



CHACA

Journal

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

ACN 004 677 570

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Hot Cross Buns Run 2018



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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CHACA is affiliated with the Association of Motoring Clubs (AOMC) and the Federation of Veteran Vintage and Classic Vehicle Clubs. Club representatives are Bob Clark & Dennis Healy (AOMC) and Brian Garrett (Federation).

Notice To All Reciprocating Clubs

Please address your magazines to

The Secretary

LPO Box 72, Bittern Vic 3918

Meetings

4th. Thursday of the month at 8pm (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.

CHACA is a Disabled Friendly Club with fully paved parking facilities, level access throughout, disability toilets, PA system with Tele-Loop compatibility for hearing impaired and wheelchair lift to the upstairs library. The Club is equipped with a portable defibrillator for medical emergencies at all meetings and events.

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

webmaster@chaca.com.au

Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

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

In Memoriam : Fred McGeary, Norm Watt, Don Main, Ian Davey, Tom Lambert, Eddy Dobbs Snr, Col Patience, Gordon Wightman, John Hunt, Henry Alger, Bill Kerr, 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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Mention their ad in our Journal
when dealing with them

APRIL GENERAL MEETING

General Meeting 26th April 2018

Come join us for another general meetng, a good car yarn, a hot cuppa, and bring any evening tea to share!

Hope to see you on the evening!

Brian Garrett, President

PRESIDENTS REPORT

Two items are of concern to the Classic Car movement at present. First the Luxury Car Tax (LCT). This tax applies to any vehicle imported into Australia whose purchase price plus GST & Freight exceeds the LCT threshold of \$65,094.00. How much tax applies you say? 33% that's how much. A staggering amount of money for nothing, as it does not protect any industry in this country. Now the part that interests us is that this tax applies to any motor car including classics. So if you want to import say a 1910 De Dion Bouton or a 1969 Dodge Charger and the cost (including freight and GST) was more than the above threshold then you are up for an additional 33% on that price. It's an outrageous piece of money grabbing and there are people, such as the AOMC and the AHMF working on getting it removed for old vehicles. Don't hold your breath though as getting a tax lifted is not easy.

The second item of interest is the Asbestos laws and the zero tolerance on items containing Asbestos being imported into Australia. Now the Australian Border Force is getting a fair bit of flak over this but they are just applying the law of the land. It's the pollies we need to get to on this one and again this is being worked on but I don't see an easy solution.

The real problem with this law is the impact it will have on the existing classic car movement. Take the example of eight Maseratis brought temporarily into Australia to participate in a two week rally with the Maserati Club through NSW and Victoria. See <https://www.motoring.com.au/australian-border-patrol-nabs-maseratis-111746/>

Border Force impounded them and the owners missed out on an enjoyable piece of motoring. Think of all that cost to bring them to Australia and not be able to use them. Disgraceful! What's more the word will soon get around that taking a car to Australia is fraught with danger and we will see a reduction in overseas cars participating in Australia. That would affect such events as Targa Tasmania, Phillip Island Classic Races etc. with the subsequent loss of revenue to Australia. It would be sad to see no more MB or Porsche Museum cars here. No they will not modify them to comply with Australian regulations.

That therefore raises the issue, if an Australian owner wanted to take his car on a rally to say, New Zealand? He would get the car out ok but what happens on the return. I assume unless he was holding a Zero Asbestos Certification it could end up costing thousands to get the car back in. Not sure if that's been tested yet but I sure don't want to be the vanguard in this. (excuse the pun).

Safe Motoring

Brian Garrett

UPCOMING CHACA CLUB EVENTS

April	22 nd Sunday. Northern CHACA Club Run. (Brian Garrett) CR
	26 th . Thursday. General Meeting at Clubrooms.
May	20 th . Sunday. Motoring Heritage Day. Birthday Run. CR
	24 th . Thursday. General Meeting at Clubrooms
	25 th – 27 th Historic Winton
June	15 th to 18 th . Anniversary Tour.
	20 th Wednesday. Committee Meeting
	28 th . Thursday. General Meeting at Clubrooms.

CHACA CALENDER FOR 2018

April	15 th . Sunday. AOMC Americam Motor Show. Yarra Glen. 18 th . Wednesday. Committee Meeting 22 nd Sunday. Northern CHACA Club Run. (Brian Garrett) CR 26 th . Thursday. General Meeting at Clubrooms.
May	20 th . Sunday. Motoring Heritage Day. Birthday Run. CR 24 th . Thursday. General Meeting at Clubrooms 25 th – 27 th Historic Winton
June	15 th to 18 th . Anniversary Tour. 20 th Wednesday. Committee Meeting 28 th . Thursday. General Meeting at Clubrooms.
July	22 nd . Sunday. Western area run. TBA. 26 th . Thursday. General Meeting at Clubrooms.
August	19 th . Run to Clubrooms via Ambulance Museum. BBQ (Eddie Reynolds) CR 15 th Wednesday. Committee Meeting 23 th . Thursday. General Meeting at Clubrooms.
September	16 th . Sunday. Run to Toolangi Pub.. 27 th . Thursday. General Meeting at Clubrooms.
October.	14 th . Sunday. Caribbean Gardens. Judging Day. (Brian Garrett) CR 17 th Wednesday. Committee Meeting 25 th . Thursday. Annual General Meeting at Clubrooms.
November.	18 th . Sunday. Presentation Day & Lunch at Clubrooms. 22 nd . Thursday. General Meeting at clubrooms.



