

# JOURNAL

NOVEMBER, 2007 VOLUME 42 NUMBER 5

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



Wattle Day 2007  
Keeping Order on the Roads  
The CHACA 'toons  
2006 AGM Minutes  
1947 Thames Van



[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

MaryAnne Irvine & David Talbot  
PO Box 193, Kerrimuir Vic 3129  
Email: secretary@chaca.com.au  
Ph: 03 9720 6239  
Fax: 9720 6235

### President

#### Kevin & Erica Churchill

Ph: 5983 8981/ fax: 5983 8600  
Email: fordor@alphalink.com.au

### Vice President

#### David & Margaret Landells

Ph: 03 9726 4884

### Treasurer

#### Mick Whiting & Tina Brown

Ph: 03 9592 8713

### Membership Secretary

#### Max Austin

Ph/fax: 03 9802 6824

### Activities Officer

#### Ken & Margaret Robinson

Ph: 5997 5939

### The Editor

#### George & Gabrielle Mockiewicz

Ph/fax: 03 9726 5716

Email: gmockiew@bigpond.net.au

: editorgeorge@chaca.com.au

### Publicity Officer

#### Gordon & Patsy Wightman

Ph: 03 5977 6668 Fax: 03 5977 6900

Email: gwrp@bigpond.com.au

### Technical Officer

#### Ian & Jenny Hanks

Ph: 9551 3447

### Property Officer

#### Eddie & Noelle Reynolds

Ph: 03 9770 1231

### Librarian

#### Eric & Pam Chaplin

Ph/fax: 03 5944 3312

### Special Activities

#### Barry & Rosslyn Smith

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

17<sup>th</sup> October, 21<sup>st</sup> November, 12<sup>th</sup> December

### Journal Nights - 2006/07

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

## 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> Briars Park \*

### July

- 6<sup>th</sup> Club Meeting – Deepdene
- 15<sup>th</sup> Sam Knott Hotel, Wesburn – Pub Luncheon \*

### August

- 3<sup>rd</sup> Club Meeting
- 19<sup>th</sup> Lazzar Wines – Balnarring – Luncheon \*

### September

- 7<sup>th</sup> Club Meeting – Deepdene
- 9<sup>th</sup> Wattle Day @ Wattle Park \*
- 30<sup>rd</sup> Bay To Birdwood – South Australia

### October

- 5<sup>th</sup> Club Meeting – Deepdene
- 14<sup>th</sup> Tri Club Picnic Day \*
- 28<sup>th</sup> Annual Luncheon

### November

#### 2<sup>nd</sup> Club Meeting/AGM

**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

This month we welcome Derek Lipka together with Ray & Margaret Crowe as new Members of the Classic and Historic Automobile Club of Australia.

Sergeant Vin Forbes has organised a terrific Club Run to RAAF Williams Point Cook on the 11<sup>th</sup> November and the good ol’ Sgt. is looking forward to seeing as many ‘recruits’ as possible attend in their historic vehicles – full details are on page 5.

The Club’s gala event, Presentation and Display Day will be held at Wattle Park on the 25<sup>th</sup> November 2007 and I’m sure that Members are busily preparing their vehicles for display. AGM night falls on the 2<sup>nd</sup> November at 8pm.

It has been a rather hectic month with further awards for Patrick, namely Victorian State Champion and Australian Champion - on our recent trip to Townsville.

Editor George

This month’s cover: retiring Club President Kevin Churchill, flanked by an elated Erica Churchill & Eric Chaplin and Arthur Horner’s fabulous craftsmanship on display at Wattle Day

## Welfare Officer’s Report:

Get Well cards were sent out to Trevor Watts, Fred Le Bon, Russell Kerr and Malcolm Cribbes. Noelle Reynolds.... Welfare Officer.

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## Club Meeting & AGM - Deepdene

8.00 pm

2nd November 2007

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

Hello Members

Last month we were treated to some stories by renowned cartoonist WEG (W.E.Green), and after the stories he happily set about drawing caricatures of many Members present, including yours truly.

Tonight's meeting involves our Annual General Meeting, part of which elects the office bearers of your Club for the ensuing year.

Therefore, there will not be a guest speaker, and a natter night will follow the meeting.

Members, please bring a plate of supper to share.

David Landells

Vice President

## Presentation and Display Day

25th November 2007

11.00am

Wattle Park

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



Novelty Events for both Young and Old  
Free Ice Creams & Lollies for the Children  
Our very own Father Christmas will be calling so please ensure all your children, grandchildren and great grandchildren don't miss out on Santa. For those parents or guardians that wish their children to receive a gift from Santa please smuggle a gift of up to \$10 into Santa's Bag.

### Park Victoria Regulations:

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

### Transport:

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

### Awards To Be Presented:

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

### Vehicle Award Categories:

1931 - 1940  
1941 - 1950  
1951 - 1960  
1961 - 1970  
1971 - 1980  
1981 - 25 years of age

## Annual Tour Queens Birthday Weekend 7<sup>th</sup> - 9<sup>th</sup> June 2008

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

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

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

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

Barry Smith  
Special Activities

## RAAF Williams-Point Cook & The Point Cook Homestead Sunday 11th November 2007

We will meet at the Donald McClean Reserve which is located in The Avenue, 1st street left off Williamstown Road after descending the West Gate Bridge, travelling West [Mel.41J11].

Please arrive at 0815hrs for a 0840hrs departure.

We will take the scenic route through Williamstown via the Strand, Battery Rd, Koroit Creek Rd etc.

Firstly we will visit The Homestead [Mel199J3] - There is a Cafe there .

Admission to the homestead is by donation. The property is administered by Parks Victoria.

At 1015hrs we will make our way to The RAAF Museum. Reforming just prior to the front gates so that we can enter as a group. It will be necessary for each of us to sign in at the Guard House after which you may proceed to the car park.

The museum is open for your perusal and there will be a flying display at 1300hrs.

If you wish to go straight to the Airforce base please be there by 1030hrs.

BYO everything!

Looking forward to seeing you on the day

Best regards to all

**Sgt. Vin Forbes**



Point Cook was purchased by the government in 1912 with the vision to form what would become the Australian Flying Corps. Due to the success of the AFC in the First World War, the AFC became a separate service, the Royal Australian Air Force. Point Cook remained the RAAF's only base until 1925 when RAAF Base Richmond and RAAF Base Laverton were built.

Point Cook is considered the birthplace and the spiritual home of the RAAF. It contains a memorial parade ground which was built in the 1920s, a site which was previously used by the AFC for drill training. Point Cook still has an operating airfield, but military operations are generally restricted to the Museum based there. The airfield is used by a number of General Aviation users, although it is still classified as a military aerodrome. It is the longest continuously operating military aerodrome in the world.

## Classic and Historic Automobile Club of Australia Notice of Annual General Meeting - 2007

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

### Present Committee Members eligible for re-election are:

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

### All positions are open for nominations.

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

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

### ORDER OF BUSINESS

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

### PROXY VOTES

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

### VOTES OF MEMBERS:

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

**ANNUAL GENERAL MEETING NOMINATIONS**  
**2nd November 2007**

<b>POSITION</b>	<b>NAME OF PERSON NOMINATED</b>	<b>NAME OF PERSON PROPOSED BY</b>	<b>NAME OF PERSON SECONDED BY</b>
<b>EXECUTIVE COMMITTEE</b>			
<b>President</b>	David Landells	Barry Smith	Kevin Churchill
<b>Vice President</b>			
<b>Secretary</b>	Mary Anne Irvine	Kevin Churchill	Max Austin
<b>Treasurer</b>	Mick Whiting	Barry Smith	Max Austin
<b>Technical Officer</b>	Ian Hanks	Max Austin	Kevin Churchill
<b>COMMITTEE MEMBERS WITHOUT OFFICE</b>			
<b>Librarian</b>	Eric Chaplin	Max Austin	Barry Smith
<b>Membership Secretary</b>	Max Austin	Mary Anne Irvine	Eddie Reynolds
<b>Special Activities Officer</b>	Barry Smith	Mick Whiting	Max Austin
<b>Activities Officer</b>			
<b>Editor</b>	George Mockiewicz	Gordon Wightman	Ian Hanks
<b>Publicity Officer</b>	Gordon Wightman	George Mockiewicz	Ian Hanks
<b>Property Officer</b>	Eddie Reynolds	Mary Anne Irvine	Barry Smith
<b>Committee Person</b>			
<b>Committee Person</b>			

## Letter to the Editor:

Margaret and I would like to thank the Members who sent cards or rang wishing Margaret a speedy and complete recovery after her recent surgery to remove her appendix.

I am happy to report that Margaret has recovered well enough now to boss me around like she did before her operation, and I'm pleased about it!

David and Margaret Landells

## New Members:



### Derek Lipka

Altona Meadows - 9315 6721  
1981 DeLorean DMC 12 Coupe  
1968 Volkswagen Coupe  
1963 Volkswagen Kombi Van

### Ray & Margaret Crowe

Gladstone Park - 9324 3520  
1949 Oldsmobile 76 Sedan

## October Raffle Winners:

Results unavailable

## General Meeting Entertainment:



W.E. Green entertained Members at the October General meeting.

The above photo shows Weg getting to work on Noelle Reynolds. If you want to see the result - you'll have to check the November Journal.

However, turn to page 14 and see how Weg sees Vice President David Landells

## Events & Swap Meets

### November

#### 6 Melbourne Cup Day Swap Meet

Eastfield Park Trotting Track  
Eastfield Road, Croydon  
Public from 8am  
Fred 9879 6981

#### 17/18 Bendigo National Swap Meet

Prince of Wales Showgrounds  
phone - (03) 5441 1002

#### 18 American Breed 2007

The Manhattan  
Corner Heatherdale & Canterbury Rds. Ringwood  
Gates open at 8.00am for display cars  
Sharon 9401 5535

#### 26 AOMC Delegates Meeting & AGM

RACV  
Queen Street, Melbourne  
2008

### February

#### 10 Picnic at Hanging Rock

Hanging Rock Reserve  
South Rock Road, Woodend  
Graham 0419 393 023

## President's Report:

Three and a half years ago I was elected President and now it is time to step down from that position which has been interesting and enjoyable. A full report will be presented at the Annual General Meeting in November.

Our calendar over those years has been interesting and varied, allowing us to use our vehicles extensively. Perhaps, the most memorable event was our 40th Birthday celebrations – a milestone in any Club's existence. The celebratory lunch attracted 200 Members including interstate guests.

The Club has, over many years, accumulated some worthwhile assets including our trailer which was starting to show its age. The decision to refurbish it was made and with thanks to a small team of Club Members we have almost completed that project. It will be something we can use with pride to promote our Club.

Our library is another asset that our Members need to use more often. There is a wealth of technical information in there and it only needs a phone call to Eric to arrange for a book to be brought to a meeting. Some of our books have been identified as surplus to requirements and these will be on sale at Presentation Day.

It is always a challenge to fill our Committee positions and at this stage for 2008, we have vacancies for Vice President, Activities Officer and one Committee member. Please give some thought to how you can help the Club in one of these roles. Although nominations have closed, Committee can co-opt to fill these vacancies.

Finally, to all the past and current Committee Members, who have served with me, thank you for your assistance, guidance, support and some lively discussions. I look forward to seeing the Club improve and progress under new leadership.

Kevin Churchill



## 2006 ANNUAL GENERAL MEETING

### Minutes of 40<sup>th</sup> Annual General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 3rd November, 2006

Meeting opened at 8.45pm. President Kevin Churchill (Chair) and approximately 60 members. Chairman welcomed all present.

**Apologies:** George Mockiewicz, Trish and Henry Alger, Russell and Lesley Betts, Tom Lambert, Allan Munro, Ray and Margaret Griffin.

That apologies be accepted moved, David Landells - seconded Eddie Reynolds. Carried.

