



# CHACA

## Journal

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

ACN 004 677 570

June 2015 Volume 50 Number 1



Photos from the CHACA birthday run to Yarra Glen on May 17th.  
We're 49 years young, and happy to start our 50th year!

### ***CHACA Coming Events***

**July 12th** Dromkeen Homestead, Riddells Creek  
**Ladies' Night announced for:** May 28, August 27, October 22  
**August 15th (Sat)** Antique Motorcycles - Cheltenham  
**September (TBC)** Red Plate Café - Yea  
**October** - Mucklefest - Maldon

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

Please address your magazines  
to The Secretary  
LPO Box 72  
Bittern Vic 3918

## **Meetings**

**4th. Thursday** of the month (except December) at CHACA Clubrooms, Unit 8, 41 Norcal Road, Nunawading

Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are welcomed.

## **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**

Normally 3rd. Thursday every month.

## **Website**

The Club's website **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.

## **Webmaster**

editor@chaca.com.au

## **Archivist and Historian -**

Margaret Griffin - 5977 6649

## **CHACA Life Members**

Ray Griffin, Margaret Griffin, Henry Alger,  
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr,  
Roy Pepprell, Eddie Reynolds, Bob Mantle,  
Patricia Wightman, Peter Galley, John Schuurman.

**Deceased:** Fred McGearry, Norm Watt, Don Main, Ian Davey, Tom Lambert, Eddy Dobbs Snr, Col Patience, Gordon Wightman, John Hunt, Max Austin.

### **CHACA CPS Eligibility Criteria**

Committee has looked at the draft guidelines and the Sub-Committee has now produced the new guidelines.

**See Page 18.**

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when dealing with them***



## NEXT MEETING

The June General Meeting (Thursday 25th) is going to have a bit of a mix! We'll have Ray Nichols 1933 Hupmobile on display.

We'll also be sharing the results from this year's members survey with you, and will open the floor for some discussion on the results. So come join and share your thoughts with one and all!

*Brian Garrett, Vice President*

## CHACA biggest supper

The CHACA biggest supper certainly has set an unprecedented level of sumptuousness not seen before. The supper started with the choice of two soups, followed by hot savouries, and lastly delicious cakes, slices and sandwiches. Members made donations, to the Anti Cancer Council, which the club is matching. I am not sure what the final total is, but I am sure it is a great result. Pictures of the evening are attached.

Thank you to all the members who contributed to the super table and those who cleaned and washed up afterwards.

PS to those who were unable to attend, you certainly missed out!

Cheers

*Margaret Griffin*



Total for the night was \$330 which included a generous donation of \$300 from a club member, a CHACA Member from Officer Vic. Thank you! As we have not yet made our annual donation for 2014, the Club is matching the \$250 raised on the night. The total donation is \$880 to the Cancer Council. Thank you to the Club ladies who contributed to this splendid effort.

Cheers

*Kevin*

## 1918 490 MODEL CHEVROLET

Having restored a 1927 Chevrolet became interested in doing the same with an early model Chevrolet.

Talking with car club members helped me to gather information about these earlier models. Especially the 490 model built from 1916-1922.

The 490 was the price of the basic car in 1916 which came less electric lighting or starting and was fitted with magneto ignition. For an extra 50 electric lights and starter were available.



The car was designed to compete in the low price range with the Ford Model T. Leads from various people enabled me to chase up parts

which I gathered from South Australia, New South Wales and some here in Victoria. There was no complete car, just parts varying from nearly half of the body panels to complete gear boxes, steering boxes, rear axle housings, magnetos, dash panel switch and gauges, chassis assembly, headlights, speedo, road wheels and rims, windscreen frames chassis springs (elliptic, two or three engines, some part assembled. various parts missing on others.

The first cars 16 and 17 only had thermo syphon cooling but from 1918 all were equipped with water pumps work progressed on the engine which was fully overhauled with modifications to improve reliability. The magneto was fully reconditioned, armature rewound and a new condenser fitted. A gearbox was rebuilt with new bearings and bushes. Next the differential, which is a torque tube type similar to a Model and uses Model crown wheel and pinion. A new tail shaft was made and the

The 1918 chassis was badly cracked, both chassis rails and some cross members also, luckily I had a later model chassis the rails of which are the same overall size as the 1918 chassis. This later one was stripped, cleaned up and 1918 cross members fitted. The mechanical side began to take shape as everything was fitted to the chassis.

I also had a selection of timber body drawings, plan views of tourer body's and the position of the body relative to the chassis which enabled the wood main body side members to be located accurately to set the cowl in the correct position in the

car.

The cowl is supported by a timber frame with a wooden firewall, timber door panels, timber dash panel with a steel face panel, wood framed doors, seat support and seatback plus a separate section for the rear of the body which is wood framed and the body is all panelled in steel sheet. A small hinged lid is fitted to this rear section which can be used for storage.

The petrol tank on these cars is under the seat and gravity feeds the carburettor which is low down near where the crankcase joins the sump. Repairing and painting mudguards, other panels and setting up road wheels and rims continued.

Gradually parts fell into place and slow progress was made in finishing the running gear and assembly of the front axle and steering, the diff assembly and rebuilding brake linkages.