Note: CR indicates sanctioned CHACA Club Run

CHACA PUB RUN, SUNDAY 22 APRIL 2018

Join us for a relaxed scenic run starting at Gisborne and finishing at Hogans Hotel, Wallan, for lunch. All sealed roads with guidance notes supplied.

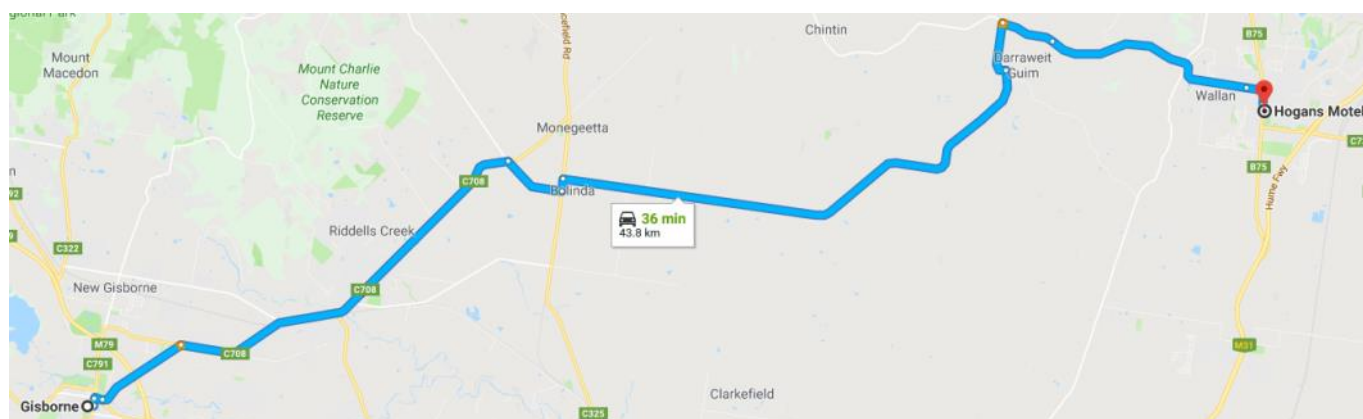
Find your own way to Gisborne at a time that suits you. Plenty of Coffee shops etc to cater to your interests.

Park at the north end of C705 (Aitken St). There is ample parking both sides of the street. Meet at 10:20 am in front of Aquatic Centre for briefing and notes. Need to be ready to depart Gisborne at 10:30am. Should arrive in Wallan approximately 12 noon.



For the purposes of booking the hotel I need to know who is coming. Please advise by email or phone if you are coming and how many persons by 17th April to:

Brian Garrett 0400166762
bjgarrett@optusnet.com.au



HISTORIC WINTON TICKETS

Paul Goethel would like to ask who is coming to Historic Winton this year (26th and 27th May), so that he can organise tickets for them.

This year Historic Winton will have a large representation from Vintage Drivers Club and Ford Model A Club as well as Veterans. Lot of these cars will be in the Heritage Display Section. If some of our members wish to bring up their older, Vintage cars, these could also be considered to go under cover in the Heritage Display - but I need to know who and what early. It would be GREAT to see CHACA well represented this year!!

Contact:
paulgoethel@hotmail.com



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

JOIN CHACA AT MOTORCLASSICA 2018!

Hello again! After a rain and wind swept 2016 event, the sun shone on us in 2017, and our cars and members got a lot of interest from the public. Rightfully so, we had quite the diverse collection of automobiles on display.

We're putting the band back together, preferably with new members and different cars. If possible, this time, we'd like to headline our pre nineteen fifties automobiles! That doesn't mean we won't be showcasing any more recent cars!

From the club's perspective, this event is one of the best ones for us to put our club forward and present ourselves to a



completely new audience of potential members. That opportunity is something we'd seriously like to grab by the horns, so the club is now actively going to seek members who would like to display their classics during the event. As per usual, each vehicle will get 2 complementary entry tickets. We'll post more detail soon. If possible, this year we'd like to take 8 automobiles with us. More details on the website:

<https://motorclassica.com.au/events/club-sandwich-presented-by-lorbek-luxury-cars/>

Questions or comments? Ask any of the committee members, or else, speak to René about joining the CHACA club sandwich! Contact: René Gielen, 0430 526 328 editor@chaca.com.au

MOTORING IN SOUTH AFRICA

Earlier this year, Leanne and I visited South Africa, a country that is beautiful and diverse with most outgoing and friendly locals, spectacular scenery and amazing animals.

