

# JOURNAL

The official magazine of the  
**Classic & Historic Automobile Club of Australia**

ACN 004 677 570

April 2013  
Volume 47 Number 12



Here's a bit of variety: 4 decades of vehicles seen at the meeting point for our Club run to Nyora.

'69 Mustang-Frank & Char Stapley. '50 Holden-John Christie.

'48 Jag-Brian & Jan Jacombs. '38 De Soto-George & Janice Bailey.

## *Upcoming CHACA Events*

*Friday 1st. April.*

*Sunday 28th. April.*

*Sunday 19th. May.*

*General Meeting 8pm. Deepdene Hall*

*Start of National Tour to Albury*

*CHACA Birthday Gumbuya Park*

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

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

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Vacant

#### **Notice To All Reciprocating Clubs**

Please address your magazines to  
The Secretary  
LPO Box 193  
Kerrimuir Vic 3129

## Meetings

**1st Friday** of the month (except Good Friday & January) at Deepdene Park Hall, Whitehorse Road, Deepdene, Melway Page 46-A8  
Tea, coffee and snacks are served at the conclusion of each meeting.  
Visitors and prospective new Members are welcomed.

### *Members*

*please bring a plate of food  
for the general meetings.*



## 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 Committee 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.

## Journal Closing Dates

Nominally 2nd. Wednesday each month.

## Journal Nights

Nominally Thursday before the last Friday of each month

## Website

The Club's website [www.chaca.com.au](http://www.chaca.com.au) is updated regularly and features Club History, Club Promotions, an Events Calendar, a full Journal for downloading and many photographs of Club Events.

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## CHACA Life Members

Max Austin, Ray Griffin, Margaret Griffin,  
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, John Hunt,  
Tom Lambert, Roy Pepprell, Eddie Reynolds, Bob Mantle,  
Patricia Wightman, Peter Galley, John Schuurman.  
**Deceased:** Fred McGeary, Norm Watt, Don Main, Ian Davey  
Eddy Dobbs Snr, Col Patience, Gordon Wightman.

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## President's Piece

We are now well into 2013 and so far it has been a good one for the Club. Our runs have been well attended with newer Members mixing with the "older" ones. The Working Horse Festival was an excellent day, being an eye opener for those of us who have never been involved in farm life. The demonstration of shoeing Clancy the Clydesdale was fascinating, even though he made it hard at times, for the farrier. Our vehicles looked well in the display, with similar vehicles from other Clubs. A very well supported day. The Weekday Run to the TAA Museum was a great success in spite of the weather and the extreme road conditions. It is very pleasing to see our newer Members take on the task of organising a run such as this and it gives us a chance to visit somewhere we would not normally be able to. Well done, Alan & Rosemary Arkcoll.

Our need for Committee Members has not changed and we are particularly in need of a Secretary and an Events Co-Ordinator. Neither of these jobs is particularly onerous and you will receive every assistance from other Committee Members. It is an excellent way to get to know Club Members and to be a part of the Club. We will also need an Editor for next year as Eddie has indicated that he will not be continuing in that role. Please show your interest NOW, so that you can "learn the ropes". Please talk to me or any other Committee Member about these positions. If they remain vacant we will need to employ someone to fill those roles and this will mean using Club funds to pay them. It would be much better to use the funds to subsidise our major events such as our Birthday Run and Annual Lunch & Presentation Day. I was very disappointed that, in spite of our requests, no one came forward to organise the BBQ that we had proposed to have before the February, March & April meetings.

Those of us who are going on the National Tour in April are looking forward to a week of exciting motoring and the opportunity to catch up with Members of our affiliated Clubs from Morgan Country, Wagga Wagga & Sydney. Vin & John have organised a great programme and we will have the opportunity to visit a lot of new areas. This is the first National Tour we have had for 12 or so years and I am hopeful that we will rekindle some past Club spirit and be the start of regular Annual Tours once again. John & Vin have organised some surprises also, so it will be a great week.

Easter will be over by the time you receive this, so I hope it was a safe and happy one for you and yours. Remember to drive safely whenever you are out on the road and don't forget to fill in your Log Book when using your historic vehicle. We should not rely on Vicroads to send our renewal forms out, whether it is for our licence, modern vehicle registration or the historic vehicle permit. The onus is on the individual to make sure that their papers arrive when expected and if they don't, we need to check immediately with Vicroads. Modern technology will catch you out and the fines are heavy.

Kevin Churchill

## Editors Ramblings

An interesting night coming up this month (April). Not to be missed. Even if you don't want to participate, you will find it quite entertaining anyway. This is when we will be introduced to the workings and procedure of a Defibrillator. The Club has purchased one and it will be taken to every meeting and Club run.

Ladies.....this night is for you too. Now, while I'm on the subject of the ladies coming to the General meeting: The balance between men and women at these meetings is way out of whack. Not enough women. Women are great. Women add a more social tone to the occasion, and that's what we want. We don't want a stuffy meeting, men only, it puts me in mind of the old days of the Men's Clubs when the men were clustered around in little groups, smoky atmosphere, puffing on their pipes or cigars.....

Not on. Come along and add more life to our meetings. We need you.....and the kids. They are the future of any organisation and as long as they are reasonably controlled, any little outburst is readily tolerated.

*Eddie Reynolds*

**Next General Meeting Entertainment  
see page 3.**

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## Next General Meetings Entertainment Club Defibrillator.

As I mentioned last month we have recently purchased a Defibrillator for use on our Club outings and meetings.



**Part** of the deal with the purchase is that we will receive free training in the use of the AED (Automatic External Defibrillator) including some basic CPR training.

**At** our April meeting it is planned that 2 Paramedics will attend our night and conduct the aforementioned training. Everyone present at the meeting is eligible for training and you are welcome to participate if you would like to. There will be a short video presentation first. We will then form into groups of 3 or 4 depending on numbers participating. Everyone will have a chance to use the AED and practise CPR on the mannequins brought along for this session.