New brake drums were made and fitted, also a hand brake assembly which was in fact a later model (1922) part but could easily be adapted to the earlier cars. A modern tubular radiator core was fitted and as the mechanical work was near complete, on to paint the body, mudguards etc. The engine was running by this time and sounded OK and started well.

With the body fitted up wiring was next. A wire pass through armoured cable tube as in the original cars indicators are fitted also twin tail and stop lights. The windscreen frames were nickelled also the bonnet clips and head lamp rims and the hub caps. The seat has been trimmed and the car is on the club permit system.



A permit sometime back allowed for the car to be test driven in my local area which was satisfactory. These cars have a cone clutch which is leather lined and kept soft by beating the leather with Neatsfoot oil which is used on horse harnesses. Clutch take up is smooth if everything is set up correctly.

However careful driving on take-off is essential to ensure the clutch gives some reliability.

The steering is one turn lock to lock and requires a larger turning circle than we would expect. Brakes, well that is another story, yes they work.

The footbrake when applied makes you think something is happening, but if applied together with the hand brake you actually know something is happening. Driving this type of old car requires a fair bit of concentration and acceptance of the peculiarity of the model.

Article Photo by John Christie

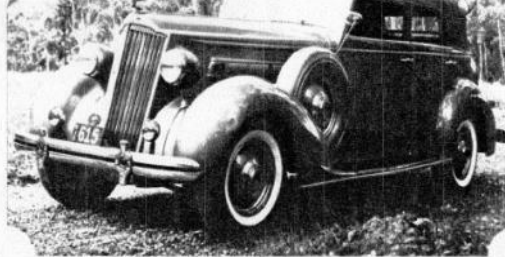
*Submitted by Barry Smith who is now the proud owner of this vehicle.*

## THE CLASSICS HAVE A PLACE IN CAR HISTORY

History and unusual cars include not only the veteran and vintage models but a third group, the "Classic Car". More modern than vintage or veteran cars, Classic cars are recognised not only for their age, but for their special features. The Classic Car Club of America has imposed strict limits on the types of cars which can be considered "classic" even differentiating between similar models built in different years. The Australian Classic Car Club has no written definition, so a wider range of vehicles are recognised. All cars built between January 1931 and December 1942 are "classic cars", but



*Mr James Quigley with his fully restored 1964 Studebaker.*



*A 1936 Packard 120B convertible owned by Mr M. Austin.*

selected cars which are no longer in production or which were produced in only limited numbers are also included. As the age of the car increases and the model becomes scarce the value of the car naturally appreciates. Unstable economic conditions inflate these values even further.

A classic car, bought two years ago for 800 and carefully restored could now be worth between 10,000 and 12,000, according to an official of the Classic Car Club. Most valuable are some of the more exotic models such as Packards, Auburns, Cadillacs and Rolls Royce. However, there is only a limited market for the cars - mainly among enthusiasts, although the club maintains that demand is steadily growing.

With a membership of 370 the Classic Car Club of Australia is one of the few car clubs managing to survive in its own right. Clubs for more modern and less unusual cars are being forced to unite under pressure from the proliferation of brands on the market. Costs of restoring the cars and the types of special equipment needed vary with the age and condition of the car. Paris may be particularly hard to find for scarce models and may have to be adapted or made. The higher values of the scarce models may compensate though for these added costs.

However, because parts are usually more readily available or more easily adapted restorers of classic cars face fewer problems than restorers of older vehicles. Members of several other clubs catering for the owners of limited production model cars also consider their cars to be classic." included in this group is the Studebaker Car Club. Studebakers have not been manufactured in Australia since

1966, and each year the number still running on the road falls, so the value of some of the particularly scarce models which were produced in limited numbers only and are in a restored condition rises.

James Quigley and Graham Cooper are two of the members who have bought and restored Studebakers as an investment as well as a hobby. Both are finding that the work and costs of restoring the cars to original condition are well worth the effort. Not only does it give them satisfaction but the value of the restored car is a secure asset.

Graham Cooper now has six Studebakers, two fully restored, two being restored at present and two stored as an investment, to be restored in the future. Total purchase price of the cars was about 5000, but their value is now many times this, he claims. Most

valuable of the six is a 1958 President wagon in a semi restored condition. Mr Cooper claims the value of this car is almost immeasurable as it is the only restored one of its type in the world and one of the only three of 100 originally manufactured, known to be still in existence. Work on the 1958 wagon has so far taken nine months, evenings and weekends, but apart from the upholstery, which has yet to be completed, the car has been returned almost to its original condition.

Only general restoration work was needed to restore the car to original condition. All rust was removed faulty parts cleaned or replaced and metalwork re-chromed. Bodywork was renewed and the car resprayed. In contrast to the general work on the classic cars. Mr Cooper is now attempting a full restoration (in which the car is completely disassembled and rebuilt from the chassis) on a 1926 Duplex Phantom - and having to face many extra problems due to the age of the car. As with all his restorations he is working from a manual to restore the car as near as possible to its original condition, but many of the parts and materials needed are no longer available and others have to be substituted. Such restorations are far more costly and time consuming than the general restorations of classic cars. He has so far spent two and a half years and \$1000 to bring the car to a half-completed state.