#### **Minutes:**

Minutes of the previous meeting held on the 4th November, 2005 and published in the November, 2006 Journal were signed as a true record.

Moved: Graham Hutchinson                      Seconded: Gordon Wightman      Carried.

**Executive Committee Reports: President:** Kevin Churchill – This report covers the period from November 2005 to October 2006. The year started with the AGM when the Committee from 2005 became the Committee for 2006. Display & Presentation Day was a huge success with our vehicles displayed in “decades”. This will be repeated in 2006. The Festive Season break led us into the first of many successful runs and interesting meetings for the year. Sad times for the Club during the year with the passing due to illness, of Les Findlay, Ron Taylor, Bernice Lambert & Bernie Wilson. We greatly miss these valued Members. Our 40th Birthday approached and we celebrated with lunch at the Veneto Club with 196 Members present. The function room looked magnificent with table decorations and a very well documented photo history display as major features. Raffles, giveaways, prizes and a magnificent meal were all enjoyed by the Members and friends present. On behalf of all Members, thank you to everyone who contributed to this extravaganza. A series of events sent the Club into turmoil and the next few months were stressful and exasperating with energy better used elsewhere being re directed. One result of this is that we have lost some good, committed and hard working Committee Members. Thankfully, we have turned the corner and 2007 is shaping up as an exciting year. The need for our history to be documented and retained was recognized. The non-committee position of Archivist/Historian was created and Margaret Griffin was appointed to the position. Whilst we preserve our motoring history, we are also creating history and it is important to record this. As part of our image update the Club trailer is being refurbished. It has been sandblasted, primed and painted. New tyres and a spare wheel have been fitted and also gas struts to help lift and support the roof. Stands have been provided to stabilize the rear of the trailer and LCD lights are to be fitted for greater safety. We have also purchased two banners, each 3 metres high, for use at Club and other historic vehicle events. Other developments are planned, including the question of our current meeting place. We have been exploring several options on this subject, which have proved fruitless. However, I am sure that other opportunities will appear. The affiliated Club situation has concerned me for some time, my feeling being that we do not have sufficient contact with them. In order to overcome this issue we have created the non-committee position of Club Liaison Officer.

Vin Forbes has accepted this post and his duties will broadly be to liaise with our affiliated Clubs and keep our Members informed of what is happening. It is envisaged that the liaison will not stop at our affiliated Clubs. This position is the fourth non Committee position created in the past two and a half years, the others being Welfare, Archivist/Historian & Web Master. It is my firm belief that we have Members who may not wish to serve on Committee but would like to play an active role within the Club. These important non-Committee positions fulfil that need. Many Members help behind the scenes with various aspects of the Club and on behalf of the Club I thank all of them for their efforts. In August 2007 we will host the AGM of the Federation of Veteran Vintage & Classic Vehicle Clubs at a venue in Moorabbin. These quarterly meetings usually attract 60 - 80 people from all over Victoria. We will have the opportunity to show our culinary and hosting skills and to return some of the hospitality we have received in the past. Money earned by the Federation from their share of the Bendigo Swap Meet proceeds and other events is returned to the historic vehicle movement through grants, raffles, annual events - Marong, Pakenham & Mortlake Picnics and trophy donations for events held by Member Clubs. We look forward to another year of progress, friendship, interesting meetings and outings with the cars we appreciate. Indications are that we will have a strong Committee in 2007 to share the workload. My thanks go to all members of the 2006 Committee for their time, patience, co-operation and understanding during the year. Thank you to all CHACA Members for your support and for allowing me to serve you as Club President.

Moved: David Landells                      Seconded: Ian Hanks      Carried.

**Vice President:** David Landells – This has been a very interesting and busy year for me as Vice President. The highlight of this year, of course, was our 40<sup>th</sup> Birthday party, at which just on 200 members and guests attended in May to celebrate at the Veneto Club in Bulleen. It was good to see visitors from interstate and country Victoria at this event. I was glad to have been a member of the Committee which put such effort into organizing this memorable celebration for the members of our great Club. Attending Club outings, Club meetings, Committee meetings and arranging entertainment has kept myself and Margaret quite busy but enjoyable. In closing I would like to thank my wife Margaret for her invaluable loyalty and support and to our President, Kevin Churchill and all the Committee members for their support and guidance throughout this year. It would be remiss of me if I did not thank all the other members who have helped me or contributed in any other way. Thank you all for electing me as your Vice President.

Moved: Ralph Provan                      Seconded: Jack Provan      Carried.

**Secretary's Report:** Mary Anne Irvine - I have been Secretary for the last six months and in that time it has been a learning curve for me. I hope everyone is enjoying reading the minutes in the Journal. I apologise for any incorrect information and I am

sure there will still be occasions in 2007 when I don't get it 100% right – I should have kept my shorthand up. I look forward to assisting the Club once again in 2007. Thank you to all those that have helped me through this period.

Moved: Chas Stray                      Seconded: Ken Robinson      Carried.

**Treasurer's report:** Trish Alger - Read by Kevin Churchill in Trish's absence: When I took over the role of Treasurer almost two years ago I was asked to do everything exactly the same as the former Treasurer, Geoff Hilliard, had done – so that became my prime objective. Geoff has set up a new system of recording the Club's finances and investment. He arranged three interest bearing investments and maintained a small operating account, a strategy which netted the Club additional income. He arranged for a new firm of accountants to audit the Club's records which has resulted in considerably lower fees. Geoff also provided the Committee with an annual budget of income and expenses. In his report each month he submitted a progressive review of this budget which enabled the Committee to see at a glance the Club's financial status.

In addition to the above responsibilities I have followed Geoff's lead in receiving and accounting for all monies due to the Club, processing all legitimate payments and notifying the Club of all bank and investment balances on a monthly basis. An audit of the Club's financial operations has been completed and the Financial Report as at 30 June, 2006 has been published in the November Journal. As a member of the Executive Committee I have attended monthly Committee meetings and kept members informed on all financial matters relating to the Club.

It was a pleasure to undertake the Treasurer's affairs and I leave the position knowing I achieved my objective and that the financial affairs of the Club are still in good order for the next incumbent to easily take over this role.

I commend that the Annual Financial Report as distributed with your copy of the Journal and move acceptance thereof – Kevin Churchill. Seconded: Ian Hanks. Carried

**Technical Officers report:** Ian Hanks – I became Technical Officer due to the loss of Ron Taylor, a great Club member and mate – a man's man. Ron and Margaret Taylor had compiled a computer program to improve mainly the database of the Club's Permit Plate (Red Plate) Scheme, which with the help of Margaret, I intend to continue. The upgrade there is also a lot of interest for me and the Club regarding the 90 day log book, modification of cars, etc which is something to look forward to. I will be giving verbal and written reports as the occasion arises. Thanks. Merry Xmas and Happy New Year.

Moved: Barry Smith                      Seconded: Chas Stray                      Carried.

#### **General Committee Reports:**

**Activities Officer:** Ian Hanks – Presentation Day started off the new elected year and once again with great support from Committee members and Club members, the day culminated as a great finish to the end of that year's activities. The New Year saw all Club runs completed satisfactory up until the 40<sup>th</sup> year Birthday Run, which went as good as I had thought it possible, once again thanks to a small group of Committee Members. My thanks on behalf of myself and Jenny for the 18 months of pleasure we had in creating and hosting the Club Calendar. My support and help has been offered to Ken and Margaret Robinson, to assist in anyway possible and has been very much accepted by them. I know that Ken in his own right will do an excellent job, so support them as you supported me. Many thanks.

Moved: Eddie Reynolds      Seconded: Gordon Wightman      Carried.

**Membership Secretary:** Max Austin - In this my 40<sup>th</sup> Annual Report I pondered over what to say that would be new or revealing to our members. After backtracking over reports for the last ten years or so I could only come up with that we still have the usual similar story. Our membership status continues on a stable base with the pattern being that we grow slightly each year by fortunately offsetting losses with the gain of new members. Though we issue a goodly number of information packs in answer to enquiries from our publicity, thanks to the efforts of Vin Forbes and our various displays and lately to website enquiries, thanks to Mary Anne Irvine and crew, it seems that about 30% of those enquiries received are either fishing or just curious about what we are about. At this time of the year we are, as usual, mid-way through the renewal of memberships phase with returns to date coming in at an identical rate to those of last year which was a very good year of renewals. The 2005-06 Directory weighed in with 230 memberships (300 members) with 608 vehicles and after renewals were completed in March 06 the final result was a loss of 16 memberships and a gain of 16 new memberships. A nil all draw!

The current 2006-07 Directory of course opened with 230 memberships to which 9 additions have been recorded to date and with joint members now totals 316 members accounting for some 632 vehicles. The final result from current renewals will be known early in the coming New Year. The stability of our membership base should not be taken for granted and recruiting efforts must be maintained to ensure that interest in the Club be roused at every opportunity that presents. Once more my thanks to my fellow committee members for their on-going support and their efforts expended in maintaining the Aims and Objects and camaraderie of our club. Let's look forward to a great 41<sup>st</sup> year.

Moved: David Landells                      Seconded: Ken Robinson                      Carried.

**Special Activities:** Gordon Wightman - This has not been an easy year. The Annual Tour was not liked by some people but then you can't always get it right. Rose Cottage was a great success. Thank you to all the Members that helped with the balance of activities, especially Margaret and Ken Robinson.

Moved: I Hanks                      Seconded: Ken Robinson                      Carried.

**Promotions Officer:** Vin Forbes - Club displays were featured at a number of the swap meets at Sandown and also at the American day at Flemington. Inquiries continued on a regular basis from the club's inclusion in various car magazines and particularly the yellow pages. This always presents an opportunity to assist people and direct them accordingly. During the year some members, registered on our film and promotional list, have been involved in a number of projects. The Weekly Times featured an article on the Annual Tour as did the Stawell Advertiser. A very big thank you to all our Advertisers who continued to support the Club Journal. What greater publicity could the club have had than the 40th Birthday celebrations,

for which all members should be very proud. Sadly, I will not be renominating for committee and I would like to thank members who have assisted and encouraged me over the years.

Moved: Ralph Provan                      Seconded: Fred Lombardo                      Carried.

**Editor:** George Mockiewicz – Read by Noelle Reynolds in George’s absence: Committee, Life Members, Members, Associates and visitors - Over the past 12 months 100,640 Journal pages have been printed, add to that 5,600 pages of Club Directory and 2,880 pages of Financial Reports, gives a total print run of 109,120 pages. Furthermore, each Journal takes approximately 20 hours a month to compile and set, add to that 8 hours to print it, 2 hours to compile it and 4 hours a month of Journal nights, totals 34 hours a month of work for your Editor. I hope you have all enjoyed your Journal over the past 12 months.

I must thank the following Members for their sincere encouragement over the past 12 months, especially when the going got tough - Jack Provan, John Christie, Max Austin, Bob Clark, Ken Robinson, Pat Lombardo, Ray Griffin, Gordon Wightman and Bruce Haley.

I must also thank the following for their regular reports throughout the year - Peter Galley, Gordon Wightman, Graham Hutchinson, David Landells, Mary Anne Irvine, Noelle Reynolds, Max Austin and Ian Hanks. Naturally those Members that contributed articles throughout the year should be thanked, as too, those Members, headed by Eddie and Noelle Reynolds that contributed to our Journal nights. I thank Margaret Robinson for preparing the numerous Club raffle prizes on Journal nights. I must mention how pleasing it was to receive contributions from a number of our newer Members – well done! If I have forgotten someone, it is purely by accident.

I must mention the superb Club website, which Mary Anne Irvine has put together and congratulate her on her efforts. I remind all Members that a full colour version of the Journal can be viewed and downloaded from the website. All Journals from January 2006 are available on the website.

