035 567.

Entry Fee - \$200.00, this fee includes the Welcome Dinner for two (2) at Geelong, Tour Plate, Mascot, Rally Bag, Final Dinner for two (2) at Mt. Gambier, and Farewell Breakfast for two (2).

Tour Directors: Kevin Holloway – 0353 335460 and Bill Whitford – 0353 347 470

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A.H. (03) 9798 1995

Tasmania Tour 16th - 26th October 2006

Ten cars with twenty occupants left Monday 16th on the night Spirit of Tasmania for what was to be for five of us our first visit to Tasmania – Russell and Lesley Betts, Ian and I and Dawn Hucker. Thankfully we arrived in Devonport the next morning after a very comfortable crossing. I must admit, I had been a little anxious the previous night

Tuesday morning we headed off to Smithton as we had a tour booked to go to a property called Woolnorth, which is on the north west coast. Our coach took us to visit Hydro Tasmania's newest wind farm, having thirty-seven windmills now, but will have on completion seventy-nine windmills. We enjoyed a barbeque lunch there.

Wednesday, we travelled from Smithton to Sheffield via Stanley, where some climbed the Nut, some visited the town and Lesley and I went to the local cemetery as Lesley is looking for information on family history. We called in to the Wynyard Veteran Ford Museum, the Lactos Cheese Factory and passed many other points of interest along the way to Sheffield.

Thursday saw us facing another busy day wandering around looking at the murals on the buildings before we left for Risdon, on the outskirts of Hobart. This day we drove through country with wonderful views over the lakes.

Friday was an early start as we were having a tour of the Cadbury factory at 8.30am. This was an eye opener with the amount of machinery used to make all the different kinds of chocolates. No samples these days though due to people with allergy problems. We all had a free afternoon, so some went to see the Alpen Rail which is a scale replica of a Swiss mountain and village, very interesting! Friday night we had fish and chips at the Wharves.

Saturday morning everybody had a great time at the Salamanca Market in Hobart, enjoying all the bargains, food and also the entertainment before we went for a drive up to Mount Wellington. This was a very scenic drive with the sun shining until we were about five minutes from the top and we ended up in a mini microscopic snow blizzard. It was freezing. It wasn't long before we headed back down, travelling through some pretty towns to make our way back to prepare a barbecue for that night's tea.



Eddie & Noelle Reynolds at the Beaconsfield mine

Sunday was the day to head off to Port Arthur. We all had a guided tour there and a short boat tour. If you go to Tasmania, take time to visit and form your own opinion of this historical site. I think this is important, given all the tragedies which happened there.

Monday, it's incredible, we are nearly at the end of our tour. Today we are traveling up the east coast to Coles Bay, stopping at places of interest along the way, such as Tessellated Pavement caused by earth movements and the Blow Hole caused by weaker spots in the top rock layer. It was most interesting.

Tuesday, further along the east coast, we turned off to visit the Mt. Elephant Pancake Barn for morning tea or lunch, whatever took our fancy. Very Yummy! Later in the day we visited an Historical property called Clarendon House, what a lovely homestead situated in Evandale. We then drove on to Hadspen where we would stay for our last night in Tasmania (this time).



Grace Davey and Dawn Hucker



Roy and Alicia Gibson

Tasmania Tour 16th - 26th October 2006



John Baker at the Harley Davidson Museum

Wednesday, our last day on tour with quite a lot to do. We started off towards Entally House a few kilometers down the road, it's too early and will be open at 10am, so Eddie takes us to a place a little further on where lots of ornamental things are made from glass. They were really beautiful and well worth going to just look or buy. We then drove back to Entally House. I was really pleased to go here as my father always said that we had family connections with the original owner, Thomas Haydock Rieley. Well worth a visit.

We then started on our way back to Davenport, stopping at Richardson's Harley Davidson Museum, great hospitality there. We went to see the monkeys in the park at Launceston, but they were locked away due to their living quarters being cleaned. We went to the Grubb Shaft Gold and Heritage Museum at Beaconsfield, Seahorse World and Platypus House. Our next stop was the ferry terminal. After another comfortable crossing, we arrived back in Melbourne early on Thursday 26th.

Thank you everybody for your wonderful company. Thank you John (Baker) for your outstanding organization. Thank you Vin (Forbes) for organizing all our accommodation. Forgive me if I have not covered all the places we visited, but I enjoyed everything about the tour.

Jenny Hanks

Photography by:
John and Louise Baker



Participants:

John and Louise Baker

Vin and Lana Forbes

Russell and Lesley Betts

Ray and Shirley Nichol

Grace Davey and Dawn Hucker

Ian and Jenny Hanks

Eddie and Noelle Reynolds

Henry and Trish Alger

Roy and Alicia Gibson

Graeme and Joan Moore

1980 BMW Coupe

Modern

1972 Holden Torana

1968 Rover P5B

1968 Rover P5B

1978 Mazda 121L

1936 Dodge D3 Sedan

1977 Chrysler Valiant Charger

Modern

1964 Ford Zephyr Zodiac



Ray & Shirley Nichol at Port Arthur



Richmond Bridge



The touring group at the Launceston Botanic Gardens



Graeme Moore, Henry & Trish Alger and Noelle & Eddie Reynolds on the steps of Parliament House



Margaret and Ken Robinson actually found time to have a barbecue!



Reg Dunn, Lester Cole, Colin & Loretta McKenna and Fred & Pat Lombardo



Margaret Robinson's superb Christmas cake together with the baubles



Neville Kunnel's 1971 Volkswagen convertible

The Tooradin Report

By Ken and Margaret Robinson

The last Club Run for 2006 was a surprisingly well attended run to the Tooradin foreshore. Some Members visited the local market, with many returning with fully laden plastic carry bags, whilst others socialized within the foreshore grounds.

Lots of sunscreen cream was required, although it was not too hot for comfort. A few Members didn't want to go home – staying till late afternoon!

