

J JOURNAL

OCTOBER, 2007 VOLUME 42 NUMBER 4

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



Lazzar's Winery Club Run
AOMC Report
The CHACA 'toons
The Graham Brothers Part 7
Edsel: a Car is Born

www.chaca.com.au



Come along and meet W. E. Green (Weg) at October's
General Meeting on the 5th October 2007 at Deepdene

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/fax: 03 9720 6239

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

17th October, 21st November, 12th December

Journal Nights – 2006/07

25th October, 29th November, 20th December

CHACA Life Members

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

Eddy Dobbs Snr,

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

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

Website

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

Archivist and Historian - Margaret Griffin - 5977 6649

Club Welfare Officer - Noelle Reynolds - 9770 1231

2007 Club Calendar

January

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

February

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

March

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

April

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

May

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

June

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

July

6th Club Meeting – Deepdene
15th Sam Knott Hotel, Wesburn – Pub Luncheon *

August

3rd Club Meeting
19th Lazzar Wines – Balnarring – Luncheon *

September

7th Club Meeting – Deepdene
9th Wattle Day @ Wattle Park *
30rd Bay To Birdwood – South Australia

October

5th Club Meeting – Deepdene
14th Tri Club Picnic Day *
28th Annual Luncheon

November

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

December

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

Points Scheme: * Denotes Club Meetings and Club Runs that add to your points for attendance; Club cars and moderns will receive points for attendance at Club Runs. To help collate the records registrar, you will need to place your name in the attendance book which will be made available at Club Runs and Meetings.

Note: nil points for Club Cars attending Club Meetings.

Editorial:

Members,

I was most disappointed when I heard that W.E. Green (Weg) would be appearing at the October General Meeting. Why? Because I will be in Townsville at the time! Weg, through his legendary Grand Final posters alone has raised in excess of \$2 million for the Royal Children’s Hospital. So please come along and be entertained by Australia’s greatest cartoonist and caricaturist.

I will be away in Townsville for a few weeks, so I urge all Members to please pass on any contributions for the November Journal promptly.

Finally thanks to all that have contributed to the October Journal, I hope you enjoy reading it.

Editor George

This month’s cover – Neville Kunnel’s 1966 Mustang

Vice President’s Report:

Hello Members,

I was unable to attend the September Meeting as Margaret had just come home from Maroondah Hospital after having surgery to remove her appendix. On Sunday at Wattle Day, I learned that Rod Walter of Data Dot Security, had failed to arrive at our Friday Club Meeting, to inform Members about the advantages of Data Dot Security, as I had previously arranged with him. I contacted Rod on Tuesday and was taken by surprise when I asked why he had not met his appointment. He apologised saying that he forgot because he was interstate. Poor excuse!

David Landells

Contents

Club Information	2
Editorial	3
Club Calendar	3
Club Events	4 - 6
AGM Notice	7
CHACA News	8 - 9
General Meeting Minutes	10 - 11
The Edsel	12 - 14
Cora Lynn Country Car Show	15
Lazzar’s Winery Club Run	16 - 17
The Graham Brothers Part 7	18 - 19
AOMC Report	20 - 21
My Car Cartoon	22
The 1938 Phantom Corsair	23
NOS (neat old stuff)	24
Bendigo Swap Meet	25
Club Directory Update	26
CHACA Puzzles and Recipes	27
Ken Robinson’s Joke of the Month	28
CHACA ‘toons	29
Buy, Swap & Sell	30
Advertiser’s Index	31

Club Meeting - Deepdene

8.00 pm

5th October 2007

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

For October I have arranged to appear the well known Cartoonist **W.E. Green (Weg)**, who will entertain with stories and drawings on the night. Members please bring a plate of supper to share.

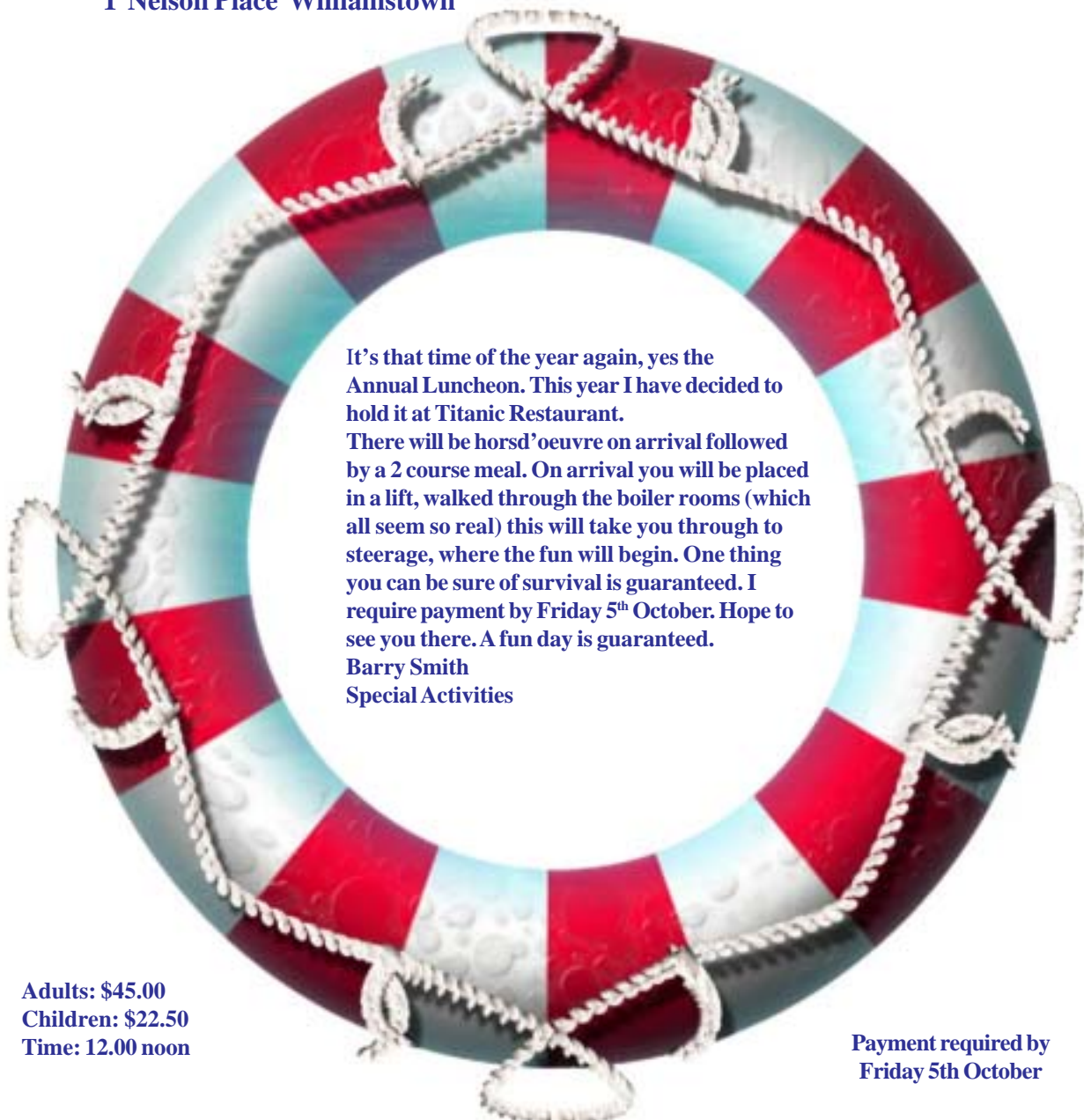
David Landells
Vice President



Annual Luncheon - Titanic Restaurant

28th October 2007

1 Nelson Place Williamstown



It's that time of the year again, yes the Annual Luncheon. This year I have decided to hold it at Titanic Restaurant.

There will be horsd'oeuvre on arrival followed by a 2 course meal. On arrival you will be placed in a lift, walked through the boiler rooms (which all seem so real) this will take you through to steerage, where the fun will begin. One thing you can be sure of survival is guaranteed. I require payment by Friday 5th October. Hope to see you there. A fun day is guaranteed.

Barry Smith
Special Activities

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

**Payment required by
Friday 5th October**

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

Time: from 10.30 a.m.

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

Highlights: The Port Phillip Historic Machinery Club will provide an interesting display
: Plus more entertainment is planned

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

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

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

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

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

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

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

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

Barry Smith
Special Activites

Presentation and Display Day

25th November 2007

11.00am

Wattle Park

1012 Riversdale Road, Surrey Hills (Melwaysref: 60 J2)

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

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



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

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

Awards To Be Presented:

Simon Patience Trophy for Club Man of the Year
Percy Kay Perpetual Trophy for Club Lady of the Year
CHACA Challenge Cup

President's Award

Best Attendance At Events Award

Tom Lambert Perpetual Trophy for Presentation and Participation

The Editor's Award

Vehicle Award Categories:

1931 - 1940

1941 - 1950

1951 - 1960

1961 - 1970

1971 - 1980



Park Victoria Regulations:

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

Transport:

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

Classic and Historic Automobile Club of Australia

Notice of Annual General Meeting - 2007

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

Present Committee Members eligible for re-election are:

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

All positions are open for nominations.