**Maybe** you've had CPR training before and maybe you haven't. Whatever. The recommended procedure has been changed in recent times, so most of us will benefit from this session.

It may also help to break down some of the barriers and reservations you may have with administering this sort of first aid. Yes, you do have to remove the upper clothing to affix the pads, but their life is more important than our moral reticence.

**All** the committee members have already received training at our last committee meeting.

**The** Ambulance Service has given us (the Club) a CPR Training Kit to keep, which we will use at our April meeting. This includes a 20 minute CD consisting of 2 scenarios, and 10 illustrated pillow cases.

**However**, we will need at least 10 pillows to put in these pillow cases (just for the training session), so if you can bring along a pillow or two, that would be great.

**Taking** part in the training doesn't commit you to any responsibility with the AED, in most cases the committee members will look after it.

**Bear** in mind also that almost everyone with physical restrictions will be accommodated and strategies will be provided for them to be able to assist in some way.

**Come** along for an entertaining night. The topic is serious but the training is a lot of fun.



*Eddie Reynolds*

## Report on CHACA Run to Hunters Green Retirement Village. Sunday 3rd. February 2013.



It was a great day, the cars were well looked after with shade most of the day.

Finger food, tea and coffee, a live band and a Radio Station, was flowing all day long.

Home grown vegies, jams, art and craft, made by the residents, all were very cheap. Our cars went home a little heavier.

5 cars turned up for this event and had a lot of interest. They were;

Brian Crocker	'73 Leyland P76.
Pat and Fred Lombardo	'60 Dodge Phoenix.
Lorraine and Ron Maddocks	'54 Austin A30.
Jan, Mum and Brian Jacombs	'48 Jaguar Mk.IV.
Yvette and Lester Cole	'34 Plymouth.

Must apologize, forgot my camera, so no photos taken of the day.

*Jan and Brian Jacombs.*



## Korumburra Working Horse and Tractor Rally Report.

To those of you who may have “wimped out” on this run due to the iffy weather, you missed a good run. There was no rain and the day warmed up so much, many of us went home a little pinker than we were at the beginning of the day.

It must have been very gratifying for Dennis and Esther Healy (who organised the run) to see so many of our newer members patronise this event. In fact they outnumbered the regulars at the start point in Cranbourne.

With several other clubs attending there was no shortage of interesting and varied vehicles to look at which contributed to a truly unique and entertaining day. At \$12.50 a head for adults to enter, it was certainly worth taking our Club cars to gain free admission.

Several of our members found their own way to the venue and we ended up with 15 vehicles and 29 people attending according to our attendance book which was partly compiled by word of mouth. (Please look for this book if you are attending a run.)

The Tractor Pull was a hit for many and even the ladies showed considerable interest in the event. The competitors each had to pull a sled (which became increasingly heavier the further it was pulled) until the tractor stalled or lost traction. The variety of tractors and their ages was considerable ranging from steam driven ones up to more modern times. The steam driven ones were the clear winners with their huge wheels and sheer weight and nothing stopped them despite their rated horsepower of only 6 or 7 h.p. Unfortunately it seemed they didn't qualify for the competition.

There was plenty of other entertainment on offer: sheep shearing, horse-drawn ploughing etc., blacksmith demos, whip-cracking, craft stalls, stationary engine displays, wood chopping, food stalls, never a dull moment.

Thank you to Frank and Char Stapley and Tim Wise for the photos they sent me.

*Eddie Reynolds.*

### Those who attended

Bram Mason	Nissan 720 Utility
Frank & Char Stapley	'69 Mustang
Brian & Jan Jacombs	'48 Jaguar Mk IV
Ivan Kerr	'46 Packard
Russell & Val Kerr	Passengers in Packard
George & Janice Bailey	'38 Desoto
John Christie	'50 Holden
Esther & Dennis Healy	'84 Buick Riviera
Ian Hanks	'69 Ford Capri
Ray Griffin	'37 Chev Utility
Eddie Reynolds & Gail Evans	'36 Dodge
Lorna McDonald	'56 FJ Holden
Don & Claire Larkins	'60 Dodge
Ken & Margaret Robinson	'62 Valiant
Kevin & Erica Churchill	Modern
Tim & Jamie Wise	'50 Toyota Corolla
John Neely	'55 Fargo Utility
Brian & Loris Sanderson	Visitor.



Jamie Wise posing beside a 1/2 scale 1969 Land Rover

## CHACA Run to Nyora Working Horse Display Day





## SOCIAL PAGE

### Congratulations to Mick and Tina Whiting.



Mick and Tina celebrated their wedding on 2nd. March 2013 in the presence of Roz and Barry Smith.

These photos were taken on their front lawn. and inside Mick and Tina's house.



Whilst visiting Barry and Roz Smith, a few weeks ago, Barry proudly showed us some of the collectibles he has acquired at auctions and swap meets. This model aeroplane is one of them. Complete with a Barbie doll stuck in the cockpit. "Stuck" is the word for it. She's not coming out. Good glue!



Eddie and Barry giving an indication of it's size.





**Classic and Historic Automobile Club of Australia  
Minutes of General Meeting held 1<sup>st</sup> March 2013  
Deepdene Park Hall  
Whitehorse Road, Deepdene**

The President of the Club, Mr. Kevin Churchill, opened the meeting at 8.12 p.m.  
He welcomed those in attendance to the March meeting of CHACA.

**Attendance:** As per the Attendance Book.

**Quorum:** A quorum existed for the meeting.

**1. APOLOGIES**

Ray Griffin, John Christie, Alan and Rosemary Arkcoll, Brian Garrett, Neville Kunnel, Mick Whiting, Doug Bonsor, Ron and Peter Barker, Brian Garrett.

Moved: E Reynolds Seconded: T Herbstreit  
Carried

**1a Visitors and New Members**

There were no visitors or new members in attendance.

