



March 2007 Pin Up - Tri-Club Sports Day (How to distract the opposition)

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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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
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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						
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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

December						
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

# JOURNAL

MARCH, 2007 VOLUME 41 NUMBER 9

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



Breakfast Run - Bittern  
Australia Day @ Kings Domain  
Studebaker History Part 4  
Our Picnic at Hanging Rock  
Scientific Testing of Holdens  
Tri Club Sports Day

[www.chaca.com.au](http://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

### The Secretary

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Ph: 9807 6813

### General Committee

Ray & Margaret Griffin

Ph: 03 5977 6649

### Webmaster

Mary Anne Irvine & Gordon Talbot  
webmaster@chaca.com.au  
PO Box 2004 Bayswater 3153  
Ph: 9720 6239

## 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

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

## Journal Nights – 2006/07

29<sup>th</sup> March, 26<sup>th</sup> April, 24<sup>th</sup> May, 28<sup>th</sup> June, 26<sup>th</sup> July, 30<sup>th</sup> August,  
27<sup>th</sup> September, 25<sup>th</sup> October, 29<sup>th</sup> November, 20<sup>th</sup> 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](http://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

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tell them as to where you saw their advertisement

[www.chaca.com.au](http://www.chaca.com.au)



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A Club Member

## 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.

**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

**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: 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: 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: 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

**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  
02/07

## 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 wheel brace Sidchrome 7/8" suit early Holden. Morris Manuals and parts, books Minor Series II and 1000 service parts list, also Series III same, Minor Traveller 1000, 918cc, 948cc, 1098cc, 1956-71 repair manual, Oxford Series II and III service parts list, Minor MM series II and Minor 1000 workshop manual. Morris 8 series E workshop manual, Minor series MM and 1000 workshop manual saloon and traveller operations, Minor 1000 operation, Humber Super Snipe owners handbook. Phone Wal Martin work = (03) 9467-1464 home = 5786-1667  
03/07

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

## 2007 Club Calendar

January

14<sup>th</sup> Breakfast Run – ‘The Churchill’s Estate’ Bittern \*

26<sup>th</sup> Federation Run – Australia Day @ Kings Domain

February

2<sup>nd</sup> Club Meeting – Deepdene

4<sup>th</sup> Tri Club Sports Day – VCCA Club Rooms

16<sup>th</sup>/18<sup>th</sup> Begonia Rally – Ballarat

25<sup>th</sup> Fred Le Bon – Museum – BBQ – Dingley \*

March

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

April

**6<sup>th</sup> Tri Club Hot Cross Bun Day – Braeside Park**

**15<sup>th</sup> Federation Run – Picnic at Pakenham**

**21<sup>st</sup> Mont De Lancey – Wandin \***

May

**4<sup>th</sup> Club Meeting**

**20<sup>th</sup> Birthday Run – Greenvale Reservoir \***

June

**1<sup>st</sup> Club Meeting – Deepdene**

**9<sup>th</sup>/11<sup>th</sup> Annual Tour - Geelong/Bellarine Peninsula**

**24<sup>th</sup> Cobbledicks Ford & Reserve – Pub Luncheon \***

July

**6<sup>th</sup> Club Meeting – Deepdene**

**15<sup>th</sup> Organ Pipes – Pub Luncheon \***

August

**3<sup>rd</sup> Club Meeting**

**18<sup>th</sup>/19<sup>th</sup> Tri Club Overnight Run**

**26<sup>th</sup> Western Port Hotel – Hastings – Pub Luncheon \***

September

**7<sup>th</sup> Club Meeting – Deepdene**

**9<sup>th</sup> Wattle Day @ Wattle Park \***

**23<sup>rd</sup> Bay To Birdwood – South Australia**

October

**5<sup>th</sup> Club Meeting – Deepdene**

**14<sup>th</sup> Bimbimbie – Mount Burnett \***

**28<sup>th</sup> Annual Luncheon**

November

**2<sup>nd</sup> Club Meeting**

**11<sup>th</sup> Point Cook Homestead + RAAF Museum \***

**25<sup>th</sup> Presentation and Display Day – Wattle Park \***

December

**7<sup>th</sup> Club Meeting – Deepdene**

**16<sup>th</sup> 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

Tri Club Sports Day was a rather interesting day, the extreme heat, the novel events and amusing gamesmanship certainly made it a hotly contested day – congratulations to all our Members that competed so successfully, you can all now rest for a couple of years! For those that did not attend, I hope you enjoy the coverage of the day on pages 10 – 12.

The next Club run is to the Macclesfield Trout Farm on the 18<sup>th</sup> March 2007, this will undoubtedly be a great day out for the whole family. Members not only have an opportunity to stock their freezers with fresh trout, but also have an opportunity to win a lovely hamper for simply catching the days biggest fish – couldn’t be any easier for all those budding anglers in our ranks, of which, this month’s CHACA ‘toons are essential reading.

Finally, don’t miss Graham Bedford’s garage sale in Yea on the 3<sup>rd</sup> – 4<sup>th</sup> March 2007, details are available on page 30.

This month’s cover: David Landells accepting the Tri Club Sports Shield from Anne Drysdale of the VDC and the 1936 Chevrolet of Russell and Lesley Betts photographed at the Tri Club Sports Day.

Editor George



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## Club Meeting - Deepdene 2nd February 2007

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

Last month we had the pleasure of having long time Member, Arthur Horner, explain how he makes heritage wooden toys, that he donates to various charities. Arthur has been doing this for 29 years. Arthur was obviously happy to see many long time friends on the night and stayed chatting through supper. He also generously donated two toys for the Club to raffle.

Tonight our guest will be another long time Member, Graeme (Tibbie) Tibbett. Tibbie will speak of his experiences on The Variety Bash. Members please bring a plate of supper.  
David Landells – Vice President



## Casterton Rally - Wando Vale 10th/12th March 2007

I hope that the intending participants have their vehicles ready for this event, as the program involves a number of tours through the countryside. The main tour will be to Wando River, with lunch at a renowned Western District Sheep property.

The presentation dinner dance theme will be the colour 'purple', many colourful characters are sure to attend.

Ken Robinson  
Activities Officer

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

The accommodation for the weekend will be at the:

*Comfort Inn Parkside Motel*  
20 High Street,  
Belmont

&

*Barwon Caravan and Tourist Park*  
155 Barraboold Road  
Belmont.

**Saturday 9<sup>th</sup> 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 10<sup>th</sup> 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 11<sup>th</sup> June**- Watch This Space!

Barry Smith

Special Activities Officer

## The CHACA 'toons & joke Page

As three-quarters of the earth's surface is water and only one quarter is land, it seems logical that man should spend three quarters of his time fishing and one quarter at work.

\*\*\*

Four married guys go fishing. After an hour, the following conversation took place. First guy: " You have no idea what I had to do to be able to come out fishing this weekend. I had to promise my wife that I will paint every room in the house next weekend." Second guy: " that's nothing, I had to promise my wife that I will build her a new deck for the pool." Third guy: " Man, you both have it easy! I had to promise my wife that I will remodel the kitchen for her." They continue to fish when they realized that the fourth guy has not said a word. So they asked him. You haven't said anything about what you had to do to be able to come fishing this weekend. " What's the deal?" Fourth guy: " I just set my alarm for 5:30 am. When it went off, I shut off my alarm, gave the wife a nudge and said, " Fishing or Sex" and she said, " Wear a Sweater."

\*\*\*

**Hook** - (1) A curved piece of metal used to catch fish. (2) A clever advertisement to entice a fisherman to spend his life savings on a new rod and reel. (3) The punch administered by said fisherman's wife after he spends their life savings (see also, Right Hook, Left Hook).

\*\*\*

One day, two guys Joe and Bob were out fishing. A funeral service passes over the bridge they're fishing by, and Bob takes off his hat and puts it over his heart. He does this until the funeral service passes by. Joe then said "Gee Bob, I didn't know you had it in you!" Bob then replies " It's the least I could do. After all I was married to her for 30 years."

\*\*\*

One day while driving home from his fishing trip in the pouring rain, a man got a flat tire outside a monastery. A monk came out and invited him inside to have dinner and spend the night. The motorist accepted. That night he had a wonderful dinner of fish and chips. He decided to compliment the chef. Entering the kitchen, he asked the cook, "Are you the fish friar?"

"No," the man replied, "I'm the chip monk."

\*\*\*

Two guys are talking about fishing. One says to the other, "I am NEVER going to take my wife fishing with me, ever again!"

"That bad, huh"

"She did everything wrong! She did everything wrong! She talked too much, made the boat rock constantly, tried to stand up in the boat, baited the hook wrong, used the wrong lures and WORST of all she caught more fish than me!"

"Do you really believe your husband when he tells you he goes fishing every weekend?" asked Jane's best friend.

"Why shouldn't I?" said Jane.

"Well, maybe he is having an affair?"

"No way" said Jane "he never returns with any fish..."

Marven had been fishing all day without any luck. On the way home he stopped at a fish market and said to the clerk, "Please stand there and throw me a few of your biggest trout".