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

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

ORDER OF BUSINESS

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

PROXY VOTES

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

VOTES OF MEMBERS:

1. Every member entitled to do so, shall have one vote and no more except in the case of the Chairperson's casting vote.
2. Poll votes may be given either personally or by proxy or by attorney.
3. The instrument appointing a proxy shall be under the hand of the appointer or of his attorney duly authorized in writing. A proxy need not be a member of the Club and no person may hold more than three proxies excepting Committee 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.

Vice President's Report AGM

2nd November 2007

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

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

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

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

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

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

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

Editor: to produce the Club Journal with Members submissions.

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

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

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

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

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

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

Plus two Committee persons without portfolios.

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

By order of Vice President – David Landells

New Members:



Frank Allan & Jennie Hancock

4 Winn Street, Millgrove
1963 Triumph Spitfire Roadster

Events & Swap Meets

October

7 Cora Lynn Country Car Show & Market/Swap Meet

Recreation Reserve, Cora Lynn (Melway 14R15)

Trophies, Display Car & Driver free entry.

Public \$5.00 and Under 12 free.

Includes: Poets, Breakfast, Vintage and Classic Truck Show, Vintage Caravan Display, Vintage Stationary Engine Display, Kids Amusements and rides.

Dennis 0409 861 088

7 Euroa Show and Shine

Includes Rocker Cover races and a large craft market

Free entry, 10.00am – 3.30pm

Rob 5795 1347

21 All Makes Swap Meet

Sandown Racecourse

Gates open at 8.30am for Buyers

Public \$6 & Display vehicles \$5

21 Manningham Council Car Show - Drive Another Day

Zerbes Reserve

Jason 0409 198 185

28 Maryborough Swap with the Lot

Carisbrook Football Ground

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

7am start, Public \$4

Greg 5463 2555

November

17/18 Bendigo National Swap Meet

Prince of Wales Showgrounds

phone - (03) 5441 1002

18 American Breed 2007

The Manhattan

Corner Heatherdale & Canterbury Rds. Ringwod

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

Membership Renewals:

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

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

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

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

Max Austin

Membership Secretary

All Aussie Car Show Report:

ALLMAKESWAPMEET

A.C.N. 081 459 645

All Aussie Car Show

Sunday 22nd July 2007 @ Flemington

After a cold start to the day, the show soon warmed things up and between 8.30am and 9.00am there was a queue of cars back to the roundabout in Epsom Road. This of course attracted the police, who came in to see what was happening, however, they seemed happy with the way the show was organised.

There was a good cross section of Aussie cars present, dominated by Ford with Holden a close second. Standard Vanguard had a good display celebrating 60 years of the marque.

There was a lot to entertain the enthusiasts – Trade Stalls, a live band and free rides for the young enthusiasts.

By early afternoon prizes were given out to the best on the day, this proved a difficult task as there were 700 cars on display.

So if you missed the great Aussie Car Show for 2007, it will be back next year.

Thanks to Vin Forbes and Mal Hillier for keeping the traffic moving.

Peter Galley

Super Chevy Sunday:

ALLMAKESWAPMEET

A.C.N. 081 459 645

Swap Meet and Chevy Car Show

Sunday 26th August 2007

Sandown Racecourse

A great day was had by all, a near capacity vendor display including motor bikes and some 150 display cars.

The sponsorship by Shannons allowed trophies to be presented to the best cars on the day.

With close to 500 paying public through the gate, it was the best Swap Meet for two years.

This was the last Swap Meet for 2007.

Thanks to Vin Forbes, Ian Hanks and Phil Ramsay for their valuable assistance on the day.

Peter Galley

Raffle Winners:

The lucky ones-

10 piece Hex set

5 Star Tyre Shine

Selection Box

Table Napkins

Photo Frame

Towelling Hair Wrap

James Allan

Eddie Reynolds

Chas Stray

Ross Buchanan

Noelle Reynolds

Fred Lombardo

Donations totalled \$45.00

Ken Robinson's Joke of the Month

Why Parents drink!

A boss wondered why one of his most valued employees had not phoned in sick that day. Having an urgent problem with one of the main computers, he dialled the employees mobile phone number, and was greeted by a child's voice. "Hello"

"Is your daddy home," he asked.

"Yes", whispered the small voice.

"May I talk with him?"

The child whispered, "No".

Surprised, but persevering, the boss asked, "Is your mum home?"

"Yes", whispered the small voice.

"May I talk with her?" Again the small voice whispered, "No". Hoping there was somebody with whom he could leave a message, the boss asked, "Is anybody else there?"

"Yes", whispered the child, "A policeman".

Wondering what a cop would be doing at his employee's house, the boss asked, "May I speak with the policeman?"

"No, he's busy", whispered the child.

"Busy doing what?"

"Talking to mummy, daddy and the fireman", was the whispered answer. Growing more concerned as he heard what sounded like a helicopter through the phone, the boss asked, "What is that noise?"

"A helicopter", answered the whispering voice

"What is going on there?" demanded the boss, now truly worried. "The search team just landed the helicopter", replied the whisper. Alarmed, concerned and more than a little frustrated, the boss asked, "What are they searching for?"

And the little voice replied with a muffled giggle, "Me".

Cancellation:

Please note that the All Makes Swap Meet scheduled for the 21st October - has been cancelled.

Welfare Officer's Report:

Get Well Cards were sent to Margaret Landells and to Tibbie

Noelle Reynolds

Minutes: General Meeting of Classic and Historic Automobile Club of Australia held in Deepdene Park Hall on Friday 7th September, 2007

Meeting opened at 8.07pm. Present Kevin Churchill (Chair) and approximately 30 Members. Chairman welcomed all present.

Apologies: Eric Chaplin, Ken and Margaret Robinson, George Mockiewicz, Margaret and David Landells, Ian Hanks, Jack Drewitt, Jack Provan, Ralph Provan

That apologies be accepted moved, Max Austin - seconded Eddie Reynolds. Carried.

Minutes:

Minutes of the previous meeting held on the 3rd August, 2007 and published in the Journal were signed as a true record, moved James Allan - seconded Norm Bradford. 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:

1. Promotional brochure from the Car Shed notifying us of the Great Aussie Down Under Outback Tour 2008 being held on 21st May to 3rd June. If you are interested contact Barrie Frost. PO Box 13 Chillingham NSW, 2484 or email barriefrost@bigpond.com or PH: 02 6679 1111
2. Promotional letter from Aussie Stop Leak about their new innovative Australian product called Aussie Stop Leak – they say it will stop leaks without damaging either the cooling system or engine components. If you are interested in this product visit their website www.aussiestopleak.com.au or phone 0400 560 598
3. Promotional letter from Vintage and Classic Reproductions – they reproduce a vast variety of items such as locking door handles, window winders, hubcaps and kickplates etc. If you are interested in what they have to offer visit their website www.vintageandclassicreproductions.com or phone (07) 3300 1130
4. Promotional letter from Turner Driveshafts and Steering who specialize in supplying automotive steering components, driveshafts, CV assemblies, CV and Steering Rack Boots, parts and tools at trade prices. Visit their website www.turnerdriveshafts.com.au or phone (03) 9434 7277 Information passed onto the Editor for possible insertion into the Journal.
5. Letter from Peter Richards – AOMC – advising that he will be again nominating for election to the RACV board and would appreciate our Clubs support. Passed onto the Editor for insertion in the Journal.
6. Dividend Cheque from All Makes Swap Meet Pty Ltd for \$3,000 being an interim dividend. Passed onto treasurer.
7. Cheque from All Makes Swap Meet Pty Ltd for \$100 to assist in covering the costs of the mail-out required to notify members of the cancelled Swap Meet on July 1 this year. Passed onto treasurer.
8. Entry forms for the 2008 Australia Day Federation Vehicle Display - left on the table at the end of the meeting.

Correspondence out: Nil

Move that this report be accepted: Moved, Graham Hutchinson – Accepted, Ray Griffin Carried

Reports:

Vice President: David Landells – absent. Kevin reminded us that the guest speaker is Rod Walter from DataDot Security. Next month we will have WEG, the Cartoonist that worked for the Herald. Max assured this will be a very good entertainment.

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

Moved, Max Austin - seconded Gordon Wightman, that this report be accepted. Carried.

Membership Secretary: Max Austin - At the last meeting we had a new member join – Neil Thomlinson from Frankston as stated in the September Journal. This month we have had Tony Wright and Sarah Kane join the club – also stated in the September Journal. For your information Tony is the owner of Pedders Suspension, Mitcham. This month Frank Allan and Jennie Hancock from Millgrove have joined the club.