**2a. CONFIRM MINUTES OF February 2013 MEETING**

Moved: G Hutchinson Seconded: R Clark  
Carried

**3. BUSINESS ARISING FROM February 2013 MEETING**

**Defibrillator** – All Committee Members and Esther Healy and Ros Smith have been trained in its use. The April meeting will also be a training night. The operation of the machine is quite simple and intuitive. We urge all Members to take the training. Please bring a pillow to the April meeting.

**4. CORRESPONDENCE**

**(a) Inwards/Outwards**

Newsletters from other Clubs;

Confirm that correspondence be approved

Moved: K Leeden Seconded: J Allan  
Carried

**(b) BUSINESS ARISING FROM CORRESPONDENCE**

No business arising from correspondence

**5. TREASURER'S REPORT**

Dennis Healy advised that since the last meeting receipts totalled \$1652, Payments totalled \$1794 leaving a bank balance of \$13049.37

Moved: D Healy Seconded: T Herbstreit  
Carried

**6 MONTHLY REPORTS**

**President** – The President informed the meeting that the Club is still in need of a Secretary and an Activities Co-ordinator. There are other vacancies on Committee but these two positions are vital. Either of these positions would be ideal for a newer Member to get to know other Members and be part of the Club. If we don't fill these positions, especially Secretary, very soon, then we will have no choice but to go to a professional organisation and pay for that job to be done. They are not hard jobs to do and there are only 6 Committee meetings for the year. We also need an Editor-in-training so that they can take over at the end of the year. Again, this is not a difficult job as the layout work is done by others and it has the added benefit of a monthly get together to prepare the final product for mailing. Please seriously think about it and act. Talk to me at any time for further details of these vacancies.

**Technical Officer**

No report this month

**Membership Secretary**

Barry Smith advised that the Club had accepted three new members this month. Their cars include a GT Falcon, an FC Holden a 1930 's Chev and a Mercedes. Barry also advised that 42 people have not renewed their membership.

Barry is to advise Vic Roads of the details of those former members, who have cars on the CPS through CHACA.

**Activities: Club Runs**

**Weekday Run – TAA Museum** - The President extended his thanks to Alan & Rosemary Arkcoll for organising what has been reported as an excellent day. He also thanked Dennis Healy for taking on the collection of money at the Museum as Alan was caught in extremely heavy traffic.

**Hunters Green Open Day Vehicle Display** – Sunday 3<sup>rd</sup> March - display your vehicle and inspect the facilities at this retirement village.

Details are in current Journal.

**Working Horse Festival at Nyora** – Sunday 17<sup>th</sup> March – plenty to see and do for all. Details are in the Journal.

Other activities are as per the current Journal.

### Editor

Eddie Reynolds advised that he was looking at having the front and rear pages of the Journal in full color. He also stated that Janelle and her husband were working on the Website and that it was progressing well.

### Property

Eddie Reynolds advised that he had made up a portable Public Address System which may be useful on the coming Tour.

### Welfare

The members were informed that John Christie had undergone cataract surgery on both eyes and was doing well.

Ray Griffin had not been well but is improving. Terry Herbstreit had caught up with Tibbie and he stated that Tibbie was doing well.

### Autumn Tour

CHACA Family Autumn National Tour 28th April to 3<sup>rd</sup> May 2013

John Baker stated that orders had been placed for the vests and for the printing of the Rally Journal. Everything is on track. He informed the meeting that Vin Forbes was to undergo further treatments which will finish 3 to 4 weeks before the Tour. Vin hopes to attend the Tour.

### 6b. QUARTERLY REPORT

(i) A.O.M.C. Graham Hutchinson referred to the AOMC Report which was included with the last club Journal. In particular he advised that the AOMC is seeking input from member clubs as to the next major project to be undertaken by the AOMC. The members were informed that Vic Roads is still considering how to deal with modified cars. The AOMC is on the representative body set up by Vic Roads. The members were advised that Brian Kelly, the Clubs' Liaison Officer, is retiring.

### FEDERATION

No report.

### 7. Cars & Parts for sale or wanted –

Bob Clark needs an exterior metal sun visor for a Toyota Corolla

### 8. GENERAL BUSINESS

Bob Clark advised the meeting that vehicle transfer documentation was now being carried by private contractors.

Eddie referred to an instance where a vehicle was driven for 14 months, unregistered, as a result of an error by Vic Roads.

Barry Smith recounted his and Ros' recent visit to the Merricks Property owned by Malcolm and Tammy Fraser.

James Allan drew the Raffle for the night. The raffle raised \$38.00

**Next Club meeting is 5<sup>th</sup> April 2013.**

**Next Committee Meeting is 10th April 2013**

**9. CLOSED MEETING AT 8.55 P.M.**



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# EARLY HOLDEN NUMBERS

Graham Hutchinson

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>J</b>	<b>K</b>	<b>F=1950 E=1960</b>
<b>0</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	

MODEL	RELEASE DATE
48-215	29-11-1948
F J **	October 1953
F E	July 1956
F C	May 1958
F B **	January 1960
E K	May 1961
E J	July 1962
E H	August 1963
H D	February 1965
H R	April 1966
H K	July 1968
H T	May 1969
H G	July 1970
H Q	July 1971
H J	October 1974
H X	September 1976
H Z	October 1977
V B	November 1978
V C	March 1980
V H	September 1981
V K	February 1984
V L	February 1986
V N	September 1988

I started in the Toolroom at GMH in September 1963, after some years working with numerous Engineering Companies, following a 5 year apprenticeship with a Toolmaker. I left GMH in February 1962, to begin 26 years teaching in Technical Schools.

My 8 years at GMH, (we used to say we were round the bend, or working for the General), were the most interesting years in the trade for me.

Let me explain a bit about the **F & E** model designations. It can be seen from the top list of letters & corresponding numbers, that they indicate the years of release of each model.

For example, FE in 56, FC in 58. Notice the stars against the FJ and the FB. In the case of the FJ, (which was released just after I started, in September 1953). FJ was intended for release in 52, but the redesign & testing of the front end suspension, grille, tail light & a few other bits, took a bit longer than expected, & anyway, they were gradually incorporated into the 48-215. I personally owned one manufactured January 1953, which had most of the modifications. They were still selling all of the first model they could make, so were in no hurry to start full production of the up-dated FJ.