The clerk was puzzled, "Throw them to you? What for?" "I may be a poor fisherman," Marven replied, "But I'm no liar. I want to be able to say I caught them myself".

\*\*\*

Mother to daughter advice:  
Cook a man a fish and you feed him for a day.  
But teach a man to fish and you get rid of him for the whole weekend.

\*\*\*

"Life is like a tackle box. Just when you think you have everything you could possibly need in your arsenal of lures, baits, and other assorted odds and ends, you find yourself in a situation where you have to run out and get something else. So it is with life. Just when you think you've seen it all, done it all, and heard it all, something new happens. And when it does, you store it away in the appropriate compartment, where it may or may not be used again."

\*\*\*

There was a priest that loved to stream fish. One year there was a problem every time he had a chance to go fishing the weather was bad or it was on Sunday, when he had to work. All year he was unable to go. Finally it was the last week before the streams closed. The weather was bad all week until Sunday, when the weather was great. The priest could not resist, he called a fellow priest claiming to be very sick and asked if he could take over his sermon. The flyfishing priest drove over 200 miles, not wishing to see anyone he knew. An angel seeing the priest playing hooky went to God and said "You're not going to let him get away with this are you?". God agreed he should do something. The first cast the priest made was perfect. The fly floated past a log and a huge mouth gulped the fly down. For 45 minutes the priest ran up and down the stream fighting the mighty fish. At the end he held a 50" world record rainbow trout. Confused the angel asked God, "What are you doing?" God replied "Think about it, who's he going to tell?"

\*\*\*

Three priests were fishing on a boat when they ran out of bait.

The first priest got up and walked across the water to get some more bait.

After 2 hours they ran out of bait again and the second priest said he would go and get more bait...so he got up and walked across the water.

After 3 hours of fishing they ran out of bait again so the third priest said he would get more bait. So he stepped out of the boat and went straight to the bottom.

The first priest turned to the second priest and asked, "Should we have told him where the rocks were?"

\*\*\*

"There's a fine line between fishing and standing on the shore looking like an idiot."



## Events & Swap Meets

### March

#### 3 Big Day Out

744 Frankston - Flinders Road, Baxter  
See page 25

#### 4 AOMC British and European Motoring Show

Flemington Racecourse  
Rod Adler - 9889 4071

#### 18 Lancefield Swap Meet

Chauncy Street, Lancefield  
Ian 5429 2249

#### 25 Koroit Swap Meet

Victoria Park, High Street  
Anthony 5565 9482

#### 25 Kalorama Rally

Vehicle Display and Motorkhana  
Bill Eldridge 03 9879 7460 a/h

#### 31 Wimmera Mallee Annual Horsham Swap Meet

Horsham Showgrounds  
Neville 5382 1229

### 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

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

# American Motoring Show

*Sunday 1st April 2007*

**Flemington Racecourse**  
Entry from Epsom Road

Entrance Fee \$15.00 for a Display Car with Occupants  
Spectator Admission \$15.00 - Children under 16 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: 9880 0524  
For updates, maps and information  
see website [www.aomc.org.au](http://www.aomc.org.au)

Association of Motoring Clubs  
PO Box 2274 Melbourne 3001  
0800 66 976 766

*Sunday 4th March 2007*

# British & European Motoring Show 2007

*Flemington Racecourse*  
Entry from Epsom Road

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

Entrance Fee \$15.00 for a Display Car with Occupants  
Spectator Admission \$15.00 - Children under 16 Free  
Refreshments Available  
A commemorative show badge is available for collectors  
Prizes awarded for outstanding display cars and best club display.  
No Dogs Permitted

Enquiries: AOMC Tel: 9880 0524  
For updates, maps and information  
see website [www.aomc.org.au](http://www.aomc.org.au)

Association of Motoring Clubs  
PO Box 2274 Melbourne 3001  
0800 66 976 766

## Macclesfield Trout Farm

18<sup>th</sup> March 2007

26 Mulhall Road, Macclesfield (note: 2 Kilometres of unsealed road)  
Melway 125J3



The trout farm is situated 8 kilometres from Emerald.

Mulhalls Road is approximately 200 metres on the left after passing the Macclesfield Primary School and Hall on Macclesfield Road.

There is an entry fee of \$5.00 per person and this includes rod hire and bait.

Your catch of trout will cost approximately \$10.50 - \$12.50 per kilogram.

Salmon may also be available, but the cost per kilogram will be dearer.

There are barbecue facilities in a nice park atmosphere, the trout are trained to bite any hook that enters the pond, well that's what they told me!

So please come along and test your fishing skills and who knows – perhaps catch a whopper!

There are fly fishing ponds also available for experts.

Meeting place will be at the **Wilson Botanic Park on Princes Highway, Berwick at 9.45am for a 10am departure.**

Please note that all fish caught must be kept and that you are charged according to the total weight of your catch.

Ken Robinson  
Activities Officer

## Win A Fabulous Hamper



*It's Simple.  
The Angler who catches the  
heaviest fish on the day wins  
a fabulous chocolate and  
champagne hamper.  
Simply register the weight of  
your catch with Ken  
Robinson for a chance to win  
this fabulous prize.*



### Letter To The Editor:

Congratulations George on a very good job on the latest Journal edition. I particularly noticed and liked the new 'Journal' font on the front cover.

David & Margaret Landells

*Well spotted, however, I must confess the change in font was brought about by a fatal computer crash just two weeks before the February Journal was to go to print. The original font was not available in the latest version of Adobe Pagemaker, and the subsequent new font was the default setting – Editor George*

#### 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 Calendar Update

The Federation's Pakenham Picnic will be held on the **15th April 2007**. See page 9 for further details.

### Webmasters Report:

[www.chaca.com.au](http://www.chaca.com.au)  
5,200 Hits

It has been a busy month for the webmaster but I must say, most of this has nothing to do with the website. However, the February journal has been added and I have had to remove The Technical Bookshop link - they are no longer in business. If you think of any other suitable links that could be helpful to Club Members please let me know. I am looking forward to the next few runs coming up and should get some good photographs to add to the photo gallery out of these runs - so please, if you don't bring the 'baby' out too often it would be good to see her/him on a run and on the website.

### Volunteers Required

CHACA will host the 2007 Annual General Meeting of the Federation of Veteran Vintage & Classic Vehicle Clubs Inc. at Moorabbin on the 4th August 2007.

Volunteers are required to prepare/serve lunch and afternoon tea.

If you are able to assist please contact Gordon Wightman on 03 5977 6668

### Letter from the AOMC:

The association is looking for suitable nominations for the important position of Secretary of the Association. The tasks of this position are:

- To process all correspondence received and sent by the Association.
- To keep the Committee abreast of issues as they arise.
- Maintain a working knowledge of the constitution and by-laws of the Association.
- Manage the office function and arrange for attendance at this facility.
- Prepare minutes and agendas for all meetings of the Association.
- Oversee the maintenance of the membership register.
- Answer enquiries from member clubs and from the general public.
- Generally be the first contact point for 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

### Special Offer:

Antiques in Sassafras  
'Specialists in Car Memorabilia'  
Shop 2/372 Mt. Dandenong Tourist Road  
Phone: 9755 2199

Are offering a 10% Discount to all CHACA Members

### For Porsche Lovers:

Shannons Phillip Island Classic  
9th - 11th March  
A tribute to Porsche

Seven priceless Formula 1, Targa Florio and Le Mans racing cars from Porsche's Stuttgart Museum will be amongst more than 100 special Porsches competing or parading over the weekend