Finally I must thank Gaby, Patrick and Monica for putting up with it all.

Moved: Max Austin                      Seconded: Ken Robinson                      Carried.

**Librarian:** Eric Chaplain – Although the Library is the most underused facility of our Club, it still requires a lot of work. The main problem is storage and keeping it clean and free of moths, silverfish, vermin and other nasties, so as discussed at one of our Friday meetings, I have just finished transferring 25 cardboard boxes of books, journals, posters etc into 25 sealed plastic stowaway containers. Also this year as in the other years, but this year in particular, many books have been donated and purchased, leaving some 200 or more to be catalogued, this will be done soon, with the help of interested friends, so more boxes will be needed. After all the library is packed away and up to date, I will be looking to hand it over to a new librarian, as it is 14 to 15 years of my custodianship since I took over, first as an unofficial librarian, then official and this in tandem with four years and three months as President. All too much. Thanks to the members who have supported me.

Moved: Graeme Tibbett                      Seconded: Barry Smith                      Carried.

**ELECTION OF OFFICE BEARERS**

All current officers stood down and control of the meeting passed onto Eddie Reynolds to Chair the election of Executive and Committee members as per nominations lodged and published in the Journal.

POSITION	NAME OF PERSON NOMINATED	NAME OF PERSON PROPOSED BY	NAME OF PERSON SECONDED BY
	<b>EXECUTIVE</b>	<b>COMMITTEE</b>	
<b>President</b>	Kevin Churchill	Eddie Reynolds	Henry Alger
<b>Vice President</b>	David Landells	Mary Anne Irvine	Margaret Landells
<b>Secretary</b>	Mary Anne Irvine	Russell Patrick	George Mockiewicz
<b>Treasurer</b>	Vacant		
<b>Technical Officer</b>	Ian Hanks	Eric Chaplin	Mary Anne Irvine
	<b>GENERAL</b>	<b>COMMITTEE</b>	
<b>Librarian</b>	Eric Chaplin	Max Austin	Ian Hanks
<b>Membership Secretary</b>	Max Austin	Eric Chaplin	Ian Hanks
<b>Special Activities Officer</b>	Barry Smith	Allan Wood	Max Austin
<b>Activities Officer</b>	Ken Robinson	George Mockiewicz	Fred Lombardo
<b>Editor</b>	George Mockiewicz	Mary Anne Irvine	Ken Robinson
<b>Publicity Officer</b>	Gordon Wightman	Patricia Wightman	Mark Wightman
<b>Property Officer</b>	Eddie Reynolds	Lester Cole	Henry Alger
<b>Committee Person</b>	Vacant		
<b>Committee Person</b>	Ray Griffin	Margaret Griffin	Kevin Churchill

Confirmation that all nominees, proposers and seconders are financial members.

Each of the Executive Committee Positions nominees, proposers and seconders were read out (one at a time) voted on and carried, Eddie Reynolds then asked the elected President if he wished to take the chair. Kevin Churchill thanked Eddie and chaired the rest of the meeting.

Kevin read out the nominees, proposers and seconders for all General Committee positions (in one group.) As the number of nominees for General Committee did not exceed the number of vacancies, there was no need for Members to vote. All nominees were declared elected.

The Chairman declared the meeting closed at 9.15pm.

**Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 5<sup>th</sup> October, 2007**

Meeting opened at 8.05pm. Present Kevin Churchill (Chair) and approximately 27 Members. Chairman welcomed all present.

**Apologies:** Eric Chaplin, Ken and Margaret Robinson, George Mockiewicz, Mick Whiting, Barry Smith, Allan Munro, Trevor Watts, Graeme and Joyce Tibbett, Ray and Margaret Griffin, Ray Nichol, Margaret Landells, Tom Lambert, Jack Provan, Jack Druitt, Gordon and Patsy Wightman

That apologies be accepted moved, David Landells – seconded, Ralph Provan Carried.

**Minutes:**

Minutes of the previous meeting held on the 7<sup>th</sup> September, 2007 and published in the Journal were signed as a true record, moved Graham Hutchinson- seconded James Allan. Carried.

**Business arising from the previous meeting:** Nil

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

**Correspondence in:**

- Flyer – Long Beach Custom Festival – 21<sup>st</sup> October, 2007
- Two cheques received for advertising payment – passed onto the Treasurer
- Reminder from the Bendigo National Swap Meet of the meeting on 17<sup>th</sup> and 18<sup>th</sup> November. This is the 32<sup>nd</sup> year of the event. Flyers on the table at the end of the meeting.
- Brochure from Shannons – there is an auction on in Sydney on Sunday 21<sup>st</sup> October – brochure on table at the end of the meeting.

**Correspondence out:** Nil

Move that this report be accepted: Moved, Ian Hanks – Accepted, Max Austin Carried

**Reports:**

**Vice President:** David Landells –Tonights guest speaker is William Green (WEG), the well known cartoonist who worked for the Herald Sun. Thank you Bill for entertaining us tonight. On a personal note, David thanked all those CHACA members that have phoned or sent cards to Margaret wishing her a speedy recovery after her appendix operation.

**Treasurer:** Mick Whiting – Max Austin gave the report in Mick's absence. Reported cash and bank balances for the month of September, summary of financial transactions for those months and investment account balances.

Moved, Ian Hanks - seconded Eddie Reynold, that this report be accepted. Carried.

**Membership Secretary:** Max Austin – One new member – Mr Derek Lipka from Altona Meadows. Derek has a 1981 DeLorean DMC 12 Coupe, 1963 VW Kombi Van, 1968 VW Coupe and moderns being a 1999 911 Porsche and 2004 Monaro Coupe.

Membership renewals are progressing well – as of today there have been 67 renewals received (same time last year 59). The reminder notice went out with the last journal.

**Activities:** - October run: Tri-Club run on the 14<sup>th</sup> October – the Port Phillip Machinery Club and also the Three Blind Mice Ladies from a winery will be attending – the Three Blind Mice will be giving us wine tasting.

**Special Activities Officer:** Barry Smith – Max gave this report in Barry's absence. Barry was unable to attend tonight's meeting due to going to Priscilla – Queen of the Desert. Barry went to the one the previous week but due to a bomb scare the show was cancelled (evacuated) and the replacement tickets were for tonight. Barry is still taking bookings for the Annual Luncheon – the required numbers have been met but there are more seats available. Barry is also taking bookings for the 2008 Annual Tour – he has received three to date.

**Technical Officer:** Ian Hanks – Not a great deal is happening – everything is flowing along nicely.

**Librarian:** Eric Chaplin – Absent

**Property Officer:** Eddie Reynolds – has a sample range of Club Regalia available for ordering or purchase after the meeting.

**Editor:** George Mockiewicz - absent

**Publicity Officer:** Gordon Wightman – absent

**Welfare Officer:** Noelle Reynolds. – Cards sent to two Members – details will be in the journal. Margaret Robinsons' Shingles have nearly cleared up but she will still not be able to attend events for some time due to a longer term illness.

**Cars and Parts for Sale:** Nil

**President:** Kevin Churchill - Will endeavour to have a Federation Report in the next journal.

**Special Reports:**

**AOMC Representatives:** Graham Hutchinson – The end of this month is the AOMC/RACV City to Cape run. James Allan asked Graham when the information regarding meeting points is being sent out – as to date he has not received any. Graham will follow this up. Kevin Churchill and Noelle Reynolds believe that Monash University in Frankston is the starting point.

**All Makes:** Peter Galley - The All Makes are working on the 2008 calendar. There is a proposal to have a swap meet in January (7<sup>th</sup> January) but the following week is the Korumburra meeting - Peter asked if anyone knew what size this meeting usually is. A number of members said it is quite big. Ian Hanks doesn't feel that Sandown stall holders go to



Korumburra but Kevin pointed out that many people may still be away at that time of the year. Peter will pass this information onto the All Makes.

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

**General Business:**

**Ralph Provan:** No doubt we have all noticed the price of fuel. There is a once in three year opportunity to lobby our Local and Federal Members of Parliament or the opposition candidate and ask them what they intend on doing about the issue. Ralph urges all members to take this opportunity up.

**Graham Hutchinson:** Graham wants to get the pin striping done on his Hupp – painted on. Does anyone know of someone who does an excellent job? David Landells suggested that Graham find someone that does truck work. Graham said there is a company in Newstead that does it but he would prefer somewhere closer to home. Ian Hanks informed Hutchie there is also a company in Geelong that does it. If anyone else can help Hutchie with this quest, please call him.

**James Allan:** There are a couple of country rallies around (James gets information in the mail from some of them). A few members would like to attend but don't know when the rallies are on. Kevin suggested that James contact George Mockiewicz and George could put the dates in the journal.

Chairman declared the meeting closed at 8.40pm.

**Next meeting to be held Friday 2<sup>nd</sup> November, 2007.**

The General Meeting preceded the evening's entertainment.

**The Following surplus CHACA Library Books will be available for Sale at Presentation Day - 25th November 2007**

<i>Title</i>	<i>Author</i>	<i>Price</i>
Concept Cars	Jonathon Wood	\$11.00
Cars That Time Forgot	Giles Chapman	\$53.00
Vintage Motor Cars	David Burgess Wise	\$8.00
History of the Motor Car	Weekly Series	\$10.00
Vintage Cars Motoring in the 1920's	Cyril Posthumus	\$2.00
The Complete Book of the Car	Alan Anderson	\$46.00
Great Car Collections of the World	Eves & Burger	\$53.00
The Automobile Book	Ralph Stein	\$62.00
Dream Cars for Style & Performance	Dennis Harrington	\$11.00
Encyclopaedia of the World's Classic Cars	Graham Robson	\$10.00
Everyone's Book of Classic Cars	Peter Roberts	\$44.00
Classic Cars	Roger Hicks	\$19.00
Tri-Chev That Means '55, '56, '57 Chevrolets	Mike Key	\$55.00
Picture The World of Cars	Peter Roberts	\$25.00
The Illustrated History of Automobiles	David Burgess Wise	\$6.00
Classic Car Investment Guide	Michael Robinson	\$12.00
Automobiles of America	Auto. Manufacturers'	\$3.00
Classic Cars of the 1930's and 1940's	Michael Sedgwick	\$35.00
Veteran & Vintage Cars in Australia	Frank McGuire	\$9.00
Early Cars	Michael Sedgwick	\$34.00
World Cars 1979	Auto. Club of Italy	\$112.00
The Batsford Colour Book of Vintage Cars	Anthony Harding	\$20.00
The Great Classic Auto. Engineering in the Golden Age	Ingo Seiff	\$59.00
The Encyclopaedia of Classic Cars-A Celebration Of the Motorcar from 1945 – 1975	Martin Buckley	\$20.00

**24th November 2007- Celebrate the 75th. Anniversary of the Opening of the Great Ocean Road to Apollo Bay**

The Grand Parade on Saturday 24th. November will commence bright and early, and hopefully picture perfect, at the replica Tollgate and Hut, where vintage vehicles, horse drawn carts, community floats, armed forces representatives, flag bearing riders on horse back, and many, many more, will pass under the Tollgate and make their way down the Great Ocean Road to the township of Apollo Bay. Armed Service personnel, the local RSL and Colac City Band will then gather at the Soldiers Memorial for a Wreath Laying Ceremony to honour the supreme sacrifice made by our forebears during WWI. The afternoon will host a Childrens' Sports and Family Fun Day on the Foreshore, where games from yesteryear will tickle and tantalise all. The organisers are looking for classic and veteran car clubs and owners to take part in the Grand Parade on Saturday 24th November 2007. To register contact: 75th@GreatOceanRoad.com

**Vice President David Landells**

**By Weg**



# Wattle Day 2007



*CHACA's oldest Members, Iris and Arthur Horner provided a fabulous display of Arthur's craftsmanship.*

Wattle Day @ Wattle Park  
Sunday 9<sup>th</sup> September 2007

Once again Parks Victoria and Holmesglen TAFE did themselves proud by turning on a great day for young and old alike. The display of cars provided by CHACA with an invitation to the Veteran Car Club, Vintage Drivers Club and the Model A Ford Club to join us was excellent and much appreciated by the organisers

I think everybody enjoyed themselves, with Members wandering around or sitting in the sun or shade having a chat. The entertainment for the day was good, and the weather was very kind to us, with sunshine all day. Nothing better than that! The Tramways Band played throughout the day, sometimes accompanying the two soloists, and with items from the local Primary School Choir and also a duo all the way from Mildura-this provided some great music for all.

