



CHACA Journal

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

ACN 004 677 570

May 2015 Volume 49 Number 12



Terry & Kaye's Cord L29 Sedan (Supercharged, ca 1929)

CHACA Coming Events

June 14th Tramway Museum Kilmore

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

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 May General Meeting (Thursday 28th) is certainly going to be a busy one. The ladies are having their "Biggest Supper" where I hope you all contribute to the Anti Cancer Council fund raiser.

For the main meeting our guest speaker is Ian Ross from the Association Of Motoring Clubs (AOMC) who will brief us on the direction classic and historic motoring is taking and answer any questions you might have.

Brian Garrett, Vice President

The Survey, we've heard you!

Thank you to everyone who participated in the 2015 CHACA club survey! We had a grand total of 76 entries, which is almost 40% of our club members. By any means, that's already a great result for a survey, and it also shows how our members are engaged with the club and care about the direction we're going in.

The initial results have been shared with and discussed by the committee. During the April general meeting we indicated that we're working on a summary which can be mailed out with one of the journals, probably in June 2015.

From there on, the committee will take on the results, and start planning for future events and other improvements. All this will obviously not happen overnight. We have a great plan for club runs for this calendar year already. Some of your suggestions have already been included, most of course will be used for future event planning.

Another thing to keep in mind is that for some of these additional initiatives, the committee will need some extra help. The more hands, the lighter the work! Do speak to any of the committee members if you can assist in any way, it will be greatly appreciated.



E-mail me the journal!

One great result already is that 32 members indicated that they're happy to receive the journal via email! Again, for those who did not respond, rest assured, you will still get the printed copy every month. However, if you missed out on filling out the survey, and would still like to be included every month for an emailed copy of the journal (or both printed and emailed), let us know! Email us and we'll include you on the distribution list:

editor@chaca.com.au

Keep in mind, the way Ye Olde Lady Post is going, mailing costs will only get dearer, so the club will save some significant funds every month.

Again, many thanks to all who contributed to the survey. It's been greatly appreciated by the committee. Warm regards,

René Gielen, Editor

The Ladies have spoken!

LADIES—Please come to the following general meetings where the Ladies will have their own activities in the Supper Room:

- ♦ May 28
- ♦ August 27
- ♦ October 22

See Journal for our special meeting themes but put in your diary now!



RAY NICHOL'S 1933 HUPP

BRIEF HISTORY – HUPMOBILE MOTOR CAR CORP

Robert C. Hupp built his first car, a Model 20, in 1908, production and sales started in 1909.

From then on the Hupp Motor Car Corp went from strength to strength due to good, strong and reliable products throughout their model range over the years, along with remarkable customer loyalty.

In 1929 the Hupp Motor Corp was listed as employing 7000 people, a total of approximately 561,464 cars were produced before the last Hupp, a Skylark came off the line in 1940. Hupp always produced their own motors. They had several factories in and around Detroit, Michigan in the U.S.

As car production ceased they took up war work contracts for the Government. After the war Hupp was absorbed in to the huge White Engineering Coy.

AUSTRALIAN HISTORY OF THIS HUPMOBILE

321K Silver Anniversary Model for 1933, a factory right hand drive export model, designed by Raymond Loewy who went on to design for Studebaker after the war, by the time it got to the

factory optional extras fitted to help shift sales along. Apparently from contemporary write ups this 90 hp six cyl car received excellent press at the time, and even today receives favourable comment



on its Hupp factory built imported bodywork.

The original owner, Mr George Lloyd, of Brighton, Melbourne, was an industrial chemist by profession who was in the US. in 1933 studying metallurgy, taking in some of the big car plants, and he purchased and brought this car home with him on the same ship in 1934, this car being one of a batch of export right hand drive cars built from left over inventory from the 1933 production. A total of only

approximately 6000 of this model were produced.

George used this car all his life. He died in approximately 1967 and I bought it in 1969 and drove it home to Blackburn, Melbourne. I was lucky enough to talk to family members who confirmed the 82,000 mileage. The motor at the time was tired and the guards were knocked about, inside was fair, and the bodywork excellent due to the fact it was always garaged. It was 100% complete, although the diecast parts were broken but were used as patterns for casting replacements.