A reminder that Membership Renewals are now due and have started to come in at a nice rate. The first renewal received this year was from Mary Anne Irvine and David Talbot. Unfortunately Max received a letter of resignation from Alan Bunton, thanking everyone for the many happy years as a Club member. Alan no longer has a car and finds it difficult to get to meetings. Alan was a member for 20 years.

Activities: Sept run: Wattle Day – Ian Hanks has organized this run – hope to see you all there this Sunday

Special Activities Officer: Barry Smith – Bookings are being taken for the Annual Luncheon. Barry thanked George Mockiewicz for the write up in the Journal on the venue.

Technical Officer: Ian Hanks - absent

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 – Report given by Mary Anne

Due to being away on holidays, the closing date for the October Journal is **12/09/2007** and Journal night has been brought forward to the **20th September**. Please ensure that all items to be included in the October Journal are passed onto me ASAP; as I have extremely limited time to set and print the Journal. I will also have limited time to process the November Journal-so your contributions need to get to me promptly. Wattle Day-I need digital images, can anyone help? (Eddie Reynolds kindly offered)

Publicity Officer: Gordon Wightman – The latest invoices have gone out, they were for six months due to a hiccup in the system – this will revert back to three months next time. There are two or three potential new advertisers coming soon.

Welfare Officer: Noelle Reynolds. – It has been a busy month, sent out a number of get well cards and a sympathy card – details will be in the journal. Received a Thank You card from Tina Brown, regarding the sympathy card sent to her, due to the loss of her Mother. Margaret Robinson currently has Shingles – Margaret would love to hear from people – please give her a call.

Cars and Parts for Sale:

Eddie Reynolds: Wanted a 12 volt starter motor for a 1936 Dodge

James Allan: James would like a cylinder block for a Model A Ford

Neil Thomlinson: Neil would like a Workshop Manual for a Mark 1 Cortina 440 1967 Model. It was suggested that Neil check the library catalogue as there may be one or more in the library.

President's Report: Kevin Churchill - AGM nominations to be in to the Secretary by Tuesday, 2nd October and the nominee must be a financial member. Kevin reported that he will be standing down at the next election. All positions are declared vacant so if anyone is interested in a position on Committee please get your nominations in.

Special Reports:

AOMC Representatives: Graham Hutchinson Graham reported on the August AOMC meeting and the AOMC Seminar – Graham's report is in the September Journal and on the Website. Graham also suggested it would be a good thing for our car movement to have Peter Richards on the RACV board.

All Makes: Peter Galley, - The last Swap Meet was the best one for the last two years. Vehicles were lining up from 5am, the crowd was excellent and there was a Motorcycle section introduced this meeting and they will be looking at making this a regular event. **The last meeting was the last one for the year – there will be no meeting in October even though you may see this advertised in various magazines – the event has been cancelled.** In 2008 the number of Swap Meets will be reduced, with more emphasis on car shows. There has been a suggestion of a Japanese/European motoring show, which is being considered. A calendar will be issued as soon as the dates are finalized. A dividend was paid to the shareholders, as mentioned in the Secretary's report – this was from the profits of the last couple of years.

Special Effort: Jenny Hanks – prizes for the special effort were read out. Jenny advised that the price of the tickets will be the usual three for \$1.

Jenny also informed us that the participants of the Federation's Annual General Meeting, hosted by CHACA gave a good round of applause to those that put in the excellent effort for the catering.

General Business:

Bob Clarke: Suggested to Peter Galley that George Mockiewicz be advised the October Swap Meet is not going ahead – it is advertised in the CHACA Journal as going ahead.

Graham Hutchinson: Graham would like to remind people that the need for the pull top rings is on-going, please drop any you can into Hutchie and he will forward them to the Probus group.

Graham has passed onto George an article regarding the dangers of boiling water in a microwave.

Graham's wife's Probus group is collecting corks for the Elephants at the zoo – these can also be the plastic variety, again, please bring any you have in to Graham.

Anonymous: While looking for some way to deter the neighbours cats, anonymous found a rather powerful water gun at Clarke Rubber. This water gun also proved to be very good for rinsing off the car.

Graeme Tibbett: Graeme gave us an interesting story on the adventures of Don Sherlock. Don had traveled ¾ of the way around Australia in his Chev, and he decided to do the other quarter. Just before the Nullarbor Homestead the crank shaft broke on the vehicle. Don knew of another club member that had a Chev, he contacted him, Bill came out, replaced the crank shaft and went home. Later on in his travels, Don broke that crank shaft too. When Bill was told of this he decided to have all the crank shafts he had at home crack tested and found that nearly all had a slight crack in them. Graeme wanted to let us know this as it may pay to get any sitting around crack tested.

Peter Galley: Brought to our attention that it has been reported that Mr Pritchard – who spent most of his life working on a Steam Motor Vehicle now has his project being continued by his family.

Peter Galley: Peter asked Kevin if there was a report from the recent Federation meeting, Kevin will endeavour to have something for the next Journal.

Neil Thomlinson: Neil mentioned that regarding the Pritchard Steam project, he read a 1955 article in a car magazine which stated that the test vehicle had supposedly achieved 200 miles per gallon – strangely enough this vehicle seems to have disappeared.

Chairman declared the meeting closed a 8.55pm

Next meeting to be held Friday 5th October, 2007.

The General Meeting preceded the evening's entertainment.

Edsel - A Car Is Born

On September 4, 1957 the Edsel made its debut in showrooms across the country. The launch came on the heels of an extensive, expensive and exceptionally successful marketing campaign that had everybody talking about this mysterious new automobile. Months earlier ads began running that simply pictured the hood ornament, underscored with “The Edsel is Coming.” Another ad depicted a covered car carrier with the same tag line. Meanwhile, the company went to great lengths to keep the car’s features and appearance a secret. Dealers were required to store the vehicles undercover, and could be fined or lose their franchise if they showed the cars before the release date. With all the hype it’s no surprise that consumers were eager to see what the fuss was about. When September 4th rolled around consumers flocked to the dealerships in record numbers. For a day or so Edsel executives were thrilled—until they realized that people weren’t buying, they were only coming to look. “The company expected to sell a daily minimum of 400 Edsels through 1,200 dealers,” says Gayle Warnock, director of public relations for the Edsel launch and author of *The Edsel Affair*. “That was the pencil pushers’ requirement for a successful launch. We never made it,” he laments.

“The public thought there was something radically new coming out,” reminds Bob Ellsworth, owner and operator of edsel.com. “But it was really just another 1958 [model] car. It had more gizmos and gadgets on it but it wasn’t anything that lived up to the hype.” In retrospect, Warnock realizes that Edsel executives didn’t take the most sensible approach to marketing the car. “I learned that a company should never allow its spokespersons to build up enthusiasm for an unseen, unproven product,” he says.



“There were cases where cars that weren’t exactly complete showed up at dealerships. They would have a list on the steering wheel saying which parts were missing.” With early sales unexpectedly sluggish, Edsel executives began to worry. Even generally positive reviews from the media weren’t enough to soothe them. “The looks and styling were lauded by the press when the car first came out,” says Phil Skinner, a respected Edsel historian. “The front end design was the most prominent feature. If you consider other cars from the mid-1950s, they all looked somewhat alike. Basically it was two headlights and a horizontal grille. By having the big impact ring in the middle—what we now call a horse collar—it really set the Edsel apart,” he continues.

According to Mike Brogan, president of the International Edsel Club, creating a unique appearance was one of the goals of the Edsel’s chief designer, Roy Brown Jr. “He set out to create a car that was instantly recognizable from a block in any direction,” says Brogan. Inevitably, not all the reviewers applauded the unique new look. Some reviews were downright nasty. “One member of the media called it ‘an Oldsmobile sucking a lemon’ and another called it ‘a Pontiac pushing a toilet seat’,” recalls Ellsworth. Even some of the positive reviews took a wait-and-see attitude, openly wondering about the public’s reaction to a huge, gas-guzzling vehicle with such distinctive styling.

The origins of the Edsel can be traced back to 1948 when Ford decided it needed another line to compete against General Motors (GM). After all, GM had Chevrolet, Oldsmobile, Pontiac, Buick and Cadillac—a family of cars where one could start out with an economical Chevy and progress up the line to a Cadillac. Similarly, Chrysler had Plymouth, Dodge, DeSoto, Chrysler and Imperial. Ford, however, was limited to Ford, Mercury and Lincoln, and was distressed that consumers were stepping outside the family between Ford and Mercury.

As you’d expect, the Edsel was designed to meet the needs of a particular target audience. “When the Edsel was first developed it looked like big was the way to go,” says Ellsworth, “but by 1958 people were thinking more along the lines of smaller economy cars. The public’s interest in huge, big fin cars with glitzy chrome was just about over,” he notes.

To make matters worse, the company based its sales expectations on 1954-56 figures, a time when the auto market was going straight up. “They assumed that trend was going to continue,” says Brogan. “They believed that by the 1958 model year they wouldn’t be able to build them fast enough.”