The other model which was delayed from release, FB of course should have been 1959, but did not come out until early 1960. There was a practical reason for the delay. Since they had decided to enlarge the cylinders a further 1/16", It was found that the bores were critically close to the water jacket, so a major modification had to be made.

Up to this time, the first machining operation on the block, was to face the 3 lugs on the pan rail, 2 on the side & one on the front. Every jig & fixture on the block line located from these machined lugs. Trouble was that they had nothing to do with where the water jacket was, so we in the Toolroom had to alter every fixture on the block line to locate off the "chaplet seats".

Let me explain; Chaplets are made from tin & are like double ended golf tees, of different lengths, but with heads about 3/8" in diameter & stem only about 1/16". These are placed in the mould by the foundry worker, & the sand cores are pushed against them.

If you look along the side of a cast iron cylinder block, a series of faint 3/8" diameter circles will be seen. These are called "chaplet seats". They are what is left showing after the molten iron is poured into the mould. Being tin, it melts instantly, but they show on solidification. These were the points we had to use as location for every fixture. **They were sectioning about every 10<sup>th</sup> block, to find bores all over the place in relation to the water jacket. That is why re-boring one of those early grey motors is a chancy business.**

The sand cores are what creates the water jacket. After the casting starts to solidify, they proceed along a conveyer & drop onto what is known as a shaker table. This is a huge steel sloping table, pivoted at the top, & raised at the bottom by cams, which allow it to come crashing down. This massive vibration breaks up the sand cores, with the sand coming out the welsh plug holes. At the bottom is a worker with an air hose to blow out any sand left. This area of the foundry is a very noisy place.

There never was the connection with years of release once the H series started.

To commemorate her birthday , actress/vocalist, Julie Andrews made a special appearance at Manhattan bsp's Radio City Music Hall for the benefit of the AARP.

One of the musical numbers she performed was 'My Favourite Things' from the legendary movie 'Sound Of Music'. Here are the lyrics she used:

(Sing It!) - If you sing it, its especially hysterical!!!

Botox and nose drops and needles for knitting, Walkers and handrails and new dental fittings, Bundles of magazines tied up in string, These are a few of my favourite things.

Cadillac's and cataracts, hearing aids and glasses, Polident and Fixodent and false teeth in glasses, Pacemakers, golf carts and porches with swings, These are a few of my favourite things.

When the pipes leak, When the bones creak, When the knees go bad, I simply remember my favourite things, And then I don't feel so bad.

Hot tea and crumpets and corn pads for bunions, No spicy hot food or food cooked with onions, Bathrobes and heating pads and hot meals they bring, These are a few of my favourite things...

Back pain, confused brains and no need for sinnin', Thin bones and fractures and hair that is thinnin', And we won't mention our short shrunken frames, When we remember our favourite things.

When the joints ache, When the hips break, When the eyes grow dim, Then I remember the great life I've had, And then I don't feel so bad.

Ms. Andrews received a standing ovation from the crowd that lasted over four minutes and repeated encores.



# CHACA Run to TAA Museum. 26th. Feb. 2013. Organised by Alan and Rosemary Arkcoll.

Brian Garrett chats up one of the "Hosties".



Frank & Charmaine Stapley



Ros Smith with her prize.



Jeff & Margaret Albon's '79 Fairlane

Paul Coburn, Thea & Mal Hillier



Alan Arkcoll with the prizes



Eddie Reynolds



More Hosties



The weather was a bit ordinary on this day resulting in most if not everyone arriving late. Reports of 2 to 3 hours taken to get there where it would have taken less than 30 minutes were common.

The traffic was horrendous in most places due to several accidents because of the heavy rain. Some members turned around and went back home. Still, 34 stalwarts arrived eventually, and were treated to a very interesting and enlightening time.

The museum was great, the socialising was great and the Flight Simulators engendered a lot of interest from all who went on the guided tour.

We were shown the pool where the Crew are trained to handle a crash at sea, with the attendant huge inflatable rafts, and there were several of our members

who looked longingly at the evacuation chute in another area and wished they could try it out.

Alan arranged a competition where anyone who could find a photograph with him in it would win one of two bottles of wine.

Unfortunately everyone found it, so two names were drawn out. Ros Smith and Charmaine Stapley were the lucky ones.

Only two members braved the elements and brought their Club Cars:

Jeff Albon, with his '79 Ford Fairlane and Robin Grierson, I believe, in his '75? Oldsmobile.

**Thanks must go to Alan and Rosemary Arkcoll for their excellent organisation of this entertaining day.**

Alan & Rosemary Arkcoll  
Ken Leedon  
Barry & Rosslyn Smith  
Dennis & Esther Healy  
James Allan  
David Landells

Terry Herbstreit  
Eddie Reynolds & Gail Evans  
Norm & Mickey Bradford  
Jeanie Sawyer  
Max Tuckerman  
Frank & Charmaine Stapley

Paul Coburn  
Bob Clark  
Geoffrey Sleeth  
Garry Gilder  
Robert Mihelcic  
Gordon Gray

Brian & Irene Garrett  
Jeff & Margaret Albon  
Robin Grierson  
Graeme & Joan Moore  
Mal & Thea Hillier  
Lance Monaghan

## CANNON BALLS!

### Not rude.. Informative...



It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem — —how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, **Brass Monkeys**.



Few landlubbers realize that brass contracts much more and much faster than iron when chilled.



Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus it was, quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks thought that was just a vulgar expression?

Compliments Of Peter Hibbert



## More Information on the Restoration Project of the 1948 Daimler Landaulette

### The Royal Daimler's History



This Daimler Landaulette's current rather shabby appearance belies a remarkably glamorous, star-studded past. In 1948 Prime Minister Ben Chifley received confirmation that King George VI would visit Australia in 1949. Although Australia had welcomed many Royal visitors in the past, this would be the first time a Reigning Monarch was expected, and a flurry of preparations commenced.