While we were also fortunate to get very close to the native animals, spending some time on a safari and living in a game reserve, our visit to that beautiful country would not have been complete without visiting the wine growing region in the Cape Province.

There, nestled amongst the wineries, is the Franschhoek Motor Museum with a collection of cars, motorcycles and bicycles, some dating back over 120 years and portraying the evolution of the automobile. It is a private collection of Johann Rupert and can normally only be seen by appointment.

The collection curates in excess of 220 vehicles, ranging from 1898, with examples covering the antique, veteran, vintage, post-vintage, post 1945, post 1960 eras and right up to the modern super cars, including significant racing machines as well as experimental designs.

Normally, around eighty cars are presented and rotated on display in four magnificent de-humidified halls of more than 2700 square meters. It is a chronological representation of motoring in that country and tribute to the owner's late brother.

Included in the collection are these:



Model T Ford 1911



Wolseley 12 – 16 Town Car 1910

South Africa, being a large and arid country, not dissimilar to Australia, has a rich and colourful motoring history, dating back to the late 1800s, when the first car, Benz Velo “horseless carriage”, arrived in Port Elizabeth in 1896, imported by John Hess, who then went on to becoming the sole agent for Benz in South Africa. That first Velo, after its arrival, was transported by train to Pretoria (the capital) and displayed to the then President, Paul Kruger and hailed as “here to stay, craze of the century”. We now all know, that it was not only the craze of the century, but opened many regions there, similarly to what it did here, in Australia. The lack of significant public transport alternatives has led the country to being reliant on vehicles for personal transport.

Interestingly, that Mercedes Velo did not run under its own power till the January of 1897, when the benzene fuel arrived.

The first drive that could be thought of as over-landing in South Africa was undertaken by Robert Jefferson together with Frank Connock in 1907 in a single cylinder Rover, from Durban to Cape town, via Johannesburg, some 2000 kms. This was mainly through bush and some walking tracks.

A light car that could easily be pushed and that required less petrol to carry was chosen for the purpose. It took 16 days. At that time no other motorist had achieved such a feat there.

With more vehicles being produced in the world, by 1910 about 1000 cars a year were going onto South African roads. It is estimated that there are now around 15 million vehicles registered there. Many are older, contributing to the pollution and congestion.



1896 Mercedes Velo

Driving in South Africa, one sometimes comes across some colourful sights, like utilities travelling on the highway at speed with up to 20 or 25 people standing on the tray at the back, bicycles being towed by cars on highways or cars with some ingenious modifications that one is likely to see on the YouTube under “engineering fails”. It is not unusual to see overloaded cars, both with people or goods. At one point we were overtaken by a car (roughly panel beaten at home and literally held together with duct tape and rope (no number plates visible), towing a utility by a rope that could be no more than a meter and a half long. We were travelling at 120km/h (the limit) and this rig just “flew past” us. The utility had a load of large windows standing upright on the tray. These, instead of being tied down, were wrestled to stay down on the tray by two locals who at the same time were hanging on for their lives.

I also assume through observation, that the local road code makes obeying traffic lights in some parts of the country optional, as is staying within

the lanes or overtaking on double lines! Don’t get me wrong, on the whole driving appears orderly, but one has to be super extra vigilant and expect the unexpected at all times.

Assembly of cars began in 1924, with Ford opening a plant there. Over the years, motor industry there enjoyed a variety of government support for manufacturing activities. Presently cars manufactured in South Africa include: Mercedes Benz, Volkswagen, Ford, Toyota, BMW, Nissan and Isuzu, South Africa also exports cars, in 2016 around 350,000 cars were exported, with that number estimated to rise.

In 2016, south Africa celebrated 120 years of motoring with the Festival of Motoring, hosting numerous veteran, vintage and classic cars at the famed Kyalami Race Track.

The historic and classical car movement is very much alive in South Africa, with many active car clubs thriving around the country. Like in Australia, there are clubs that feature a particular time period, like; Veteran, Vintage, Post Vintage or Classic for example, and clubs focusing on particular Marques, like Jaguar, Mercedes, Austin or Morris, or even clubs specialising in particular car types, like Ford Capri, Morris Minor or Austin 7, etc.....Most of these clubs operate in a not too dissimilar way as our Australian clubs, organising runs, events both social and competitive as well as multi club events.

On the weekends, especially on sunny days, many of these cars can be seen on the roads.

South Africa has an “S” concessional licensing for vintage and classic cars, which saves on the normal cost of putting a car on the road, however the conditions of its use are very restrictive, only allowing the vehicle to be driven on car club events. The cost of registering a car in South Africa is much lower than locally (around tenth of our costs), so most people choose to register their hobby cars on full registration.