The high sales expectations became an issue when the economy slumped. “The projection was that 200,000 units would be

produced the first year,” says Skinner. “That would have represented about five percent of the total market, which was not too outrageous. However, 1958 was a horrible year for the automobile industry,” he continues. “Only two cars—the Ford Thunderbird and a compact called the Rambler American—saw an increase over their 1957 production.”

Two more subtle economic issues also weakened the Edsel’s early sales. At the time, new models typically came out in November for the following model year. However, the September launch meant that the cars reflected 1958 pricing, but were being sold against everyone else’s 1957 models. With dealers discounting their 1957’s (trying to clear them off the lots in anticipation of next year’s models), the Edsel looked expensive by comparison.



Compounding this problem was the fact that Edsel pushed its biggest, most luxurious and expensive model first—a tough sell against end-of-year specials in a recession year. Recalls Skinner: “Edsel would have done well to bring out the Pacer and Ranger series and promoted them as ‘You can buy this for just a few dollars more than a Ford, Plymouth or Chevrolet. You’re buying next year’s model today.’ And then brought in, ‘If you’re looking for the tops in luxury, here’s our Citation and Corsair.’” Towards the end of the 1958 model year the company began promoting how inexpensive it was to own a bottom-line ’58 Edsel, but the damage was already done.

Without an established customer base it’s no surprise Edsel sold only 64,000 units in its first year. And by that time, the company’s warts had really started to show.

When Ford launched the Edsel it made a fateful and costly decision to create a brand-new division. “Edsel was its own division, with

its own everything,” says Ellsworth. “One of my pet peeves is that people are fond of calling it the ‘Ford Edsel.’ But the word ‘Ford’ doesn’t appear anywhere on the car. They even recruited brand-new dealerships instead of franchising with Ford/Mercury,” he notes.

Ironically, the only thing Ford didn’t create from scratch was separate manufacturing facilities. “There were no plants set up to produce the Edsel, so the Edsel division had to rely on Ford and Mercury employees,” notes Skinner. But squeezing in Edsels on the Ford and Mercury assembly lines proved to be disastrous from a quality control perspective because many Ford/Mercury employees resented having to build another division’s vehicles.



“There are a lot more Edsels out there than people who love them.”

“As a result, the cars would come to the end of the line with parts missing and brakes not working,” says Skinner. “A lot of cars that were unsafe for the road were being delivered to dealerships, as well as being very poorly put together. A lot of that is attributed to intentional vandalism, but to what extent, I don’t know.”

Ultimately, a reputation for mechanical problems preceded the Edsel. “They occasionally ran out of parts and occasionally put the wrong parts on,” concurs Ellsworth. “There were cases where cars that weren’t exactly complete showed up at

dealerships. They would have a list on the steering wheel saying which parts were missing.”

The Edsel’s quality control issues were compounded by mechanics’ unfamiliarity with the car’s state-of-the-art technology. The most vexing problem was its automatic Tele-touch transmission, whereby the driver selected the gears by pushing buttons on the center of the steering wheel. “It was a pretty complicated system for its time and mechanics didn’t know how to fix it,” claims Brogan.

Design flaws also created issues for Edsel owners. Even the hood ornament became a safety hazard. “They had to redesign it,” quips Ellsworth, “because once you got the car up to 70 mph—which was easy to do—it would just fly right off.”

Forty-five years later many people assume that the car’s name played a major role in its downfall. “Probably five percent of the problem was its name,” claims Skinner. “A high quality car can be called almost anything except ‘lemon’.” Oddly, the name could have been a lot worse. “One of the more popular stories kicking around is that they went to Marianne Moore [a popular poet] and asked her for input. She was good with flowery words but not all that good at naming cars and came up with things like ‘Utopian Turtletop’,” claims Ellsworth.

Ultimately, the company did extensive surveys and even asked Ford staffers for suggestions. After considering thousands of names the company narrowed things down to a handful of choices including: Ranger, Pacer, Citation, Corsair and Ventura. Then they threw away all the market research and named it after Henry and Clara Ford’s only child, Edsel Bryant—a bizarre choice considering that the name didn’t mean anything to people living outside the state of Michigan. Ironically, four of the finalists ultimately became names of individual models.

Over the course of three model years (’58, ’59 and ’60) approximately 118,000 Edsels were manufactured in the U.S. and Canada. Today, there are a couple thousand Edsels on the road, with three- to six-thousand others in storage or in various states of restoration.

“As a collector car it was recognized as a unique vehicle relatively early in its afterlife,” says Skinner. Today, the Edsel is considered a poor man’s collectors car because “there are a lot more Edsels out there than people who love them,” he offers.

What would possess someone to buy an Edsel? “I’m not a normal person to ask,” quips Ellsworth. ““You definitely have to have something not screwed together right to be an Edsel owner. You get a lot of people pointing and staring, saying, ‘Oh, my God, it’s an Edsel.’”

“To this day, it’s still pretty embarrassing to be broken down on the side of the road with one.”

These days, you’re not likely to see one on the road unless there’s an Edsel convention in your area. At these get-togethers, owners ogle each other’s cars, enquire about parts, and even engage in valve cover racing. “I’ve never seen it anywhere except an Edsel convention,” says Ellsworth. “You take an Edsel valve cover, strap wheels to it, and then race each other.”

According to Ellsworth, owners also show off vintage memorabilia such as miniatures. “When the car first came out the dealers had 1/25-scale Edsels and if you took a test drive you got the little one for free,” he says.

If it sounds a little strange most attendees would probably agree. “I don’t think any of us are normal, but for the most part it’s a good group of people,” attests Ellsworth.

Despite the perception that the Edsel was a catastrophic financial failure, Skinner contends that the monetary losses sustained by Ford weren’t overwhelming. “They lost \$250 million in 1958 dollars, which would be comparable to \$2.25 billion today. That’s a lot of money, but the stock didn’t really take a hit and Ford paid a dividend and posted a profit in all the years the Edsel was produced,” claims Skinner.

Perhaps more significantly, much of the money invested in the Edsel paid off down the road. Many of the new technologies developed for and charged to the Edsel’s budget were applied to future Ford models. For instance, the Edsel was the first car to have self-adjusting brakes; by 1962 all Ford’s were equipped with self-adjusting brakes.

It’s also clear that the automobile industry benefited from Ford’s experience with the Edsel. For its part, Ford took its assembly plants away from the individual divisions and created a new division known as ‘manufacturing.’ The guy on the assembly line no longer worked for the Ford division, he worked for ‘manufacturing.’ “That meant that whatever car was coming down the line, he was responsible for making it the best he could. Quality was greatly increased,” claims Skinner. One company even used the Edsel as the model for what not to do. “About five years ago I interviewed Skip LeFauve,” says Skinner, “who was the president/CEO of the Saturn Corporation. He said, ‘*The Edsel Affair* is what made Saturn a success.’ He bought a case of the books, gave a copy to all his executives and had them underline everything that Ford did wrong with the Edsel.”

Not all Edsel devotees were convinced that Saturn was going to be successful. “I’ll never forget the first time I saw one,” says Brogan. “I was driving my Edsel to one of the [Saturn] rallies in Nashville. I said, ‘Yeah, there’s the next Edsel.’ I guess I was wrong,” he says.

At this point it’s safe to assume that the Edsel will always be associated with failure. However, the car still has its defenders: “The Edsel is very misunderstood,” claims Ellsworth. “It was a good, solid, fast, well-handling car. Sure it had problems, but nothing that should equate the name Edsel with failure.”

Nevertheless, current-day owners will attest that there’s still a stigma attached to the Edsel. “Once it got a bad rap it became a joke to be caught driving one,” reminds Brogan. “To this day, it’s still pretty embarrassing to be broken down on the side of the road with one.”

"The Last of The Chrome Bumpers"

3RD ANNUAL CORA LYNN COUNTRY CAR SHOW
& MARKET / SWAPMEET



* Trophies for all categories

* Display car and driver free entry

* General Public
\$5.00 per person

* Children under
12 enter free

* Wide variety of
food available

**CORA LYNN
RECREATION RESERVE**
South Eastern Key Map pg 14
10 minutes South of
Pakenham

**SUNDAY 7TH OCTOBER 2007
STARTING AT 8.00 AM**



If you own or drive a Classic Car,
Vintage Car, Hot Rod, Sports Car,
Ute, Pick Up or interesting
Station Wagon up to 1978, come
along for a great day

**ALL PLATES
WELCOME.
ASRF
SANCTIONED**

TAKE A KID TO A
CAR SHOW. LIFE IS
FULL OF CHOICES
FOR KIDS. YOU CAN
HELP THEM MAKE
THE RIGHT ONES, BY
SHARING YOUR
APPRECIATION FOR
COOL CARS

Enquiries and Bookings: Dennis Jones: 0409 861 088
Terry Thomas: 5968 4641
Gary Fisher: 0421 520 504
Market bookings: Andrew Bergmeier: 0407 093 657

All Proceeds to Cora Lynn Community
Sporting Clubs and Recreation Reserve



Lunch at Lazzar's Winery

On a bright winter's morning Bob & Judy Wilson were the first to arrive at the Mt. Eliza Park. Soon there was a steady stream of vehicles arriving, mixing with the travellers heading for the steam train rides.