I stored the car in my garage until a full restoration started in 1990 and finished 1999. Currently we know

showrooms the depression had ruined a lot of businesses and Hupp was no exception. They were in the red by this time, the directors decided to put everything into this 25 year anniversary model, and indeed they did. It has excellent panel work from finely finished dies, and export model had many

of seven restored Hupps of this model in Australia, only two in Victoria, since restoration. Our car has done 19,000 miles, including interstate rallies in five States.

Regards

Ray Nichol



NEXT MEETING MAY 28TH
This is going to be a night to remember!

The Biggest Supper.

This has been organised in accordance with the Anti-Cancer Council but instead of the "Biggest Morning Tea" we are doing "The Biggest Supper". We would appreciate it if all the members who attend the meeting would make a cash donation for their supper this time.

Traditionally, some members bring a plate to the meetings, but this time, to justify the banner of "The Biggest Supper" it would be great if more members contributed and the food offerings were in abundance and conducive to generous cash donations.

Please come along and support this fund raising effort for the Anti-Cancer Council. We never know when and if we will need the services of this wonderful organisation.
The CHACA Ladies.

Enquiries to Gail Evans. (03) 9789 5532. or 0417 018 058.

P.S. If you wish to bring along some supper also, please do. All contributions will be most welcome.

OWNER'S MANUAL

Under normal driving conditions seizures do not occur. In almost every case the cause is high speed being held for a long time. It is also possible, even after many miles have been covered, for a seizure to occur, due to the engine overheating because of cylinder cooling fins being clogged with dirt.

In order that you may know exactly how to stop a seizure and how to avoid it, we write the following section:—

A seizure during a journey occurs as follows:

The engine no longer pulls well and responds only slightly, or not at all, to the accelerator. The sound of the engine is different to usual and mounts to an intense scraping noise which increases within the next two or three seconds until finally, and usually with a light screech, the engine stops. The immediate danger of such a seizure is that the rear wheel becomes locked, which causes immediate skidding and the vehicle to turn sideways, and it is possible that it will also turn over.

However, this dangerous outcome can be avoided. It is only necessary, upon noticing the fall in power and the scraping noise of the engine, to immediately disengage the clutch and take the foot off the accelerator. By doing so the rear wheel is allowed to turn freely, and the engine immediately idles and thereby cools.

Should skidding occur, due to the clutch not being disengaged in time, then immediately declutch and continue to steer in the original direction of travel in order to check the skid. Let the vehicle roll to the side of the road, switch off the ignition, and wait until you have smoked a cigarette. You can then continue your drive, taking care not to let the engine pull too hard at first. It is better to travel in a low gear at higher revs.

If a seizure has been avoided by timely declutching, it is not necessary to stop: it is possible to continue driving, but do so with extreme care. Perhaps, however, you will not begrudge the engine a "breather" and thereafter avoid overheating when continuing the journey.

The above is a copy of page 2 of the Owner's Manual of a 3 wheel Messerschmitt.

Life was so much simpler in those days

Bob Clark

JUNE RUN – SUNDAY JUNE 14TH 2015 - TRAMWAYS MUSEUM - BYLANDS

Come for an enjoyable trip into the country driving up and over 'Pretty Sally' then take a ride down memory lane as we visit some of our transport history at the Tramways Museum on Bylands near Kilmore.

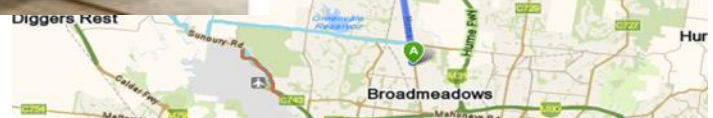
There's lots to see as we tour the facility including beautifully restored (and works in progress) passenger trams, works trams, tram memorabilia, tram stations, tram stops, trams from regional Victoria and other items of interest associated with tramways operations.