James Quigley owns two classic cars one which has been fully restored and a recently acquired 1963 Avanti which has come from racing in Florida, Frances Ferrier.

*This article was written in the very early days of CHACA. Submitted by Barry Smith, who now owns the Packard referred to in this article.*



## ME AND MY CAR—1927 PONTIAC TOURER

My experience with cars started some years before I was 18. Our family car was a 1927 Pontiac Tourer. Occasionally, when it was safe, I used to be allowed to steer the car, and the driver took charge of the gears. Of course living on an orchard I used to drive and maintain our machinery since I was 14 years of age.



When I was turning 18, in March 6, 1953 luck would have it that, the family purchased a second hand 1939 Pontiac, Silver Arrow, just a week before my birthday and the time I was due to get my driving licence. This same car became special for me because it had the honour to carry me for that special event in my life, 'getting my license'.

Of course being the second family car I had the enjoyment of driving it at my leisure. Besides driving it, it became my special interest, in that, when I was able, I used to improve on its condition, by doing the jobs it needed done. Eventually this treasure was reupholstered, added accessories that I needed to have, including heating, by installing a little round car heater whose fan circulated the heat around the car, this came very handy when the Drive-In movies started in our town. When cool air was needed the little winged windows in the front and the back did the job, because they could be opened to let the fresh air to circulate in the car. In time I also re-ducoed it and the black car looked impressive.

All this ingenuity mentioned above, was the result of some technical studies I covered in my late teens through correspondence, as at this time I became the person responsible to tend to the mechanical breakdown of the machinery on the orchard. Of course this was the reason I was considered a 'pro': I was the person that was relied upon

by my family members because I could fix anything that needed to be fixed or had an engine. I also dabbled in and became quite proficient in other skills such as carpentry. I suppose it stands to reason that I got the classic nickname, of 'Jack of all trade'.

Eventually the Pontiac Tourer 27 was sold and the Pontiac Silver Arrow 1939 was the only one in our possession, which I, to my enjoyment, had to drive. By this time I was the only eligible driver. It took me to places far and wide, accompanied by my family, or friends. Nothing gave me such a feeling of freedom and pride as roaring along highways, dusty roads or city streets, revelling in the gasps of appreciation expressed by the bystanders at the sight of my black car. Yes this car was my constant companion when I started to spread my wings, making trips to my favourite car club, joining them on excursions and enjoying all the adventures these provided.

So as time went on, this car served the family for many years before I saw the need to get a modern car. This addition took place in the late sixties. And my choice went for the Holden. It took me a while to get my satisfaction in the model and type I bought. In 1973 I settled for the Holden Kingswood Station Wagon 1971. This ticked all my boxes and it got stuck with me and still is since 1973.



Well now I could call myself a car enthusiast and a collector. This Holden car filled a need when time was an issue; this was the car that I drove.

Later when the second car was used for faster trips, the Pontiac was still participating in my life

even when I started my life as a married man and had young kids. I drove it on frequent outings around town, for work or for taking my kids to school. It was also used for family and relatives' weddings occasionally, while the Kingswood at this stage was shared with my wife; ones she became accustomed to its size and shape.

However, during the twenty years the Pontiac continued to serve as one of the family cars. Later in my career it served as the car that took me to work. It was the only Pontiac around town. Everyone that saw this car or something similar they connected it with me. There was actually a black car, a Chev 1939 very similar to the Pontiac; so much so that they use to comment that they saw me or my son driving around town in the black car. They did not realize that that black car was not a Pontiac and no son was driving it as we have no son. They certainly confused the Chev with our black car – very easily done if one does not know the difference between a Pontiac and a Chev.

Indeed this treasure of mine, can tell many stories related to our life together.

For one who experienced the slow pace of being dinked on a bike, or taken to school on a horse and Jinker during my early school years, which coincided with the rationing of petrol and so on, in the early forty's, I could appreciate the change that came with the post war boom, when newer models were churned out one after the next, especially in the 50's giving way to harsh edges and a pre-occupation with streamlining. This was the familiar scene as society raced into the future at breakneck speed. But I had the best of both worlds because I enjoyed the old and embraced the new and from both eras I was served comfort, excitement and enjoyment. At times while I sat behind the wheel my heart almost bursting with pride as onlookers gape and sigh, and my peers wonder why they ever sold theirs.

Needless to say this car is an anathema to current consumer society where consumerism demands we do away with anything that is old and wallow in the new, regardless of the service the old model gave. How many people could boast of a car that has parts that are seventy five years old; original from the word go, although of necessity some parts had to be replaced by parts that are lesser in

age than the originals, and had to go to special outlets such as Rare Spares to avail myself with the correct part.

Luckily the fashionable cars did not deter me from enjoying my treasure. I didn't worry or any one being driven in my Pontiac, when people looked upon the Pontiac as some kind of a relic from the past, when it was still being used in the 70's right through to the 90's on its occasional trip around the town or taking me to work. Yes many a time heads would turn for a second look, at the sight of it, and it was not unusual for the passengers to forget that they were being driven in a historic car and wondered why people were having a second look at our car. They forgot that the car they were in caused all the stares and the turning of heads. One could almost hear those that new me saying: "... there goes Dermott in his black historical car".