By Paul Goethel



HOLDEN - HD

Series	Model range			Release date
	Level	Body style	Code	
HD	Standard	Sedan	HD 215	1965-02
		Station sedan	HD 219	
	Special	Sedan	HD 225	
		Station sedan	HD 229	
	Premier	Sedan	HD 235	1965-07
		Station sedan	HD 239	
		Utility	HD 2106	
		Panel van	HD 2104	



SPECIAL SEDAN



SPECIAL WAGON



NRMA MOTORING & SERVICES



SPECIAL SEDAN - X2



PREMIER STATION WAGON



PREMIER SEDAN



PREMIER SEDAN - X2



UTILITY - X2



UTILITY



PANEL VAN

OVERVIEW:	
Manufacturer	Holden (General Motors)
Also called	Holden Standard Holden Special Holden Premier Holden Utility & Holden Panel Van
Production	Sefan & Wagon: FEB 1965 - APR 1966 Utility & Panel Van: JUL 1965 - APR 1966
Body and chassis:	
Class	Mid-size
Body style	4-door Sedan 5-door Station Wagon 2-door Coupé Utility 2-door Panel Van
Layout	Front-engine, Rear-wheel drive
Powertrain:	
Engine	2.4 L (149 cu in) I6 & 2.9L (179cu in) I6 & 2.9L (179cu in X2)
Transmission	3-speed Manual 2-speed "Powerglide" Automatic
Dimensions:	
Wheelbase	106.0 inches (2692mm)
Length	SEDAN: 179.6 inches (4562mm) WAGON: 179.8 inches (4567mm)
Width	70.0 inches (1778mm)
Height	SEDAN: 59.1 inches (1501mm) WAGON: 59.3 inches (1506mm)
Curb weight	Standard Sedan Manual 2595lb (1177kg)
Chronology:	
Predecessor	Holden EH
Successor	Holden HR

Years of Manufacture: 1965 - 1966
Number Built: 178,927
Price at Introduction: £1160 (\$2320)
Models:

Standard Sedan
Special Sedan
Premier Sedan
Standard Station Sedan
Special Station Sedan
Premier Station Sedan
Panel Van
Utility

Date(s) of Introduction:
Sedans and Station Sedans: February, 1965
Panel Van and Utility: July, 1965

To Identify:
New body with horizontally slatted grille split by vertical bar incorporating "HOLDEN" badge
Protruding front quarter panels extending past the headlights and merging with the front bumper

Body:
Unitary construction (Monocoque)

Exterior Dimensions:
Total Length:
Sedans: 179.6 inches (4569mm)
Station Sedan: 179.8 inches (4567mm)
Total Width:
70 inches (1778mm)
Total Height at kerb weight:
Sedans: 59.1 inches (1501mm)
Station Sedans: 59.3 inches (1506mm)
Wheelbase: 106.0 inches (2692mm)
Front Track: 53.9 inches (1369mm)
Rear Track: 54.5 inches (1384mm)

Kerb Weight:
Premier Sedan: 2681lb (1216kg)
Special Sedan: 2603lb (1181kg)
Standard Sedan: 2595b (1177kg)
Premier Station Sedan: 2833lb (1285kg)
Special Station Sedan: 2764lb (1254kg)
Standard Station Sedan: 2745lb (1245kg)
Hydramatic Automatic Transmission: Add +63lb (29kg)
Turning Circle:
36.5ft (11.1 metres)
Fuel Tank Capacity:
11.5 gallons (53.3 litres)
Instruments:
Speedometer
Petrol gauge
Water Temperature warning lamp (except X2)
Water Temperature gauge (X2 only)
Oil warning lamp (except X2)
Oil pressure gauge (X2 only)
Generator warning lamp
Ammeter (X2 only)
Turn Signal lamps
High Beam warning lamp
2.45 "Low Compression" Engine:
Capacity: 2450cc 149 cubic inches (2.442 litres)
Type: Conventional, watercooled four stroke, reciprocating pistontype with 6 cylinders
Configuration: Front mounted, longitudinal, inline
Head: Pushrod and rocker actuated ohv with two valves per cylinder
Fuel System: Bendix-Stromberg single barrel downdraft type carburettor
Bore and Stroke: 3.25 x 3.00 inches (82.5 x 76.2mm)
Power: 95bhp (71kw) at 4400rpm
Torque: 135lb-ft (183Nm) at 2000rpm
Compression Ratio: 7.7:1

HOLDEN PRODUCTION MODELS

Michael Austin (Brian Austin's son) has forwarded some emails to me containing documents that were compiled by a Holden employee, Peter Zoldak. They would be of interest to the Holden fans in our club & perhaps others. The compiler has produced files on the 48-215, FJ, HD & HR.

*Thought you might like these I'm Brian Austin's son.. Cheers Michael Austin
Pre-Delivery Manager
Brighton Mitsubishi , Holden*

*Hi Folks
Finally have done another file.*

This time I have added a HOLDEN - HD & HOLDEN HR File including the list of Features.