The quiz caused some Members to hurry away to look at their Club Journal in an effort to answer some of the questions. Surprise, surprise not all the answers were there! Tricky some may say, but lots of fun!

The CHACA Quiz winners were:

1st Eddie and Noelle Reynolds

2nd Henry and Trish Alger

The Guessing Competition (86 baubles) winners were:

Equal 1st Margaret Griffin and Robyn Haley (87 baubles).

Thanks to all the participants for making the outing a wonderful day, and I would also like to thank George Mockiewicz and Cadbury for the confectionary items.

Participants:

Eddie and Noelle Reynolds – 1936 Dodge, **Ross Buchanan** – 1964 Falcon Sprint Convertible, **Russell and Lesley Betts** – 1972 Torana, **Bob and Judy Wilson** – 1946 Oldsmobile, **Gordon and Patsy Wightman** – modern, **Bruce and Robyn Haley** – 1976 Mercedes Convertible, **Ray and Margaret Griffin** – 1934 Pontiac, **John and Jackie Spence** – 1935 Graham, **Colin and Loretta McKenna** – 1968 Camaro, **Eric and Pam Chaplin** – 1953 Pontiac, **Chris Lowth and Robin Spence** – 1953 Allard, **Mockiewicz Family** – modern, **Mary Anne Irvine & David Talbot and Rosemary Talbot** – modern, **Reg Dunn** – 1949 Morris Van, **John Baker** – 1980 BMW Coupe, **Neville Kunnel** – 1971 VW Convertible, **Graeme Moore** – 1958 Zephyr Convertible, **Ray and Shirley Nichol** – 1968 Rover, **Ellis and Ilma Baron** – 1935 Plymouth Roadster, **Mal and Thea Hillier** – 1968 Mustang, **Vin and Lana Forbes** – 1955 Dodge, **Kevin and Erica Churchill** – modern, **Henry and Trish Alger** – 1977 Valiant Charger, **Lester and Yvette Cole** – 1934 Plymouth Roadster, **Ken and Margaret Robinson** – 1962 Valiant, **Alan and Lorraine Adler** – modern, **Brian Crocker** – 1973 P76 Leyland, Visitor – 1963 Chevrolet



Bruce and Robyn Haley's 1976 Mercedes Benz



John and Jackie Spence's 1935 Graham 72 sedan



*Lester & Yvette Cole's 1934 Plymouth roadster
and Colin & Loretta McKenna's 1968 Camaro*



John Baker's 1980 BMW 320 coupe

Christmas Picnic - Tooradin Foreshore - 17th December



David Talbot, Mary Anne Irvine, Rosemary Talbot, Monica Mockiewicz, Ross Buchanan, Editor George, Patrick & Gaby Mockiewicz and Gordon Wightman pictured cheating their way through the questionnaire competition. Congratulations to Eddie and Noelle Reynolds for winning this competition - shows that the Club proof reader actually does read the Journal!

Letter To The Secretary

Dear Madam

RACV American Motoring Show Sunday 1st April 2007

RACV British & European Motoring Show 4th March 2007

Enclosed find information regarding the forthcoming RACV American Motoring Show promoted by the Association. We are happy to announce that this event will be held once again at Flemington Members' Car Park. As you know it is now much more spacious with plenty of room to park. We are looking forward to this years events being the best and biggest ever. We look forward to your Club putting on a great display at the forthcoming event and competing for the best display award.

And don't forget we are encouraging really young enthusiasts to attend with their classics and compete for the Robert Shannon award. Please spread the word.

- Live performers will play during the day and there will be rides and entertainment for the kids.
- Miss RACV American Motoring Show Beauty Pageant. Only one participant from each exhibiting marque. Prizes for first three places. Period costume or swimwear.
- There will be refreshments available and a small selection of trade stalls selling memorabilia.
- Trophies will be awarded for worthy vehicles at a presentation to be held at 2.30pm.
- Remember these events are the main fundraiser for the Association and all funds generated go to continuing the work of the Association.
- Commercial vehicles greater than 1.5 tonne capacity enter free.

Please place these events on your Club Calendar now. If you want any further information or book a space for your Club call the shows headline 9890 0524. The voluntary event coordinators Ron Adler and Iain Ross are available to assist your Club with its requests. If we can be of assistance do not hesitate to make contact with us. Please make sure your Club is present at these important events.

Yours in motoring

Rod Adler

AOMC Coordinator



THE KIWANIS ALL FORD DAY CAR SHOW DUE TO BE HELD ON SUNDAY 18th FEBRUARY 2007 AT DEAKIN UNIVERSITY WAURN PONDS, HAS BEEN POSTPONED TO SUNDAY 17th FEBRUARY 2008.

Due to the current drought conditions and stage 4 water restrictions in the Geelong Region, Deakin University has reluctantly closed its sports grounds to all events. There have been several meetings to explore the possibility of supplying water to maintain the sports grounds, or to relocate to another suitable venue in the region, but unfortunately, we have had to make the hard decision to defer the event until 2008, when we will have a suitable venue.

We sincerely apologize for having to take this decision, but we feel it is the only responsible course open to us in the current circumstances. To hold the event on a dry, dusty venue would be unfair to show car owners who have put so much effort into the presentation of their vehicles.