One of the major issues was how best to show Australia off to the King and, correspondingly, how best to show the King off to Australians. In a pre-television era within a huge country with far-apart towns

and cities, the Royal Motorcade was not only an effective promotional tool but allowed more people to glimpse the visitors in person. It seemed a natural choice to commission six ceremonial DE36hp 'straight eight' cars from the prestigious Daimler factory in England.

However, to the shock and disappointment of many, the King's ill-health forced the cancellation of the tour only a few months before the proposed departure. No doubt to the consternation of both the Australian Government and the Daimler employees, since extensive plans had already been made with the cars were not only completed, but crated and waiting on the docks to be dispatched to Sydney. Under these circumstances, the Government had no choice but to pay the bill. Fortunately, the Australian High Commissioner was able to sell two cars, but the remaining four lacked a buyer and were shipped to Australia. The cars languished, barely used, in various depots whilst the tour was again cancelled in 1952 after the King's death.

Anticipation was at fever pitch by the time the newly-crowned Queen Elizabeth arrived, the Monarch embarked on a strategic tour of the Commonwealth between November 1953 and May 1954. Spending two of these months in Australia, the visit strengthened this country's relationship with Britain. In Australia from 3 February 1954 to 21 March, she visited Sydney, Newcastle, Lismore, Casino, Dubbo, Victoria Park, Wollongong, Bathurst, Katoomba, Wagga Wagga N.S.W.; Canberra, A.C.T.; Hobart, Wynyard, Burnie, Penguin, Ulverstone, Devonport, Latrobe, Deloraine, Westbury, Longford, Cressy, Launceston Tasmania; Melbourne, Vic. Mt. Gambier S.A.; Melbourne, Sale, Traralgon, Yallourn, Warragul, Melbourne, Benalla, Shepparton, Tatura, Echuca, Rochester, Bendigo, Castlemaine, Maryborough, Ballarat, Geelong, Box Hill, Croydon, Lilydale, Warburton, Melbourne Victoria; Brisbane, Bundaberg, Toowoomba, Brisbane, Townsville, Cairns, Mackay, Rockhampton, Brisbane, Queensland; Broken Hill N.S.W.; Adelaide, Whyalla, Adelaide, Renmark, Mildura, Adelaide; Kalgoorlie, Perth, Busselton, Albany, Perth, Northam, York, Perth W.A. During the 58 day Royal Tour, with only 7 rest days, the Queen and Prince Philip, the Duke of Edinburgh, were introduced to a huge variety of people, products and places. Incredibly, an estimated 75 per cent of Australia's population saw the Queen at least once.



The Queen arrives in Newcastle N.S.W. on 9 February 1954

Administered with military precision by the Royal Visit Car Company, the management of the tour was no mean feat. The Tour included an astounding 500,000 miles by motor car, with barely a delay or incident. Recalled for duty, the Museum's Daimler Landaulette was one of a fleet of 55 vehicles operating throughout New South Wales, the Australian Capital Territory, Victoria and South Australia for the 1954 Royal Tour. According to the Queen's itinerary, detachments of the main fleet were transported around the country by air and rail to supplement sub-fleet vehicles in Tasmania, Queensland and Western Australia, bringing the total to 115 vehicles.

Families travelled many miles from their homes in the hope of catching a glimpse of the Monarch. The abiding memory for those who did not get the opportunity to press the Queen's gloved hand or attend a Royal Ball or Garden Party, was of her waving hand and smiling face as she glided by during the Royal Progress, a stately 6 miles per hour drive enacted through about 80 towns across Australia.

The Daimler Landaulette in the Museum's collection acquired an iconic status of its own – it was captured by the many lenses of the media and public. Joyously proclaimed by Australian Prime Minister Robert Menzies as prompting 'the most profound and passionate feelings of loyalty and devotion', the Tour was judged an extraordinary success.

Today the tour can be viewed as a cultural milestone that evokes strong memories for many Australians who grew up in a period of extensive social and cultural change. As the excitement of the tour began to fade, the Australian Government again faced the issue of disposing of the four Daimler vehicles. A few months after the tour, the Museum's Daimler Landaulette was sold to the Governor of South Australia, Sir Robert George, who used it during various vice-regal occasions.

### The Queen's Daimler

#### DE 36hp Daimler Landaulette, 1948

The Daimler Landaulette was one of a small fleet of government cars used for Queen Elizabeth II's first tour of Australia, in 1954. It was sold after the tour and gradually deteriorated during a period of use on a farm and being kept outdoors. Although significantly damaged, it still retains its impressive bodywork and most of its original fittings, including its cord and leather upholstery, walnut dash and engraved light-fittings. The National Museum is planning to return the car to the glory of its 1954 condition, as the Queen would remember it. The car will be fully documented and a mechanical survey will be conducted as part of the *Museum Workshop* exhibition.

The interior of the Daimler, showing the upholstered back bench seat and one of the fold-down centre seats (front right). The seat fabric and the fold down roof are significantly damaged.

**Acquired** 2009, purchase.



**Condition** Untreated. The crankshaft is broken, possibly caused by sustained driving at slow speeds. Chrome is pitted and paintwork dulled from exposure to the elements. There is some engine rust and evidence of rat activity in the upholstery.

**Treatment** The vehicle will be completely dismantled to enable all parts to be cleaned and treated. Original parts will be retained where possible, but some mechanical items may need to be sourced or made.

**Conservator Time** Estimated 3500 hours for survey and treatment.

The National Museum's large technology team bring conservation and automotive engineering skills to the Royal Daimler Project. The work will result in the dilapidated 1948 Daimler Landaulette car being returned to a functional state and conserved to reflect the stately glory it held as part of Queen Elizabeth II's 1954 Australian Royal Tour.