I have been busy over the last few weeks and that is the reason for the delay. The later models are actually taking me a little bit more time to produce it. Still thoroughly enjoying the task.

If you do find that some the information I have published to you and is not necessarily correct, please advise me.

Best Regards

Peter Zoldak

(We'll try to compile all files on the CHACA Website))

2.45 "High Compression" Engine:

Capacity: 2450cc 149 cubic inches (2.442 litres)
Type: Conventional, watercooled four stroke, reciprocating pistontype with 6 cylinders
Configuration: Front mounted, longitudinal, inline
Head: Pushrod and rocker actuated ohv with two valves per cylinder
Fuel System: Bendix-Stromberg single barrel downdraft type carburettor
Bore and Stroke: 3.25 x 3.00 inches (82.5 x 76.2mm)
Power: 100bhp (75kw) at 4400rpm
Torque: 145lb-ft (197Nm) at 2000rpm
Compression Ratio: 8.8:1

2.95 "179" Engine:

Capacity: 2950cc 179 cubic inches (2.934 litres)
Type: Conventional, watercooled four stroke, reciprocating pistontype with 6 cylinders
Configuration: Front mounted, longitudinal, inline
Head: Pushrod and rocker actuated ohv with two valves per cylinder
Fuel System: Bendix-Stromberg single barrel downdraft type carburettor
Bore and Stroke: 3.563 x 3.00 inches (90.5 x 76.2mm)
Power: 115bhp (86kw) at 4000rpm
Torque: 175lb-ft (237Nm) at 1600rpm
Compression Ratio: 8.8:1

2.95 "179" X2 Engine:

Capacity: 2950cc 179 cubic inches (2.934 litres)
Type: Conventional, watercooled four stroke, reciprocating pistontype with 6 cylinders
Configuration: Front mounted, longitudinal, inline
Head: Pushrod and rocker actuated ohv with two valves per cylinder
Fuel System: 2 single barrel Strombergs
Bore and Stroke: 3.563 x 3.00 inches (90.5 x 76.2mm)
Power: 140bhp (104kw) at 4600rpm
Torque: 178lb-ft (241Nm) at 2200rpm
Compression Ratio: 8.8:1

Ignition and Electrical:

12 volt 9 plate battery with 44 amp-hour capacity at 20 hour rating of 35 amps
Alternator
Coil and distributor integral centrifugal and vacuum type advance control

Exhaust:

Welded steel tube, unrestricted reverse flow muffler

Manual Transmission (3 speed):

1st: 2.99:1
2nd: 1.59:1
3rd: 1.00:1
Reverse: 2.99:1

Suspension:

Front: Short and long arm independent type with coil springs. Stabiliser bar. Direct acting tubular telescopic shocks
Rear: Semi-elliptic springs, four leaves on Sedan, five leaves on Station Sedan. Direct acting tubular telescopic shocks

Steering:

Recirculating ball type, ratio 16.8:1

Optional Power Assisted steering available

Brakes:

Front: Hydraulic 9 inch (229mm) drums, Disc brakes optional
Rear: Hydraulic 9 inch (229mm) drums

Wheels:

Demountable disc wheels

Tyres:

Tubeless 6.40 x 13 four-ply, six-ply optional on Station Sedans and Premier models. Safety rims

Powerglide Automatic Transmission (2 speed):

1st: 1.82:1
2nd: 1.1:1
Reverse: 1.82:1
Clutch:
GMH diaphragm single dry plate
Belleville diaphragm
Rear Axle Ratio:
3.55:1

Engine/Transmission Combinations:

"149" six-cylinder engine with three speed manual or Powerglide 2 speed automatic
"179" six-cylinder engine with three speed manual or Powerglide 2 speed automatic
X2 "179" six-cylinder engine with three speed manual or Powerglide 2 speed automatic

Top Speed in Gears:

149 "Low Compression" HD Standard Sedan Manual:

1st: 32 mph (51 km/h)
2nd: 68 mph (109 km/h)
3rd: 85 mph (137 km/h)
0-60 mph (0-97 km/h): 15.8 seconds
Standing Quarter Mile (400 metres): 20.2 seconds

149 "High Compression" HD Standard Sedan Manual:

1st: 40 mph (64 km/h)
2nd: 69 mph (111 km/h)
3rd: 93 mph (149 km/h)
0-60 mph (0-97 km/h): 13.1 seconds
Standing Quarter Mile (400 metres): 19.3 seconds

179 X2 HD Standard Sedan Manual:

1st: 31 mph (50 km/h)
2nd: 60 mph (97 km/h)
3rd: 99 mph (157 km/h)
0-60 mph (0-97 km/h): 11.6 seconds
Standing Quarter Mile (400 metres): 18.5 seconds

179 X2 HD Special Sedan Manual:

1st: 33 mph (53 km/h)
2nd: 65 mph (105 km/h)
3rd: 97 mph (157 km/h)
0-60 mph (0-97 km/h): 12.2 seconds
Standing Quarter Mile (400 metres): 18.9 seconds

179 X2 HD Premier Powerglide Automatic:

1st: 48 mph (77 km/h)
2nd: 93.2 mph (150 km/h)
0-60 mph (0-97 km/h): 11.1 seconds
Standing Quarter Mile (400 metres): 19.3 seconds

RACV FLY THE FLAG TOUR 2018

Esther and Dennis Healey have been driving along the Fly the Flag Tour 2018. and clearly njoying themselves! Some of us have been able to “join in” and enjoy their daily reports via Facebook and email. Below some great shots of their tour.