This should be a very pleasant, interesting and social run. Hopefully some of our members from the region can also make it across. We'd love to see you.

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



Date	Sunday June 14th, 2015
Run Coordinator	Peter Barker - Ph 0417 051 674 or email peterbarker@fastmail.fm
Meeting Place	Outside the Ford Factory, Sydney Rd, Broadmeadows (just Nth of Barry Rd)
Meeting Time	Be there by 10.00am for a 10.30am departure
Destination	Melbourne Tramway Museum 330 Union Lane, Bylands, Victoria (approx 35km from our meeting place)
Entry Fee	\$10 per head (possibly less depending on group size)
Arrival Time	11.00am - 11.15am
What do I bring ?	-Your favourite classic car -Someone to enjoy the drive with
Lunch ?	Arrangements are currently TBA but will be either on site or a counter meal nearby - allow for approx \$25
Coming home	Depending on the weather and how long we spend at the Museum, we could head back the way we came, or tour home via Kilmore and Lancefield. (This would add an additional 50km to the round trip)



LETTER TO THE EDITOR

Ken and Margaret Robinson, Gail Evans, Eddie Reynolds, Margaret and I camped at Capel Sound (West Rosebud, Victoria) over the Easter break and I took our '34 Ponty, the Don caravan, and our old Clinker rowboat which created quite a bit of interest on the foreshore. Whilst rowing around in the bay on the first day, I decided to have a swim while Eddie stayed in the boat, refusing to brave the cold water. I decided to see if it was possible to get back in the boat un-assisted and without touching the sea-bed, which could be important if I was on my own and had to do just that. I couldn't. So, Eddie had to try it also and, reluctantly, did jump in but almost immediately got back in the boat. I think the cold water helped somewhat in his determination to climb aboard. The empty boat also helped as the stern conveniently dipped down with his weight and made it easier to clamber on board.

When Barry Smith heard we were in Rosebud, he and Roz invited us all to their home in Rye, to look

at his new car:.....a 1918 Chev Roadster. (ex. John Christie).

After showing us around their lovely house and garden, a credit to Roz and Barry, we went out to the garage and Barry started the Chev.

He then took us each on an "adventurish" ride around the area, somewhat hilly with "T" intersections, which necessitates some forward planning if the need arises to actually stop.

I was very impressed!

After that we were treated to a lovely lunch while sitting around a cosy open fire.

Barry then produced some old car club photos. I picked out 2 photos: one of a 1935 Chev., the other a 1937 Pontiac.

Does anyone know who owned these cars or where they are today?

Hoping to hear from someone in the Club.

Yours faithfully

Ray Griffin.



I feel better after reading this . . .

Brains of older people are slow because they know so much. People do not decline mentally with age, it just takes them longer to recall facts because they have more information in their brains, scientists believe. Much like a computer struggles as the hard drive gets full, so, too, do humans take longer to access information when their brains are full.

Researchers say this slowing down process is not the same as cognitive decline. The human brain works slower in old age, said Dr. Michael Ramscar, but only because we have stored more information over time. The brains of older people do not get weak. On the contrary, they simply know more.

Also, older people often go to another room to get something and when they get there, they stand there wondering what they came for. It is NOT a memory problem, it is nature's way of making older people do more exercise.

SO THERE!!

I have more friends I should send this to, but right now I can't remember their names. So, please forward this to your friends; they may be my friends, too.

Tim Wise

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.