From Octane September 2006

By Jay Leno

I recently picked up a book from the 1920's called **'The Boy Mechanic- 275 Things for Boys to Build'**, and it had projects for boys aged eight to maybe 15 or 16. As I looked through it I realised that I don't know anybody of that age group who could do those projects today. One was how to build a canoe stove. Canoe stove? I don't know anybody that could make a canoe; but they just assume that you've already done that, and here's how to make a stove to put on it for when you're out on the lake and want to cook

something. When I was a kid there were always one or two guys in the neighbourhood who could fix anything, especially cars. You'd go over there and they'd open the hood, they'd play with the carburetor or the points or the ignition. Now, as I like cars and I know mechanics, I do know people who can do that. But most people don't know anyone who can do that, especially in the average neighbourhood. There was a golden era around the turn of the last century, up to about 1930, where mechanical geniuses just seemed to pop out of the woodwork. Guys like WO Bentley, the Duesenberg brothers, Lanchester... they could pick up a part and think, oh, and this is so many millimetres too big or could size it up perfectly. I don't know what happened to those people. I guess now that skill's transferred to the internet; children can adapt to the internet immediately and can do all these amazing things. But once we lose that mechanical ability, we cease to be an industrial nation. I think the reason that we won World War Two was not necessarily that we had better soldiers, although obviously the soldiers were terrific, but it was the fact that we were able to make an airplane every hour. Part of the loss of everyman's engineering ability is because the quality of cars now has never been better. Now you go 100,000 miles without a spark plug change or tune up. If you lived in the 1920's or '30's and you bought a Ford Model T, you got a book of how to completely take it apart and completely put it back together. You could take some pride in the accomplishment

that you fixed it yourself. I don't know anyone that can fix their car themselves. The 'check engine' light comes on and you take it down to the dealership, and they don't really fix it either. They take this box off and plug in this other electronic box. So nobody ever actually really fixes anything. You know, there's a great deal of pride and satisfaction in actually fixing something and making it work. I think this is why vintage cars hold such an allure for people, because there's a sense of accomplishment if you can get it running. When I talk to young people now, they don't really bond with automobiles the way kids

of my generation did. When you talk to guys in their 40S or 50S, they had a car, it broke down, they're on a date, they got it going in the middle of the night. They always have a story. Time is an issue now too. It's a bit like the way we eat. Car ownership has become a bit like fast food. A prepared meal that you get at a fast food restaurant is quicker than a meal you cook at home, but ultimately not as satisfying. If we are not careful the dwindling number of people who can fix vintage and classic cars will start to run out. My Duesenberg had a very numerically high rear end in it, and I couldn't find anybody in America who could cut the hypoid and helical gears for me. I called a couple of gear-cutting companies and they said they used to be able to do that but they sold that machinery to India. So I called the place in India and they said 'Yes, we can do that for you'. And I thought; well don't want to send it to India. So I asked around and I found an 80-year-old machinist in Chicago. He cut the gears for me and I had five sets made, for some other cars as well. Well that was ten years ago, and now he's dead. Those skills just don't exist anymore, at least in this country. What I've done here is set up some scholarships for kids who want to be machinists. There's a college in the United States called McPherson College in Kansas, and it gives a degree in auto restoration. Kids can go there and have a specialist degree in restoring classic automobiles. I set this up about ten years ago. In the US, I write for Popular Mechanics and all the money for that goes to the scholarship. So rather than just say you're a mechanic, you have a degree and we give out scholarships, the same as you would get for kicking a soccer ball or playing tennis or anything else. If we want to preserve our hobby and keep our hobby going, we have to invest young people in it.

In automobile collecting circles, Jay Leno is known as an avid student, collector and restorer of cars and motorcycles. He has a large antique car collection on which he constantly works in his spare time, and he routinely drives cars from his collection (including an original Stanley Steamer) from his home to his studio. He is also a promoter of the mechanical crafts through a column in Popular Mechanics and his educational activities. Leno rides his motorcycles in his spare time. In 2001, Leno auctioned off a Harley-Davidson motorcycle signed by his celebrity guests in an effort to help victims of the September 11 attacks. The bike sold for about \$360,000. In 2005, he repeated the gesture twice: early in the year to aid victims of the 2004 Indian Ocean Earthquake — the bike sold for \$810,000; and later to help the victims of Hurricane Katrina. That bike sold for \$1,505,100. The Blastolene Special is a 21-foot-long aluminum-bodied roadster powered by a V12 engine from an M-47 Patton tank Leno bought from Blastolene Brothers. It was featured in the 2005 racing game Gran Turismo 4, and Monster Garage. Leno also owns a 250mph 320bhp turbine powered motorcycle called the Y2K from MTT a company specialized in turbine applications. Leno made several TV programs showing his \$185,000 bike. Leno's column in the American automotive magazine Popular Mechanics showcases his extensive car collection. Additionally, Leno uses his column as a platform to give advice about various automotive topics, including restoration and unique models, such as his jet powered motorcycle. Jay Leno's passion for classic automobiles led him to an affiliation with the Automobile Restoration Department at McPherson College. Today Leno serves on the National Advisory Board for the college's automotive restoration program and helps fund the Fred Duesenberg Memorial Scholarship.

Studebaker History - Part 3

In August of 1908 three gentlemen by the names of Barney Everett, William Metzger and Walter Flanders had formed a corporation in Michigan for the purpose of manufacturing automobiles. The *Everett-Metzger-Flanders Co* was a small conglomerate of seven companies that had been put together by merger and acquiring with the intention of building large numbers of medium priced automobiles. They had not yet begun production and Fish was able to affect an arrangement that was mutually beneficial. *EMF* at that time had no means of marketing their cars and Studebaker offered to sell them through their vast national sales network contracting for 500 units. They were marketed as medium priced cars in two models, the '20' and '30' (referring to horsepower) at \$1,000 and \$1,250.