There was a colouring competition for the children, also face painting, and the Basket Makers had a novelty plastic weaving wall for whoever wanted to have a go, and lets not forget the jumping castle.

If you were feeling hungry, the primary school had a sausage sizzle and the local girl guides were selling pancakes, coffee, drinks and ice creams were also available.

Other displays included the City of Whitehorse, The Friends of Wattle Park and the Fire Brigade. Now that was a show on it's own. The fire truck arrived and the children enjoyed climbing in, out and around it while being supervised by the firemen. But there was more, an even bigger truck arrived with the huge extension on it. The firemen demonstrated how the truck needed to be levelled, when two large stabilisers were extended from each side before the extension equipment could be operated to lift the firemen into the air for fighting a fire. In this case, Michelle, one of the Parks Victoria Rangers was happy



*Frank and Dot Dalimore's 1947 Studebaker*



*Photography by Eddie Reynolds*



to experience this and could probably just about see to the other side of Melbourne. The Fire Brigade also had a display stand as too did St. Johns Ambulance.

Now if you weren't able to make it this year for one reason or another, and I have got you thinking that you may have missed a good day, don't despair. It's going to happen again next year. Unfortunately the hours ticked by and soon it was time to call it a day, and head for home after another successful outing.

Ian and I would like to say thank you to everybody who was able to attend and hope to see you all again next year, with perhaps a few extra Members attending. We would also like to thank Arthur and Iris Horner for bringing a display of the model toys which he makes for charity out of recycled timber. It made for a good talking point.

Oh, did I mention the date for next years Wattle Day – 14<sup>th</sup> September 2008.

Jenny Hanks

## Wattle Day 2007

CHACA Participants:

**Bruce & Robyn Haley**-1976 Mercedes Benz, **Barry Smith**-1936 Packard, **Kevin & Erica Churchill**-1955 Dodge Kingsway, **Eddie & Noelle Reynolds**-1936 Dodge, **Neil & Betty Ferguson**-1910 Delage, **Ray & Margaret Griffin**-1934 Pontiac, **Peter & Janet Galley**-1937 Chevrolet, **Graham Hutchinson**-1934 Hupmobile, **John & Helen Elliott**-1989 Renault Alpine, **Max Austin**-1973 Toyota Crown, **Doug Gorham**-1947 Plymouth, **Milton Sansom**-1970 Mercedes Benz, **Bob & Judy Wilson**-1946 Oldsmobile, **Rod Bundy**-1954 Daimler, **Ian & Joan Bird**-1949 Holden, **Neville Kunnel**-1974 Kharman Ghia, **Noel Colliver**-1938 Buick, **David Landells**-1978 Ford LTD, **Alan & Margaret Lethborg**-1909 Renault, **Eric Chaplin and Allan Orr**-1935 Chevrolet Master, **Norm & Mickey Bradford**-1948 Buick convertible, **Ian & Jenny Hanks**-1978 Mazda, **Arthur & Iris Horner**, **Frank & Dorothy Dallimore**-1947 Studebaker, **Terry & Sil Usher and family**-1955 Ford Fairlane Victoria

Wolseley Car Club Participants:

Fred & Jenny Holmes-1984 Holden Statesman

Vintage Drivers Club Participants:

John Shirland and Woty-1930 DeSoto, Alan & Joyce Chapman-1938 Oldsmobile, Jim Falzon-1924 Buick, Anne & Lyle Drysdale-1957 Morris 1000, Ron Adler-1953 Buick

Veteran Car Club Participants:

Barry Gomm-1909 Aries, John Brethant-1916 Buick, Bernie O'Dea-1913 Ford, Barry & Yolanda Vinen-1908 Metallurgique, Pauline Holland, Elaine Roberts-1964 Austin Healey

Model A Ford Club Participants:

Bob Fretwell-1928 Ford Briggs Sedan, Ron Elmore-1930 Sedan, Keith Venkinson-1929 Ford, Eske Oinowen-1929 Ford, Bruce & Jean Anderson-1928 Ford Tudor, Bill & Helen Mayberry-1930 Ford Town Sedan



1909 Renault - Alan & Margaret Lethborg



Norm Bradford and Noel C



Eddie & Noelle Reynolds re



Max ostracizes Barry over a





*olliver*



*Ian Bird poses with Doug Gorham for cameraman Eddie Reynolds*



*axing with Margaret & Ray Griffin*



*Bernie O'Dea (VDC) with Neville Kunnel*



*scratch on the mudguard*



*Neil Ferguson and Special Activities Officer Barry Smith*

## Keeping Order:

### Motor-Car Regulation and the Defeat of Victoria's 1905 Motor-Car Bill

On Friday, 31 August 1901, Jack Proctor, the General Manager of Dunlop Pneumatic Tyre Co. (Australasia), drove the company's promotional car along Flemington Road, accompanied by Harry James, Dunlop's Advertising Manager. Their destination was the Flemington Showgrounds where the new machine, no doubt, would be a great attraction for Melburnians. Near the racecourse, horses were crossing Epsom Road; in response, Proctor slowed the car to an estimated eight miles per hour (mph), but did not stop. Windsor, a restive and skittish colt, bolted and Proctor desperately, almost aggressively, executed evasive manoeuvres; but the two-and-one-half-horsepower De Dion motor-car was slow to respond. Windsor charged the car, crashed into the vehicle's step and sustained a broken leg. As a result the animal was destroyed.

Samuel Bloomfield, Windsor's owner, sued Dunlop Pneumatic Tyre Co. for damages to the amount of £499 - a large sum of money at the beginning of the twentieth century. In April 1902, Chief Justice John Madden of Victoria's Supreme Court admitted ignorance - like most Victorians - regarding motor-cars, and requested that the managers give a demonstration on William Street outside the court building. Both ardent motorists, Proctor and James believed that the superior braking, steering and acceleration qualities of the automobile would illustrate that Proctor had done everything expected of a 'reasonable gentleman', and consequently that Dunlop Pneumatic Tyre Co. would succeed in this 'media-charged' civil liability suit. Judge Madden observed the braking distance, the speed and handling capabilities of the new machine; as a result of Proctor's showcased driving performance he ruled in favour of the plaintiff. Bloomfield was awarded £250 in damages. Madden ruled that 'it was plain that the car had travelled at a very rapid speed. The persons driving the car knew they could stop it at any moment, and that it had frightened horses before; yet they did not stop when they saw that the colt was alarmed'. The motor-car should have proceeded only after the horses had cleared the thoroughfare.

As this example shows, upper-class and wealthy Victorians who became motorists at the turn of the twentieth century exposed themselves, for the first time ever, to regulation and the police. But unlike Proctor and James, many were able to use their political influence with the authorities; their ability to defend themselves in court also helped to stave off conviction. At this period, most motorists were drawn from the same social class as the parliamentarians who were mandated to create new motor-vehicle legislation. In this article I will explore the intersection between 'automobilism' and motoring laws and regulations in Victoria between 1900 and 1905, with emphasis on the unsuccessful Motor-Car Bill of 1905. In particular, I shall examine the conflict that resulted between motorists, authorities and other road-users as Melbourne, like other motoring cities, moved towards a highly regulated traffic system.

### English Road Laws

Road laws at the beginning of the twentieth century were obfuscated by the myriad of statutes which could be applied to public road spaces and the vehicles that drove on them. In addition to the Locomotives on Highways statutes 1861, 1865 and 1878, Imperial authorities could also rely on the Highways Act 1835, the Hackney and Carriages Act 1843, Vagrancy Laws of 1744, and several others. England first brought regulation to bear on motorised transport in 1861, under the *Imperial Locomotives on Highways Act 1861* - amended 1865 and designed to deal with steam-driven agricultural and industrial traction engines travelling on highways - in which the notorious 'Red Flag' clause stipulated that a person with a red flag must precede the vehicle at a distance of sixty yards. The original legislation limited steam engines to 12 tons and speeds of 10 mph; the amendments further restricted speeds to 4 mph on rural roads and 2 mph in towns and cities. Further, the steam locomotive was to be operated by a minimum of three people: one to drive the machine, another carrying a red flag to warn horse traffic, a third to assist drivers of horse-drawn vehicles; and a fourth if there were waggons. The law was again amended in 1878 and granted local councils the option of using the 'Red Flag' as well as reducing its leading distance to a more manageable twenty yards, but few councils chose to abolish it.

In 1896 the Imperial statute was further amended to recognise that locomotives were starting to be used for personal transportation. The Locomotives on Highways Act divided vehicles into two categories: light locomotive or carriages, and those exceeding three tons. Light locomotives were restricted to a speed limit of 14 mph, were to carry a bell, and not emit any visible smoke. Local councils could create by-laws restricting vehicles on bridges to prevent damage, and the Local Government Board 'may prohibit or restrict the use of locomotives' if it deemed them a danger to the public along crowded streets.

The 1896 Act did not repeal other statutes that could also be used to control road space; most statutes that controlled street behaviour effectively controlled working-class street behaviour. On 18 April 1903, for example, the Imperial Hackney and Carriage Act 1843 was utilised in the case of Henry George Allendale when he appeared before Magistrate Mr Curtis Bennett in Marylebone for 'furiously' driving an omnibus. Authorities had previously warned drivers of London Road Car Co., and the rival company London General Omnibus Co., about racing between the suburbs of Kilburn and Fulham. Police set up a special task force after public complaints were received regarding the racing and 'furious' driving. The police constable who testified at the trial stated that Allendale, when overtaking the other bus, was driving 'at least ten mph'. Because this was Allendale's second offence he was sentenced to one-month's hard labour. On 27 April 1903, General Laurie, during parliamentary debates, questioned the Under Secretary to the Home Office, asking if he was aware of Allendale's sentence, and wanted to know if similar proceedings were being taken against motor-cars. Although he repeated the question, the Home Secretary offered no answer. As a bus driver, Allendale was part of the proletariat, unlike most motorists drawn from the upper-classes; he was probably unable to legally defend himself in court, so his deviance was made a public example - thus the severity of his sentence. In 1903, average urban road speeds were approximately 6 to 8 mph; therefore, by exceeding the relative speed limit by a significant margin, Allendale was found to be endangering not only other road-users, but also the passengers on



his omnibus.

The Imperial legislation of 1896 became the fundamental statute that formed the basis for subsequent motor-car legislation; however, enforcing speed limits remained problematic. While ostensibly introduced for safety reasons, speed was complicated to measure, often requiring two constables; expensive timepieces were legally required, and professional engineers had to be employed to measure the 220 (1/8 mile) or 440 (1/4 mile) yards. Moreover, policing speed limits exacerbated class conflict between wealthy motorists and working-class constables; as a result, these were difficult, if not impossible, to enforce and prosecute during the early years of motoring because the motorists were able to exploit their privilege and access to legal resources. As a result, the 1896 legislation was again revised: Section 4, sub-section 1 now read

that a driver of a light locomotive when used on a highway, shall not drive at any speed greater than is reasonable and proper having regard to the traffic on the highway, or so as to endanger the life or limb of any person, or to the common danger of passengers

In the 1903 British Motor Car Act, this clause, in response to Supreme Court appeals, was expanded further:

If any person drives a motor car on a public highway recklessly or negligently, or at any speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition and use of the highway, and to the amount of traffic which actually is at the time, or which might reasonably be expected to be, on the highway, that person shall be guilty of an offence under this Act.