Coffee in the car park was the order of the day as no one seemed energetic enough to walk down to the lake for morning tea. As departure time arrived our numbers had increased to twenty three members with twelve vehicles. The two Jacks, Max & Barbara Austin, Ray & Shirley Nichol and John & Jackie Spence came down the hill and enjoyed the vista across the coastal plain. This was exciting for some but John & Jackie have seen it all before as they live at the top of the hill.

With an orderly departure we were off down the highway with the dependable Dodge setting the pace. Turning off the highway and travelling on, we were joined by Ian & Joan Bird who were waiting on the side of the road. Our convoy of vehicles forced the motorcycle group to wait much to their chagrin – but we did have right of way.

Arrival and parking at Lazzars was efficiently executed and we were shortly joined by Norm & Mickey Bradford, Russell Patrick and his crew and Fred Le Bon and Marie Cooper. Our numbers were now in the thirties. More talking in the car park where the arrival of Don Lazzar's 1959 Austin Truck proved to be an item of interest.

Word went out that lunch was on and everybody moved inside. Some of us stayed out on the veranda in the brilliant sunshine enjoying the idyllic view of geese, vines and magnificent cars.. Don, Sandra and their crew did a brilliant job with the food and wine and I am sure that everyone enjoyed catching up with fellow Members.

All too soon it was time to leave and wend our way home – not far for us. Thank you to all those who attended for making this event a success.

Kevin Churchill



Russell Patrick's 1939 Chevrolet Standard Sedan



Russell Patrick, Gary Tippet, David Talbot and Rosemary Talbot



Jackie & John Spence's 1935 Graham

Lorna McDonald & Bill Markwick - Lorna's 1956 FJ Holden, **Ros & Barry Smith** - 1936 Packard Convertible Sedan
Mary Anne Irvine & David Talbot & Rosemary - 1975 Triumph Stag Convertible, **Jackie & John Spence** - 1935 Graham Sedan, **Margaret & Ray Griffin** - 1934 Pontiac Sedan, **Barbara & Max Austin** - Modern, **Fred & Pat Lombardo** - 1960 Dodge Phoenix, **Ray & Shirley Nichol** - 1939 Pontiac Chieftain Sedan, **Neville Kunnel** - 1966 Mustang Fastback GT
Jack Provan & Jack Drewitt - 1938 Buick Century Sedan, **Bob & Judy Wilson** - 1980 Oldsmobile Sedan, **Erica & Kevin Churchill** - 1955 Dodge Kingsway, **Fred Le Bon & Marie Cooper** - Modern, **Ian & Joan Bird** - 1949 Holden 48-215 Sedan
Russell Patrick & Gary Tippet & Tyler Tippet - 1939 Chev Sedan, **Norm & Mickey Bradford** - 1948 Buick Convertible



Marie Cooper, Fred Lebon, Neville Kunnel, Pat & Fred Lombardo and Mickey & Norm Bradford



Bob Wilson, Kevin and Erica Churchill and Ros Smith

The Lazzar family, with a heritage in Northern Italy, have significant plantings of rare Italian vines as well as the more popular varieties. Our vineyard is chemical free and our vines are grown on steel trellising instead of arsenic treated pine poles. We hand pick and prune all of our vines. You have to have a yearning for wine to be interested in growing and developing a vineyard. Over time a distinct wine style develops which makes the vineyard special.

Diego and Sandra have enjoyed a long association with wine and food and now it seems the right time for other wine enthusiasts to enjoy our wines. Officially opened on December 5, 2004 and we hope you enjoy what you taste with Lazzar Wines.

Our first vines were planted in 1994, with our first vintage being bottled in 1999 followed in with our first Gold Medal for the 2000 Merlot.



Lorna McDonald's 1956 Holden



Bob and Judy Wilson

The Graham Brothers and Their Car - Part 7



Today little remains of the Graham brothers' automotive efforts. The main factory in Dearborn was used by Chrysler for the manufacture of DeSotos and Imperials until 1961, when it was sold. A large part of the plant still stands, although half the main office has been torn down. A tile company now occupies the old engineering building and a discount store rents space where Blue Streaks and Sharknoses once rolled down the line.

The brothers, too, are gone. After leaving the automobile business Robert developed the community of BalHarbour Village north of Miami Beach, dividing his time between Indiana and Florida until his death in 1967. Joseph engaged in oil and gas drilling ventures after his retirement to Washington, Indiana in 1942, dying in 1970 at the age of eighty-seven. For the Graham family, life has returned to what it was at the turn of the century, at Graham Farms, Inc., where a new generation of Graham brothers raises cattle, hogs, sheep and poultry and grows a variety of grains. There is also a prosperous feed business and a cheese plant at Elnora, Indiana. Thus continues a 150-year tradition of agricultural achievement.





To be successful in ones career is often enough for any man, but each of the Graham brothers was prominent in a variety of undertakings large and small. Their cars enjoyed an all too brief popularity, then met the same inexorable fate as every other small producer. One could make the point that it was the Sharknose that really crippled the company, but in a larger sense the Graham was a victim of the increasing centralization of the industry, and the company's abortive attempt to reenter the field with the Frazer proved just how closed the industry had become. So it is that the contributions of the Grahams survive in the Dodge truck and the ubiquitous glass bottle, rather than with the automobile, with which might be said they came, they saw, and they were conquered.



AOMC Delegates Meeting - August 2007
26-8-07 Held at RACV Bourke St. Melbourne.

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

Firstly a brief report on the AOMC Seminar Sat. 4th. August at the Veneto Club. It was very well attended again this year, with great benefit to those club officers who came.

The first keynote speaker was Mr. **Steven Bowman**. His topic was **Streamlining Club Management**. Mr. Bowman was the main speaker at last year's seminar too. He added to all last years great ideas to save time at meetings.

This time Steven spoke on the following topics showing how we can simplify our club operations. His headings were— Duties of Secretary, Treasurer, & Committee, Using strategic planning & task allocation, Planning for succession of Committee people, getting new ones onto committee, & Attracting new members, Managing the agenda to save time, Using questions to streamline meetings to get decisions made.

Our next speaker **Mr. Rob Motton** made quite a sensational entrance, while our MC for the day, Iain Ross was trying to introduce him. Rob has a theatrical background, and he used his entrance to emphasize his topic, **Presentation Techniques**. Rob's topic headings were— How to add sparkle to your meetings. Tips on using your voice & microphone. Presenting reports etc.

This was a very thought provoking talk, covering a wide range of ways to get your message across.

Then **Mr. Anthony Gunn** spoke about the special insurance his firm has set up to cover the sort of activities which clubs like ours are engaged in. The **Australian Motor Sport Insurance Brokers** is the name of the company. Policies are with Lloyds of London, & premiums depend on club size, & sort of activities. Anthony was asked many questions from the floor, & it appeared that a policy could be devised for any of the clubs represented on the day. There are 3 types of policies which were generally required.—

1. Public & Products Liability. 2. Voluntary Workers & Personal Accident. 3. Associations & Officials Liability.

As an example, Anthony said that a club which had up to 100 members who were likely to attend any single function, (Note, not total club members), could buy the above 3 policies for \$538.

AOMC Committee Member Mr. Rod Amos, gave a brief report on the progress VicRoads are making on the new CPS (Club Permit Scheme). Rod assured us that they are working on it, and the AOMC are hoping to see the latest draft by early next year, for final approval.

AOMC President Rod Adler in closing the seminar, remarked that he hoped the Log Book system could be up and running by the end of 2008.

If you need to contact any of these people, contact AOMC Office Manager Graeme Jones 9555 0133.

Now for the Delegates Report

President Rod Adler (Vintage drivers Club), opened the Delegates Meeting 8-05PM, with a thank you to the RACV for the use once again of their Club facilities. He then immediately introduced our **2 Guest Speakers from the Customs Department, which deals with import & export of vehicles & parts, Mr. Tony Lalor & Mr. Gary Loughnan**, who are Senior Auditors & Supervisors of the group

Tony Lalor spoke first, with the "aid" of the "magic lantern" projector, which kept him busy deleting a warning which kept encroaching on the words on the screen. Mr. Lalor went into details of what is required to import cars of different values & ages. **A car (or parts), over 30 years old is free of duty, unless it is a "luxury vehicle"**, (then all manner of computations arise), which Tony detailed. He also explained how valuations are decided on younger used cars. How depreciation is determined according to age.

It is important to get everything exactly correct. For instance, the first 3 things to get right are—

1. The Invoice, (and they are aware that a lesser value invoice could accompany the car, to attract a lower duty), this makes them cross.