### Baked 'Mushroom-Stuffed' Macclesfield Trout

#### Ingredients

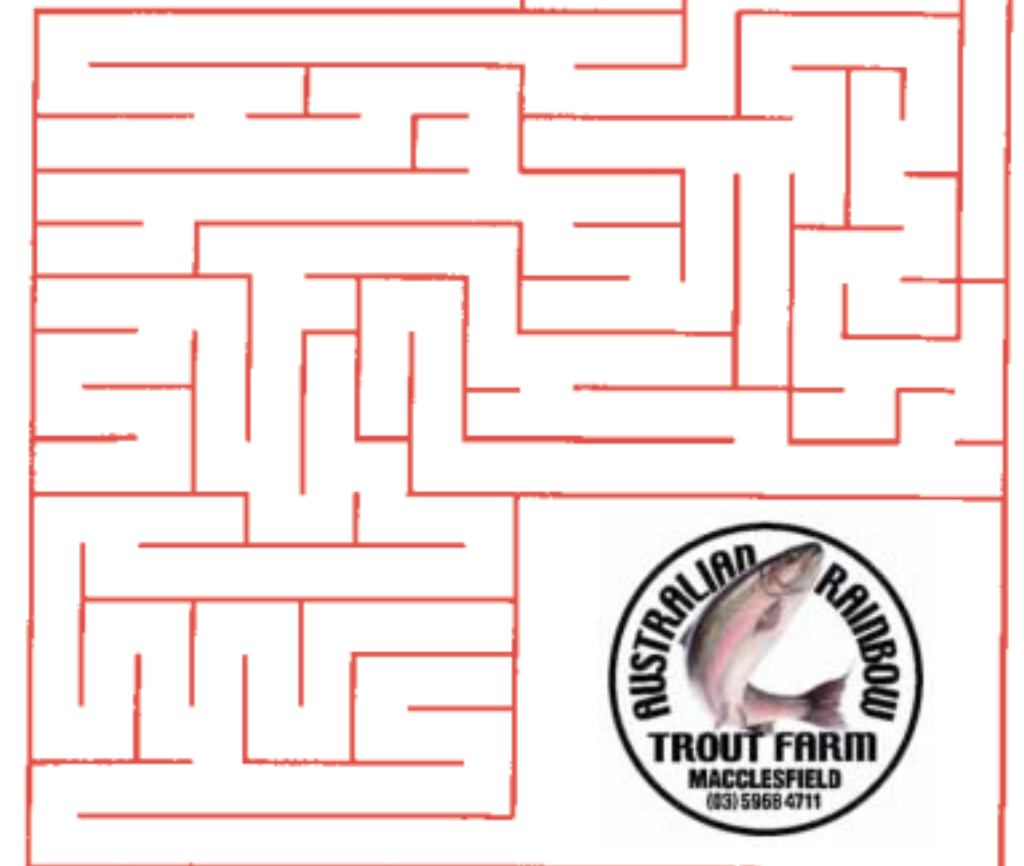
- 3 tbsps. butter
- 3 tbsps. olive oil
- 6 cups sliced mushrooms
- 1 1/2 cups finely chopped onion
- 1 large celery stalk, finely chopped
- 3 tbsp. minced fresh parsley
- 3 tbsp. minced fresh thyme
- 4 whole trout (about 12 ounces each), cleaned, boned
- 2 tbsps. fresh lemon juice
- 1/4 cup butter, melted

Melt 3 tablespoons butter with oil in heavy large skillet over medium heat. Add mushrooms, onion, celery, parsley and thyme; cook until mushrooms brown and all liquid evaporates, stirring frequently, about 20 minutes. Remove from heat. Season filling to taste with salt and pepper, set aside to cool.

Preheat oven to 350°F. Butter large baking sheet. Drizzle lemon juice inside fish, and sprinkle with salt and pepper. Fill cavity with mushroom mixture, dividing equally. Place stuffed fish on prepared sheet. Brush outside of fish with melted butter.

Bake until cooked through, about 30 minutes. Transfer to platter, garnish with lemon wedges.

### Help Reg Dunn find his way to the Macclesfield Trout Farm





## 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

## Club Regalia



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

## 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!

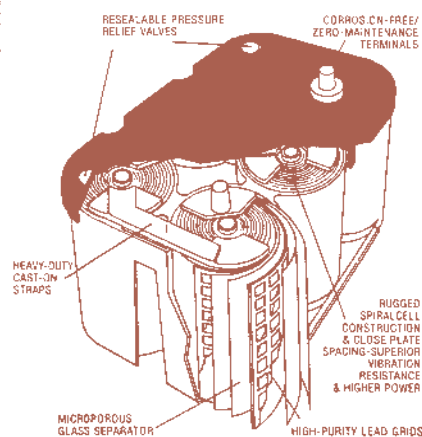
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

#### ● 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!**

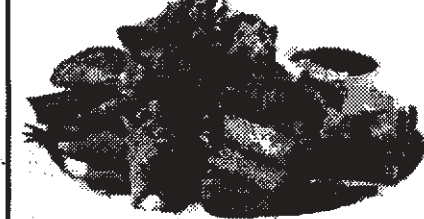
Unique SPIRALCELL design is virtually unaffected by vibration and jarring that shortens the life of conventional batteries.

OPTIMA BATTERIES (AUST) PTY LTD 111 MAROONDAH HIGHWAY LILLYDALE VIC 3142 Tel: (03) 9735 0039 Fax: (03) 9735 1842

## CHACA News

## WHOLESALE

## Finger Food Party Food



## DIRECT TO PUBLIC

Mon-Fri 8.30am - 5.30pm

Saturday 8.30am - 5.30pm

T. 03 9792 4522

F. 03 9706 9202

## ARCTIC

### Food Wholesalers

134 Cheltenham Rd.

Dandenong 3175

www.fingerfood.net.au

### Arctic Foods

Welcome to our new advertiser - Arctic Foods

This is a unique venture in a car club magazine, because it is about Food!!! Robert (Arctic Food) is a good friend and former supplier to me when I was a food distributor. The business has a retail shop as well as a fleet of small trucks delivering to most suburbs daily. This business is well established over twenty years.

The shop is located in Cheltenham Road, Dandenong, approximately 300 metres east of the new freeway, Dandenong side (Melway map 90 B8). As well as finger food (see flyer) Arctic also has catering supplies like foam cups, coffee, tea etc. To all car club members, on producing their current membership card, there will be a 10% discount off the invoice.

Order's over \$200- can be delivered to your door (metro only), a delivery fee will apply - please enquire. So give it a try or go and have a look at the many varieties of finger food etc. If unsure or need some help you can also ring me. Thanks Ian Hanks (03) 9551 3447

## Well Done Arthur:



Congratulations must be extended to Arthur Horner for his delightful presentation at the February Club meeting. I'm sure that the many less fortunate children in our community benefit from such caring people as Arthur - Editor George.



## Club Raffle:

The lucky ones .....

Barry Smith

Patsy Wightman

Trish Alger

Tom Lambert

Margaret Robinson

Ian Hanks

Tibbie

Henry Alger

Pat Lombardo

Ross Buchanan

Jack Drewitt

Margaret Robinson

June Findlay

Jack Drewitt

Strawberries

Necklace

Mystery Gift

Book

Mystery Gift

Clock Set

Chocolates

CD

Telephone Holder

CD

Photo Frame

CD

Book

Thanks to: Thea Hillier, Lesley Betts, Jenny Hanks, Margaret Robinson, Jack Provan, Vin Forbes, John Christie, Mick Whiting and Robyn Haley for prize donations

## Bushfires

The bushfires which recently raged throughout Victoria unfortunately claimed two of John Elliott's Renault 16's. On a happier note, the Elliott home survived as too did a number of other Renaults in John's collection.

## Welfare Officer's Report:

A quiet month this time with only one get well card sent out: Heather Darwin of Ballarat is recovering from a recent operation. Hopefully everything is on course and going well. Noelle Reynolds.



Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 2<sup>nd</sup> February, 2007

Meeting opened at 8.05pm. Present Kevin Churchill (Chair) and approximately 80 Members. Chairman welcomed all present and wished all a Happy New Year.

**Apologies:** George Mockiewicz, Eric Chaplin, Vin Forbes, Russell and Lesley Betts, Lester Cole, John Baker. That apologies be accepted moved, David Landells - seconded Ken Robinson. Carried.

**Minutes:**  
Minutes of the previous meeting held on the 1 December, 2006 and published in the Journal were signed as a true record, moved Max Austin - seconded Margaret Landells. 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 note from Bendigo National Swap Meet and a Cheque for \$40- passed onto Mick Whiting
  2. Letter from Tas Vacations re: Touring Tasmania – passed onto Barry Smith
  3. Letter from Epping Plaza re: a Car Spectacular during the Melbourne Grand Prix period – passed onto Editor George.
  4. Invitation from The Army Museum Bandiana Victoria – passed onto Ken Robinson
  5. Letter from Beechworth Bakery regarding Car Club Runs visiting their bakery, passed onto Ken Robinson
  6. Invitation from Australian Historic Motoring Federation regarding the Salute to Australian Motoring event – Sunday 20<sup>th</sup> May – Passed onto Ken Robinson
  7. Brochure regarding Shannon Phillip Island Classic – passed onto Editor George
  8. Letter from the Mental Health Foundation of Australia – regarding Cruden Farm Car Show – passed onto George
  9. Letter from Geneva Classics – passed onto Max Austin
  10. Information from the organizers of the David Calleja Memorial Car Show and Rally – passed onto George.
  11. Information regarding the NSW Classic Grand Tour – 2008 – passed onto Barry Smith
  12. Brochure from Findapart who have an internet site to enable you to find new and used parts - passed onto George
  13. Flyer for Show ‘n’ Shine Mossfiel Reserve, Hoppers Crossing - will pass onto Editor George.
  14. Promotion Postcard from Antiques in Sassafras –who specialize in Car Memorabilia and offer a 10% discount to Club members – will pass onto Editor George.
  15. Memo from AOMC – they are looking for suitable nominations for a Secretary – phone 9555 0133 Tuesday or Thursday afternoons if interested. Will pass onto Editor George.

**Correspondence out:** - Nil  
Move that this report be accepted: Moved, Ray Griffin - Accepted, Ian Hanks. Carried

**Reports:**  
**Vice President:** David Landells – Good evening and welcome to all Members and visitors. Congratulations to George Mockiewicz for the new look front page format of the Journal – it looks great. Tonight’s guest is a long time Member, Arthur Horner. Arthur will be showing us his hobby of Heritage Wooden Toys that he makes and gives to various Charities.  
**Treasurer:** Mick Whiting - Reported cash and bank balances for the month of -----December and January.