The Garford line was continued as a luxury model selling for \$4,000. In the 16 months following the *EMF* deal 8,132 cars were sold. Twelve months later, at the end of 1910, sales had nearly doubled to 15,300. In the interim though, a behind the scenes battle was being waged between Studebaker and *EMF*. The model '20' had numerous engineering problems, including faulty transmissions and clutches, which *EMF* was indifferent to remedy. J. M., who still believed "always give more than you promised", was not at all pleased. More importantly, *EMF* executives were bickering amongst themselves and then turned on Fred Fish accusing him of manipulating stock prices to affect a buyout. Fish was able to appease the trio by purchasing substantial shares of *EMF*'s stock but just months later tempers flared again. This time Fish turned to the courts but *EMF* stood their ground. The outcome, ironically, was that Studebaker purchased the remaining *EMF* stock thereby gaining complete control of the concern and acquiring the automotive manufacturing facilities they had long desired. Now that Studebaker owned *EMF*, a little reorganizing was in order. The buyout had left Studebaker laden with debt and Fish needed to expand factory facilities. To this end, *EMF* and their subsidiaries⁷ were 'merged' with *Studebaker Brothers Manufacturing Company* to form *The Studebaker Corporation* on December 31, 1910. Two months later, on February 14, 1911, with the assistance of the banking concerns of Goldman, Sachs and Lehman, *The Studebaker Corporation* was incorporated under New Jersey law. \$43,500,000 worth of stock was authorized and Studebaker entered a new era. The new corporation was organized basically as before. J. M. was President and Chairman of the Board and Fred Fish was First Vice President. Joining them from *Underwood*, the typewriter manufacturer, was Albert Russell Erskine, the new Treasurer. With military efficiency Fish and his associates set about repairing damage and building a corporation. The *EMF* '20' that had caused so many problems was pulled off the market to correct design problems. In fact all production was halted in order to permit redesign. Electric vehicles were dropped completely and Garford was sold to *Willys-Overland*. J. M. then sanctioned a manoeuvre that turned into a public relations coup. Mechanics were sent out to every *EMF* '20' owner and the bad transmissions and other parts replaced. Accompanied by a great deal of advertising, the good will generated by this service undoubtedly exceeded the \$1,000,000 cost. When the 1911 models resumed sale, there were more surprises. They now carried no other name than Studebaker. More importantly, prices were cut and generous warranties were included. And it was all announced in a national ad campaign. The public was delighted and the competition nervous. When 1911 drew to a close 22,555 cars had been sold grossing over \$28,480,000. Things had never been better but significant change was on the horizon.

The power base at Studebaker was beginning to shift. Key positions were being filled from outside the family even though sons and sons-in-law continued to occupy some executive posts. A. R. Erskine, who had joined the firm in 1911, distinguished himself through his organizational skills, and rose to First Vice President by 1913. Harold S. Vance came to South Bend from *EMF*, Detroit (at Erskines urging) to serve as Assistant Treasurer, thus beginning his ascent. In 1915, the inevitable came to pass as J. M. stepped aside assuming the title of 'Honorary President'. Eager to enjoy his golden years, John Mohler allowed the next generation take the helm. In July of 1915, Erskine stepped up as President and Fish became Chairman of the Board.

In 1914, Europe was at war and urgent orders for war materials began to pour into South Bend. Although the United States would not enter the 'Great War' until 1917, Studebaker became involved when the fateful shot still echoed in Sarajevo. Late in 1914, the British Government placed an order for 3,000 horse drawn wagons (the horse still being an integral component of land warfare). Later they added an order for 20,000 sets of six horse artillery harnesses and 60,000 artillery saddles to be delivered in 20 weeks. Studebaker shipped the completed order in 16 weeks. Orders continued coming in from England as well as France and Russia. As the war stalemated in the trenches, the types of equipment sought changed. Equipment for horse mounted troops and horse drawn artillery was replaced by requests for water wagons, ambulances, artillery carriages, bayonet scabbards, staff cars and, late in the war, caterpillars. In 1917, when America finally weighed in, Erskine sent a telegram to the White House placing Studebaker at the Presidents disposal, the first auto maker to do so. As in previous wars, Studebaker selflessly supported it's government, and as before made little in the process. Erskine wisely looked ahead and was making postwar preparations even as Doughboys were departing for France. He not only had designers working on new cars, but had architects planning new factory facilities. As the nation embarked on the 'World War', another era of Studebaker came to a quiet and dignified close. On March 16, 1917 John Mohler Studebaker passed away at his home. He and his brothers had built an industrial giant from nothing and after his passing, capable and dedicated people would take the business to even greater heights.

The United States came through 'The Great War' with a sense of accomplishment. We had asserted ourselves on foreign shores and now it was time to resume the 'pursuit of happiness'. By 1919, horse drawn vehicle production was curtailed except for farm wagons and in 1920 Studebaker sold the wagon works to *The Kentucky Wagon Mfg Co* of Louisville. In so doing, Studebaker became the only wagon maker to successfully transition to automobiles. Up until 1920, all of Studebaker's

automobiles were being built at the former EMF factories in Detroit. Erskine's pre-war plan to expand the South Bend factory had to be put on hold til war's end with facilities only partially complete. In March of 1919, construction resumed and by April of 1920 Plant 2 began the production of automobiles in South Bend. Plant 2 was an industrial show piece where most everything required to assemble cars was fabricated on site. The Detroit plant continued to produce the majority of Studebakers cars but, plans were made to eventually move a larger share of automobile assembly to South Bend. For the next decade, Studebaker built its reputation around a line of six cylinder vehicles that vitalized its growth. The 'Big Six' was the deluxe series. It had a 60 hp engine and was offered as a tourer, sedan or coupe. The 'Special Six' series was similar but was priced lower with a 50 hp engine. The 'Light Sixes' were slightly smaller and economically priced with a 40 hp engine. Growth with Erskine at the helm was exceptional and the popularity of the sixes was evident as 51,000 automobiles were sold in 1920, 65,000 in 1921 and 150,000 in 1923. Commenting on the Sixes, Erskine said "these are the cars that made Studebaker famous".

In 1926 the Detroit plant was finally relocated to South Bend. The man in charge was Harold Vance, who had been General Sales Manager since '23. With the move, he was promoted to Vice President for Production and Engineering and elected to the Board. That year another important addition was made to the executive staff. Out in Los Angeles, a gentleman named Paul Hoffman had built the largest and most successful dealership in the country and was invited to South Bend to become Vice President in Charge of Sales. With ample profits coming in, Studebaker sought to expand its established line of models. Seeing the success of Ford's Model-T and responding to consumer research and requests from dealers (even in Europe), Erskine felt Studebaker should enter the low price market and accordingly had engineers develop the 'Erskine'. This handsome, little car, introduced in 1927, had a 40 horse power engine delivering 60 m.p.h. and 30 miles to the gallon but it was never the success it was hoped to be. A short engine life and a significantly higher price tag than its competitors added up to poor sales and the Erskine was discontinued within three years. Albert Erskine's venture in the opposite direction would prove to be more fruitful.