Public pressure in England surrounding the automobile's speed and compromised road safety forced parliamentarians to introduce and implement the 1903 Motor Car Bill. Introduced into the House of Lords by Lord Balfour of Burleigh, the Secretary of State for Scotland, on 7 July 1903, Parliament sat long hours to push the Bill through before the summer break. The new motor-car legislation, in addition to Section 1, which allowed justices to prosecute many different types of traffic infringements such as negligent or reckless driving, or driving at a speed considered dangerous to the public, implemented additional stipulations: motorists were to be licensed and a minimum of seventeen years old; car registration was made mandatory; a car now required a prominent number plate; speed limits were fixed at 20 mph in the country and 10 in the city; and the maximum penalty was set at £10 for a first offence, £20 for a second and £50 for the third, and even possible gaol terms. It also became an offence not to produce a licence when requested by a constable. Finally, in response to concerns raised during the parliamentary debates, it was agreed that the new legislation would be effective for three years, after which a Royal Commission would be conducted.

British parliamentarians had attempted to shore up concerns about public safety by maintaining the discretionary element common to earlier road and traffic legislation. This discretionary clause allowed constables to throw a wide net over the dangers of increased road speeds. Many motorists defended themselves in court, but were convicted, which reveals the legislation's validity, though there were of course stories of constables being bribed or 'browbeaten', motorists giving false information, and 'gentlemen' in court accusing constables of insolence and impertinence. Overall, however, though aspects of the legislation remained problematic (as revealed in the 1906 Royal Commission of Motor Cars), England experienced considerable success in prosecuting delinquent motorists under this Act. Australia inherited England's legal institutions; and so, notwithstanding an initial setback in 1905, Victoria adopted the legislation, almost verbatim, in 1909.

### **Early Motoring in Victoria**

Although by the turn of the twentieth century Victoria had formulated its own laws to regulate roadways and the vehicles that used them, England had offered a precedent. Importantly, Victoria's Traction Engine Act of 1900 did not apply to motor-cars.<sup>22</sup> The State Government was unable to enact specific motor-car legislation until 1909, in part because motorists were drawn from the same social class as politicians, though attempts were made in 1905, as we shall see. During the first decade of the new century, Victorian police and authorities relied almost exclusively on the 1890 and 1891 Police Offences Act to control street spaces; discretionary charges were brought to bear on a variety of offences and vehicles - horse-drawn, bicycles and self-propelled. In finding for Bloomfield's compensation, Judge Madden followed the 1890 Act, which stated that one must not ride or drive 'furiously' or 'negligently' on any public street.

The Victorian Police Offences Act 1890 was widely used to control road traffic before the State's 1909 Motor Car Act; however, it was primarily geared toward roadways as a public space. Most of the Act's legal stipulations were directed at a citizen's activities on the street and preservation of the road surface, while few regulations governed the movement of traffic.

For example:

no person shall dispose of garbage, night soil, or carry excrement in the roadway; or drag anything which would cause damage to the street; one shall not burn anything or leave flammable materials in the road; and passageways and walkways should be clear of offensive materials.

Sections of the statute directed at movement were for relative speeds which exceeded the pace of Melbourne's cable trams. Legal preciseness made these laws difficult to enforce, prosecute and convict; hence authorities favoured the discretionary 'furious' and 'negligent' charges, often when working-class drivers' actions resulted in chaos, traffic tie-ups or a collision. When public safety was compromised and lives put at risk because a road-user failed to give the right-of-way, as Jack Proctor did in *Bloomfield v. Dunlop Pneumatic Tyre Co.*, the driver could be convicted of 'negligent' driving.

'Negligent' driving applied to situations where a loss, injury or damage was predicted, potentially imminent or sustained. Paul Williams, in his examination of Victorian statutes, defined it as the 'omission to do something which a reasonable man, guided upon those considerations which ordinarily regulate the conduct of human affairs, would do, or doing something which a prudent and reasonable man would not do'. This definition underscores the discretionary element of the law, indicating that Proctor's actions were not 'reasonable' because a 'prudent' man would have waited for the road to clear before proceeding.

Because types of vehicles were not specified in the Act, moreover, all movable forms of transportation were able to be policed for 'furious' or 'negligent' behaviour. This allowed bicycles and motor-vehicles - for a time - to be controlled with existing legislation. Discretionary, all-encompassing laws were effective for controlling the working classes because few possessed the resources to challenge the charge; and, initially, this legislation was also effective in controlling the motor-vehicles of the more affluent and powerful. However, as the number of motorised vehicles grew, speeds increased and crashes became more frequent, Melburnians demanded change.

Although motorists attracted media attention, traditional modes of transport continued to cause problems too. Throughout 1903, 1904 and into 1905, motoring infractions featured in newspaper stories, but other forms of road transport were also responsible for creating disturbances and injuring or killing road-users. On 22 October 1904 at approximately 9:20 pm, a man was struck by the poles protruding from a timber jinker when he crossed the street in Richmond. Mr Seymour, a witness, saw the prostrate, unconscious man and called out for the three men aboard to stop; one shouted back, 'Let him lay there.' Seymour estimated the speed of the jinker at 12 mph, but could describe neither the jinker nor the men. The driver of the jinker escaped. In September 1903, police summoned a fire cart for 'furious' driving, shouting, being a disturbance and creating a hazard at the intersection of Collins and Elizabeth streets. Robert Hodges, a cyclist, was charged with negligent riding in Prahran Court on 23 February 1904 after he collided with Edgar Thomas and injured him. Also in February, Mary Ann Ridley was killed in Carlton in a vehicle collision at the intersections of Elgin and Lygon Streets when she was thrown from the light cart in which she was riding. In the same newspaper article, Margaret Hartnett was killed when she fell out of a hackney cab at the corner of Spencer and La Trobe streets. Even city employees were not immune from road crashes. On Barwise Street in North Melbourne in early 1904, Jeremiah Sullivan irresponsibly rode a dray-horse - bareback and fitted with blinders - near the railway, which took fright when a train passed. The horse crashed into a waggon destined for the Ascot races carrying eight passengers. The driver, George Dempster, sustained injuries to his back and ribs when the waggon overturned, which forced him to be absent from work for four weeks. As he possessed the financial means, he launched a civil suit against the city on 12 August 1904. The judge ruled that Sullivan had failed to exercise sufficient care, and stated that his action was negligent; he granted Dempster £72 compensation for injuries and work absence. Because of Dempster's success, other passengers also filed claims, but the judge ruled against the plaintiffs Joseph and Abraham Davis for one of three possible reasons or a combination thereof: 1) the claim was too high; 2) neither had been injured; 3) or sustained loss. Lastly, on 9 March 1905, thirteen-year-old Ethel Donnison was killed by a tram near the intersection of Lonsdale and Elizabeth Streets when she moved out of the path of an oncoming cyclist; she inadvertently slipped on the tracks and was run down.

Up until the 1880s, traditional modes of transport rarely exceeded a walking pace. Then, in the fifty years to 1930, with the arrival of bicycles, cable trams and motor-cars, urban road speeds increased fourfold. With these new transport modes came new definitions of 'speeding', as the benefits of faster travelling were realised (see Figure 1). Thus the tension between public safety and the individual motorist's enjoyment of reduced travel times and the opportunity to cover greater distances existed at the outset, and complicated the creation of restrictive regulations.

More than that, however, the motor-car at the turn of the twentieth century possessed potential speeds hitherto achieved only by large railway locomotives. But unlike trains, motor-cars were not limited to tracks or controlled by schedules, and their safe operation involved thousands of decisions by hundreds of drivers with a wide range of skills. Inevitably, other road-users were 'put out' as the aggressive new arrival forced them to share the road.

Motoring injuries and deaths also made the news because frustrated authorities realised the growing inability of the police to control the 'horseless carriage'. On 5 May 1904, Arthur Gaj became Melbourne's first motoring fatality; on St Kilda Road the wheel of his speeding motor-tricycle caught in the tram track and 'shook his nerve', throwing him from the machine. One eyewitness estimated that Gaj was travelling between 24 and 25 mph. The police also recognised their inability to exercise effective control. 'They simply smile at us as they rattle by', said the constable, 'and we cannot catch them'. Constable James Tonkin stated during the Coroner's inquest, 'I say that 25 miles an hour is altogether too fast to travel. A driver can be summoned [sic] for furious driving. It is very difficult to stop a motor car.' In his report the Coroner recommended that motor-car regulations be put in place, 'in the interests, not only of the public, but of the motorists themselves'. A hit-and-run crash between a yellow motor-car and a cyclist in 1906 brought renewed calls for accountability and the police were again accused of incompetence. Police, as front-line workers, were unable to maintain public safety because of the motor-car's potential speed, and the legal unaccountability of some drivers.

Prior to 1905, motor-cars in Victoria numbered less than a few hundred, but although motoring was in its pioneering years, its impact and predicted benefits were receiving ample press. In response to British parliamentary debates and the draft of their Motor Car Bill, Melbourne was 'abuzz' with the new technology. In London, as reported in the Melbourne *Argus* in April 1903, Henry Norman predicted that rural people's living domicile would expand from twelve miles to thirty, that decreased numbers of horses' hooves would allow roads to be in better 'nick' and that London would no longer have to export 5000 tons of manure daily. In the same newspaper, the London Car Road Company estimated the replacement of 5000 horses with 500 motor-buses. A May 1903 report from New York, also in the *Argus*, described the benefits of motor-omnibuses built by the London General Omnibus Company: the buses generated their own heat and light, carried thirty-two passengers on two levels and achieved speeds of 12 mph. In Paris, France, also in May 1903, the automobile club conducted tests, comparing the horse and the motor-car; the test evaluated speed, braking and manoeuvrability - 'and the motor vehicle out performed the horse at every turn'. Some readers believed it was only a matter of time before personal motor-cars were a real possibility.

Yet not all media reports were positive. Many traditional road-users experienced the inconvenience of the transition and loss of autonomy. Letters to the editor of local newspapers, witness accounts in reported court cases, traffic professionals'



recommendations, and letters to public authorities exerted pressure for more comprehensive motor-vehicle regulations during the first decade of the century. On 22 January 1904, for example, a letter to the *Argus* lobbied for regulations of motor-vehicles, as they were scaring horses. At a minimum, the author wrote, the law should require motorists to give an audible warning, or signal their approach, as horses were often startled by a passing motor-car. A letter of 10 November 1904 stated that narrow farm roads should be closed to motor-cars: 'protection', the author stated; 'even the quietest of farm horses fail to grow accustomed to the puffing and trumpet-blasting road monster that now claims full right of the road'. Russell Grimwade, a pioneering Melbourne motorist, recounted an early motoring story of a car travelling on the main road from Mordialloc to Frankston which honked to warn cricketers playing on the roadway; the driver honked again to alert an approaching jinker with a family aboard. Startled, the father yanked the reins, causing a child to fall off and consequently the child's leg was run over. A doctor riding in the motor-car took the child into a nearby tent to examine it, amidst great hostility. He and the other motorists made a hasty retreat, however, when a livid elderly woman 'stormed off' to get a butcher knife with the intent of attacking the motor-car's tyres.