*Dictated by Dermott*

*Written and edited by Connie & Barbara Allen*

*Proof read by Victoria O'Dea.*



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Photographs courtesy of Peter Ellenbogen



## JULY RUN – SUNDAY JULY 12TH 2015 DROMKEEN HOMESTEAD - RIDDELL'S CREEK

Another enjoyable drive into the country driving is planned for our visit to the historic Dromkeen Homestead in Riddell's Creek. We'll partake in a tour of the homestead including the art gallery and enjoy lunch on site.

The homestead is a beautiful Australian National Trust home with an established garden with a number of trees listed on the National heritage list. Dromkeen was built in 1889 by Judge Arthur Chomley as a country residence. Today the homestead has a large gallery that houses a rich collection of original Australian children's picture book illustration, collected over the 80's, 90's and 2000's. Visitors are also able to view the books that the illustrations are from.

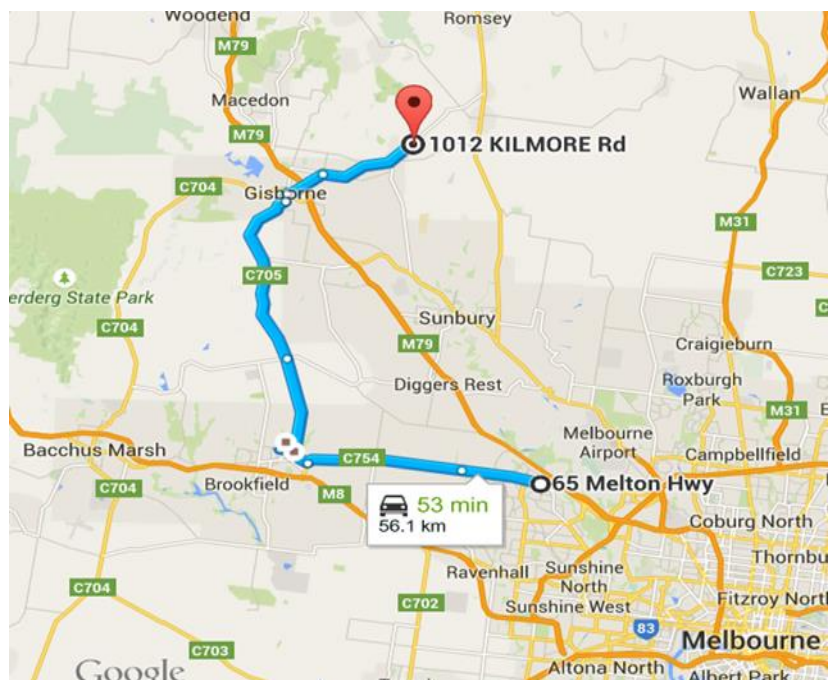


We'll take the scenic route to get there, via Melton and Gisborne, taking in some secondary roads that carry less traffic and offer more scenery than the usual highway routes. Driving time will be approximately 50 to 60 mins. If you prefer, you can go directly to Dromkeen and meet at our scheduled arrival time of 11.00am

This should be another very pleasant, interesting and social run. Whilst not a car focussed run, it would be a nice one to share with other family members. Please send a message to Peter Barker by 30 June, 2015 ( see details below ) to indicate if you intend to come on this run. This will help with catering arrangements.

|                   |  |
|-------------------|--|
| Date              | Sunday July 12th, 2015   |
| Run Coordinator   | Peter Barker - Ph 0417 051 674 or email <a href="mailto:peterbarker@fastmail.fm">peterbarker@fastmail.fm</a> |
| Meeting Place     | On the service road, outside Lakeside Banquet and Convention Centre<br>65 Melton Highway, Taylors Lakes      |
| Meeting Time      | Be there by 9.30am for a 10.00am departure   |
| Destination       | Dromkeen Homestead<br>1012 Kilmore Rd, Riddell's Creek Victoria  |
| Entry Fee         | Allow for \$28 per head, which includes the homestead tour,<br>a 2 course meal and hot beverage              |
| Arrival Time      | 11.00am  |
| What do I bring ? | Your favourite classic car<br>Someone to enjoy the drive with  |

Coming home: We'll head home on a more direct route via Sunbury



### SHOPPER'S PEEVE

This issue's winning shopper's peeve was creatively crafted into a poem to get the message across.

#### Remember me?

I am the person who goes into a restaurant  
Sits down patiently and waits  
While the waiters do everything but take my order.

I am the person who goes into a department store  
And stands quietly  
While the sales staff finish their little chit-chat.

I am the person who drives into a petrol station  
And never blows the horn but waits patiently  
While the attendant finishes reading his comic book.

Yes, you might say I am a good person  
But do you know what else I am?  
I am the person who never comes back  
And it amazes me to see you spending thousands of dollars  
Every year to get me back when  
I was there in the first place and  
All you had to do was show me a little courtesy.



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## AUGUST RUN – SATURDAY AUGUST 15TH 2015 ANTIQUe MOTORCYCLES - CHELTENHAM

Here's an interesting run for the 'easy rider' in all of us.

Please note that this is a Saturday run, not our usual Sunday affair

We're visiting Antique Motorcycles in Cheltenham to view their extensive range of early motorcycles and memorabilia.