1928 was a banner year for Studebaker. The poor showing in the small car market the previous year, would be offset by a development just coming to fruition. Concurrent with the little 'Erskine', Studebaker had been working on its first entry into the 8 cylinder market. Chief Engineer Barney Roos, who had just joined the company, was given the task of building a big 8 cylinder car and he gave Studebaker a genuine classic, the President 8. These large, well appointed cars utilized Studebakers first high compression engines and they were noted for their roominess, style and speed. As the model continued into the early 30s, its lines and amenities became even more refined. What's more, with a price tag around \$2000, they were within reach of those looking at mid-priced cars. Noted for performance as well as style, Presidents established over 100 records for speed and endurance, some of which stood more than three decades later. That same year, another company's misfortune turned to Studebakers advantage. The prestigious luxury car maker, Pierce Arrow was desperately short of capital and approached Erskine with a proposal to merge. Realizing the prominence this would bring, he readily agreed and the deal was closed⁴. Studebaker and the rest of the country approached 1929 stable and prosperous.

As the 20's drew to an end America enjoyed unparalleled affluence. 1929 began on a financial upswing reaching a peak in late summer when the stock market topped out at an all time high. Then, early in October, stock prices began to drop. By October 22, banks and corporations nervously called in outstanding loans. Stockholders reacted in panic and frantically sold their holdings. Within two days, on 'Black Thursday', the New York Times carried the headlines "PRICES OF STOCKS CRASH IN HEAVY LIQUIDATION, TOTAL DROP OF BILLIONS". In an instant, the nations wealth seemingly vanished. Studebaker had weathered many recessions and depressions in its history and Erskine was



confident the company would survive another. Even as conditions worsened he continued to express his belief that the market would eventually right itself and business would return to normal. Early on he was encouraged in this sentiment by positive reports from dealers.

To keep the corporation strong while conditions improved, he authorized payment of substantial dividends on Studebaker stock. When things failed to improve, he continued to be optimistic and pay high dividends. To further aid in recovery he decided to re-enter the low priced car market, still convinced, even after the failure of the 'Erskine', that small cars would make Studebaker. He acquired a design from *Willys-Overland* and designated it the 'Rockne' setting up a separate division for its manufacture and sales. The 'Rockne's' sales performance however, was even more dismal than the 'Erskine' and was discontinued the first year. By 1932 Studebakers sales had dwindled and its liabilities had well overrun its assets. Frantic to recover from an ever worsening predicament, Erskine sought a merger with the *White Motor Company*, a truck manufacturer. \$14,000,000 in notes were issued to finance purchase of 95% of Whites stock only to have the merger blocked by some of White's stockholders. Deeply in debt and unable to make commitments, the *Studebaker Corporation* was placed in receivership on March 21, 1933. On July 1st, Albert Erskine, despondent and broken, took his own life.

Continued next month.

Touring The Web

http://www.hymanltd.com/classic_cars_dealership.htm



Hyman Ltd. Classic Cars is a group of professionals with an intense passion for vintage automobiles. We search the world to seek out and acquire rare and unusual cars of exceptional quality.

Our clientele consists of collectors, museums, and enthusiasts throughout the world who come to us for assistance in buying, selling, and in refining their collections. We have recently expanded into a new 35,000 square foot facility which incorporates our sales department, restoration and repair facilities, as well as our showroom. Our extensive inventory caters to many segments of the collector car hobby. Whether your interest is in a Pebble Beach Concours winner, an automotive investment, or a weekend driver, we can meet your needs.

History

Hyman Ltd. Classic Cars was created in 1989 as a result of Mark Hyman's interest in antique, classic and special interest automobiles. Beginning in a small rented garage of approximately 4,000 sq. ft, the business quickly grew and in 1992 was moved to an 18,000 sq. ft location in Ferguson Mo. We have recently expanded once again and now occupy a beautiful 35,000 square foot facility located near the St. Louis International Airport.

Hyman Ltd. Classic Cars specializes in the acquisition and sale of prewar Classic automobiles, post war American collectible cars and both pre and post war sports cars. We are well known for having some of the most unusual collector vehicles and we strive to find something that you have never heard of. We aggressively search throughout the country for cars that meet our standards of quality and desirability. We act as principles in the purchase of the cars, and while we do accept select consignments, the vast majority of the cars on hand are owned by Hyman Ltd. We cater to collectors and museums internationally and ship cars to most parts of the world.

We act as principal in the acquisition of antique, classic and special interest automobiles.

Whether one important car or a complete collection of eclectic taste, we aggressively seek to acquire quality motorcars and will buy collections intact.

If you are considering selling one car, one of your cars or your complete collection, please contact Mark Hyman personally. We are pleased to offer an extensive inventory of over 100 automobiles housed in our state of the art facility located in St. Louis Missouri. We cater to not only the sophisticated collector but also to the nostalgia buff looking for a weekend toy. Our clients needs range from determining just what makes your perfect first collector car to building a multimillion dollar collection. Please feel free to discuss your needs with us. We are happy to help you identify your goals and assist you in meeting them.

While the vast majority of the cars on offer are wholly owned by ourselves, we do accept select consignments based upon the quality and rarity of the car on offer. In many cases we will assist our clients in the purchase of a car by taking part of the collection on "consignment".

We act as expert appraisers and advisors on behalf of collectors, estate executors and attorneys seeking to maximize the value of vintage automotive assets. Knowing what it is worth is just part of the equation, understanding how to get what it is worth is equally important.

Hyman Ltd. acts as consultant to many national and private museums located throughout the US. We assist them in helping to acquire automobiles for display, and when it is determined that parts of the collection should be liquidated, we act as agent or as principal in the sale of these cars. In addition, we act as advisors in determining the focus and direction of the collections. Museums are constantly looking for sources of funding and for donations of automobiles. We have been successful in helping our clients place significant automobiles in museums. As a result the museum has benefited and the donor has realized preferential tax treatment.