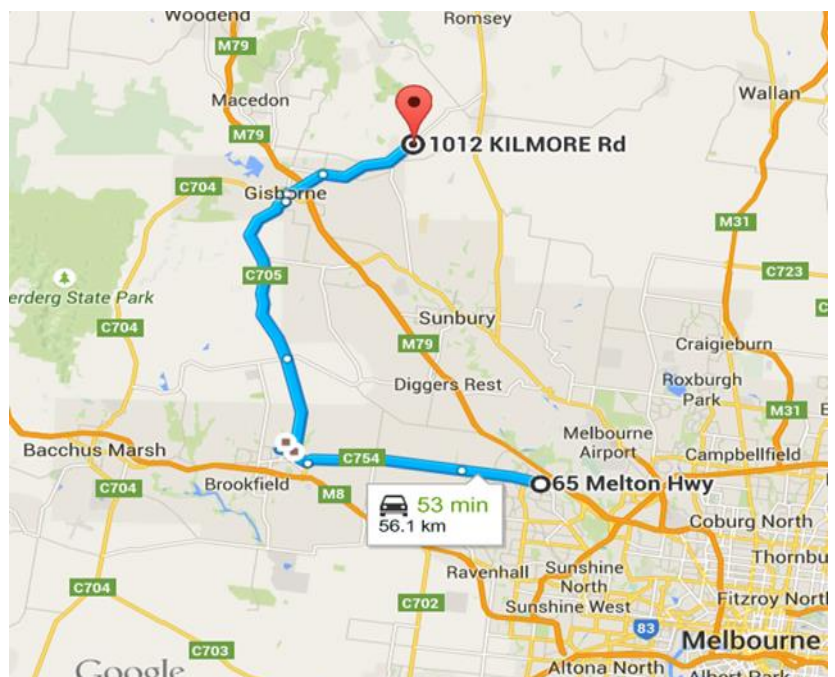


We'll take the scenic route to get there, via Melton and Gisborne, taking in some secondary roads that carry less traffic and offer more scenery than the usual highway routes. Driving time will be approximately 50 to 60 mins. If you prefer, you can go directly to Dromkeen and meet at our scheduled arrival 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 peterbarker@fastmail.fm
Meeting Place	On the service road, outside Lakeside Banquet and Convention Centre 65 Melton Highway, Taylors Lakes
Meeting Time	Be there by 9.30am for a 10.00am departure
Destination	Dromkeen Homestead 1012 Kilmore Rd, Riddell's Creek Victoria
Entry Fee	Allow for \$28 per head, which includes the homestead tour, a 2 course meal and hot beverage
Arrival Time	11.00am
What do I bring ?	Your favourite classic car Someone to enjoy the drive with

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



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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.