With winter in full swing, it will be great to have a local indoors venue with lots to see and talk about amongst friends.

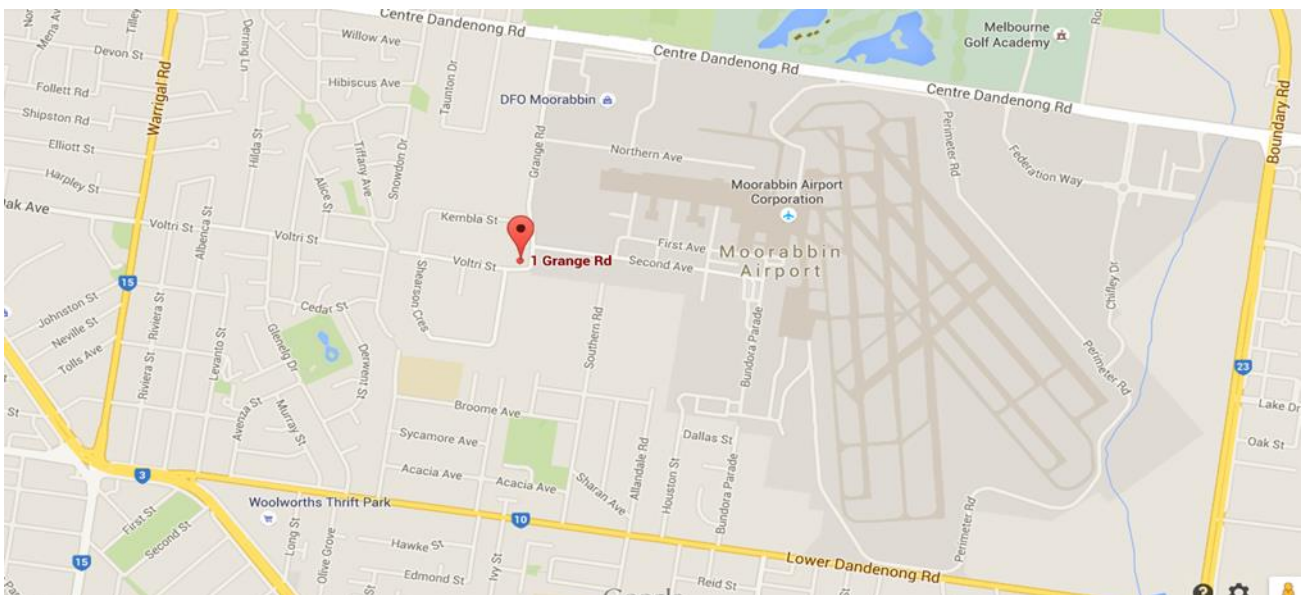


Our hosts will provide a tour of the facility and will highlight some of the most interesting and collectable bikes they have. You will be allowed plenty of time to browse and take in all that is on offer.

We'll also enjoy their hospitality, cakes and coffee at the on site cafe.

Please send a message to Peter Barker by 31 July, 2015 ( see details below ) to indicate if you intend to come on this run. This will help with catering arrangements.

|                               |  |
|-------------------------------|--|
| Date                          | Saturday August 15th, 2015   |
| Run Coordinator               | Peter Barker - Ph 0417 051 674 or email <a href="mailto:peterbarker@fastmail.fm">peterbarker@fastmail.fm</a> |
| Meeting Place and Destination | Antique Motorcycles<br>1 Grange Rd, Cheltenham ( near Moorabbin Airport )                                    |
| Meeting Time                  | 9.30am   |
| Entry Fee                     | Allow for \$25 per head, which includes the tour and hospitality   |
| What do I bring ?             | Your favourite classic car or your modern if the weather's not so good                                       |





## CHACA BIRTHDAY RUN NATIONAL HISTORIC MOTORING DAY - MAY 17TH - YARRA GLEN

A cracking sunny day, and a lovely drive out to Yarra Glen!

Thank you to all who came out and helped us celebrate CHACA's 49th birthday. It was a lovely day out, as the photos will show. Together with the AOMC a great number of cars were presented beautifully on the day at the racecourse.

Our apologies to all who could not make the event, or had difficulties in locating CHACA members. Unfortunately we did not receive full details on the event until the very last few days.

An attendance list has been recorded and will be included at a later date!



Photos:  
*Michael Guy  
Dennis & Esther Healey  
Brian Garrett  
Rene Gielen*



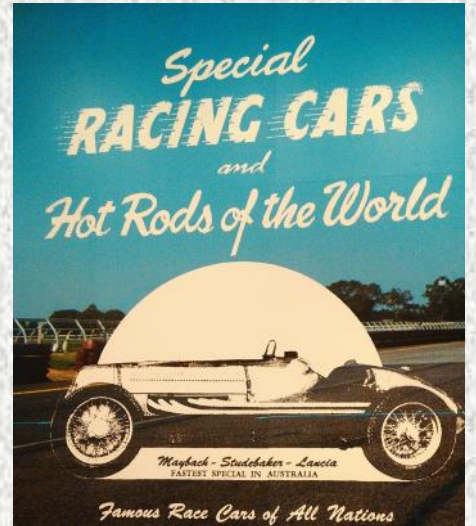


## CHACA BIRTHDAY RUN





## NATIONAL HISTORIC MOTORING DAY - MAY 17TH - YARRA GLEN



(Plus some photos from  
NGV's Shifting Gears)





Myself, I'm by no means an expert on Aussie cars. But they're cars, so I'm more than happy to spend some time learning about them. More than happy!