2. The Bill of Lading (requires an accurate description of the goods).

3. Vehicle Import Approval. This has to be obtained from another Government Department. *My spies tell me that these are quite difficult to obtain, due to differing design rules in other countries, (and perhaps pressure from local suppliers).* As usual, *Hutchies comments in Italic*. Tony did say that 10% GST is payable on most things. **He stressed that records must be kept for 5 years.**

Mr. Garry Loughnan then took over and explained that his work mainly involved major importing companies, where "Audits" take place to ensure regulations are complied with. Garry mentioned several (unnamed) examples where shonkies had been found.

I stopped taking notes at this point, since much of what Garry spoke about (while very interesting),was not really applicable to our people. Garry & Tony frequently consulted one another on certain points, especially when the questions from Delegates came on.

We gained the impression that while the procedures are immensely complicated, that these two, (and no doubt other Customs Officials), are happy to assist, as long as we are trying to do the right thing. (One Delegate confirmed this from personal experience).

Questions from the floor. One Delegate complained about the level of duty in Australia. He compared examples of 25% here, with 1% in the UK & half a percent in the USA. Garry suggested it be taken up with the Treasurer, nothing to do with Customs.

Another Delegate gave examples of where parts were imported, duty paid, & the parts were wrong. The procedure to be

followed to gain a refund was explained. **Tony again stressed the importance of keeping records, for at least 5 years.**

I spoke of my 13 parcels from the USA over a 4 year period, (1986 to 1990), which all came parcel post, and that only 1 went through Customs. All the rest were either delivered to my door, or picked up from the Post Office. Garry explained that there are literally thousands of parcels go through every day, that they make spot checks, & I was just lucky. With a big grin on his face, he said he would have to check, to which I replied that it was just as well I had not introduced myself by my correct name. *There were a few interjections for a while, (from the peanut gallery), about Hutchie's 11 parcels. I reckon it must have come from one of the Mercedes Delegate;, who else would get 13 -1 = 11 ? Take that Patrick.*

I looked it up, as a matter of interest ,it was October 1988 and my 1934 Hupp would have been 54 years old then, so why did they charge me 20% duty? (In fact \$26-53) . **How's that for record keeping Tony?** *I took pictures & other stuff along, and the officer said he was convinced, and the parcel was marked as being for a car older than 30 years. (Don't worry Tony & Garry, I am not intending to make an official complaint).* Our guests were thanked, and after retrieving their leads etc. they departed for an early night.

President Rod Adler resumed standing orders and introduced **Brian Kelly (RACV Liaison Officer)** who set our minds at rest about the incorrect report in the AOMC Newsletter, of his resignation. Brian explained that there had been a re-structure, and that he was still there, but only part time, with Mr. Ian Hankey in a full time roll.

Brian gave a report on RACV happenings as follows.—

1. RACV Issues. Traffic congestion. Petrol pricing. are matters which the RACV Board are committed to pursue with Governments.
2. Healesville Country Club expansion is complete, and the new club at Inverloch is due to open in September.
3. Torquay is a future site for yet another RACV Country Club.
4. RACV Foundation has made grants in excess of \$1,000,000 to numerous worthy causes.

We are all pleased to have you still around Brian.

President Rod invited Ian Hankey to speak, but he declined. *This was a pity, it would have been a chance for Delegates to get to know him.*

Iain Ross (Bristol Owners Club) was asked to report on behalf of the Treasurer who resigned 3 weeks ago. Mr. Ron Boulton had found the job more difficult than he had thought. The Committee have prevailed on our previous Treasurer of recent years, Mrs. Pam Hill (Veteran Car Club), to take over again in a temporary capacity, to get the books back into proper form, until another Treasurer is found. President Rod assured Delegates that there was no suggestion of funds missing, it was just that payments had not been made, & records incomplete.

THE AOMC IS AGAIN SEEKING A COMPETENT TREASURER. Is there a competent Accountant out there? **HELP.**

AOMC Motoring Shows for 2008 are — Sunday 2nd. March British & European & Sunday 6th. April American.

Mr. Rod Amos (Vintage Sports Car Club) reported on **CPS (Club Permit Scheme)** Rod repeated the report he made at the Seminar, see page 1 above. Still nothing official, but they are considering a windscreen label & club monitoring .

Mr. Philip Johnstone (Triumph Sports Owners Club) reported that **Engine Number Records** were being sought, and that Application for Search forms are always at back of AOMC Newsletter.

Mr. Richard Snedden (Woleseley Car Club) reported that the **AOMC Constitution** had finally been approved, but not without one more fright. *Remember my warning from last report? Yes they changed the rules again.* Fortunately they let Richard just add the few extra words, without us having to go through the whole Shemozzle again. **Rule 1. Don't even think about a Constitution change.**

Richard had the changes printed & distributed. Full Constitution to be mailed to clubs soon.

Mr. Dennis Brooks, (Historic Commercial Vehicles) delivered an excellent & comprehensive verbal report on the recent annual meeting in Sydney of the **AHMF** (Australian Historic Motoring Federation). *Sorry but Dennis spoke quicker than I can write, so I missed quite a bit of the detail, so you will have to wait for the official Minutes.*

There were 3 grants made from the Robert Shannon Trust.

The request for tax exemption was passed from the Treasurer to the Prime Minister.

The South Australian people were expecting about 3000 vehicles to be on the concession registration list, but they now have 10,000. *We are impatient to get our CPS log book scheme in place, but let's not finish with a mess like they have in SA.*

They were not happy with response to the **National Motoring Heritage Day** earlier this year, so are going to try heavy promotion for 2008.

They are aiming at a detailed plan to be ready in case some concerted attack is mounted on historic vehicles such as has happened from time to time overseas.

Figures were given for the number of clubs in each State which are affiliated with organizations like AOMC here. *Sorry but I missed these too.*

A comprehensive set of values were presented from the Australia wide survey done last year. The figures were derived from the 2000 responses they received. The total Dollar values, not only of current Historic vehicle worth, but of yearly spending on these vehicles, was very high.

Once again your scribe could not keep up, so these vital figures will have to wait until the official Minutes come out in the next AOMC Newsletter, in about 2 months.

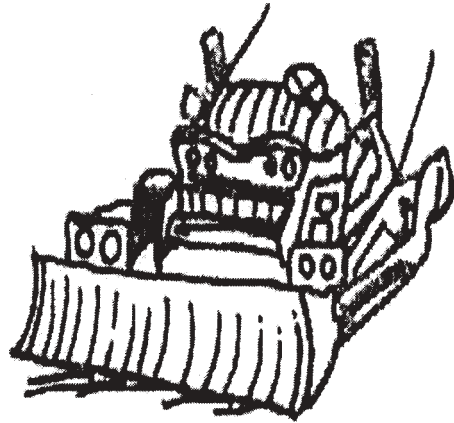
All of this very good stuff should have been delivered as a hand out at or prior to the meeting. *I am sure that is what would have happened had the Seminar teachings of Steven Bowman been followed.*

Meeting closed 10-05PM, **Next Delegates Meeting AGM November 26th. at East Malvern RSL Club.**

MY CAR



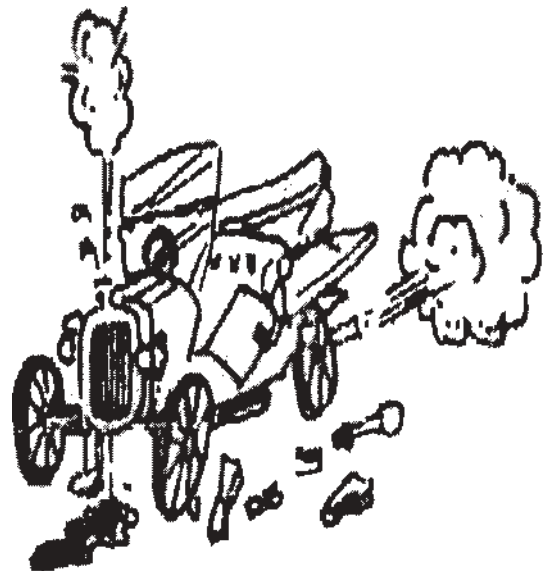
AS I SEE IT



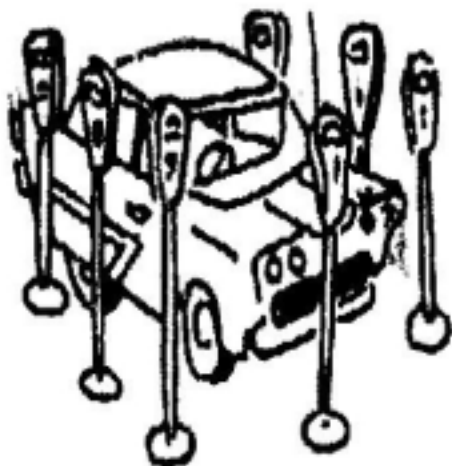
AS MY WIFE SEES IT



AS THE POLICE SEE IT



AS THE TRADE-IN PEOPLE SEE IT



AS THE COUNCIL SEE IT

Automotive Speedo and Gauge Repairs
Gary Haddow 0417 345 041

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

The Phantom Corsair

One of the most amazing automobile prototypes of the 1930's was the 1938 Phantom Corsair. This very unusual six-passenger coupe was jointly designed by Rust Heinz, a member of the H. J. Heinz (57 Varieties) family, and Maurice Schwartz of the Pasadena, California based Bohman & Schwartz coachbuilding company. The design was quite a departure from contemporary car design and it did away with many stylistic features that were also eventually abandoned by mainstream designers. Heinz planned to put the Phantom Corsair (which cost approximately \$24,000 to produce in 1938 - approximately \$300,000 in 2005 dollars) into limited production at an estimated selling price of \$12,500. His death, however, shortly after the car was completed, ended those plans. The automobile was featured as the Flying Wombat in the 1938 film, "The Young In