December	January
Opening Balance:\$6,242.95	\$6,673.18
Income: \$1,405.65	\$ 280.00
Expenses: \$ 975.42	\$ 168.11
Closing Balance: \$6,673.18	\$6,785.07

Move that this report be accepted: Moved, Ian Hanks – Accepted, Henry Alger Carried.  
**Membership Secretary:** Max Austin – Greetings for the New Year– only 11 months to Xmas. We had one new Member – Darren and Pat Bernard from Oakleigh South. Renewals closed off at the end of January – a total of 166 renewals, this is three up from last year. Twenty three final notices have been sent out (which is somewhat lower than the previous three years) and it is anticipated that more than 50% of those will be sent once the final notice arrives. All up we will have a good membership number. The year has got off to a good start, a number of information packs have been sent out.  
**Activities:** Ken Robinson - There are three outings for the month, those being, The Tri-Club Sports day this Sunday, The Begonia Rally on the 16<sup>th</sup> and Fred Le bons on the 25<sup>th</sup>. Fred is keen to see you all there. Our Club Calendar requires a change due to the Picnic at Pakenham date changing to 15<sup>th</sup> April, not the 6<sup>th</sup> of May.  
**Special Activities Officer:** Barry Smith – Barry informed us of the details thus far for the forthcoming 40<sup>th</sup> Annual Tour, being the 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> of June. The final day is still being finalized and all will be revealed via the Journal shortly.  
**Technical Officer:** Ian Hanks - Ian informed us on a personal note ‘that it is 12 months to the day that Ron Taylor passed on.’ Ian is awaiting the next AOMC meeting to see what progress has been made on the 90 day log book scheme. The Database for Club Plate cars is nearly complete.  
**Librarian:** Eric Chaplin – absent

Shannons  
Phillip Island Classic  
9th-11th March 2007

Each year the world’s finest and fastest historic racing, sports and touring cars gather for one weekend at Phillip Island to pay homage to the home of the inaugural Australian Grand Prix staged in 1928.

Around 450 participants including around 20 overseas entries will converge on the exciting 4.45 kilometre ocean front circuit for 33 events to create the largest and most exiting historic motor racing event staged in the Southern Hemisphere.

- Events:
- Record field of V8 Formula 5000’s.
  - Fabulous historic racing cars including three Lago Talbots.
  - Big fields of Porsche, Lola, GT40 Ford, McLaren and Matich sports cars.
- Spectacular parade of historic racing Porsches and other exotic sporting cars.

Admission Prices:

Friday - \$10  
Saturday - \$20  
Sunday - \$30  
Weekend - \$40

Pensioners and Students a \$5 discount per day.  
Children Under 15 Free



Special insurance for  
**Motoring Enthusiasts**  
by Motoring Enthusiasts.

Talk to an enthusiast at Shannons. Our very competitively priced insurance includes features like agreed value, choice of repairer, lifetime maximum no claim bonus, lifetime guarantee on all repairs, no blame-no excess and pay by the month premiums.



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**Insurance for Motoring Enthusiasts. Call 13 46 46 for a quote.**  
shannons.com.au



**AOMC Engine & Registration Records - Search Service - Trace the history of your Vehicle in Victoria**

Following the passing of the Motor Registration Act by the Victorian Government in 1909, motor vehicles were assigned a unique number - what we now know as a registration number. Owners of vehicles were required to display the registration number on their vehicle. In many cases the number was simply painted on the vehicle however some owners chose to have a “number plate” manufactured by a local specialist. In the early 1930s the Victorian Government began issuing official number plates made in a standard size and style with up to 6 digits. Existing vehicles were provided with these new number plates. From the 1930s two cards were used in the registration process. One card contained details of the engine number, rated horsepower and the registration number. The other card contained the engine number, registration number and owner details. These cards were used by the Vic Police Motor Registration Branch, Road Traffic Authority, VicRoads etc. to record the full history and ownership of each vehicle registered in Victoria. From the late 70’s to the early 80’s these records were gradually put on the official computer database and the card system was thus gradually made redundant. The AOMC fortunately obtained custody of the **engine number record cards** from the Victorian Government in 1992. These records cover the period from the early 1930s to the early 1980s. More recently in 2006, the AOMC obtained a listing of all vehicles registered in Victoria for the period from about 1910 up to 1920 (***The AOMC Veteran Records***). These records contain details of the registration number, date of registration, owner name and address. These records are searchable on all of the above data fields. Also, the AOMC has gained access to similar information for registrations that continue from 1920 up to the 1930s (***The External Vintage Records***) where the Engine Record cards (***The AOMC Engine Records***) take over. The AOMC is able to undertake a search of these records and provide a report summarising some the key details of a vehicle’s registration history in Victoria.

**Note that not all details of the registration history are available over the period.**

**Search Fee**

The search fee applies to the period in which the search is requested. Where a vehicle was continuously registered from the Veteran and Vintage periods through to the later years the maximum fee is \$121 (inc.GST) .

**What is on a Record?**

The amount of information provided in the search report is dependent on the original data and varies over the period. If the vehicle was previously registered interstate or imported from overseas then a note might have been added. If the vehicle was stolen at some stage then there may have been an entry on a separate card. Some interstate registered vehicles which have been stolen at some time have been included where that state had advised the Victorian authorities.

Where a vehicle was not currently registered at the time of the conversion to the Victorian government computer database the details were not input and hence any approach to the present registration authority (VicRoads) for a report on the history of a vehicle may not reveal this earlier detail. Therefore in trying to trace an engine in a vehicle for originality or history, the AOMC database may be more useful as it records this detail and in some cases may duplicate the official database. It is important to note that there are a number of typographical errors on the cards particularly in the engine/chassis prefix and suffix, due to obvious errors when they were originally recorded. In the interests of historical accuracy no attempt has been made to correct these in the AOMC database and it is left to the user to make the interpretation. It is also instructive to note that there is also the possibility that the present official computerised records may now have even more errors through their subsequent transfer from cards. Where no record is found then it is possible that the engine record card has been incorrectly filed in the card system with some other make. These may be found later when other makes are processed.

**What use are the Records?**

If you are trying to trace the history of your treasured vehicle for determining its original registration number, proving its racing career, concurs originality of various items such as overdrive etc. or you are just inquisitive and want to settle a bet, then these irreplaceable records may be able to fill the gaps. Note that VicRoads currently requires evidence of previous registration in Victoria (or elsewhere in Australia) if a vehicle is to be re-registered. Many historic vehicles purchased as restoration projects might not have have had any registration details supplied and the AOMC records may provide sufficient evidence to prove previous Victorian registration. The data may also be very useful in Family History studies by providing dates and ownership of long gone family vehicles.

**What is needed for a Search?**

As a first step you should request VicRoads to undertake a search to see what is revealed. Then, if it is clear that the vehicle was registered in Victoria at some time prior to 1982 then it is most likely that the details will have been recorded on the card index. (Note if VicRoads say that there are no earlier records on their computer then you can probably believe them!)

**How long will a search take?**

A search might take from 3 to 6 weeks to complete as all searches are performed by volunteers in their own time, so please be patient. You will receive a reply even if the search was unsuccessful.

**The details of your vehicle required :**

Make and model, Engine No. - present and any known previous, Chassis/Commission No., Present and previous Registration No(s).

**Include a cheque / Money Order or Credit Card** details for the appropriate amount made payable to Association Of Motoring Clubs. (Your donation will go towards the costs of maintaining and storing the records.)

Post to:AOMC Records Search, GPO Box 2374, Melbourne, Victoria 3001, Australia. **What do you receive?** If there is record of your vehicle in the Engine Number records then a certificate of the details as per the original card will be provided.

**Property Officer:** Eddie Reynolds – Eddie has a number of name badges to give to people – most of who were not at the meeting. Eddie also informed us that the badges cost \$7.28 each and the Club charges \$7.50, a small profit for the Club funds. Eddie also has a sample range of Club Regalia available for ordering or purchase after the meeting.

**Editor:** Absent

**Publicity Officer:** Gordon Wightman – Nothing much has happened over Xmas. Gordon is currently preparing two articles for the Weekly Times – one of those being about Allan Munro’s vehicle. The Weekly Times will possibly have space available for an article on the Annual Tour.

**Welfare Officer:** Noelle Reynolds. – Noelle apologized for not ringing anybody but this is due to Noelle herself not being well (don’t worry it is nothing nasty like Cancer). However, a card has been sent to Heather Darwin. Max informed us that he has been speaking to Col Patience – all is going well, Col is out of hospital and back home. Col’s daughter talked him into in investing in an air-conditioner and now that Col has the air-conditioner he admits ‘he should have done it years ago’.