Hyman Ltd. will arrange to have your classic car safely transported anywhere in the world. We use only reputable transporters who are not only fully insured but are those companies that we have been using for many years and have a proven track record. Your car will be delivered to your door, safe and secure.

We have over 15 years of experience shipping automobiles internationally. We can safely and properly load the car in a container here at our facility. This precludes the need to ship the car to the port and have the dock hands load your car.

Touring The Web



1939 Lagonda Rapide

Lagonda was founded in England by an American, Wilbur Gunn in the 1920's. The famous and well respected automotive engineer W.O. Bentley joined Lagonda in 1935 just in time to design the LG45 and LG6 motorcars. But it was the Bentley designed Lagonda V-12 power plant which is considered to be Bentleys engineering master piece. The Lagonda V-12 had considerable racing success at Lemans including 1st and 2nd in class. It is believed that nine boat tail racing Rapides were built with a lightweight all aluminum racing body. Out of the nine Rapides, one is understood to have been fitted with a wood body similar to the car presented here. This is a fabulous car. It has been shown at concours throughout North America and is always a favorite. It was part of a collection in Japan for some years until returning to the United States in the early 1990's. Its condition is superb, the woodwork is well preserved, and the brass stunning. The quality of workmanship is simply amazing. There are thousands of brass rivets that are laid in perfect rows which serve to fasten the tulipwood to the coachwork itself. The cars V-12 Rapide drive train is a masterpiece unto itself and has been recently serviced by a master mechanic. It is difficult to think of a car which has as much presence and impact as the Lagonda Rapide Tulipwood Tourer. \$650,000.00



1962 Chrysler Crown Imperial

Chryslers top of the line offering for 1962 was this Crown Imperial convertible. It offers exceptional styling and superb build quality in a car that was quite a performer. This 1962 Crown convertible is a great example that received mechanical and cosmetic restoration as required. It is finished in polar white and has a white leather interior. Equipped with power steering, power brakes, power windows and a power top. The Imperials distinctive design features and high performance drive train make it one of the most desirable American convertibles of the 1960's



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AH 0417 523 307

A Club Member

This Month in Automotive History

9th February 1909 : The Brickyard is founded

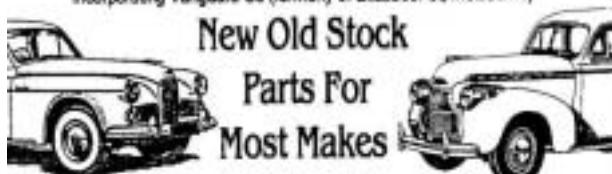
On this day, the Indianapolis Motor Speedway Corporation incorporated with Carl G. Fisher as president. The speedway was Fisher's brainchild, and he would see his project through its inauspicious beginnings to its ultimate glorious end. The first race at the Indianapolis Motor Speedway took place on August 19, 1909, only a few months after the formation of the corporation. Fisher and his partners had scrambled to get their track together before the race, and their lack of preparation showed. Not only were lives lost on account of the track, but the surface itself was left in shambles. Instead of cutting losses on his investment in the speedway, Fisher dug in and upped the stakes. He built a brand new track of brick, which was the cheapest and most durable appropriate surface available to him. The Indianapolis Motor Speedway would later be affectionately called "the Brickyard." Fisher's track filled a void in the international racing world, as there were almost no private closed courses in Europe capable of handling the speeds of the cars that were being developed there. Open course racing had lost momentum in Europe due to the growing number of fatal accidents. Recognizing the supremacy of European car technology, but preserving the American tradition of oval-track racing, Fisher melded the two hemispheres of car racing into one extravagant event, a 500-mile race to be



held annually. To guarantee the attendance of the European racers, Fisher arranged to offer the largest single prize in the sport. By 1912, the total prize money available at the grueling Indy 500 was \$50,000, making the race the highest paying sporting event in the world. However, the Brickyard almost became a scrap yard after World War II, as it was in deplorable condition after four years of disuse. The track's owner, Eddie Rickenbacher, even considered tearing it down and selling the land. Fortunately, in 1945, Tony Hulman purchased the track for \$750,000. Hulman and Wilbur Shaw hastily renovated the track for racing in the next year, and launched a long-term campaign to replace the wooden grandstand with structures of steel and concrete. In May of 1946, the American Automobile Association ran its first postwar Indy 500, preserving an American tradition. Today, the Indy 500 is the largest single-day sporting event in the world.

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Most Makes**

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MECHANICAL, ELECTRICAL, SUSPENSION, STEERING,
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Christmas Journal Night



Above - rumour has it that Father Christmas took more than 31 hours to distribute the gifts this year! Right - the Christmas Journal Night Crew: Noelle Reynolds, Margaret Robinson, Margaret Griffin, Henry Alger, Yvette Cole, Ray Griffin, Pat Lombardo, Kathy Austin, Fred Lombardo, Editor George, Trish Alger, Eddie Reynolds, Monica Mockiewicz, Ken Robinson and Patrick Mockiewicz - photographed by Santa

Once again Christmas Journal Night was celebrated in festive spirit. I must thank all those Members that attended, and offer a special thank you to Gaby Mockiewicz for hosting Journal night throughout the year.

Editor George



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shannons.com.au

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

Club Regalia



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

Automotive Speedo and Gauge Repairs

Gary Haddow 0417 345 041

Clock, Temp, Oil, Fuel,
Amp Meter and Tachos

TOMORROW'S BATTERY IS HERE TODAY!