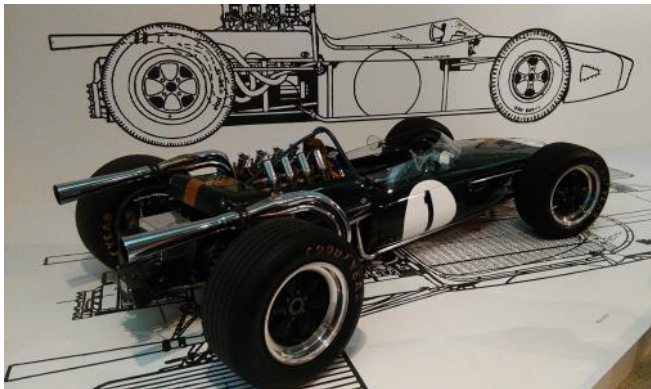


When hearing and reading that the National Gallery of Victoria would be hosting an exhibit on Australian cars, their design and

innovation, the exhibit went straight on the bucket list for this calendar year. The only refrain I had was waiting for fellow car enthusiast (father-in-law from the UK and an MG fanatic from Adelaide) to come to town and join.

The exhibit isn't huge, but it's just the right size to take your time, spend enough time at every section, and enjoy a good 1—2 hours. Also handy, it's at Fed Square, so straight across Flinders Street Station (and next to Beer de Luxe for those who work up a thirst).

Holden's Efijy design study greets you at the entry, so that's already a great start. Then there are several sections through time, as early as 1906 (a Tarrant with a Benz en-



gine). Big brands like Holden, Valliant and Ford, down to small brands like Elfin, Bolwell, Ausca and Monza.

The exhibit on Muscle cars gave an insight on how quickly the main three manufacturers killed off those powerful cars. And then a car full of red cars, any young man's delight, as they obviously were all faster!



The big brain-cracker was a Repco Brabham V8 racing engine. It had 4 intake and 4 exhaust manifolds, 2 on either side of both cylinder banks! Looking as complex as Bugatti's current V16 engine. All smart Aussie engineering dating back to the sixties.

I can highly recommend the exhibit for those in town, with an hour or 2 to spare.

*Rene Gielen, Editor*

NGV's Shifting Gears, at Federation Square, NGV Australia Ground Level, Until 12 July 2015





## CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

CHACA is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS).

VicRoads has set rules to determine the eligibility of vehicles for the Club Permit Scheme. These may be viewed in the CPS handbook or on the VicRoads website. CHACA has set its own additional requirements for vehicles to be submitted for the CPS using CHACA's authorisation. The additional requirements are in line with the original CHACA charter of vehicle originality and preservation.

The following are CHACA's requirements for Members submitting vehicles for CPS assessment.

1. The vehicle's age must be greater than 25 years from manufacture.
2. Vehicles submitted for CPS application must be as the manufacturer originally designed and built. Some modifications are permitted in line with the original manufacture option list, are period correct, or are based on safety issues, but in all cases must not detract from originality. Replicas derived from a lower model are acceptable as long as the appearance is as original as possible to the intended vehicle model (e.g. GT Falcon from a base Falcon).
3. Applicants for the CPS will certify that the vehicle submitted will remain roadworthy during the permit period and unmodified from what was originally submitted.
4. Once a vehicle has been accepted by CHACA for CPS It will be the members' responsibility to maintain the vehicle as originally presented, with no further modifications and in a roadworthy condition for all permit renewal applications.
5. Determination of the eligibility for any vehicle submitted to CHACA for CPS will be at the discretion of the Committee. Vehicle CPS application must be submitted to the Technical Officer in writing.

For further questions, please contact the committee.

### CALL FOR ARTICLES!

To All at CHACA, want to share any interesting story, piece of automotive history, fun piece of trivia, or a "me and my car" story, email us and send us some photos as well! We enjoy writing and reading on fellow club members, so feel free to send us YOUR story.

Also, we don't want this to be a "boys only" journal, so ladies, please do send us your story, even if it's your tip to fellow car-enthusiast-wives on how to get him out of the garage for longer than just dinner!

Email us at: [editor@chaca.com.au](mailto:editor@chaca.com.au)



Contact John Baker  
0419 588 370

### CHACA VICTORIA

Unisex Reversible Vests now available

Sizes S-M-L-XL-2XL-3XL-5XL

Price. \$40.00 ea

CHACA caps.