**Cars and Parts for Sale:** Nil

**President:** Kevin Churchill - Kevin informed us that another Club he is involved in has 3 to 5 seats available for a trip to King Island in a DC3. The date of the outing is 25<sup>th</sup> March. The plane leaves from Essendon. The outing is ‘The Gooney Bird Trip’ and if you are interested in going (cost is \$349 pp) please contact Kevin Churchill.

**Special Reports:**

*AOMC Representatives:* Graham Hutchinson: The next AOMC meeting is the 26<sup>th</sup> February.

*All Makes:* Peter Galley, -The All Holden Day is on at Flemington on Sunday. The next Swap Meet is on 22<sup>nd</sup> April. There will be a total of 5 others for the year, at the usual venue, Sandown. There will also be the All Aussie Display Day.

**Special Effort:** Margaret Landells & Jenny Hanks – prizes and thanks for the special effort were read. Jenny Hanks apologized for not attending the December meeting and congratulated Fred and Pat Lombardo on winning the hamper. Jenny also thanked the club for the card she received when she wasn’t well.

**General Business:**

**Barry Smith:** Barry asked how observant Ian Hanks, Mary Anne Irvine and Mick Whiting are – the answer, not at all. Barry brought to our attention that the three previously named have been added to the ‘Honours Board’.

**Graeme Tibbet:** Graeme has now decided not to attach the Gas Producer to a vehicle but is putting it in a museum. Chairman declared the meeting closed at 8.40pm. **Next meeting to be held Friday 2<sup>nd</sup> March, 2007.** The General Meeting preceded the evening’s entertainment.

**Federation of  
Veteran Vintage & Classic  
Vehicle Clubs Inc.  
Pakenham Picnic  
Sunday 15<sup>th</sup> 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.

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Above: In the absence of CHACA President, Kevin 'Winston' Churchill, Vice President David Landells addressed the CHACA competitors with a stirring speech ..... "We shall fight on the cricket grounds of Burwood, we shall fight in the fields and in Wakefield Grove, we shall fight in the hills, we shall never surrender!"



Above: an emotionally charged, David Landells marches from the battlefield, confident that Team CHACA has secured the coveted Tri-Club Sports Day Shield, as an ecstatic Gaby Mockiewicz, congratulates Ian 'iron man' Hanks.



Left: the Piston and Rod throwing event was one that CHACA, as expected, did not excel at. It proves the theory that the Vets and Vintage Drivers have vast experience at 'throwing a rod'!

## Victory at Tri-Club Sports Day

With activities such as tyre flipping, piston chucking, nuts & bolts and don't blow your horn, our Members showed great skill in defeating the opposition by a narrow margin. This was achieved despite the many attempts by Lyle Drysdale to outwit our intrepid team.

On behalf of CHACA, I would like to thank the VDC, John Rhodes for organising the activities and Ann Drysdale for scoring the events.

Thanks to all the participants for providing the many onlookers with some great laughs. It was a most enjoyable afternoon with good company.

Ken Robinson  
Activities Officer



## 11 February, 2007 Our Picnic at Hanging Rock



The Annual Picnic at Hanging Rock is an event organised by the Macedon Ranges and District Motor Club. The event is now in its 20th year and attracts over 1200 vehicles. This event which is now the largest of its type in Victoria attracts veteran, vintage, and classic cars, hot rods, motorcycles, commercial, and pedal powered vehicles - Editor George

Left: a delightful red 1948 Dodge convertible.

Bottom left: Ross Buchanan's 1964 Falcon Sprint convertible.

Below: 1938 Oldsmobile Opera Coupe - John Egglestone



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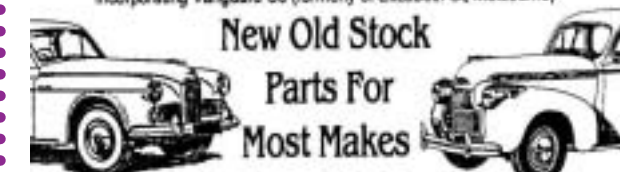
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## 11 February, 2007 Our Picnic at Hanging Rock

David, the kids and I headed off at 7.40am to Hanging Rock for a family outing. We arrived about 9.15am and to 'our surprise' the 20th Macedon Ranges and District Motor Club's Annual Picnic at Hanging Rock event was on. We were going to take the Stag for a run – but the weather really didn't look too good – we opted for the Statesman instead. On the way the cloud was rather threatening and going up Mount Macedon (yes, we took that route) we were driving through the cloud.

We had to park in a paddock – too far to lug all the picnic gear over to the rock – so we left that in the car and headed over the rock. The weather was looking somewhat brighter on that side of the mountain.

The kids were ecstatic to see all the wonderful cars on display – and couldn't wait to climb the rock. I couldn't wait to look at the cars on show – and there were stacks of them. Prior to heading up the rock David noticed a club member wandering around – it was Ross Buchanan – and he had brought his 1964 Ford Falcon Sprint Convertible.

We ventured up to the summit of the rock – oh, by the way, we had the dogs in tow too. The dogs met other dogs and lots of people wanting to pat them – they were in doggy heaven. I was most surprised at the speed in which Gordon got up to the summit – I didn't think he had it in him. Later he told me that once you get moving you can't stop, or the legs turn into jelly and you can't start up again.

Needless to say, I couldn't wait to get back down – as lovely and interesting as the rock is, the vehicles were of more interest to me, after all kids, we have an added bonus here today – may as well make the most of it. They honestly believe I knew that event was on – shame on them.

We spent some time looking at the cars – oh, just happened to have to camera with me, plenty of free card space and spare batteries. I took many photos and some of the cars my Mum has had over the years – the Fiat Bambino being one of them, hard to believe six of us (2 adults and four kids) use to travel in one – and it was legal at the time.

After some nagging from the children it was time to go and eat. On the way back to the paddock we spotted another club car – John and Debbie Egglestone's 1938 Oldsmobile Opera Coupe.

It was hard to get me back to the car – but I got there. We had our picnic beside the car – in the paddock – the dogs were exhausted and needed a drink. Needless to say, there was no getting the kids to go back – so we headed off and had afternoon tea at David's brothers' place in Macedon.

Next year it would be nice to see this as a Club event – I'll be going – without the kids. See you there maybe.

Mary Anne Irvine



## Tri-Club Sports Day - 4th February



Above: 'DOE' was snugly camouflaged beneath a tree safely away from the battlefield.



Above: the fiercely contested 'lets find some damn shade' event had competitors jostling for position beneath the comforting shade of an umbrella.



Above: a disappointed Lyle Drysdale pictured at the presentation of the Sports Day Shield to CHACA - better luck next year Lyle!

Left: the Vets and Vintage Drivers were fuming that even the local graffiti artist showed his support for CHACA! (check the paling fence). An innocent Editor George and Patrick Mockiewicz wondered what all the fuss was about.



Left: the CHACA cheer squad – Lesley Betts, Noelle Reynolds, Margaret Robinson, Robyn & Bruce Haley, Ken Robinson and Rod Bundy.



Above: Lester Cole demonstrates a steady hand in the 'blow your horn' event, mind you, the Vets had somewhat flattened the battery.







Above: the hands of CHACA sorting out the VDC's nuts and bolts, in what was loosely termed an event, others called it a VDC working bee.



Above: team CHACA planning their strategy.



Above: 1934 Plymouth sedan - Lester & Yvette Cole

**Participants:** Rod Bundy - 1953 Daimler saloon, Mary Anne Irvine & David Talbot with Rosemary - 1975 Triumph Stag, Ken & Margaret Robinson - 1962 Valiant, Lester & Yvette Cole - 1934 Plymouth sedan, David Landells - 1978 Ford LTD, Ian Hanks - modern, Mockiewicz Family - modern, Bruce & Robyn Haley - 1976 Mercedes Benz convertible, John & Helen Elliott - modern, Russell & Lesley Betts - 1936 Chevrolet roadster, Eddie & Noelle Reynolds - 1936 Dodge sedan, Ralph & Lois Provan - modern,

Photography by Mary Anne Irvine



Above: News travels fast - check the notice board. Eddie & Noelle Reynolds and Margaret Robinson at afternoon tea.

Europe and the Pacific, the military relied heavily on the Weasel and continued their use after the war. The last version, the M29C, was amphibious and found extensive use in the Pacific. By VJ day, over 15,000 Weasels had been built.

As the war neared an end, industry began to prepare for peace. Studebakers post-war transition however, began long before hostilities ended. Realizing the first auto maker to offer a completely new model would reap substantial benefits, Studebaker set a goal to be first. As early as 1943 a few individuals in the company were assigned to design and planning for the 're-conversion' to passenger cars. Tooling for the new model, it was realized, would take time and could not be accomplished while the war was still going on. It was decided therefore, to initially produce the 1942 models with superficial changes once preparations for a new model could begin.