OPTIMA CRANKING



THE ULTIMATE STARTER

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

- **LONGER BATTERY LIFE!**

In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

- **UNEQUALLED VIBRATION RESISTANCE!**

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

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

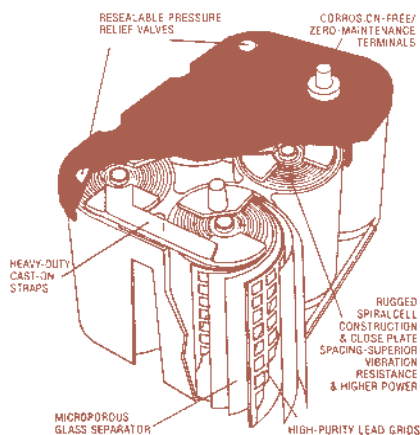
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

OPTIMA BATTERIES

THE ULTIMATE STARTER
Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

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

- **FAST ENERGY RESPONSE!**

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

- **CLEAN POWER!**

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

- **BETTER CYCLING!**

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

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

OPTIMA BATTERIES (AUST) PTY LTD 111 MAROONDAH HIGHWAY LILLYDALE VIC 3140 Tel: (03) 9735 0039 Fax: (03) 9735 1842

Almond Cookies

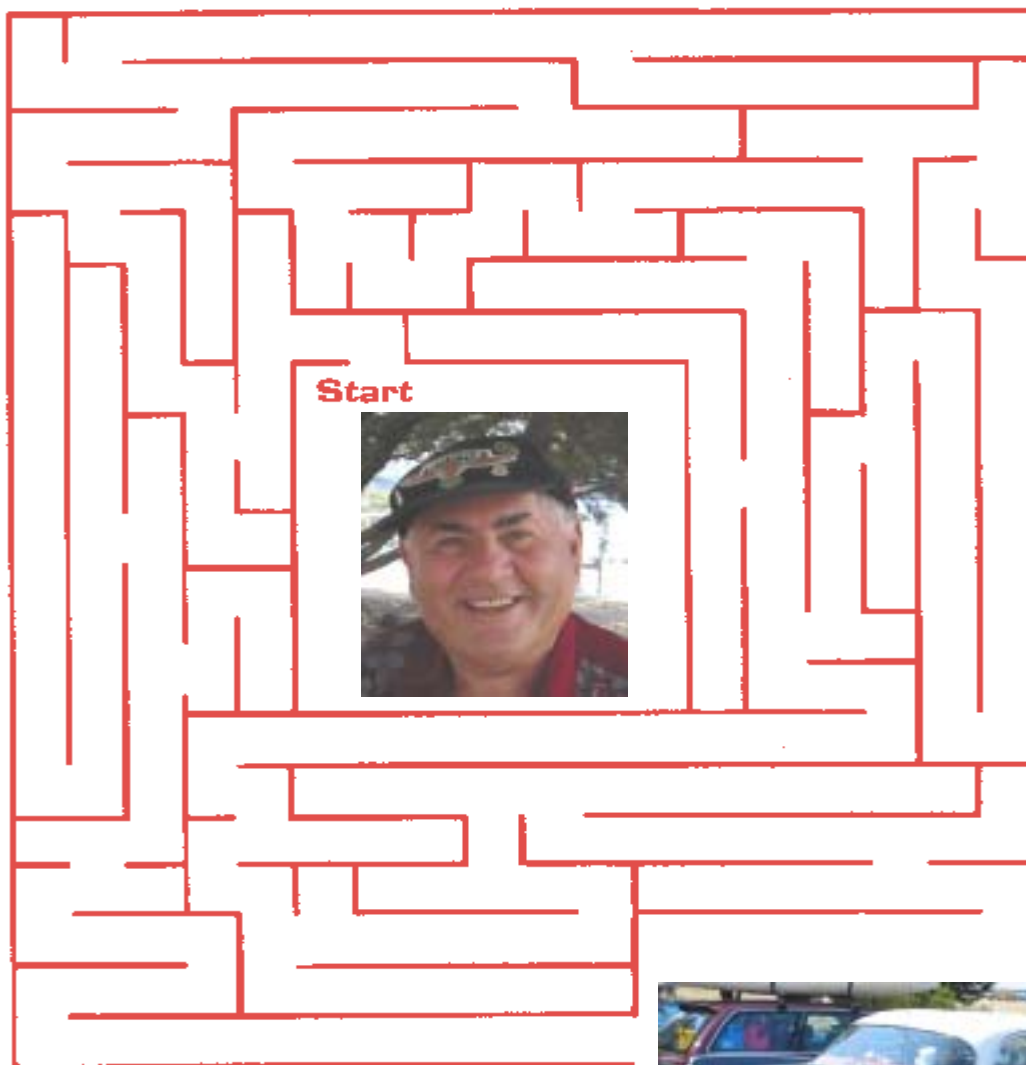
makes 30 - 35 cookies

2 1/2 cups flour
1 cup sugar
1/2 teaspoon baking soda
1 cup butter
2 eggs, beaten
1/8 teaspoon salt
1 tablespoon almond extract
1/4 pound whole, blanched almonds

Directions:

Preheat oven to 325 degrees Fahrenheit. In a food processor, mix the flour, sugar, butter, salt and baking soda until it forms little balls. Add the eggs and almond extract. Roll out the dough on floured surface. Cut with 2 1/2 inch cookie cutter. Place on greased cookie sheet and place an almond in center of each cookie. Bake for 25 minutes.

Help Fred Lombardo find his Dodge!



Events & Swap Meets

February

3 Berwick Swap Meet

Akoonah Park, Princes Highway, Berwick

Gates open at 6am - Buyers/Sellers - \$5

Fred 0408 585 189

4 Drouin Rotary Swap Meet

Drouin Recreation Reserve - Gates open 8am

Entry \$3 / No Site Charge

John Kinrade 5625 1734

11 The Shannons French Car Festival

Como Park North, South Yarra

Paul Watson 0427 203 206

11 Picnic at Hanging Rock

Hanging Rock Reserve, Woodend

J. Van Groningen - 0418 341 415

18 VDC Swap Meet

Venue - Yarra Glen Racecourse, Yarra Glen.