Not surprisingly, the prospect of increased regulation for motorists met with formal and organised resistance. Also on the letters page of the *Argus* of 22 January 1904 was correspondence from Harry James (Advertising Manager, Dunlop Pneumatic Tyre Co.), founder and acting Honourable Secretary of the ACV (Automobile Club of Victoria), who stated that motor-cars were easier to handle at higher speeds, and this was precisely why the 1903 British Motor Car Act set the speed limit at 20 mph. He continued, that some motorists see horses as 'stupid uncontrollable beasts that ought to know better than go rearing up and prancing about the road at the sight of any unfamiliar object', and concluded by stating that the new club's purpose was to conform to, and obey traffic regulations and to assist drivers of 'fractious horses'. The letter not only reflected a conflict between traditional and modern road-users; its tone indicated that motoring gentlemen felt themselves perfectly capable both of policing themselves and coming to the assistance of those relying on obstreperous animals. No doubt James was also expressing his ill feelings after losing the civil suit in 1902.

On 20 February 1904, the ACV made its inaugural run, with thirty motor-cars and several motor-cycles taking the drive. Motoring, as a recreational pursuit of the affluent in the early part of the twentieth century, attracted some of Melbourne's most prominent figures. Present for the day's gala event were Sir Samuel Gillott, Chief Secretary of the State parliament and former Melbourne mayor; several Melbourne city councillors; the city's town clerk, John Clayton and surveyor, AC Mountain; St Kilda's mayor, John H Pittard, JP and town clerk, John N Browne; and several other prominent citizens. Chief Justice John Madden was the ACV's first president, and in 1904 became the Lieutenant-Governor of Victoria. This relationship between Melbourne motorists and Victoria's politicians continued: in August 1905, during the Motor Car Bill debates, the ACV wrote to Thomas O'Callaghan, Chief Commissioner of Police, informing him of the intended route of their promotional ride, in order that 'members of the State Parliament' could have 'an opportunity of witnessing the facility with which motor cars can be driven & controlled'. The event 'passed off quietly'. Ironically, it was Sir Samuel Gillott who spearheaded Victoria's 1905 Motor-Car Bill.

### **The Motor-Car Bill of 1905**

By June 1904 the Melbourne Council of the Municipal Association had met in an attempt to regulate the speed of both motor-cars and motor-cycles. Each member had a copy of the 1903 Imperial Motor Car Act. The ACV offered to provide counsel to the Municipal Association, and Councillor WH Allard (Brighton) suggested that proceedings should not commence until this was done. Allard stated further that Brighton Council had set speed limits of 10 mph, with 5 mph over crossings; also, with some motoring experience he did not hesitate to say that a motor-car was much easier to handle at 25 mph than a horse at 10 mph. He felt that safety would be ensured if speed limits were set at 15 mph, with 5 mph over crossings and 30 mph on streets away from general traffic. Councillor George L Skinner (Prahran) stated, 'our primary duty is to protect the public'. Consequently, a sub-committee was set up to draft a uniform set of regulations. In August the sub-committee reported that the Imperial legislation should be adopted, with the following changes: councils should not be responsible for putting up warning signs; the minimum age for an automobile or motor-cycle licence should be seventeen; the maximum speed limit should be twenty-five miles per hour; and motor-cars should be required to stop when horses were present to maintain public order. Although councils were responsible for the road itself, legislation would have to be executed at the State level, as local councils were not responsible for regulating traffic.

In January 1905, motor-car legislation moved to the forefront of the Municipal Council's agenda. In addition to the sub-committee's recommendations, increased public pressure from council constituents and letters to the press further motivated the authorities to draft and implement new regulations. In response to an obstinate State Parliament, Melbourne's town clerk, John Clayton, on 7 January 1905, requested JC Stewart, the City Solicitor, to submit legal advice; he also requested information about present statutes that could make the registration of motor-cars and the licensing of drivers mandatory, and called for the English Motor Car Act to be examined. Stewart replied and recommended that a statute similar to the English Motor Car Act be put into place; again, this required implementation at the State level. An article in the *Argus* on 6 January 1905 reported that Chief Commissioner O'Callaghan had consulted with Sir Samuel Gillott, whose office was responsible for the police, concerning the high speeds of motor-vehicles and the loss of autonomy many other road-users felt. O'Callaghan reminded the Chief Secretary that the existing regulations had been put in place to deal with street traffic travelling at half the speed of motor-vehicles. He also noted that, in the beginning, motor-cars were so few that constables could easily recognise the driver; however, these vehicles now numbered in the hundreds, and '... many of them [were] indistinguishable one from another in the fleeting glimpse that is usually afforded the policeman and the drivers are frequently muffled up with coats, goggles, masks, and caps of a uniform pattern'. Identifying numbers were at the forefront of requests because of the unaccountability of some

rogue drivers; this also had the potential of shoring up relations between the motoring fraternity and the wider community by demonstrating that only a few 'rotten apples' existed among the motorists.

Speed limits presented a more complicated problem because many motorists saw this as an infringement of their civil liberties and felt that the individual should be left to judge the 'common danger' of the road. In towns and cities they might drive only a few miles an hour, but on the open road they wanted to be free to travel at much higher speeds. Speed limits, they argued, would only serve to create criminals out of ordinary motorists; rather, motorists wanted to police their own driving. In the latter part of January 1905, a memo to the Lord Mayor of Melbourne from the ACV—as the motoring body of Victoria—requested that the Municipal Council consult with them. Four days later—possibly because of a non-response—a public letter to the Lord Mayor from the ACV stated that motor-cars were here to stay—but that regulations were considered to be premature

Between January and July 1905, before Sir Samuel Gillott introduced the Motor Car Bill into State Parliament, motor-cars continued to make news. In February 1905, Dunlop Pneumatic Tyre Co. showcased motoring by running the first Dunlop Reliability Race between Melbourne and Sydney; 16 of the 23 motor-cars finished the four-day event, and nine had perfect scores. An additional non-stop return run to Ballarat decided the winners. On 7 April 1905, E Norton Grimwade attracted considerable interest when he appeared in the District Court for 'furious' driving. Driving his motor-car along St Kilda Road, he passed a tram and proceeded to his home in Central Melbourne, unaware of any public safety breach. Young Constable Thomas Weibye (No. 5065)—26 years old and two years a constable—gave pursuit on his bicycle and, catching up to Grimwade, demanded his name and address. When Grimwade refused to divulge this information, Weibye followed him to Flinders Lane where he ascertained the necessary details. Several people on the tram corroborated Constable Weibye's story, estimating the car's speed at 20 mph; each witness used the cable tram's speed as the relative measurement of safety. James Grant, gripman in the employ of the Tramway Company said: 'I saw a motor-car go past the tram I was on in St. Kilda Road opposite the Barracks. It was going twice as fast as the tram.' Charles H Edwards, conductor on the same tram, provided supporting evidence. Appearing for the defendant, Harley Tarrant, a motoring authority, prominent Melbourne entrepreneur and owner of the Tarrant Motor and Engineering Company, stated that Grimwade's car was incapable of 20 mph owing to a malfunction; despite this, Grimwade was found guilty and charged 10/- and £2-16-0 costs. Public safety itself was in fact a secondary concern: it was the breach of public order that provided the impetus for legal action.

In April 1905, a report in the automobile section of *Melbourne Punch* stated that lorries and fast-moving drays were refusing to yield to motor-cars, and that motorists were being unjustly prosecuted because they were forced to drive on the wrong side of the road to pass. Phaeton, the author, wrote: 'Motorists should seize every opportunity of drawing the attention of the police to their duties in this connection, and in time a better state of things is sure to prevail.' On 9 May 1905, a sensational story from London reported a charge of manslaughter against a chauffeur who had run down and killed a child. The *Daily Mail* offered a reward of £100 for the capture of the 'hit and run' driver. This reward was discreetly withdrawn, however, when it was discovered that the Italian chauffeur, Cornalbas, was employed by Hildebrand Harmsworth, the younger brother of Lord Alfred Harmsworth—the proprietor of the *Daily Mail*. Melbourne motorists were spurred into action to ensure that regulation in Victoria remained fair. Premier Bent felt unable to ignore Melbourne's motoring problem any longer; in May 1905 he announced the State Government's intention to purchase a motor-car for police in an attempt to control speeding motorists and alleviate some of the bias towards motoring. In July 1905, Sir Samuel Gillott, as Chief Secretary, introduced the Motor-Car Bill into State Parliament.

Issues of class pervaded Victoria's Motor-Car Debates. Alfred S Bailes, member for Sandhurst (Bendigo), questioned whether, if a man should be rich enough to own a £1000 motor-car, he should be allowed to do as he liked? James A Boyd, member for Melbourne, stated that the Chief Secretary believed that every motor-car was 'worse than a bomb out of a Japanese Gun', and argued: 'Surely the fact that the vehicle belonged to the man, and that if any damage was done he would suffer, would be a sufficient deterrent'. Boyd's assertion supported the idea that civil liability would suffice in cases where a loss was sustained, as in *Bloomfield v. Dunlop Pneumatic Tyre Co.* However, legal recourse was far beyond the means of most working-class road-users. Legal costs paid by Dunlop Pneumatic Tyre Co. were approximately £250 - at a time when most 'blue-collar' workers earned only a few pounds a week.

Moreover, the possibility of police constables demanding a motoring gentleman's licence sparked significant debate. David Gaunson, the representative of Public Officers, discussed at some length the potential increase in police powers. What if the motorist had forgotten his licence? How long would he have to produce the licence? Members of parliament agreed that only constables in uniform would have the power to request licences and registration. Speed limits were the last major issue, and the Chief Secretary was willing to allow higher speeds in Victoria than those set in Britain because of significantly lower population densities and greater area, especially in the country. Yet, the speed limits in Britain had been generous when set at two to three times the rate of traditional modes of transport. William H Irvine, member for Lowan, summarised the feelings of those who believed regulations were a necessity when he stated that 'motor cars should not be allowed to monopolise the roads'. Irvine's words also affirmed that motor-traffic had to be successfully integrated with other forms of road transportation. Motoring lobby groups proved resourceful and powerful, and in the winter of 1905, when parliament was putting the final touches to the Motor-Car Bill, 47 year-old Thomas Hall, an irondress working at Messrs J and T Muir's iron foundry, became the first motor-car fatality. On 24 August, while crossing the intersection of Nicholson and Gertrude Streets in Fitzroy, Hall was struck by a southbound automobile driven by Macpherson Robertson. His body was picked up and driven to the hospital in Robertson's vehicle - a common occurrence during the early years of motoring - but he was declared dead upon arrival. The Motor-Car Bill failed before its third reading and was shelved.

Motoring interest groups had exerted a great deal of political pressure on State politicians, and consequently the 1905 Motor-

Car Bill was thrown out. The ACV's annual report for the 1905-6 seasons stated: 'In many respects the provisions as originally presented, were of a somewhat drastic character. ... It is to be hoped that at no very distant date rational legislation will be introduced to bring all parts of the State under one set of motor laws'. The issue at stake was one of civil liberties: motorists disputed the requirement to be licensed, being forced to display number plates on their motor-cars, and having to adhere to 'somewhat' arbitrary speed limits. Russell Grimwade, in his draft account of early motoring, described the events:

Also, well remembered is the resentment a few years earlier of the few car owners of that day to the proposal of the State Government that motor cars be registered and forced to carry an identifying number. Those hardy pioneers resented with great vehemence the suggestion that their poor little machines be put under police supervision and made to carry a conspicuous number whilst private horse-drawn carriages were free of such labels, and who was to examine, as was suggested, the competency of the would be drivers to handle a car?

Upper-class motorists were appalled at the idea that they would be under the supervision of working-class police constables. They also argued that it was unfair to have, essentially, one law for the motorist and another for users of traditional modes of transport. Only hackney cabs and commercial vehicles required number plates, and these were driven by working-class people - usually men. They also pointed out that the number of motor-cars was small, most drivers behaved responsibly, and the discretionary application of the Police Offences Act had been effective in controlling existing problems. For example, in August 1905, during the Motor-Car Bill debates, James A Boyd, member for Melbourne, stated: 'there were reports in the newspapers showing that convictions had been obtained during the last few days against motor drivers for furious driving. That showed that the existing law was sufficient to regulate the speed of motor cars as in the case of all other classes of vehicle'. In 1905, Victoria was as yet unprepared for this transition to increased powers for police and accountability of wealthy and influential motorists.