As the war neared an end it became clear that 1947 would be the target year for a new model. In December of 1945 production of civilian vehicles resumed with the '46 Skyway Champion, in reality the reworked '42. Studebaker produced a little over 10,000 '46s before shutting the lines down three months later to begin preparations for the '47 production run. By April of 1946 the all new '47s were announced with the slogan "First by far with a post-war car". Studebaker took body styling into a new domain with the '47s. Pronounced fenders were replaced by a streamlined body and the passenger compartment of some models featured wrap around rear windows. The new shape inspired the famous comment that one couldn't tell if it was coming or going. As expected, they were a hit with the public and demand was phenomenal. Total sales for 1947 neared \$268,000,000 for a profit of \$9,100,000. Studebaker had come a long way since receivership, fourteen years earlier.

The immediate post-war years for Studebaker would be unrivalled in the companies history. With profits rising and demand at an all time high, production capacity needed to be increased. In the post-war years raw materials, especially steel, were still hard to obtain and as a consequence, Studebaker purchased the *Empire Steel Corporation* of Mansfield, Ohio in 1947. That same year a new factory was acquired in Hamilton, Ontario and in 1948 one of the aviation plants used to make bomber engines during the war was converted to vehicle manufacture. 1948 would also bring a major management change when Paul Hoffman departed the company on a five year leave of absence to head the European Recovery Administration, part of the Marshall Plan.

In Hoffman's absence, Vance assumed the duties of both President and Chairman of the Board. By 1950 America was at war in Korea and so was Studebaker. This time it would not be the all effort of the decade before and for most Americans, life went on as usual. That was also the year of the bullet-nose design, arguably the most recognizable Studebaker ever made. The bullet-nose created quite a stir when it was introduced, prompting both praise and humour. In the end, the public seemed to love it because Studebaker production reached a peak that year with 268,229 cars, the most the company would ever build in a single year.

1951 was charged with anticipation. The next year would be Studebakers centennial and preparations were well underway but the big news for now was a new engine. In its 99th year Studebaker introduced their first overhead valve V-8. Initially offered in the '51 Commander, the new engine displaced 232 cubic inches and developed 120 horse power. The public loved the high performance engine and Commander sales were understandably brisk. Total production that year however, tapered. In fact sales figures for 1951, presented a paradox. For the first time its history Studebaker grossed over \$500,000,000 but profits were down to \$12,500,000, half of the previous years net. This was due in part to wartime price controls but more importantly a substantial amount of the years sales revenue was derived from government contracts. Only in hind sight can we see the beginning of a trend that would lead to eventual downfall. For now though, everything seemed fine and the coming year would bring a milestone and celebration.

With the arrival of 1952 Studebaker celebrated its first 100 years of business. Raymond Loewy and Robert Bourke planned to introduce an all new design for the centennial year but delays necessitated going with a more conventional design. Nonetheless the celebration went on and Studebaker was honoured throughout the country, even being invited to provide the pace car for the Indianapolis 500. Celebration aside, the ominous trend of the year before would continue in 1952. On the surface everything appeared fine. Total sales for the company reached a record \$586,000,000 that year. But beneath the apparent prosperity automobile sales continued to slump and profits amounted to a mere \$14,300,000. Government contracts still accounted for high sales figures. Over the last century government contracts had always allowed the company grow and indeed, many of these contracts came at crucial times for Studebaker. In the past though, Studebaker had always terminated government dealings and returned exclusively to vehicle production as soon as they could. Studebaker would go on, over the next few years, to build some of the most attractive cars ever conceived. It would also continue on a course that would lead to its eventual demise.

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## Studebaker History - Part 4

Harold Vance and Paul Hoffman, of Studebaker, and Ashton Bean of *White Motor Company* were appointed by the courts to be trustees in receivership. Their approach to recovery would prove to be much different than that of their predecessor. The first order of business was to inform the public that the company was still alive. Their released statement said, in part that “Studebaker carries on . . . The great South Bend plants of Studebaker, closed since the announcement of the bank moratorium, reopen Tuesday, March 21”. And open they did. During April, more than 3,800 cars were built and the company showed a profit of \$20,000. While this was certainly positive it would not salvage the business. Debt was in the millions and running an auto firm took millions more.

The most immediate need was retooling for the next years models. In order to increase money on hand, *Pierce Arrow* was sold for \$1,000,000 cash. Vance and Hoffman then sought to further boost capital by going to the banks. The banking firm of *Lehman Brothers*, long associated with Studebaker, and seeing that the company and its new management had the ability to carry on, facilitated re-incorporating under Delaware law. The trustees then concerned themselves with labour. Both men were adamant that their work force be content and well paid and to this end, in mid 1933, allowed the United Auto Workers to unionise their plants. The Studebaker Chapter of the UAW would come to be known as Local 5. With the liquidation of the *White Motor Company* stock, Vance and Hoffman finally succeeded in building their working cash to almost \$6,000,000. On March 9, 1935, *Studebaker Corporation* became the only automobile manufacturer to ever be released from receivership.

Being freed from the courts was one thing; restoring Studebaker to its former state was quite another. To affect a complete recovery, Vance and Hoffman realized that production numbers would have to be vastly increased. They also realized that achieving those numbers meant venturing into an area where Studebaker had failed twice before, the low-priced market. So in 1935 Studebaker embarked on a gamble. It aimed to produce a new, inexpensive car to be known as the ‘Champion’ and a large portion of ready capital was devoted to its development. Requiring four years and \$4,000,000 to complete, Studebaker took care to ensure that the ‘Champion’ was not only inexpensive, but attractive and well engineered. Raymond Loewy<sup>7</sup> designed the ‘Champions’ graceful interior and exterior while W. S. James (Roos’ successor) attended to the engineering. It was significantly lighter than other cars giving it improved gas mileage and even included such features as climate control. When the ‘Champion’ was introduced to the public, in 1939, it was an instant success. Sales over the previous year nearly doubled with 72,000 units being built. By the end of the year, Studebaker was, once again, the largest independent auto maker in the country.

By the end of 1939 prosperity in America had begun to improve as the country steadily emerged from the depression. Employment was up and optimism was returning to daily life. At Studebaker, the resounding success of the Champion had given the company new life. Throughout the rest of the world though, the situation was grave. Hitler’s armies were rolling over Europe while the Japanese consumed Asia and the Pacific. Foreign orders for war supplies were again coming into South Bend. In 1939 Studebaker sold large numbers of K30 3 ton trucks to France, Belgium and Holland who adapted them to military use until the fall of the continent in 1940 .

China too needed trucks but purchased chassis and fitted their own cabs and bodies and used them on the Burma Road. Even with tensions mounting as they were, most Americans opposed the idea of becoming involved in a foreign war. Congress too, resisted any suggestion of involvement but prudently increased defence funding. With production costs rising and certain that civilian car production would be reduced, Vance actively sought military contracts. When the U. S. Government approached several auto makers seeking proposals for military trucks, Studebaker created a truck based on their M series and early in 1941 was given a contract to begin production. In December 1941, as the next years models were just coming off assembly lines, peace for America finally ran out.

When America entered the conflict, the nations industrial base quickly shifted to making the implements of war. Studebaker’s contribution to the war effort would be in the production of three principle items, trucks, aircraft engines and a little tracked vehicle called the Weasel. Shortly before the war, Studebaker had already started limited production of its US6 truck for the Army. When passenger car production was halted on January 31, 1942, truck assembly was stepped up reaching 4,000 per month by March. Powered by a six cylinder Hercules engine, the US6 trucks were produced in four and six wheel drive versions. 200,000 of these rugged vehicles were built between 1941 and 1945 for the US and Soviet Armies.

Prior to Americas entry into the war, Studebaker had contracted with the government to manufacture large numbers of the Wright Cyclone R-1820 radial engine. Due to the perceived urgency in the last months before the war, the government financed construction of three new factories to be located in South Bend, Fort Wayne and Chicago. By June 1942, the South Bend plant was completed and fully operational. Built under license, the 1,200 horse power engines were used in the famed Boeing B-17 Flying Fortress. Studebakers output of these critical engines would top 63,000 by wars end.

The Weasel was originally conceived as a snow vehicle and when Studebaker received the contract in May of 1942 they immediately went to work. Utilizing a Champion 6 cylinder engine and other automotive components, the first version carried the Army designation M28. The initial reactions to the Weasel were luke-warm as it had questionable handling characteristics in snow and frequently threw it’s tracks. When it was discovered however, the little vehicle could go almost anywhere, Army officials were encouraged. Studebaker set about redesigning it moving the engine from back to front and improving other design flaws. The new version, designated the M29 worked beautifully on *all* terrains. Used in

## Scientific Testing of Holdens General Motors Holden’s Ltd. Proving Ground at Lang Lang. Australian Motor Sports Review 1959-1960

A strong pioneering tradition has been associated with the name Holden from the day James Alexander Holden established his Adelaide saddlery in 1856. From then until the production of the first Holden car on November 29, 1948, the various companies bearing this name have been associated with many original ventures. These have ranged from its use for a motor body works to making fruit cases and filing cabinets during the depression, to the construction of Australia’s first automobile proving ground at Lang Lang, Victoria in 1955.

General Motors Holden’s Limited, came about when General Motors Corporation combined with E. W. Holden, head of Holden’s Motor Body Builders Ltd. To form the one Australian company some five years after the American Corporation had first established their Australian assembly company, General Motors (Australia) Pty. Ltd. in 1926.