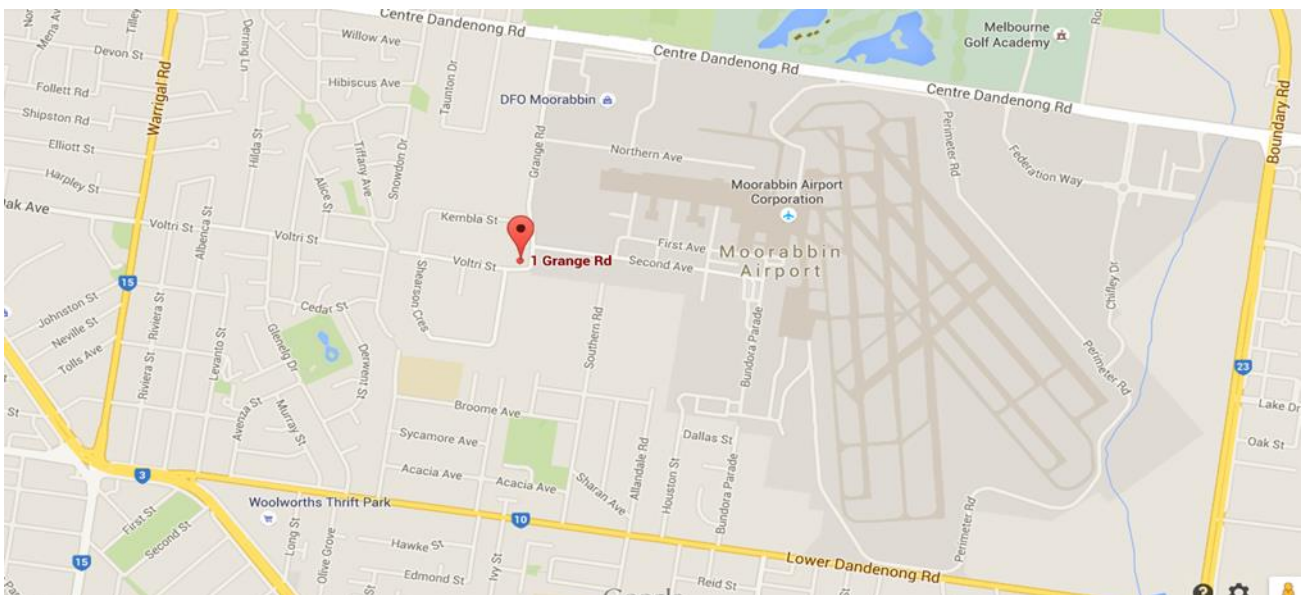


Our hosts will provide a tour of the facility and will highlight some of the most interesting and collectable bikes they have. You will be allowed plenty of time to browse and take in all that is on offer.

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 peterbarker@fastmail.fm
Meeting Place and Destination	Antique Motorcycles 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



THE PHOTO PAGES.... BEFORE THE MONTHLY CLUB RUN?!?

Yes, occasionally we in the editorial offices (the upstairs study) need to resort to some blasts from the past! Especially when the journal is going to print 2 days before the monthly club run. It also didn't help that the American Motor Show got rained out at Flemington in April. Apologies for the late notice, the event organisers only emailed us ON the day itself early in the morning.

But hopefully that means we'll have some great shots from the May 17 birthday run to Yarra Glen. Stay tuned!

Rest assured, some faithful long time members can assist in digging up from the archives. Brian emailed me the great shot of Terry & Kaye's Cord Sedan (Supercharged, ca 1937), which you will have noticed on the front cover. Eddie dug up the great shots from the Truck show-down at Sandown from 2011.

Then I myself was lucky enough to bump into the Targa Tasmania show in Hobart, on a recent weekend trip to Tasmania (the only state I hadn't been to in Oz, by the by). I enjoyed the diversity of old and new cars, the casual chats with drivers and mechanics. But not as much as young Campbell, a friend's 6 year old. Dad-



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Photographs courtesy of Peter Ellenbogen

dy had been marshalling during the Targa, 5 Sunny days in lovely Tassie. And lest I forget, our little 2 year old daughter, helping daddy out as pit crew mechanic, when daddy had to adjust the pedals on her pedal car.... A proud moment for daddy! Enjoy!

Rene Gielen



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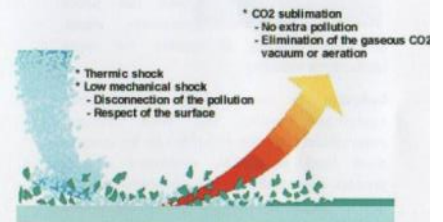
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OUTSIDE THE SQUARE..



Vehicle gearbox—part cleaned to show how thoroughly grease and grime is removed

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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



Contact John Baker
0419 588 370

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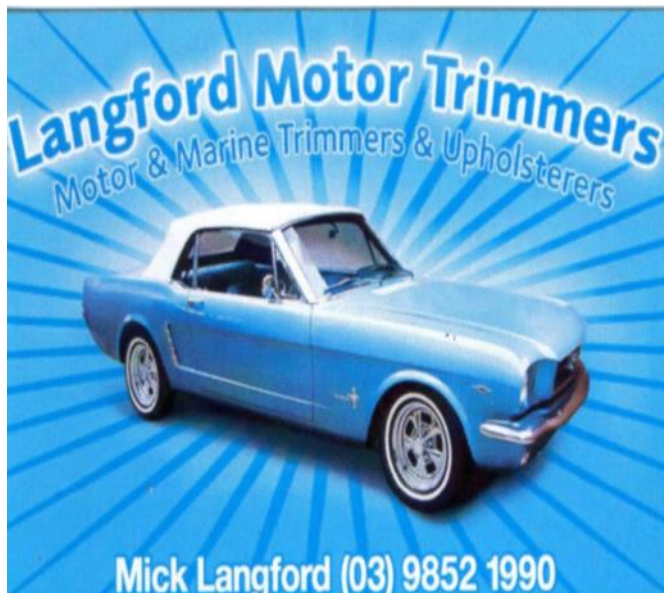
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EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