Price \$15.00



## EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

|                |  |              |
|----------------|--|--------------|
| 12/Jul/2015    | American Vehicles - Gippsland Vehicle Collection , Maffra  | 03 5147 3223 |
| 19/Jul/15      | Wagga Wagga Swap meet, Wagga Showgrounds   |              |
| 8/Aug/2015     | AOMC Restoration Seminar - (Chevrolet Car Club 1/3 Edgecombe Crt, Moorabbin)   | 03 9555 0133 |
| 8-9/Aug/2015   | Winton Festival of Speed, Winton Raceway (www.VHRR.com)  |              |
| 17/Aug/2015    | AOMC DELEGATES' MEETING (AOMC Office) 03 9555 0133,<br>Venue - Chevrolet Car Club 1/3 Edgecombe Crt, Moorabbin                       |              |
| 27/Sep/2015    | Bay to Birdwood Classic www.baytobirdwood.com.au   |              |
| 10/Oct/2015    | MELB 2 MAFFRA RALLY - Gippsland Vehicle Collection 03 5147 3223<br>Venue - 1a Sale Rd Maffra admin@gippslandvehiclecollection.org.au |              |
| 12-17/Oct/2015 | Muscle Car Challenge, Muscular Dystrophy South Australia Performance Muscle Car Challenge, Adelaide, Danielle Watts : 08 8234 5266   |              |
| 23-25/Oct/2015 | Motorclassica, Venue - Royal Exhibition Buildings, Carlton<br>www.motorclassica.com.au   |              |
| 12/Nov/2015    | Japanese Vehicles - Gippsland Vehicle Collection 03 5147 3223<br>Venue - 1a Sale Rd Maffra admin@gippslandvehiclecollection.org.au   |              |

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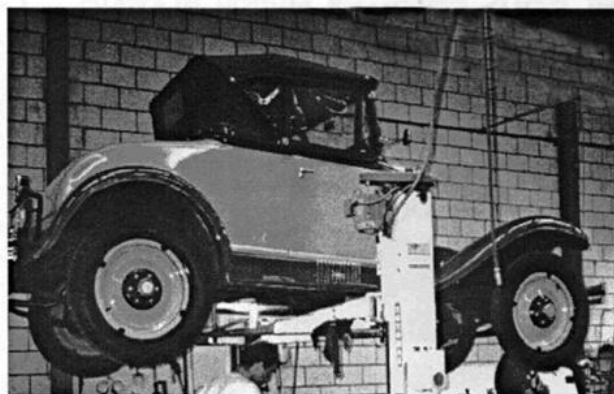
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## BUY, SWAP AND SELL

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.

**WANTED:** My 1947 Dodge Deluxe(Canadian build) appears to have a bent rear axle housing. If anyone has a straight one to replace my bent one, I would appreciate it if you could phone me on 0412967778 to work out a price. I live in Rye, but I am in Melbourne regularly, so I can pick up easily, Regards, Peter Christie (1114)

**SELL** Workshop manual 1946-48 Chev \$30  
235/75 /15 narrow white walls 4 of \$80.00 each  
P Cassar PH 9459 1494 (1014)

**SELL:** 1950 Vauxhall Tourer. Engine number HOLP39823. \$6,000.00 ONO.  
N.O.S. Holden parts, gears, gaskets, EK grille frame, engine mounts etc... Lots more.  
Wal Martin. (03) 9467 1464. (work). (03) 5786 1667 (home). (0115)

**SELL:** Valvoline premium oil, XLD 20--50, 2x6 ltrs., 1x5 ltrs;  
Wheel cyls. part no. 5450072, Delco, 1 3/8", new qty. 2;  
Tyres, Hankook P265/70 R16, 65% tread. qty. 2  
tyres, 7.50 x 20, bar tread, new, qty. 10  
Uni. joints, Hardy-Spicer, part no. RUJ2038, for Ford, Valiant & others qty. 4  
Engine gasket sets for GMC 270 c.i. motor, qty. lots; Lots of items for 1946 -- 1948 Chev., inc. hub caps, int. & ext. fittings, parts, panels etc.  
With regards & thanks,  
Ed Bourke PH: 9544 4147 (0215)

**SELL:** 1940 Chevrolet Special Deluxe, Fischer body, Original Right Hand Drive, excellent condition, unregistered, Engine No R 3106798 Vin No XCCKA 106060 ASKING \$ 29,000 Neg  
Phone Tom Howat Mob 0402 816 225 DROUIN 3818 (0515)

**SELL:** I got your email from the unique cars magazine here in Adelaide and I have 3 items I wish to sell to a Holden fan. I have brock 5 number plates I hope to sell the rights to for \$3000 and I have Holden g/b 6sp from the 08 model range commodores it is brand new never used and electronic speed cable sell for \$2500 and I have also a 5L Holden block (not bored out) blue.  
Dwayne 0423049220 (0515)

**SELL:** 1962 Ford Consul Capri, 4 Cyl. 4 Spd column shift, light blue w/white roof, matching interior, Aust. delivery when new, in show winning condition. \$35,000 O.N.O. Ph. Paul 9803 6906. (0515)

**SELL:** Holden parts, all N.O.S. HK – HG Trico washer motor \$15. HQ manual gearshift honey pot \$30. Distributor vacuum advance diaphragm \$20. 48-215 gear lever \$20. Various throttle pedals \$10 ea. Early ring pins only \$10. HJ heater controls face plate \$10. Genuine GM rear mud-flap set \$15. Clutch slave cylinder HK \$20. Clutch cables & parts HT & HG. Collapsible steering column cover HT \$10. Gearbox parts various models (offers). EK grille frame \$35. Various carby parts (offers). Front end parts (offers). Many other Holden N.O.S. parts. Wal Martin  
Phone 5786-1667, Work 9467-1464 (0515)