It is now common knowledge how the early Holden car captured the imagination and taste of Australian buyers and how sales of the initial model, without any change in its design or styling, boosted GMH sales beyond all belief.

Since then, the early production of Holden cars has been shadowed by an increasing output which now exceeds 130,000 Holden sedans, station sedans, panel vans and utilities every year.

In 1960, the company recorded the production of the 700,000<sup>th</sup> Holden in less than twelve years. In 1959 registrations of Holden sedans and station sedans alone amounted to 92,166 or 46.8% of all new car and station wagon registrations. A further 6,710 panel vans and 17,933 utilities were registered and a further 3,409 Holdens were exported to 25 overseas territories.

When one appreciates that the company also assembles Vauxhall, Chevrolet and Pontiac cars and Bedford and G.M.C. trucks, it is not surprising that its directors realised some years ago that a proving ground would be necessary if it was to maintain its technological development apace with production.

Until then, General Motors Holden’s Pty. Ltd., like other manufacturers, tested their cars either on the testing grounds of overseas affiliates or on roads available in outback areas of Australia where sufficient privacy and poor road conditions could be obtained to permit tests to be conducted without too much curiosity from the local residents.

When a proving ground was decided upon, GMH, with their typical preparation, first investigated the General Motors Corporation proving

grounds in the USA. These were the 4,010 acre Milford Proving Ground, the 2,274 acre desert establishment at Phoenix, Arizona and the Pike’s Peak Engineering Test Ground at Manitou Springs, Colorado.

Having assessed the possibilities, the company negotiated the purchase of 2,168.8 acres of unimproved bush and scrub at Lang Lang, some 56 miles from Melbourne, of this area, 1,040 acres were previously Crown Lands.

The site had the advantages of privacy from the dense bush, accessibility by the adjoining Bass Highway, and a wide variety of contours which permitted almost every representative type of hill and road to be constructed in the area.

Since work began, GMH have spent more than \$580,000 on the construction of 13.0 miles of roads as well as the necessary buildings and other facilities warranted by such an establishment. Of this sum, \$289,000 alone was spent on the construction of a 2.915 mile banked speed loop.

Security was an initial problem after the acquisition of the site. To ensure privacy, the whole area was enclosed by nine miles of eight feet high chain wire fencing.

Dense bush in the area was a mixed blessing. It was good concealment not only for cars, but also for kangaroos. Before the fourth side of the fencing could be erected, a special drive had to be made to chase most kangaroos out through the unfenced side. The hazard to drivers was minimised by these efforts, but even today, kangaroos and wallabies are seen at the proving ground in small numbers.

Having fenced the area, Roche Brothers Pty. Ltd., the earth moving contractors, were contracted to carve the basic roads out of virgin bush. To obtain the maximum effect from the proving ground, every road, every surface, and every gradient was carefully calculated to enable cars to obtain the maximum variety of testing with the utmost rigour obtainable over the shortest possible driving distance.

The roads constructed comprise 4.8 miles of bitumen sealed surfaces, 1.3 miles of gravel, 3.0 miles of unimproved loose sand, 2.91 miles on the speed loop and a mile of what is known as rough track.





For tests of acceleration, braking and fuel economy, high speed straightaways were set down on the bitumen sections. Over the proving grounds durability roads, GMH estimate that a car driven at a regular speed of 30-35 mph encounters, in 1,000 miles, what it would normally need 4,000 miles to cover on roads outside the proving ground. But on the one mile of rough track the company estimates that every 1,000 miles a car is driven on this torture test is the equivalent to 20,000 miles of the roughest outback driving.

To test almost every part of the car, the rough section comprises the most carefully calculated chassis, suspension and wheel torture surfaces. It begins with a few yards of pot holed concrete, so cunningly devised that no driver can avoid putting the wheels into the pot holes. This is followed by a severe spoon drain which, if taken at speed, forces the car to plough its nose into the opposite side, testing front suspension to the lower limit before the wheels raise the nose and permit it to ride over the oncoming hump. Beyond is the hop and tramp, a section of calculated corrugations. After this comes the concrete shake road and then a section of rough track made up from a liberal mixture of 4" crushed rock. There follows the Belgian pave which once allowed cars to off on all four wheels, but which, in recent years, has been eased to permit two wheels to rise from the ground at one time. More crushed rock of 2" screen completes this tour. Cars emerge in a rather dusty condition and complete the extreme test by negotiating a mud bath and water splash.

It was our privilege early this year to be given an opportunity to drive over this horror section in one of the new FB Holdens.

When we entered the turn off and traversed the pot holed concrete, the car gave little impression of the over exertion being applied to the shock absorbers and suspension. The spoon drain gave us a scare, and we don't mind the admission. We applied brakes where proving ground drivers just drive through it. The hop and tramp was perhaps the most disarming section of all. As a passenger the effect is that of travelling over a corrugated road. But we had not appreciated the way these transverse ribs of concrete are angled from the expected 90 degrees to the car. This one sided herringbone pattern required us literally to wrestle with the wheel to keep the car on a straight course. There followed the irregular concrete which is an introduction to the shake road. This section of corduroyed concrete is so devilish and vibrating that it could have been devised originally by someone with a fiendish sense of humour. It is a known fact that that no driver, no matter how hardened, can traverse this section without his teeth chattering. The effect on springs, shock absorbers and chassis is unbelievable. The section of 4" jagged lumps of rock, guaranteed to fly up and test the resilience of all lower body panels, tyres and suspension was something of a respite and a prelude to the Belgian blocks, possibly the most refined torture of all.

On this section, large blocks of granite have been carefully set in concrete to form a road which gives the greatest number of bumps, jolts and bounces in a short section. Again we slowed down when take-off on all four wheels seemed



Above: the "mud bath" trough on the Lang Lang proving ground for motor vehicles.



Above: steering tests of motor cars at the Lang Lang proving ground. Cars undergoing tests are subjected to exacting checks for both roll and swerve. Vehicles are also fitted with a steering wheel fixture which records the accuracy of the steering.

# Buying a Used Car

Teach Yourself Used Car Language:

One owner	records destroyed
One careful owner	previous owner repaired damage
Suit new car buyer	new car price
Suit lady	nice colour, stuffed mechanicals
Suit mature driver	pathetic performance
Enthusiast's car	totally stuffed, in need of restoration
Standard model	sub-standard model
Deluxe model	standard model with visors
Super deluxe model	fitted with stolen badges
Fully imported model	no records, probably stolen
Unique example	only one made, no spares
Genuine investment	you'll never resell it
Looks good	problems painted over
Immac. Condition	cleaned
Fastidiously maintained	just polished
Concours condition	elaborate repaint disguises serious smash
Words cannot describe	unbelievably bad
Mint condition	interior sprayed with spearmint deodoriser
Mech. Sound	noisy mechanicals
Many Extras	standard equipment when new
Alarm fitted	most stolen type of vehicle
No rust	..... visible
Rustproofed	existing rust sprayed over
Reliable	breakdowns will occur after warranty expires
Full reg.	registration cost is true value
Unreg.	Unregistrable
Still under warranty	complete lemon, original owner bailed out
New tyres	previous owner used car for sprint races
Sporty gearshift	gearbox collapse imminent
Only 10,000km since new	clock has been wound back
Good off-road	steering defective
First to see will buy	our trained gorillas will force you to sign up
Urgent sale	HP company closing in
Genuine reason for sale	rust just discovered
Accept any trade	vehicle overpriced \$5,000
No extra charges	charges already built in
Unlimited warranty	closing down next week
Be early	be earlier than police stolen car squad
Must sell	mechanic diagnosed imminent engine blow-up

Article supplied by Kevin Churchill

## All Makes Swap Meet ACN 081 459 645 All Holdens Day - 3rd February 2007

Sunday 3th February 2007 was the 10th All Holdens Day, presented by the FB/EK Holden Club, and the 2nd year supported by the All Makes Swap Meet Co. This years show was held at the Flemington racecourse car park, a much better venue for displaying motor vehicles than Sandown. Competition was keen for the 100 plus prizes to be awarded, by early morning the entrants started arriving, and it was polishing time for every nut and bolt, until judging time started. A good crowd was in attendance until late in the day, to see the awards presented to almost every make of Holden. Peter Galley.



**The Breakfast Run  
14th January 2007  
The Bittern Report**

Many Members and visitors enjoyed a relaxing day at the Churchill Estate, with many reminiscing of the good ol' days. There was lots of discussion about vehicles that Members should have kept. The group that attended the Korumburra Swap Meet also had a marvellous day, with the Reynolds, Griffins and Robinsons arriving at the Churchill Estate rather late.

I have it on good authority that the Allans were conducting classes on how to pack a picnic basket, as this activity entertained a large group of Members for quite some time.

Thanks to Kevin and Erica Churchill for their hospitality. A total of 46 Members and 2 visitors attended. There were 14 Club cars and 10 moderns in attendance.