Heart," starring Paulette Goddard, Janet Gaynor, Billie Burke and Douglas Fairbanks, Jr. The completely unique 1938 Phantom Corsair now resides in the National Automobile Museum (The Harrah Collection) in Reno, Nevada. With a height of only 147 cm (58 in.), the steel and aluminum body had no running boards, fenders or door handles. Instead, the doors opened at the touch of buttons located on the outside and on the instrument panel. To match the advanced design, Heinz



chose the most advanced chassis available in the United States at that time to fit the body onto, the Cord 810. The V8-engined Cord was equipped with front wheel drive and an electrically operated four-speed gearbox, as well as a fully independent suspension and adjustable shock absorbers. To accommodate the large body, various changes were carried through on the chassis. The car's lower frame was made of chromoly steel and the upper frame was constructed of electrically welded aviation steel tubing. Power for the 2-ton / 4500 lb. (2000 kg) Phantom Corsair came from a modified Cord 810 Lycoming 8-cylinder unit, supercharged by Andy Granatelli to produce about 190 hp. The slippery body enabled the car to reach speeds of up to 115 miles per hour (185 km/h).



AUTOMOTIVE SURPLUS PTY LTD

Incorporating Vanguard Co (formerly of Elizabeth St, Melbourne)



New Old Stock

Parts For
Most Makes



Cars, Trucks, Tractors

MECHANICAL, ELECTRICAL, SUSPENSION, STEERING,
CLUTCH, BRAKES AND RECONDITIONED WATER PUMPS
HILLMAN, HUMBER, SUNBEAM, COMMER, GM-H,
FORD (SV & OHV), CHRYSLER, AUSTIN, MORRIS, WOLSELEY,
RILEY, MG, STANDARD, TRIUMPH, JAGUAR, DAIMLER

Veteran - Vintage - Classic - Modern

☆ Australia's largest stock of pistons, rings, bearings,

valves, etc ☆ Gaskets made to order

☆ Surplus stock bought

"One Call Does It All"

34 Thornton Crescent Mitcham Vic 3132

Ph 03 9873 3566 Fax 03 9874 1485 Mail Orders Welcome

Mon-Fri 8.30am to 5.40pm, Sat 8.30am to 12 noon

Email: automotivesurplus@bigpond.com

Website: www.autosurplus.com.au

NOS (Neat Old Stuff)

The personal car at its smartest

Expressing the spirit of youth in every line is this 1936 Ford V-8 Convertible Cabriolet. Advantages of the open and closed body are combined. The smartly tailored tan top gives added grace to the low sweeping lines and is easy to lower folding neatly into a recessed compartment flush with the body. There is a parcel shelf behind the seat, big enough for a golf bag. The wide seat, in genuine leather or Bedford Cord, accommodates three comfortably. The back of the seat swings up to give access from the inside to the rear deck for luggage – a new feature. A rumble seat is standard equipment



The 1958 Bedford Dormobile Caravan



A special 'two burner', finished in simple to clean vitreous enamel is fitted in a neat housing on the offside. The housing lid, with a washable plastic top, can be removed to form a small table when the cooker is in use. There is space to carry a large size gas bottle in a compartment underneath the cooker. Alternatively, provision is made for using the gas bottle from outside the vehicle if preferred. Ventilating holes are provided in the floor and a folding seat is supplied for use when cooking or preparing meals.

At the side of the cooker is a plastic wash basin with outside drainage from the vehicle. An adjustable dressing mirror is provided. A gravity fed 6 gallon water tank is housed in the rear nearside with a tap at a convenient distance from the floor.

On the nearside of the body, a large sized folding table can be instantly erected for four persons. By swivelling the front passenger seat round to face rearwards and moving the offside seats to the settee position, space is provided to accommodate four persons at the table.

A roomy wardrobe is fitted on the nearside of the vehicle, with additional hanging hooks, out of sight. There are cupboards underneath the cooker and wash basin for cooking utensils. Additional lockers are provided in the rear doors.

All these fittings and fixtures are enclosed in oak faced veneered wood cabinets, and the interior presents a compact and handsome appearance. All the essential fittings for caravanning are contained in the rear of the vehicle, ensuring easy entrance and exit without disturbing the arrangement of the seats or beds.

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**

Children under 16 admitted free when accompanied by an adult Prices include G.S.T.

Club Regalia



Name Badges - \$7.50 each

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

CHACA

*Windscreen Stickers
\$2.00 each*

WHOLESALE

Finger Food Party Food



DIRECT TO PUBLIC

Mon-Fri 8.30am - 5.30pm

Saturday 8.30am - 5.30pm

T. 03 9792 4522

F. 03 9706 9202

ARCTIC

Food Wholesalers

134 Cheltenham Rd.

Dandenong 3175

www.fingerfood.net.au

ARCTIC

Food Wholesalers

134 Cheltenham Rd,

Dandenong

Melway Ref. 90A8

We are a wholesale
outlet and have vans
delivering to retail
outlets in all suburbs.

CHACA Members will
receive a 10% discount
on presentation of their
Membership Card.

Please come along and
have a look through
our comprehensive
range of products.

WHOLESALE

Finger Food Party Food



DIRECT TO PUBLIC

Mon-Fri 8.30am - 5.30pm

Saturday 8.30am - 5.30pm

T. 03 9792 4522

F. 03 9706 9202

ARCTIC

Food Wholesalers

134 Cheltenham Rd.

Dandenong 3175

www.fingerfood.net.au

MEGA TRIM MOTOR TRIMMING

21 Cheltenham Rd Dandenong
Phone 9792 - 9952. Mobile 0438 746 626
Or drop in for a free Estimate

*Complete Classic Car Upholstery Restoration Specialists
All work completed by Multi Award Winning Tradesmen
with over 20 years experience*

- ◆ Leather
- ◆ Cloth
- ◆ Vinyl
- ◆ Diamond buttoning
- ◆ Convertible Tops
- ◆ No job too big or small



2007 - 2008 Club Directory Update

Steve & Andi Demanuelle

change of address

13 Woolshed Avenue, Mernda 3754

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

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

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



Insurance product is issued by Australian Alliance Insurance Company Limited ABN 11 006 471 789. AFS Licence No 235811. For a Product Disclosure Statement phone 13 46 46 or contact any of our branches. You should consider the Product Disclosure Statement in deciding to buy or hold this insurance product. Shannons Limited ABN 91 089 692 636. Authorised Representative No 239594.

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

shannons.com.au

Cherry Almond & Chocolate Cake

Preparation Time: 25 minutes

Cooking Time: 80 minutes

Ingredients

2 x 400g cans of pitted black cherries, drained

200g butter, at room temperature

1 cup caster sugar

4 eggs

2 x 100g packets of ground almonds

100g dark chocolate, roughly chopped

2 tablespoons rum

½ cup self raising flour

1 tablespoon ground cinnamon

Icing sugar mixture, to decorate

Custard to serve

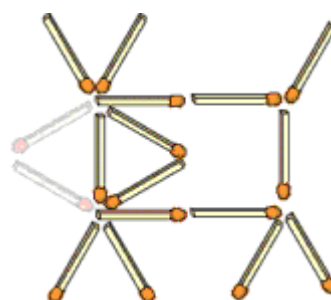
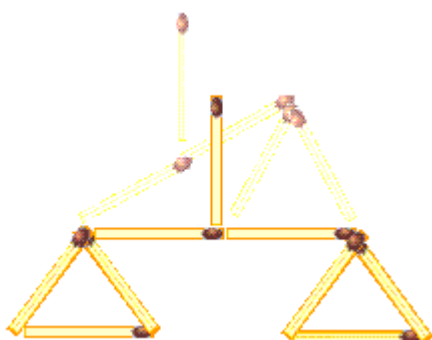
Method

1. *Grease a deep 24cm round cake pan*
2. *Place cherries on kitchen paper and pat dry. Beat butter and sugar in a small bowl with an electric mixer until light and fluffy. Add eggs, one at a time, beating until just combined between additions. Transfer mixture to a large bowl. Stir in almonds, chocolate, rum, flour and cinnamon, then stir in cherries. Pour mixture into prepared pan.*
3. *Cook in oven at 180 degrees for 40 minutes. Cover pan lightly with foil. Cook for a further 40 minutes. Stand cake in pan for 5 minutes before turning out onto a cake rack*
4. *Dust cake with sifted icing sugar mixture. Serve cake warm or cold with custard.*

Brain Teasers - (answers next month)

- 1) If you had a 5-litre and a 3-litre bowl and access to water. How would you measure exactly 4 litres?
- 2) How can you measure 6 litres of water using only 4 and 9-litre bowls.
- 3) Imagine you have 10 bags full of coins, in each bag 1000 coins. In one bag, there are all coins forgeries. The original coin is 1 gram light, forgery is 1.1 gram. Balancing just once on an accurate weighing-machine, how can you identify the bag with forgeries? And what if you didn't know how many bags contain forgeries?
- 4) A farmer is returning from market, where he bought a she-goat, a wolf and cabbage. On the way home he must cross a river. His boat is little, allowing him to take only one of the three things. He can't keep the she-goat and the cabbage together (because the she-goat would eat it), nor the she-goat with the wolf (because the she-goat would be eaten).
How shall the farmer get everything on the other side (without any harm)?