Peter Hibbert and John and Louise Baker have been providing ius with some great shots from the start of the tour, plus some from the fancy dress party! Enjoy!

René



1956 Ford Victoria Hardtop Coupe



Barry and Roz pondering their next direction



GOOD FRIDAY HOT CROSS BUN DAY 2018

The Good Friday Hot Cross Bun run for 2018 was once again held at Braeside Park, and what a great day it turned out to be. Weather was perfect and a great turn up of vehicles from the three clubs involved.

It was CHACA's turn to run the event and things did not start out well as Parks Victoria had not bothered to unlock the gate to Rosella Oval. Barry & I did some lateral thinking and decided to remove a couple of fence posts and this overcame the problem. Once inside however further problems were found. There was broken glass everywhere around the shelter area and it took a good 30 minutes to clean up. So by the time Eddie was ready to set up and start heating up the hot cross buns we were an hour behind.



All hands turned in and we were soon back on track. Roz, Gail, Yvette, and Irene were soon serving the buns at full chat and they were delicious. The buns I mean. All up we went through 300 buns with jam, and countless cups of tea and coffee. Terry Herbstreit had to make an emergency run to the local service station to get more milk as we went

through eight litres. You can do that sort of thing with a Mini.

The view of the oval was spectacular with so many cars present. The sun shining off the polished brass of the Veterans added a nice touch and the standard of cars present was outstanding. Kevin brought along his new Mustang GT convertible so all those rumours that Kevin didn't actually have

one were squashed immediately, unless he rented one for the day. It was a stunning example of a future classic.



Irene talked herself onto a ride around the oval in a 1912 T Model Ford and loved it. Getting worried about that girl. She seems to like Veterans. Must be why she has stayed with me for so long.

Those that attended were also very generous on the day, resulting in \$720 collected for the Children's Hospital Appeal.

I for one look forward to next year as I think this event is one of the highlights of the Calendar.

Brian Garrett

Photos Brian Garret and Eddie Reynolds



Radio 88.3 FM conducted interviews throughout the day

GOOD FRIDAY HOT CROSS BUN RUN 2018



GOOD FRIDAY HOT CROSS BUN RUN 2018



CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA MINUTES OF GENERAL MEETING

Held 22 March 2018
at Norcal Rd Nunawading

Meeting opened at 20:05

Apologies: Peter Hibbert, Barry & Roz Smith, Dennis & Esther Healy, Fred Eakins, Reinhardt Axthelm,

NEW MEMBERS & VISITORS

New member Andrew Watson. Restoring a 48 Chev and also owns a restored Datsun 260Z.

CONFIRMATION OF MINUTES February 2018

Moved: Brian Garrett Seconded: John Mason

Business Arising from Feb meeting: Nil

Correspondence

In:

Invite from Moorabbin Aviation Museum

Letter from VDC inviting extension to lease for 5 years.

Out:

Return of endorsed Lease extension to VDC

Business arising from Correspondence

Nil

Monthly Reports

President/Secretary: Brian Garrett

Friday 30th March is the Hot Cross Bun run to Braeside park. All welcome and helpers accepted

Treasurers Report: Fred Eakins

No report this month

Vice President: James Allan

James advised that the Annual Tour for this year has been set. Asking for members to register their interest.

Tour will be held over the weekend of 23rd & 24th of June. Tour will include a drive to Murchison East to enjoy a lunch, tour of the home and gardens of the Historic Noorilim Mansion. After Noorilim the tour will proceed to Kialla for overnight stay at a motel. Dinner at Peppermill Hotel. The following day a look over the Emerald Village and a tour of the Shepparton Motor Museum will take place.

Participants will return home at their leisure.

Note: A limit of 25 vehicles on this run

Cost: \$40/head for tour of Noorilim including lunch

Motel. \$109.00 double room

Booking to James Allan. 9729 6729 no later than 25th May

Payment to treasurer either via mail Fred Eakins 28 Charles Rd, Lilydale 3140 or via bank transfer to Classic & Historic Automobile Club of Australia, BSB083-323 Account #564206872. Insert "Tour" in transfer details.

Technical Officer: Barry Smith

Nil

Property: Eddie Reynolds

Ordering another ten caps. Spare XL size vest available. Open for orders for name badges at \$10 each. Bumper badges and biros available.