Ken Robinson

Participants: **Bob & Judy Wilson** – 1980 Oldsmobile, **David & Margaret Landells** – 1978 Ford LTD, **Gordon & Patsy Wightman** – Modern, **Bob Clark** – Modern, **Ellis & Ilma Baron** – 1935 Plymouth Roadster, **James & Colleen Allan** – 1948 Ford Anglia, **Kevin & Erica Churchill** – 1955 Dodge Kingsway, **Vin & Lana Forbes with Kathy Austin** – 1955 Dodge Kingsway, **Ian & Jenny Hanks** – modern, **Milton & Ann Sansom** – 1970 Mercedes Benz 280 SE, **Mick Whiting & Tina Brown** – 1975 Mercedes Benz convertible, **Barry & Rosslyn Smith** – 1975 Mercedes Benz convertible, **Norm & Mickey Bradford** – 1948 Buick convertible, **Fred & Pat Lombardo** – modern, **Mal & Thea Hillier** – Modern, **Russell & Val Kerr with Ivan Kerr** – 1956 Packard, **Brian Crocker** – 1973 Leyland P76, **Max & Barbara Austin** – 1973 Toyota Crown, **Eric & Pam Chaplin** – modern, **Alan & Margaret Lethborg** – modern, **Ken & Margaret Robinson** – 1962 Valiant, **Eddie & Noelle Reynolds** – modern, **Ray & Margaret Griffin** – 1934 Plymouth Tourer. Visitors: **Brian & Loris Sanderson**.

**Letter To The Editor** - via email: Hi and sorry, can you help me? I need for a 1919 Dixi Flyer a 6 volt starter motor and spark plugs. (KLG Corundite) or (Champion 20). Thank you Bjorn in Iceland.

Bjorn can be contacted via Mary Anne Irvine (CHACA Secretary)



Ken Robinson has supplied the following glossary so that you can find your way around your workshop:

**Drill Press:** a tall upright machine useful for suddenly snatching flat metal bar stock out of your hands and smacking you in the chest or flinging your beer across the shed, splattering it against those freshly painted parts.

**Wire Wheel:** cleans paint of bolts and then throws them somewhere under the bench with the speed of light. Also removes fingerprints in the time it takes you to say "Ah sh....."

**Electric Hand Drill:** normally used for spinning pop rivets in their holes until you die of old age.

**Pliers:** used to round off bolt heads. Sometimes used in the creation of blood blisters.

**Hacksaw:** one of a family of cutting tools built on the ouija board principal. It transforms human energy into a crooked, unpredictable motion, and the more you try to influence its course, the more dismal your future becomes.

**Vice Grips:** generally used after pliers to further round off bolt heads. If nothing else is available they can also be used to transfer intense welding heat to your hands.

**Oxy Acetylene Torch:** used almost entirely for igniting various flammable objects in your shed. Also handy for igniting the grease inside the wheel hub that you want the bearing race out of.

**Whitworth Sockets:** once used for assembling older British cars and motorcycles, they are now mainly used for impersonating that 9/16" or ½" socket you've been searching for the last 15 minutes.

**Hydraulic Floor Jack:** used for lowering an automobile to the ground after you have installed your new brake linings, trapping the jack handle firmly under the bumper.

**Tweezers:** a tool for removing wood splinters and wire wheel wires.

**E-Z Out Bolt and Stud Remover:** a misnomer. It's a tool ten times harder than any drill bit that snaps off in removing bolts you couldn't use anyway.

**Two Ton Engine Hoist:** a tool for testing the tensile strength of everything you forgot to disconnect.

**Trouble Lamp:** the home mechanics own tanning booth. It is a good source of vitamin D, the sunshine vitamin, not otherwise found under cars at night. It's main purpose is to consume light bulbs at about the same rate that 105mm howitzer shells might be used during the first few hours of Desert Storm.

**Air Compressor:** a machine that takes the energy produced in a coal burning power plant 200 kilometres away and transforms it into compressed air that travels by hose to a Chicago Pneumatic Impact Wrench that grips rusty bolts that were last tightened by someone at Ford over 50 years ago, and neatly rounds off the heads.

**Hose Cutter:** a tool used to cut hoses too short.

**Hammer:** originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object targeted.

**Stanley Knife:** used to open and slice through the contents of cardboard boxes. Works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, valuable collector goods, refund cheques, fingers, palms and rubber or plastic parts. Especially useful for slicing work clothes, but only while being worn.

**Dammit Tool:** any handy tool you grab and throw across the shed while yelling "Dammit" at the top of your lungs. Also the next tool that you will need.

imminent. The crushed 2 inch rock was a welcome breather to allow us to emerge from the rough stuff and cool off with a slippery run through the mud trough, followed by a wash off in the water splash. These last two sections are covered by proving ground drivers at 5mph or less and no more pace is needed to test the bodies for waterproofing, the brakes for recovery, and the engines for stalling. After our experience, we understood why drivers on this section are relieved after a two hour shift, compared with eight hour shifts on the less severe durability sections. The company assess that a car may be worn out on this section in 2,000 miles, although some models have completed up to 5,000 miles over its destructive surfaces.

When the proving ground was first constructed, a number of buildings were also necessary, and these are grouped near the solitary entrance, close to the Bass Highway. All buildings have a complete automatic sprinkler system and with a serious hazard of bush fire in the dry summer months, GMH staff also maintain a Bedford fire tender complete with diesel engine and pump and two 50,000 gallon storage tanks at ground level for fire fighting purposes.

**Speed Loop**

Without any question, the most impressive sight at Lang Lang, whether from the air or ground, is the completely circular speed loop. To maintain even height throughout and to allow a super elevation of 7.6 feet, more than a quarter of a million cubic yards of earth and gravel had to be shifted by contractors to obtain the basic contours. Due to the camber of the track, construction was impeded

by heavy seasonal rains which for a time created damage and surface problems.

The loop is 2.915 miles long and has four lanes, each governed to a maximum speed. A ten foot wide flat apron surmounts the top. In places the speed loop required the construction of a huge embankment and in others, deep cuttings through natural elevations and terrains. Today in its complete form, speeds of up to 110mph may be reached with complete safety.

**Testing Procedure**

For general purposes, the cars being tested come under several classifications. First there are the standard models picked at random from the company's various assembly lines and run to test their ability to stand up to a wide variety of normal driving conditions. For this purpose some six cars at a time are placed on the testing run and run in continuous shifts. Each shift completes 200 miles and the testing continues for 24 hours a day, six days a week, with the average vehicle being driven up to 25,000 miles, the equivalent of 100,000 miles on average Australian roads of all types. These tests, on average, last some twelve weeks and can be designated as quality control tests. Cars produced by competitive manufacturers are also tested. By subjecting any given car to the routine tests to which the Holden is subject, GMH may assess its performance and durability with complete detachment and without prejudice in favour of either car.



*Above: crushed rock type of rough road at Lang Lang proving ground for motor vehicles. There is about one mile of this type of roadway at the proving ground.*

*Below: the black top type of road at the proving ground at Lang Lang duplicates the difficult driving conditions encountered on unmade roads.*







The event was well supported by our Club Members, with a large number of Club entrants. The display cars were just as good as ever with many capable of being top contenders in any concours.

The RACV must have spent a small fortune on Australian flags – they were everywhere, and left no doubt as to who the sponsor was. With all the extra activities around the domain, the stalls were hard pressed keeping up with the demand. There were still long queues waiting at the food stalls around departure time.

I must thank all the Marshalls for their efforts, many of who were from CHACA – well done! With the Melbourne City Council allowing rock concerts next to the car display area, things were a bit hectic, with less parking for display vehicles.

The high volume of foot traffic through the display area, facilities, toilets, foodstalls etc. will mean that next years event organisers have several matters to consider.

Ken Robinson  
Activities Officer

## Australia Day @ Kings Domain



Above and Below: a pair of 1937 Chevrolet roadsters on display.



Above: The Alger's 1935 Dodge Tourer

Below: a black 1947 Oldsmobile



Above: Jenny & Ian Hanks with Shane and Margaret Taylor.



Above: Noelle Reynolds and Margaret Robinson

*The Australia Day @ Kings Domain photographs were taken by Ken Robinson, who mastered the art of digital photography in about 5 minutes. Members will be seeing a lot more of Ken's photographic skills throughout the year. Well done Ken - Editor George.*

Above: 1939 Ford convertible on display



Australians all let us rejoice,  
For we are young and free;  
We've golden soil and wealth for toil;  
Our home is girt by sea;  
Our land abounds in nature's gifts  
Of beauty rich and rare;  
In history's page, let every stage  
Advance Australia Fair.  
In joyful strains then let us sing,  
Advance Australia Fair.  
Beneath our radiant Southern Cross  
We'll toil with hearts and hands;  
To make this Commonwealth of ours  
Renowned of all the lands;  
For those who've come across the seas  
We've boundless plains to share;  
With courage let us all combine  
To Advance Australia Fair.  
In joyful strains then let us sing,  
Advance Australia Fair.