### Conclusions

In 1908 Sir Alexander Peacock successfully passed the Motor-Car Bill into law. However, the Victorian Motor-Car Act 1909, which became effective in 1910, omitted a fixed speed limit, which was one of the stipulations that allowed the Bill to become law. The legislation did allow local councils and shires to set speed limits, and many of them did.

## John Elliott's Joke of The Month

“OLD” IS WHEN ... Your sweetie says, “Let’s go upstairs and make love,” and you answer, “Pick one; I can’t do both!”

“OLD” IS WHEN. Your friends compliment you on your new alligator shoes and you’re barefoot.

“OLD” IS WHEN ... A sexy babe catches your fancy and your pacemaker opens the garage door.

“OLD” IS WHEN ... Going braless pulls all the wrinkles out of your face.

“OLD” IS WHEN... You don’t care where your spouse goes, just as long as you don’t have to go along.

“OLD” IS WHEN ... You are cautioned to slow down by the doctor instead of by the police.

“OLD” IS WHEN ... “Getting a little action” means you don’t need to take any fibre today

“OLD” IS WHEN ... “Getting lucky” means you find your car in the parking lot.

“OLD” IS WHEN ... An “all nighter” means not getting up to use the bathroom.

“OLD” IS WHEN ... **You are not sure these are jokes.**

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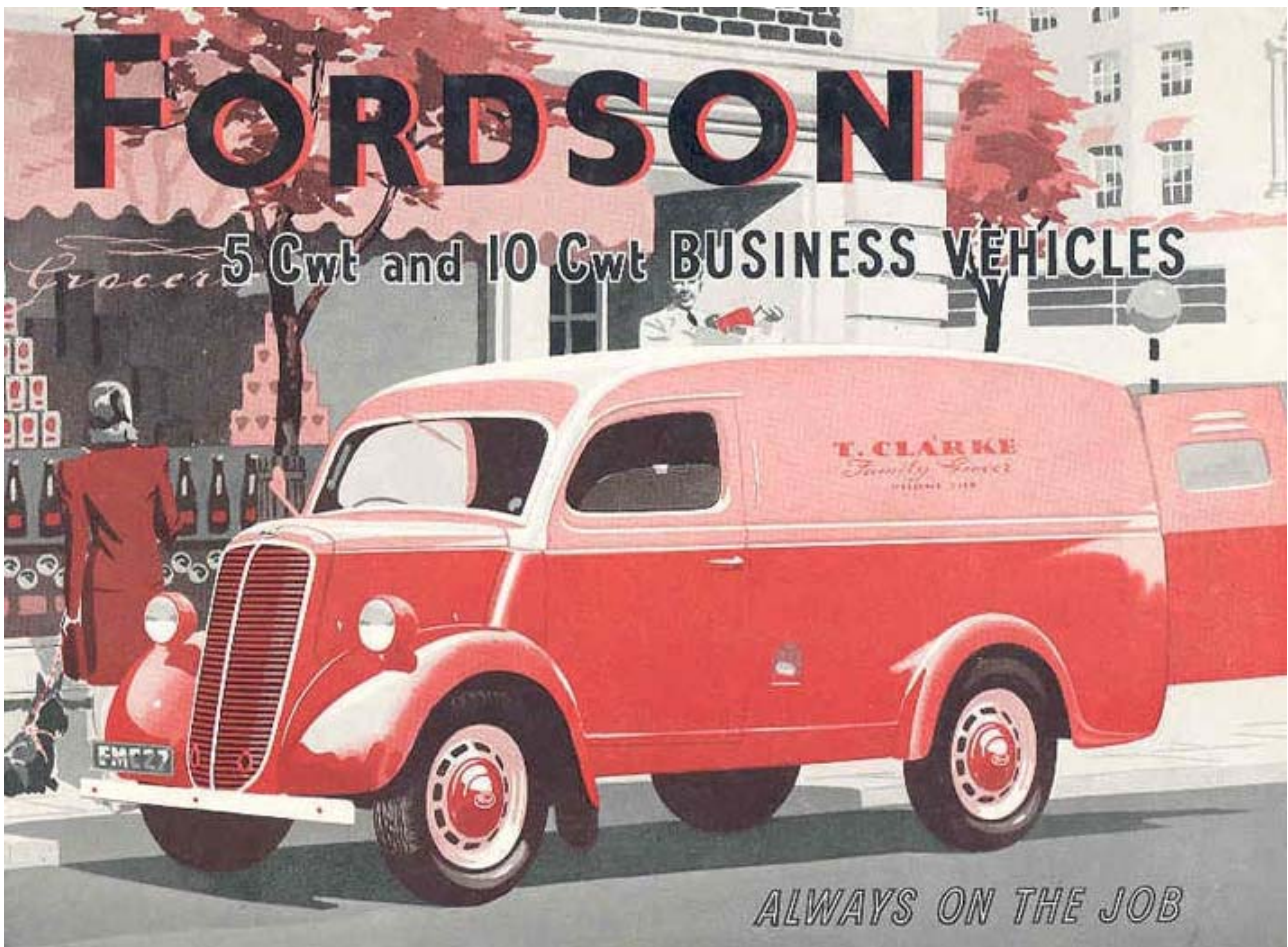
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## **Bendigo - Australia's Premier Swap Meeting**

### **17/18 November 2007**

The 2007 Swap will feature an extensive display of Fire Engines and associated equipment in the Bendigo Exhibition Centre, sites B-33 & B-42, plus an open air display.

Over 1500 reserved sites - indoor and outdoor. Show and Shine Display Cars - Saturday only - limited numbers. Eligible Club and Special Vehicles will be on show. If you would like to enter your car in the 2007 Show and Shine, entries will be taken on the day. Large number of Trade and Club Stands. Steam and Oil Engines displayed by the Bendigo Steam and Oil Engine Preservation Group inc. Motor Bike Display presented by the Ulysses Motor Cycle Club. Full 'On Site' Catering by non profit volunteer groups. Extensive Toy and Model Car show - many new Table Holders and Products will be on show.

#### **Adults**

Saturday \$8.00

Sunday \$5.00

Weekend Pass \$12.00 **Children**

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

**CHACA**  
***Windscreen Stickers***  
***\$2.00 each***

### **Federation Delegates Meeting**

**Held at Moorabbin**

**4<sup>th</sup> August 2007**

A detailed financial report was presented by the Treasurer. Despite having spent more than we made the previous year, this year we were back on the positive side thanks to the Bendigo Swap.

The matter of advertising of new vehicles was discussed again. It appears that there may have been some change at the television stations as there has been evident improvement. A questionnaire is going to be forwarded to all clubs and these are to be returned by the October meeting.

Australia Day is planned once again. Entry forms are on their way out to participants over the past 2 years and to clubs. There will also be a motorbike ride from Albert Park in aid of the Blue Ribbon Foundation. Federation is looking for a club to run this each year and to attend a few meetings throughout the year.

The Great Ocean Road Escape Tour was excellent. All who attended had a great time and all are looking forward to the next one. One car was stolen but was soon recovered undamaged.

Golden Oldies Tour 2008 will commence from Marong Picnic again. This is for Vintage vehicles only. The trip this time will be to Swan Hill, Echuca and Shepparton.

RACV has had some staff changes, but they are still strong supporters of the Historic Vehicle movement and the Federation.

Red Plates or Permit Scheme is still the same. Vic Roads have not advised of any updates. There was some discussion on attending events that are not run by Red Plate Authorised Clubs eg. a Rotary Swap Meet is not a Red Plate event unless it is on your Club Calendar.

AOMC held a seminar in the morning, which was well attended. Suggestion was made that it is a number of years since the Federation held one. Items the AOMC covered included Public Speaking, use of the microphone, whiteboard use and various jobs around the Club.

The Buick Car Club is celebrating its 40<sup>th</sup> year at the Grampians later in 2007.

On the 21<sup>st</sup> October Hillmans will be travelling to Point Cook to celebrate their 100<sup>th</sup> Year.

The Ford Fairlane & Classic Cruisers Club and the Goulburn Valley Tractor & Machinery Club were welcomed as members.

Trophy donations were made to Narracoorte, Wimmera Valley and Deniliquin Clubs.

Grant application was approved to the Wimmera Mallee Club for a computer and printer.

The AGM was held and the entire Committee was re elected into the same positions. Tim Christie from Werribee joined as a Committee member.

Meetings for 2008 will be held on:

9<sup>th</sup> February – Werribee

17<sup>th</sup> May – Baw Baw

9<sup>th</sup> August – Maryborough

25<sup>th</sup> October – Albury

The Members of CHACA were thanked for their hospitality.

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### Steve & Andi Demanuelle

change of address  
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### Neil Thomlinson

Frankston - 9770 7135  
1967 Ford Cortina Mk1 440 Sedan  
1970 Ford F350 Ambulance  
1981 Toyota Hi Ace Campervan

### Tony Wright & Sarah Kane

Nunawading - 9873 5893  
1973 Cadillac Eldorado Convertible

### Derek Lipka

Altona Meadows - 9315 6721  
1981 DeLorean DMC 12 Coupe  
1968 Volkswagen Coupe  
1963 Volkswagen Kombi Van

### Ralph Provan

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**Insurance for Motoring Enthusiasts. Call 13 46 46 for a quote.**

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## Chicken Stuffed Capsicums

*Serves 4*

*Preparation Time: 20 minutes*

*Cooking Time: 1 hour*

*Ingredients*

*¼ cup medium grain rice*

*4 medium red capsicums*

*500g chicken mince*

*¼ cup finely chopped fresh oregano*

*¼ cup finely chopped fresh parsley*

*¼ cup pine nuts*

*100g feta, crumbled*

*450g jar Greek style pasta sauce*

*400g chopped tomatoes*

*Fresh basil leaves, to garnish*

*Method*

1. *Place rice in a bowl and cover with boiling water. Let stand for 15 minutes, then drain well.*
2. *Cut around the stalks of each capsicum. Discard tops. Remove the seeds and cut away the membranes from inside the capsicum using a small sharp knife.*
3. *Combine the rice, mince, herbs, pine nuts and half the feta in a bowl.*
4. *Divide the mince mixture among the capsicums. Top them with the remaining feta.*
5. *Combine the Greek pasta sauce and tomatoes in a medium saucepan. Arrange capsicums in the sauce. Cover, bring to boil, and simmer for about 1 hour, or until capsicums are soft but still hold their shape.*
6. *Serve capsicums garnished with fresh basil leaves.*

### Brain Teasers

- 1) Mrs Brown's bungalow is decorated entirely in pink. The carpet, lampshades, ceiling, walls etc are all pink. What colour are her stairs?
- 2) If you had only one match, and entered a dark room containing an oil lamp, some newspaper, and some kindling wood, which would you light first?
- 3) Imagine you are driving a bus. When you start your trip there are an old lady named Johnson and a long-haired kid on the bus. At the first stop the lady leaves and a businessman enters. At the next stop Frankie, a young boy, enters with his little sister. Then three old ladies who have been shopping in the mall get on. After a short trip the long-haired kid leaves the bus and a man and lady enter. Paul with his dog Blue gets on, while Frankie and his sister get off, and, finally, the bus arrives at the bus station. What is the name of the bus driver?
- 4) How much soil is there in a hole measuring one metre by one metre by one metre?
- 5) A fishing boat is lying in the harbour. There is a rope ladder hanging over the side with its end touching the water. The rungs of the ladder are 1 metre apart and the tide is rising at 50 centimetres an hour. At the end of 6 hours, how many of the rungs will be covered?