Journal: Rene Gielen/Eddie Reynolds

Rene will be away in April but journal will still be done, but may be early in its news. Send entries for Journal early as possible.

Web Site: Rolf Zelder.

Club Rooms & Activities: James Allen

James reported on VDC Tenants Meeting attended by James accompanied by Kevin Churchill on 6th March.

Library: Kevin Oates

Library still there.

Quarterly Reports.

AOMC. Nil

Federation: Brian Garrett

Coming events: Mortlake & Wanghnu Picnic.

24th & 25th March

Scoresby Picnic. 15th April

2018 Rally. Gippsland. 13th October

Coming Events

25th March. Kalorama. Meeting place for those going on the tour is Manhattan Hotel.

Heatherdale & Canterbury rd. Go direct if you wish.

30th March. Hot Cross Bun run. Get there by 10:00am latest.

14th April Echuca Swap Meet

22nd April. Northern Club run. Gisborne to Wailan for Lunch. Entries to Brian Garrett

29th April. Swan Hill Swap Meet

6 May. Car & Bike show. Keilor

20 & 22nd July. RACV Sapphire Rally.

GENERAL BUSINESS

Bob Clark asked why we are still a member of Federation. President indicated that CHACA has been a fed member & AOMC member to ensure we are supported. CHACA would like to see an amalgamation so that only one representative of clubs exist.

For Sale Items: Nil

Close meeting: 8:40pm

Guest Speaker:

James introduced Basil Kier from Headworks who gave us an excellent overview of engine building and in particular cylinder heads, valves and valve

trains for Classic, Vintage cars & bikes. His presentation was very detailed and was valuable information for members. Basil encouraged members with Classic vehicles to utilise the much improved materials available today when rebuilding your head assemblies. So much improvement in reliability can be achieved with modern materials without jeopardising originality..

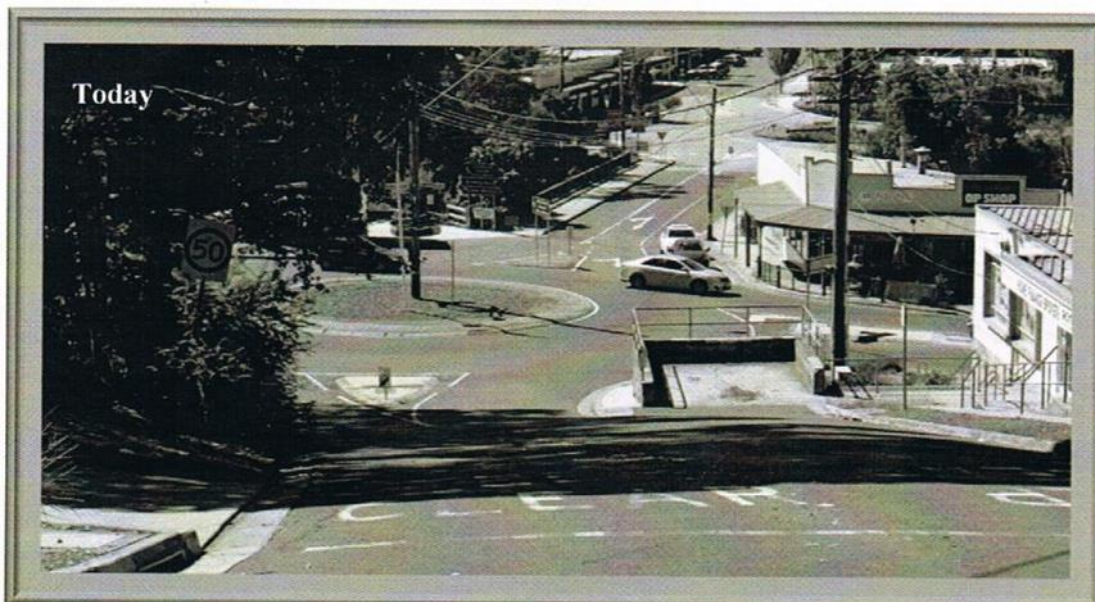
Headworks Pty Ltd.

408 Neerim Rd, Carnegie VIC 3163
95685226

LOST RACV BELGRAVE HILL CLIMB

Photograph by Charlie Hammond during the RACV Belgrave Hill Climb. 6th December 1926

*Provided by
John and
Louise Baker*



in Belgrave,
Victoria,

2018 KEILOR ROTARY

CAR & VINTAGE BIKE SHOW

Sun 6th May
AT THE HISTORIC KEILOR HOTEL
CNR OLD Calder HWY & ARABIN ST, Keilor

SPECTATORS
9am - 1.30pm
ADMISSION \$5.00
(UNDER 16 FREE)
Kids entertainment, band, food & refreshments (including all-day breaky)

EXHIBITORS
Entry from **7.30am** at Arabin St
Judging: 10am-12pm, Presentation 1.30pm
ENTRY: CARS \$20.00
BIKES \$10.00
(Cars incl. driver & 1 passenger)
Free snag & soft drink for all drivers/riders
OVER 18 PRIZE CATEGORIES:
Top Holden, Ford, Chev., Chrysler, Original, Restored, Best Club Display, Classic & Real Street Cars plus Top UK, US Modified & Original Bikes
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Enquiries: Joe Raimondo M:0418 349 465 | jraimondo@trillium.com.au

MONTHLY FUNNIES

It's the Olympics in London.