**WANTED:** Toyota Corolla 1200, 1970-1976 Workshop Manual, Scientific Publications (S.P. Series 122). Needed urgently to assist restoration.  
Bob Clark 03-93918327 (0615)

**SELL:** Suits young and old drivers!  
2012 Suzuki Alto, (pictured)  
• Automatic-4 speed Hatchback-5 door

**STAFFORD  
STREET  
MOTORS**

25A Stafford St  
Huntingdale 3166 VIC  
03 8555 0777

- Modern and classic vehicle specialist  
- Manufacturers handbook service



3 Cyl 1.0 L only 24600 kms front wheel drive \$9900

Enquiries: 0433114841 Small, easy to handle and easy on the hip pocket, Low kms, recently serviced. Practically brand new, 6 airbags, power steering, ABS brakes, Ipod connectivity, remote central locking. Wont last long at this price. (0615)

### New NHS Proposals

The Royal College of Nursing has weighed in on Prime Minister David Cameron's health care proposals for the National Health Service.

The Allergists voted to scratch it, but the Dermatologists advised not to make any rash moves. The Gastroenterologists had a sort of a gut feeling about it, but the Neurologists thought the Administration had a lot of nerve.

The Obstetricians felt they were all labouring under a misconception.

Ophthalmologists considered the idea short-sighted.

Pathologists yelled, "Over my dead body!" while the Pediatricians said, "Oh, Grow up."

The Psychiatrists thought the whole idea was madness, while the Radiologists could see right through it. The Surgeons were fed up with the cuts and decided to wash their hands of the whole thing.

The Ear Nose and Throat specialists didn't swallow it, and just wouldn't hear of it.

The Pharmacists thought it was a bitter pill to swallow, and the Plastic Surgeons said, "This puts a whole new face on the matter...."

The Podiatrists thought it was a step forward, but the Urologists were pissed off at the whole idea.

The Anaesthetists thought the whole idea was a gas, but the Cardiologists didn't have the heart to say no.

In the end, the Proctologists won out, leaving the entire decision up to the a...holes in Whitehall...

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**www.makulu.com.au**



| Category         | Joining Fee | Annual Subscription | Total          |
|------------------|-------------|---------------------|----------------|
| Full Member      | \$30.00     | \$50.00             | <b>\$80.00</b> |
| Joint Membership | \$30.00     | \$60.00             | <b>\$90.00</b> |

### CHACA Membership Details.

**Contact Barry Smith Ph: 5985 9220 Mob: 0408 440 240**

Barry Smith 14 Jacqlyn Avenue, Rye Victoria, 3941

**Joint Membership** – Husband/Wife, partner etc..

**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, also the 3 photos of your Club Permit vehicle/s if Neville doesn't already have them.**

FOR New Applications/renewals: Contact Neville Thomas Kunnel

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

PHONE: 03 8712 3161 MOB: 0422 324 072

1 Val Court, Dandenong, Vic 3175

### 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 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: 8712 3161 Mob: 0422 324 072**

### Photos for Club Records

The photos that are required when applying for Club Permit are as follows.

- |                                 |   |
|---------------------------------|---|
| 1. Photo of the front view      | 5. Photo of the engine                              |
| 2. Photo of the rear view       | 6. Photo of the Vin or Chassis number               |
| 3. Photo of the right side view | 7. Drivers view of the car showing the steering and |
| 4. Photo of the left side view  | dash preferably taken from the back seat            |

Size of photos 6x4 inches or 15x10 cm please get them printed at Harvey Norman, Office Works, Big W etc. All photos should have date imprints on them with the owners name and signature on the back of each photo. If in doubt please contact Neville Kunnel.

### CPS Handbook

The CPS handbook is available from Neville Kunnel or Eddie Reynolds at meetings or runs.

The price is \$5.00 in person or \$6.00 posted

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

# 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!**

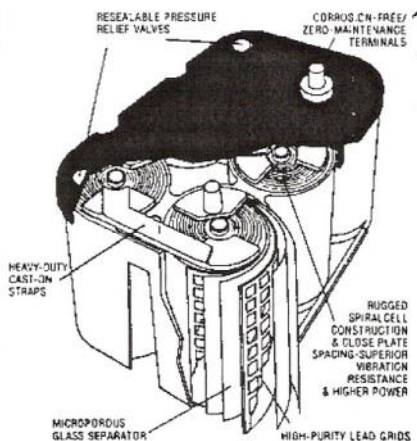
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **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.

PO BOX 340 LILYDALE VIC 3140 PH: 1300OPTIMA FAX 039735 1842 EMAIL Graeme@optima.com.au

# www.chaca.com.au

## Affiliated Clubs

*Independent Clubs Affiliated with the  
Classic & Historic Automobile Club of Australia*

**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: Tony Nelson

Phone: 0403 152 474

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

38 Wattle Crescent, Glossodia NSW 2756 .

Phone 02 45765872

Email: annecampbell13@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 Sun-downer Hotel car park, Caboolture at 6.30am*





This is serious cake business, to be left to professionals! Esther and Irene making sure everyone gets a fair portion.  
 (Inset: Esther and Dennis cutting CHACA’s 49th birthday cake)

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