Last month's solutions:





BLACKBURN SERVICE CENTRE

- Automobile Engineer specialising in:
- All Mechanical & Electrical Repairs
- Licensed Vehicle Tester

David Palstra

23 Cottage Street,

Blackburn Victoria 3130

Telephone: (03) 9877 2566

Fax: (03) 9894 7920

AH 0417 523 30

A Club Member



"Get the unleaded Stanley, it won't be as heavy to carry."

TOMORROW'S BATTERY IS HERE TODAY!

OPTIMA CRANKING



THE ULTIMATE STARTER

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

- **LONGER BATTERY LIFE!**

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

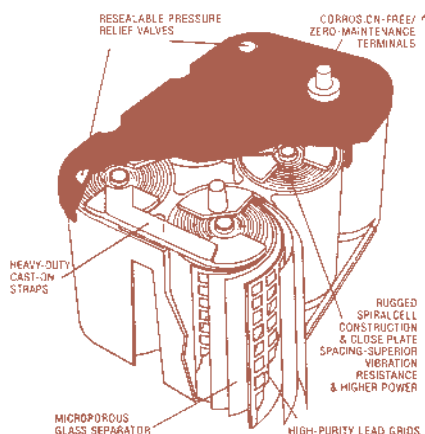
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

OPTIMA BATTERIES

THE ULTIMATE STARTER
Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

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

- **FAST ENERGY RESPONSE!**

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

- **CLEAN POWER!**

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

- **BETTER CYCLING!**

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

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

OPTIMA BATTERIES (AUST) PTY LTD

111 MAROONDAH HIGHWAY LILLYDALE VIC 3140

Tel: (03) 9735 0039

Fax: (03) 9735 1842

The CHACA 'toons & joke Page

A successful rancher died and left everything to his devoted wife. She was determined to keep the ranch, but knew very little about ranching, so she placed an ad in the newspaper for a ranch hand. Two cowboys applied for the job.

One was gay and the other a drunk.

She thought long and hard about it, and when no one else applied she decided to hire the gay guy, figuring it would be safer to have him around the house than the drunk.

He proved to be a hard worker who put in long hours every day and knew a lot about ranching. For weeks, the two of them worked hard and the ranch was doing very well.

Then one day, the rancher's widow said "You have done a really good job, and the ranch looks great. You should go into town and kick up your heels."

The hired hand readily agreed and went into town on Saturday night.

He returned around 2:30 AM, and upon entering the room, he found the rancher's widow sitting by the fireplace with a glass of wine, waiting for him. She quietly called him over to her. "Unbutton my blouse and take it off," she said. Trembling, he did as she directed.

"Now take off my boots."

He did as she asked, ever so slowly.

"Now take off my socks."

He removed each gently and placed them neatly by her boots.

"Now take off my skirt."

He slowly unbuttoned it, constantly watching her eyes in the fire light.

"Now take off my bra."

Again, with trembling hands, he did as he was told and dropped it to the floor.

Then she looked at him and said: "If you ever wear my clothes into town again, you're fired."

After having failed his exam in "Logistics and Organization", a student goes and confronts his lecturer about it.
Student: "Sir, do you really understand anything about the subject?"

Professor: "Surely I must. Otherwise I would not be a professor!"

Student: "Great, well then I would like to ask you a question. If you can give me the correct answer, I will accept my mark as is and go. If you however do not know the answer, I want you give me an "A" for the exam."

Professor: "Okay, it's a deal. So what is the question?"

Student: "What is legal, but not logical, logical, but not legal, and neither logical, nor legal?"

Even after some long and hard consideration, the professor cannot give the

student an answer, and therefore changes his exam mark into an "A", as agreed.

Afterwards, the professor calls on his best student and asks him the same question.

He immediately answers: "Sir, you are 63 years old and married to a 35 year old woman, which is legal, but not logical. Your wife has a 25 year old lover, which is logical, but not legal. The fact that you have given your wife's lover an "A", although he really should have failed, is neither legal, nor logical."

A bloke's wife goes missing while diving off the West Australian coast. He reports the event, searches fruitlessly and spends a terrible night wondering what could have happened to her.

Next morning there's a knock at the door and he is confronted by a couple of policemen, the old Sarge and a younger Constable.

The Sarge says, "Mate, we have some news for you, unfortunately some really bad news, but, some good news, and maybe some more good news."

"Well," says the bloke, "I guess I'd better have the bad news first?"

The Sarge says, "I'm really sorry mate, but your wife is dead."

Young Bill here found her lying at about five fathoms in a little cleft in the reef. He got a line around her and we pulled her up, but she was dead."

The bloke is naturally pretty distressed to hear of this and has a bit of a turn. But after a few minutes he pulls himself together and asks, "what's the good news.....?"

The Sarge says, "Well when we got your wife up there were quite a few really good sized crays and a swag of nice crabs attached to her, so we've brought you your share." He hands the bloke a sugar bag with a couple of nice crays and four or five crabs in it.

"Geez thanks.. They're bloody beauties. I guess it's an ill wind and all that... So what's the other possible good news?"

"Well," the Sarge says, "if you fancy a quick trip, me and young Bill here get off duty at around 11 o'clock and we're gunna shoot over there and pull her up again.....!"

A nursery school teacher was delivering a station wagon full of kids home one day when a fire truck zoomed past. Sitting in the front seat of the fire truck was a Dalmatian dog. The children started discussing the dog's duties.

"They use him to keep crowds back," said one youngster.

"No", said another, "he's just for good luck."

A third child brought the argument to a close. "They use the dogs", she said firmly, "to find the fire hydrant."

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

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

Wanted: 12 volt starter motor for a 1936 Dodge.

Eddie 9770 1231

Classic Tyre Clearance – Dirt Cheap

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

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

1 x Goodyear Eagle P175/65 R14 brand new - \$65, 1 x Dunlop Performance 3000 205/55 R15 near new - \$60, 2 x Bridgestone Supercat 205/65 HR15 near new - \$100 pair, 1 x Dunlop RS4 5.20.14 on Morris Minor rim, as new - \$30, 1 x Olympic Air Ride 6.70.15 95% tread - \$45 3 x Goodrich Silvertown 7.10.15 with 1" Whitewall new - \$150 lot, 1 set 16" Truck Tubes new - \$60 lot, Assorted Car Tubes 12"-13"-14"-15" as new \$7.50 each, 4 x Steel Radials 155.13 near new \$95 set, Note: single tyres are ideal for spare wheel fitment

Bob Clark 9391 8327



For Sale: Caravan built in 1957.

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

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

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

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



"I charge \$35 a foot on the hoist...and she was all the way up!"

Advertisers Index



Automotive Speedo & Gauge Repairs	22
Automotive Surplus	23
Bill Eldridge Motor Repairs	31
Blackburn Service Centre	28
Mega Trim Motor Trimming	26
Optima Batteries	28
Shannons	26
Arctic Food Wholesalers	25

Need a Hand or Two? – Try Our Advertisers

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

BILL ELDRIDGE MECHANICAL REPAIRS

Club Member

VINTAGE & CLASSIC ALL MAKES -ALL MODELS

- All mechanical work
- Engine reconditioning
- Panel work & Repairs
- Full Restorations
- Water Pumps modified
- Clutch & Brakes



"When better cars are (re)built, Bill will (re)build them"
Factory 20, 166 Bridge Road, Keysborough Vic. 3173
Telephone: (03) 9798 8636
A.H. (03) 9798 1995

www.chaca.com.au

Affiliated Clubs

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

Classic & Historic Automobile Club of Australia Sydney Inc.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

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

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

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

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

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

Morgan Country Car Club

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

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



October 2007 Pin Up - John Elliott's 1973 Renault

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

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

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

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

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

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

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

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

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

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

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

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