### Daimler Body Lift and Tour

A major milestone in the Royal Daimler Project was to lift the body of the vehicle from its chassis. The National Museum's conservation team undertook the lift in the *Museum Workshop* exhibition on 18 November 2012. Members of the Daimler and Lanchester Owners' Car Club of Australia were present, along with other conservation partners, to witness the lifting of the body from the Daimler. The Daimler Club members joined an exclusive Conservation Partner Tour and brought six Daimlers, including another DE36, to the Museum for the day.

## Events & Swap Meets of Interest to Club members

Saturday 6th April	Horsham Market and Swap Meet PH:03 5347 0246
Sunday 7th April	American Motoring Show Flemington (AOMC 03 9555 0133)
Sunday 14th April	Federation Picnic at Pakenham PH: 0419 312 304 or 0418 140 844
Sunday 21st April	Classic Showcase Flemington (AOMC 9555 0133)
Sunday 12th May	Geelong Bay City Swap, Geelong Showgrounds
Sat/Sun 25/26th May	Historic Winton. Winton Raceway, Benella PH: 03 5428 2689
Sunday 16th June	Mornington Peninsula Swap Karingal Hub Frankston

# Tax System Explained

## Very simplistic really, but ok from that reference point...

Very clever and oh so true

Suppose that every day, ten men go out for beer and the bill for all ten comes to \$100...

If they paid their bill the way we pay our taxes, it would go something like this...

The first four men (the poorest) would pay nothing.

The fifth would pay \$1.

The sixth would pay \$3.

The seventh would pay \$7..

The eighth would pay \$12.

The ninth would pay \$18.

The tenth man (the richest) would pay \$59.

So, that's what they decided to do..

The ten men drank in the bar every day and seemed quite happy with the arrangement, until one day, the owner threw them a curve ball. "Since you are all such good customers," he said, "I'm going to reduce the cost of your daily beer by \$20". Drinks for the ten men would now cost just \$80.

The group still wanted to pay their bill the way we pay our taxes. So the first four men were unaffected. They would still drink for free. But what about the other six men ? How could they divide the \$20 windfall so that everyone would get his fair share?

They realized that \$20 divided by six is \$3.33. But if they subtracted that from everybody's share, then the fifth man and the sixth man would each end up being paid to drink his beer.

So, the bar owner suggested that it would be fair to reduce each man's bill by a higher percentage the poorer he was, to follow the principle of the tax system they had been using, and he proceeded to work out the amounts he suggested that each should now pay.

And so the fifth man, like the first four, now paid nothing (100% saving).

The sixth now paid \$2 instead of \$3 (33% saving).

The seventh now paid \$5 instead of \$7 (28% saving).

The eighth now paid \$9 instead of \$12 (25% saving).

The ninth now paid \$14 instead of \$18 (22% saving).

The tenth now paid \$49 instead of \$59 (16% saving).

Each of the six was better off than before. And the first four continued to drink for free. But, once outside the bar, the men began to compare their savings.

"I only got a dollar out of the \$20 saving," declared the sixth man. He pointed to the tenth man, "but he got \$10!"

"Yeah, that's right," exclaimed the fifth man. "I only saved a dollar too. It's unfair that he got ten times more benefit than me!"

"That's true!" shouted the seventh man. "Why should he get \$10 back, when I got only \$2? The wealthy get all the breaks!"

"Wait a minute," yelled the first four men in unison, "we didn't get anything at all. This new tax system exploits the poor!"

The nine men surrounded the tenth and beat him up.

The next night the tenth man didn't show up for drinks, so the nine sat down and had their beers without him. But when it came time to pay the bill, they discovered something important. They didn't have enough money between all of them for even half of the bill!

And that, boys and girls, journalists and government ministers, is how our tax system works. The people who already pay the highest taxes will naturally get the most benefit from a tax reduction. Tax them too much, attack them for being wealthy, and they just may not show up anymore. In fact, they might start drinking overseas, where the atmosphere is somewhat friendlier.

**David R. Kamerschen, Ph.D.**

**Professor of Economics.**

For those who understand, no explanation is needed.

For those who do not understand, no explanation is possible.





### **Morgan Country Car Club**

### **All Clubs & Enthusiasts Are Invited to Attend The Golden Triangle All Clubs Meet - Picnic 2013**

This is a Social Gathering of Clubs, Members & Enthusiasts in The Golden Triangle and Beyond.  
The objective of this Meet is to get together, to foster friendships, share ideas & information, plan joint activities, display your vehicles & to promote interest in vintage, veteran, historic, classic, modern, original, modified, racing, sports, rally, rods, muscle, motorbikes, machinery, trucks, tractors & emergency vehicles.

To Be Held At  
**Lavington Public School**  
Corner of Urana Road and Hague Street  
Lavington NSW 2641

**Sunday 21<sup>st</sup> April 2013**  
10am to 3pm

Vehicles Will Be On Display For The Duration of The Event

### **Morning Tea When You Arrive**

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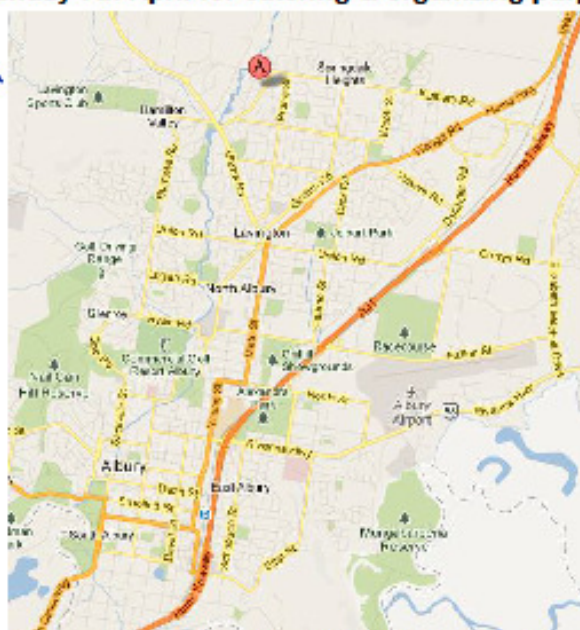
BBQ'd food for Lunch will be available at a small cost

Catered by CHACA Morgan Country Car Club

Public Entry by Gold Coin Donation

Proceeds to New Music Equipment for the School & Local Charities

Numbers to Harry on 0411 746 286 or [hgreenhalgh2@bigpond.com](mailto:hgreenhalgh2@bigpond.com)  
by Sunday 7th April for catering & organizing purposes



**This is an Alcohol Free, Dog Free and Smoke Free Event held in Education Department School Grounds and anyone not complying with these requirements will be asked to leave the Grounds.**

# SPANNER SIZES FOR HEXAGON NUTS

By Graham Hutchinson

Some time ago I submitted several articles on the different screw thread types. This is a follow-up on spanner sizes to fit the nuts in the various thread systems. We refer to the "across flats" (**AF**) size of the nuts & the **spanner opening** to fit each.