### Last month's answers

- 1) Fill the 5-litre bowl and overspill water to the 3-litre bowl, which you empty afterwards. From the 5-litre bowl overspill the 2 remaining litres to the 3-litre bowl. Refill the 5-litre bowl and fill in the 3-litre bowl (with 1 litre), so there stay the 4 required litres in the 5-litre bowl.
- 2) First fill the 9-litre bowl. Then overspill 4 litres to the 4-litre bowl (there are 5 litres in the 9-litre bowl afterwards) and pour out the water from the 4-litre bowl. And again overspill 4 litres to the 4-litre bowl and empty it. Then overspill the remaining litre to the 4-litre bowl but this time keep it there. Fill the 9-litre bowl to the top for the second time and overspill water to fill the 4-litre bowl to the top. Thus the required 6 litres stay in the 9-litre bowl.
- 3) If there is only 1 bag with forgeries, then take 1 coin from the first bag, 2 coins from the second bag ... ten coins from the tenth bag and weigh the picked coins. Find out how many grams does it weigh and compare it to the ideal state of having all original coins. The amount of grams (the difference) is the place of the bag with fake coins.
- 4) Take the she-goat to the other side. Go back, take cabbage, unload it on the other side where you load the she-goat, go back and unload it. Take the wolf to the other side where you unload it. Go back for the she-goat.

### This month's Answers

- 1) Bungalows don't have stairs; 2) The match; 3) Your name, because you are driving the bus; 4) None, it's a hole; 5) None - the boat will rise with the tide. If it doesn't you have problems!!



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Blackburn Victoria 3130

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Fax: (03) 9894 7920

AH 0417 523 30

A Club Member

Dear Dr Ruth

I'm writing to tell you my problem. It seems I have been married to a sex maniac for the past 22 years.

He makes love to me regardless of what I am doing ironing, washing dishes, sweeping etc. I would like to know

if there is anything you can do to help me. I would like to know if there is anything you can do to help me.

Blackburn

My name

## TOMORROW'S BATTERY IS HERE TODAY!

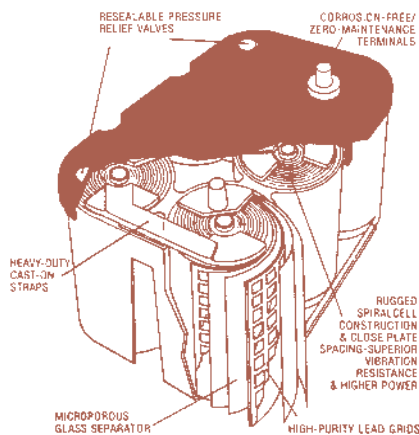
### OPTIMA CRANKING



#### 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.



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# OPTIMA BATTERIES

THE ULTIMATE STARTER  
Club Member

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The equipment/vehicle spends more time running, reducing down time and improving productivity.
- **FAST ENERGY RESPONSE!**  
The OPTIMA delivers peak power faster. There is less capacity reduction with high current loads.
- **CLEAN POWER!**  
Consistent, stable voltage throughout the discharge provides better power to your equipment.
- **BETTER CYCLING!**  
The unique SPIRALCELL design and chemistry allows the OPTIMA to out-cycle most conventional deep cycle batteries. This means the OPTIMA lasts longer and is more economical for users.
- **COMPLETELY SEALED/ZERO MAINTENANCE!**  
With absorbed electrolyte and sealed construction, the OPTIMA won't cause corrosion or leak, even if cracked open. OPTIMA is safer for people, equipment and the environment. And you never add water.
- **UNEQUALLED VIBRATION RESISTANCE!**  
Unique SPIRALCELL design is virtually unaffected by vibration and jarring that shortens the life of conventional batteries.

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



## The CHACA 'toons & joke Page

A judge was interviewing a woman regarding her pending divorce, "What are the grounds for your divorce?"

She replied, "About four acres and a nice little home in the middle of the property."

"I mean," he continued, "What are your relations like?"  
"I have an aunt and uncle living here in town, and so do my husband's parents."

He said, "Do you have a real grudge?"

"No," she replied, "We have a two-car carport and have never really needed one."

"Please," he tried again, "is there any infidelity in your marriage?"

"Yes, both my son and daughter have stereo sets. We don't necessarily like the music, but the answer to your question is 'yes'."

"Ma'am, does your husband ever beat you up?"

"Yes," she responded, "most days he gets up earlier than I do."

Finally, in frustration, the judge asked, "Lady, why do you want a divorce?"

"Oh, I don't want a divorce," she replied. "I never wanted a divorce. It's my husband. He says he can't communicate with me."

\*\*\*

A married couple is driving along a highway doing a steady 60 miles per hour. The wife is behind the wheel. Her husband suddenly looks across at her and speaks in a clear voice. "I know we've been married for twenty years, but I want a divorce."

The wife says nothing, Keeps looking at the road ahead but slowly increases her speed to 65 mph. The husband speaks again. "I don't want you to try and talk me out of it," He says, "because I've been having an affair with your best friend, And she's a far better lover than you are." Again the wife stays quiet, But grips the steering wheel more tightly and slowly increases the speed to 75 He pushes his luck. "I want the house," he says insistently..

Up to 80 . "I want the car, too," he continues.  
85 mph. "And," he says, "I'll have the bank accounts, all the credit cards and the boat!"

The car slowly starts veering towards a massive concrete bridge. This makes him nervous, so he asks her, "Isn't there anything you want?"

The wife at last replies in a quiet and controlled voice.

"No, I've got everything I need," she says.

"Oh, really," he inquires, "so what have you got?"

Just before they slam into the wall at 85 mph, The wife turns to him and smiles. "The airbag."

\*\*\*

Wife: "You always carry my photo in your wallet to the office. Why?"

Hubby: "When there is a problem, no matter how impossible,

I look at Your picture and the problem disappears."

Wife: "You see, how miraculous and powerful I am for you?"

Hubby: "Yes!! "I see your picture and say to myself,

"What other problem can there be greater than this one?"

On their way to get married, a young Catholic couple was involved in a fatal car accident. The couple found themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven.

While waiting they began to wonder - could they possibly get married in Heaven? When St. Peter arrived they asked him if they could get married in heaven. St. Peter said, "I don't know. This is the first time anyone has asked. Let me go find out," and he left.

The couple sat and waited for an answer... for a couple of months. While they waited, they discussed the pros and cons. If they were allowed to get married in Heaven, should they get married, what with the Eternal aspect of it all? "What if it doesn't work? Are we stuck in Heaven together forever?"

Another month passed. St. Peter finally returned, looking somewhat bedraggled. "Yes," he informed the couple, "You can get married in Heaven." "Great!" said the couple. "But we were just wondering - what if things don't work out? Could we also get a divorce in Heaven?" St. Peter, red-faced with anger, slammed his clipboard on the ground.

"What's wrong?" asked the frightened couple.

"OH, COME ON!!!" St. Peter shouted. "It took me 3 months to find a priest up here!"

Do you have ANY idea how long it'll take to find a lawyer???"

\*\*\*

A 5-year-old boy went to visit his grandmother one day. Playing with his toys in her bedroom while grandma was dusting, he looked up and said, "Grandma, how come you don't have a boyfriend now that Grandpa went to heaven?" Grandma replied, "Honey, my TV is my boyfriend. I can sit in my bedroom and watch it all day long. The religious programs make me feel good and the comedies make me laugh. I'm happy with my TV as my boyfriend." Grandma turned on the TV, and the reception was terrible. She started adjusting the knobs, trying to get the picture in focus. Frustrated, she started hitting the backside of the TV hoping to fix the problem. The little boy heard the doorbell ring, so he hurried to open the door and there stood Grandma's minister. The minister said, "Hello son, is your Grandma home?" The little boy replied, "Yeah, she's in the bedroom bangin' her boyfriend."

The minister fainted.

\*\*\*

Wife: "What are you doing?"

Husband : Nothing.

Wife : "Nothing...? You've been reading our marriage certificate for An hour."

Husband : "I was just looking for the expiration date."

\*\*\*

Son: "Mom, when I was on the bus with Dad this morning, he told me to give up my seat to a lady."

Mom: "Well, you have done the right thing."

Son: "But mom, I was sitting on daddy's lap."

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

**For Sale: 1980 BMW Coupe.**

Registration SNV 666.

Mechanically sound although duco needs some attention. Patch also needed on exhaust.

Contact 56 596337 or 0410080861 or email coojee@aapt.net.au Sale due to driver's age.

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

Tibbie 9791 9646

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

Tibbie 9791 9646

08/07

**Free: But only 1 Item per Member**

(who will wear with pride)

Ladies Brown Acrylic Fur – Jacket

Length, size S (12-14)

Ladies Brown Full Length Fur Coat, Size 12-14 (from Seymour Furs, Russian Mamalout?)

Ladies White Fur Stole or Wrap, Size

12-14 (Sudani Lamb)

David 9726 4884

**For Sale: Bedford Van 1 ton**, fitted with Holden engine, needs some work.

Not registered or roadworthy - \$1,500

Gordon Wightman 5977 6668 or 0408

392 186

10/07

**Classic Tyre Clearance – Dirt Cheap**

Set of 5 Pirelli 185 SR 15 50% tread - \$150 lot, 2 x Firestone 6.40.15 + tubes near new - \$150 pair, 2 x recaps 6.70.15 6 ply 75% tread - \$40 pair, 2 x Dunlop Formula 70 205/70 VR15 SP Sport 50% tread - \$40 pair, 1 x Michellin 185.15 ZX Radial 75% tread - \$25, 1 x Dunlo6.40.15 90% tread - \$35, 1 x Olympic ER70 H15 Radial 75% tread - \$25, 1 x Kumho 165.15 Steel Radial 90% tread - \$20

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

1 x Goodyear Eagle P175/65 R14 brand new - \$65, 1 x Dunlop Performance 3000 205/55 R15 near new - \$60, 2 x

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

Bob Clark 9391 8327

**For Sale: 1936 Chevrolet Coupe Sloper**

Holden Body.

All badges and hood mascot.

Restored to original condition in 2004

12 volt electrics, with imported white wall tyres,

Blue exterior, grey felt headlining and carpet and maroon upholstery.

This beautiful old girl deserves a good home. I just don't drive her a lot anymore. She is garaged down the Bellarine Peninsula and I am happy to email her picture to you

Original engine (Engine number MR 6411920)

Club permit rego (CH 8372)

MAKE ME AN OFFER OVER 10k and she could be yours .

Andrea Marian

Mobile 0418542396 or at work 03 53 55 0226.



**For Sale: Caravan built in 1957.**

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

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

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

**For Sale:** Austin 10 4cyl. Distributer \$10, Humber/Commer 6cyl. Distributer/Solex Carby/AC Fuel Pump \$10 each, Lucas 12 volt Wiper Motors (4) \$10 each, Lucas 24 volt Wiper Motors (2) \$10 each, Austin A30 Motor and Gearbox complete 803cc \$40, Austin 16 Motor No Accessories \$25, Austin A40 Motor and Gearbox \$20, 3x Albion Trucks 1950's era, Cabs Poor, 1 with crane, all fitted with Albion engines (4cyl.) \$500 each which is scrap value. Quantity of H.A.C 6-12 volt wiper motors \$10 each.

Prices are not negotiable as they are at scrap value. Vehicles are located at Belgrave South and must be shifted by the second week of October.

Andrew Wightman 5996 0636 or 0425 847 935

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### Affiliated Clubs

*Independent Clubs Affiliated with the*

**CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUSTRALIA**

#### Classic & Historic Automobile Club of Australia Sydney Inc.

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

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

#### Classic & Historic Automobile Club of Caboolture Inc.

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

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

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

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

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

#### Morgan Country Car Club

**Secretary:**  
Herb 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.





November 2007 Pin Up - Bob & Judy Wilson's 1946 Oldsmobile

January							February							March						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17
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