30-31/May/2015	Winton Historic - Austin 7 Club Venue - Winton Raceway,	(Noel) 03 5428 2689 noelwilcox@rocketmail.com
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, 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 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 www.motorclassica.com.au	
12/Nov/2015	Japanese Vehicles - Gippsland Vehicle Collection 03 5147 3223 Venue - 1a Sale Rd Maffra admin@gippslandvehiclecollection.org.au	



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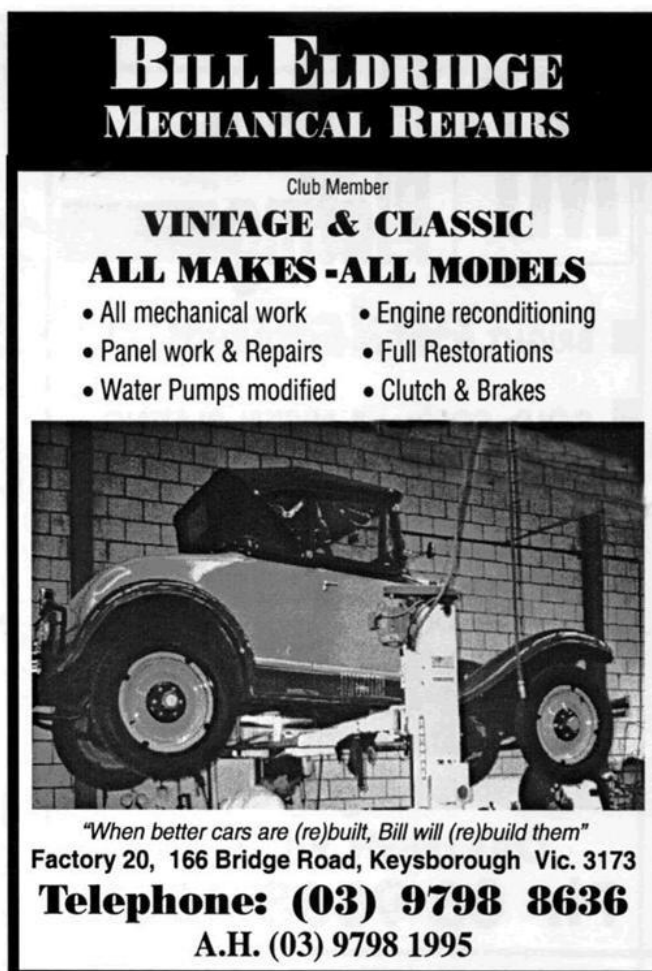
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BUY, SWAP AND SELL

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 (pictured), 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)

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MOTORS**

25A Stafford St
Huntingdale 3166 VIC
03 8555 0777

- Modern and classic vehicle specialist
- Manufacturers handbook service

Dear All at Chaca

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 mudflap 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)



I want to express my gratitude and thanks for friendship and support over the years and now, warm and friendly, compassionate and supportive at our sad time, of our losing Vincent. He was a good man; loyal, reliable, funny, witty, loving, passionate, straight to the point, giver to the community and Chaca in which he belonged. Vin now in peace and leaves behind many wonderful memories. Vincent's Christian faith gave him strength and peace. He was courageous until the end. The support has given all of us comfort and strength in our time of grief and loss. Sincerely thank you all.



God Bless

Lana and Families

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www.makulu.com.au

Category	Joining Fee	Annual Subscription	Total
Full Member	\$30.00	\$50.00	\$80.00
Joint Membership	\$30.00	\$60.00	\$90.00

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 1st. 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

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 dash preferably taken from the back seat |
| 4. Photo of the left side view | |

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.***

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

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

- **UNEQUALLED VIBRATION RESISTANCE!**

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

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

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

- **MORE POWER IN ANY CLIMATE!**

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

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



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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: 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

Meetings:

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



Blast from an English past: A Jensen 541, photo taken by Brian on one of our many sunny club runs!

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