By the way, a **screw** is a "bolt" with the thread cut right up to the head, often called a **set screw**.

A **bolt** has some shank showing below the head.

Spanners for both **Metric** and **Unified** thread systems are simply stamped with the AF size, ie. a spanner stamped 7/16 will fit a 7/16" AF hex. nut. The same applies to a Metric spanner; it will be stamped with a number like 13 indicating it will be used on a nut with an AF size of 13 mm.

The **Unified system** UNF (Unified National Fine) and UNC (Unified National Course), is often incorrectly called the American system. It is a universal system adopted in 1948, to replace the old American thread system & the old British Whitworth system. The old American threads were called SAE fine & SAE Course, (Standard American Engineers); and the British Standard **Whitworth** BSW coarse threads, & BSF (British Standard Fine). They were all replaced over the years by the **Unified System**. However, those of us who are working on pre-war British cars, will still have need of Whitworth spanners.

Many of we elderly blokes may still find a spanner in our workshop, with SAE 7/16 stamped on it, & it will still fit the nuts on all American cars, even new ones. However, Whitworth spanners are more complicated, because they were specified by the thread size rather than the size of the hex. nut.

**Whitworth & BSF** spanners are still to be found in our workshops. You will have noticed that in most cases, the spanner will be stamped with two sizes. On one side is say, **5/8 BS**, and **9/16 Whit** on the other side. The spanner opening is about 1.020".

The explanation for the two sizes is that during the 1939/45 war, to save on steel, the British decided to adopt a new standard, which they called **BS (British Standard)**. Because the hex. size of Whitworth nuts and bolts was quite large, they simply made all nuts and bolts from the next lower size of hexagon bar stock. It was done for the full range of thread sizes. There was no change to the threads themselves.

In the example above, when making BS nuts for a 5/8" Whitworth bolt, instead of using 1.010" hex, they used 0.920", (which is the hex. size used for a 9/16" Whitworth bolt and nut). This meant that a spanner had to have both sizes stamped on them. We still refer to them as Whitworth spanners.

The BS system was continued after the war because the British were having economic difficulties, due to war costs, and the old Whitworth hexagon sizes were too large anyway. About the only place the large hex. nuts are to be found these days is with coach bolts.

Check your workshop, if you find one with just 9/16 Whit stamped on it, you are looking at a spanner which is at least 77 years old.

The chart below lists hexagon sizes of nuts in the Whitworth system. There could have been a formula relating thread size to AF hex, but I have not been able to find it.

Another British thread system in use back in those days is **BA (British Association)**. It is a system of small threads, mainly used for electrical parts. In cars, BA screws were found in all the electrical parts. They were specified by a number, not by thread diameter. The largest was 0 BA, and the smallest was 25 BA. (Although it is rare to find anything smaller than 6 BA). Only even numbers are in general use.

The thread diameter and pitch of all BA screws is Metric, which is strange for a British Standard, (refer to my previous articles on screw thread systems). I do not intend to enlarge on the threads themselves here, as the purpose of this article is only to deal with the spanner sizes which fit BA hex. nuts.

While BA threads are Metric, the hexagon size is not. If there ever was a formula linking thread & hex size, I have not been able to find this one either. I have had a set of what are referred to as "Maggie Spanners" for as long as I can remember, they could well have come from my Dad. There are 8 in the set, (2 groups of 4, pivoting on what looks like a bike chain link). They are only 2" long, and incorporate a screwdriver as well as a single feeler gauge .011" thick. (Often we find point gaps specified as .010" to .012").

**The chart on the opposite page can be photo- copied & stored in your "useless information file". You know, where things which defy categorization, but may be useful to have sometime.**

### BA SPANNER OPENINGS

Thread	Hex. nut AF	Spanner opening	OD mm.	Thread sizes Pitch mm.	Approx TPI.
O BA	.413"	.415"	6 mm	1 mm	25.4
1 BA	.365"	.367"	5.3 mm	.9 mm	28
2 BA	.324"	.326"	4.7 mm	.81 mm	31
3 BA	.282"	.284"	4.1 mm	.73 mm	35
4 BA	.248"	.250"	3.6 mm	.66 mm	39
5 BA	.220"	.222"	3.2 mm	.59 mm	43
6 BA	.193"	.195"	2.8 mm	.53 mm	48
8 BA	.152"	.154"	2.2 mm	.43 mm	59
10 BA	.117"	.119"	1.7 mm	.35 mm	72

### WITWORTH SPANNER OPENINGS

Nominal thread size		Max. AF nut	Spanner opening	
BS	Whitworth		minimum	maximum
3/16	1/8	.338"	.340"	.345"
1/4	3/16	.445"	.448"	.454"
5/16	1/4	.525"	.529"	.536"
3/8	5/16	.600"	.605"	.612"
7/16	3/8	.710"	.715"	.723"
1/2	7/16	.820"	.825"	.834"
9/16	1/2	.920"	.926"	.935"
5/8	9/16	1.010"	1.016"	1.025"
11/16	5/8	1.100"	1.107"	1.116"
3/4	11/16	1.200"	1.207"	1.217"
7/8	3/4	1.300"	1.308"	1.318"
15/16	13/16	1.390"	1.399"	1.409"
1	7/8	1.480"	1.489"	1.500"
1 1/8	1	1.670"	1.679"	1.691"
1 1/4	1 1/8	1.860"	1.870"	1.883"
1 3/8	1 1/4	2.050"	2.063"	2.077"
1 1/2	1 3/8	2.220"	2.232"	2.247"
1 3/4	1 5/8	2.580"	2.594"	2.610"
2	1 7/8	2.760"	2.775"	2.793"

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## 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.