(Max Coomer) 03 9432 6948

23/25 Super Southern Swap Meet - Ballarat

25 Triumph Sports Owners Assoc. Concours

Building 11, Monash University

Chris Sallmann 0419 892 468

26 AOMC Delegates Meeting

East Malvern RSL, Stanley Grose Drive, East Malvern

March

4 AOMC British and European Motoring Show

Flemington Racecourse

Rod Adler - 9889 4071

25 Kalorama Rally

Vehicle Display and Motorkhana

Bill Eldridge 03 9879 7460 a/h

April

1 AOMC American Motoring Show

Flemington Racecourse

Rod Adler - 9889 4071

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

*Don't be an April Fool
come to the....*

American Motoring Show

Sunday 1st April 2007

Flemington Racecourse
Entry from Epsom Road

Entrance sponsored by **RACV**

- ✓ Gates open Display Cars 8.30am
- ✓ Spectators 10.00am
- ✓ Show Closes 3.30pm
- ✓ Entrance Fee \$15.00 for a Display Car with Occupants
- ✓ Spectator Admission \$15.00 - Children under 18 Free
- ✓ Refreshments Available.
- ✓ A commemorative show badge is available for collectors
- ✓ Prizes awarded for outstanding display cars and best club display.
- ✓ No Dogs Permitted

Owners of Collector American cars, Commercial & Motor Cycles along with all enthusiasts are invited to attend.

Enquiries: AOMC Tel: 9890 0524
For updates, maps and information see website www.aomc.org.au

Association of Motoring Clubs
PO Box 2274 Melbourne 3004
0400 60 975 750 500

Club Permit authorized by the AOMC. Bring this badge with you as your ticket of entry.

Sunday 4th March 2007

British & European Motoring Show 2007

Flemington Racecourse
Entry from Epsom Road

Entrance sponsored by **RACV**

An invitation to all Owners and Enthusiasts of Collector British & European cars, Commercial & Motor Cycles.

- ✓ Gates open Display Cars 8.30am
- ✓ Spectators 10.00am
- ✓ Show Closes 3.30pm
- ✓ Entrance Fee \$15.00 for a Display Car with Occupants
- ✓ Spectator Admission \$15.00 - Children under 18 Free
- ✓ Refreshments Available.
- ✓ A commemorative show badge is available for collectors
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Enquiries: AOMC Tel: 9890 0524
For updates, maps and information see website www.aomc.org.au

Association of Motoring Clubs
PO Box 2274 Melbourne 3004
0400 60 975 750 500

Club Permit authorized by the AOMC. Bring this badge with you as your ticket of entry.

The CHACA 'toons & joke Page

An old man goes to the doctor for his yearly physical, his wife tagging along. When the doctor enters the examination room, he tells the old man, "I need a urine sample, a stool sample and a sperm sample."

The old man, being hard of hearing, looks at his wife and yells: "WHAT?"

"What did he say? What's he want?"

His wife yells back, "He needs your underwear."

Men are just simply happier people, and here is why...

Your last name stays put.

The garage is all yours.

Wedding plans take care of themselves.

Chocolate is just another snack.

You can be President. You can never be pregnant.

You can wear a white T-shirt to a water park. You can wear NO shirt to a water park.

Car Mechanics tell you the truth.

The world is your urinal.

You never have to drive to another gas station restroom because this one is just too icky.

You don't have to stop and think of which way to turn a nut on a bolt.

Same work, more pay.

Wrinkles add character.

Wedding dress \$5000. Tux rental-\$100.

People never stare at your chest when you are talking to them.

The occasional well-rendered belch is practically expected.

New shoes don't cut, blister, or mangle your feet.

One mood all the time.

Phone conversations are over in 30 seconds flat.

You know stuff about tanks.

A 5 day vacation requires only one suitcase.

You can open all of your own jars.

You get extra credit for the slightest act of thoughtfulness.

If someone forgets to invite you, he or she can still be your friend.

Your underwear is \$8.95 for a three-pack.

Three pairs of shoes are more than enough.

You never have strap problems in public.

You are unable to see wrinkles in your clothes.

Everything on your face stays its original color.

The same hairstyle lasts for years, maybe even decades.

You only have to shave your face and neck.

You can play with toys all your life.

Your belly usually hides your big hips.

One wallet and one pair of shoes one color for all seasons.

You can wear shorts no matter how your legs look.

You can "do" your nails with a pocket knife.

You have freedom of choice concerning growing a mustache.

You can do Christmas shopping for 25 relatives on

December 24 in 25 minutes.

No wonder men are happier!

A man goes to the doctor after feeling ill.

The doctor says, "You know, you should have come to see me sooner. Unfortunately you have waited too long and you are going to die this evening."

The man is distraught and wonders how he is going to tell his wife. Well, he tells her and she takes it pretty well.

"Honey, this is going to be a night that you will always remember," she says. "I am going to treat you like a king!"

She prepares a scrumptious gourmet dinner with wine, candles-the works. After dinner she slips away and returns in the most incredible negligee the man has ever seen.

She leads him into their bedroom. They make the most passionate love they have ever made. The man is beside himself. Once done, the wife rolls over to go to sleep knowing she kept her promise.

Well, the husband is wide-awake watching the clock. He knows that he is doomed. He taps her... "Honey?" he whispers.

She rolls over and again proceeds to make love. Again when they were done she rolls over and he taps her. She is getting cranky, but under the circumstances she grants her husband's dying wishes. Finally the wife rolls over and begins to snore.

Well, the man decides to tap her again. "Honey?" he whispers.

She rolls over and yells, "Oh sure!...

You're not the one that has to get up in the morning!!!



Buy, Swap and Sell

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

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

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

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

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

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

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

Can You Help Tibbie?

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

For Sale: 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

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

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

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

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

Garage/Clearance Sale:

Vintage and Classic Car and Truck
parts.

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

For Sale: 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

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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 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.



February 2007 Pin Up - Allan & Lyne Wood's 1938 Buick 8/40 Sedan

January						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
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February						
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April						
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August						
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December						
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30	31					