**SALE:** The car is 1934, 5 window coupe, one of five executive cars built from Geelong Ford Company.  
 Rego number; 264290  
 VIN numb; C18XF43 Engine number;  
 C18LF49AVR38392  
 Rego; expires 5<sup>th</sup> of November 2012  
 Price \$70,000.  
 Regards, Tim. 0408998051 thank you.



**SELL:** 1950 MERCURY BLACK 4 DOOR SPORTS SEDAN. Perfect condition & a reliable club events Mercury. Basic restoration & all brakes, running gear renewed. Has electric overdrive that works very well. Engine in perfect condition ready for many more miles. Full fit out of \$8,500 interior tasteful upholstery. All stainless steel & steel items refurbished. Re-chromed. Pictures can be e-mailed or personal inspection by arrangement. Always pampered & garage stored. An attention 'grabber'. Original 1950 USA purchase document & history available. Asking AU\$49,000 OBO. Peter Hibbert.Ph. (03) 9800 1222. Mob. 0419 800 122.



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**SELL:** Rear axle for 1940 Chev. Sedan. "Restored Cars" Magazines, No's 1 to 27. Lots of items for 1946-1948 Chev. Too numerous to mention. OFFERS.  
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**SELL:** Two 6 cylinder side valve engines, one No. C101-10670, the other has no engine number. They could be late 20's - early thirties Willys'. \$100.00 the pair. Phone Ray Griffin 03 5977 6649

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**URGENT** Bob Clark 03 9391 8327. (1112)

**WANTED:** Second hand VH 44 Brake Booster. Contact James Allan 9729 5097 (1012)



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Contact : Andrew Appleby 0428180865 for more information.

Download your entry form from [www.goldenwestholdens.com](http://www.goldenwestholdens.com)



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Category	Joining Fee	Annual Subscription	Total
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**Renewals** – If joined Nov-June, must renew when due on November 1<sup>st</sup>. If joined July-Oct. Membership will carry through to renewal date in following year.

#### **Club Permit Scheme Renewal of Permit.**

Send to Neville Thomas Kunnel the Permit together with a copy of your current Membership Card and a stamped self-addressed envelope. Neville will return it to you for you to pay at your nearest Vic Roads Office. You can also see Neville at meetings, **please bring along a copy of the Permit for Club records.**

FOR New Applications/renewals: Contact Neville Thomas Kunnel

Email.....[thomas\\_neville@yahoo.com.au](mailto:thomas_neville@yahoo.com.au)

PHONE: 03 8743 4547 MOB: 0425 823 352

1 Val Court, Dandenong, Vic 3175

*VicRoads queries 9854 2432  
60 Denmark Street, Kew 3010.*

#### **To all Permit Plate Holders**

Due to VicRoads tightening their control on all Clubs involved with the Club Permit Scheme (CPS) we now request that all members issued with a Permit through CHACA since February 1st. 2011 under the new Log Book scheme attend at least one Club Run or Meeting every 6 months **with the Car**. This will assist the Club in ensuring your vehicle continues to meet with all the guidelines and conditions of use as set out by VicRoads and CHACA.

Members are also reminded that the Club is bound by the new rules of this scheme to advise VicRoads of any Permit Holder who is no longer a financial member of the Club.

Any queries please contact

Neville Thomas Kunnel on **Ph: 8743 4547**

**Mob: 0425 823 352**

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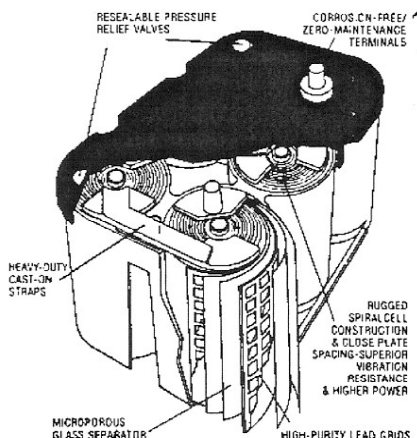
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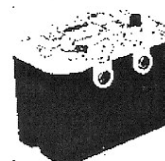
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### Sydney Committee Members after their AGM

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Vice President  
Secretary  
Treasurer  
Registrar  
Vehicle Inspector  
Librarian  
Public Officer  
Events Director  
Editor

Andrew Pope  
Bruce Donaldson  
Anne Campbell  
Paul Campbell  
Robert O'Malley  
Phil Mack  
Bill Goddard  
Paul Campbell  
Peter Mills  
Rhonda O'Malley

## Affiliated Clubs

*Independent Clubs Affiliated with the*

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

Secretary: Wendy Hocking, Phone 02 6931 6200  
Mobile 0429 316 200

PO Box 749, Wagga Wagga, NSW 2650

#### Meetings:

First Monday of the Month, at Rules Club, Jezza Room  
Fernleigh Rd. Wagga Wagga 7.30pm. Guests and visitors are welcome.

### Morgan Country Car Club

Secretary: Herb Simpfendorfer  
Phone: 02 6029 2224

PO Box 428, Albury, NSW 2640

Meetings: At Clubrooms on Jindera Sports Grounds,  
First Tuesday of every month 7.30pm.

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

Secretaries: Anne Campbell, 0414 521 521  
PO Box 306 Wentworthville, NSW, 2145.

Phone 02 45765872

Email: annecampbell3@bigpond.com

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: Jan Beatson

PO Box 514 Caboolture, Qld. 4510, Phone 07 3267 0363  
email: [secretary@chacc.com](mailto:secretary@chacc.com)

#### Meetings:

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



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