A Scotsman, an Englishman and an Irishman want to get in, but they haven't got tickets.

The Scotsman picks up a manhole cover, tucks it under his arm and walks to the gate.

"McTavish, Scotland" he says, "Discus" and in he walks.

The Englishman picks up a length of scaffolding and slings it over his shoulder.

"Waddington-Smythe, England" he says, "Pole vault" and in he walks.

The Irishman looks around and picks up a roll of barbed wire and tucks it under his arm.

"O'Malley, Ireland" he says, "Fencing".

Peter Hibbert

I talked to a homeless man this morning and asked him how he ended up this way.

He said, "Up until last week, I still had it all. I had plenty to eat, my clothes were washed and pressed, I had a roof over my head, I had HDTV and Internet, and I went to the gym, the pool, and the library. I was working on my MBA on-line. I had no bills and no debt. I even had full medical coverage."

I felt sorry for him, so I asked, "What happened? Drugs? Alcohol? Divorce?"

"Oh no, nothing like that," he said. "No, no.... I was Paroled..."

Tim Wise

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Auto Surplus supplies parts for cars, trucks, tractors, forklifts and stationary engines.
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5th April 2018

Dear Car Enthusiast

On behalf of the Flinders Lions Club thank you for your participation in the 2018 Flinders Motoring Heritage Event last Sunday

The event was successful in every way. We had about 150 unique automobiles ranging from cars built over 100 years ago to modern classics. The weather was kind and we raised over \$28,000 for Lions supported local charities and community projects on the Southern Mornington Peninsula. Most important of all, the overwhelming majority of participants and visitors had a great day out.

Our small Village of Flinders was packed with people enjoying themselves. The Lions Club has had very positive feedback from local people, traders and importantly our sponsors.

The event would not be possible without the support of car owners. Our sincere thanks go out to the many individuals who went to considerable efforts to prepare their special car and bring it to Flinders for display. Our congratulations go to the owners of the prize-winning cars but every vehicle on display was special in one way or another. All of the volunteers had their own *best in show* and in some cases, several vehicles they hankered after.

Photos of the event can be viewed through Drop Box
<https://www.dropbox.com/sh/lyx87ryd59dun50/AAD5mLb-M4ltxaKu34W1Nmvfa?dl=0>

Flinders Lions Club will hold the event again next year and we look forward to your participation. This was the first year a car event on this scale has been held in Flinders. We are learning as we go and would appreciate your feedback. We have already identified some areas where we can improve and we are confident the 2019 event will be bigger and better.

If you enjoyed your visit to Flinders put Easter Sunday 2019 in your diary. There is capacity in Flinders to accommodate more cars so encourage your friends and your car club to include the 2019 Flinders Motoring Heritage Event in their program for next year.

With best regards,
On behalf of Flinders and District Lions Club

Mark Holland
Lions President

Mary Iles
Lions Member

Clay Manners
Lions Member

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.

www.chaca.com.au

Associated Clubs:

Independent Clubs Associated 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.

Classic & Historic Automobile Club of Riviera Lakes Inc.

Secretary: Sue Cade, PO Box 1560, Bairnsdale Vic. 3875, Phone: 03 5153 1226

e-mail: CHACRL.secretary@bigpond.com

<http://chac-rl.org/>

Meetings: *First Tuesday of the month at Johnsonville Hall, Princes Highway, Johnsonville at 7.30 p.m.*

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: Peter Rohan PO Box 514 Caboolture, Qld.4510. Phone (07) 32041371, mob

0407752632 email: secretary@chacc.com

Meetings: *2nd Sunday of the Month. Meeting
at the Sundowner Hotel car park, Caboolture at
8.30am*

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

- 29 April Swan Hill Swap Meet, Swan Hill Showgrounds
Bendigo Bank - All British Day, Open to cars and motorcycles.
- 29 April Caribbean Gardens, \$10 Entry Fee
Car & Bike show. Keilor
Web: <https://www.rotarykeilor.org.au>
- 6 May Contact: Joe Raimondo: 0418349465
- 26-27 May Historic Winton, enquiries to historicwinton@gmail.com Noel Wilcox 03 54 282 689.
- 20-22 July RACV Sapphire Rally

20 Jan 2019 Great Australian Rally, The Great Australian Rally "rallying for a cure" has grown to become Victoria's largest veteran, vintage and classic car rally.

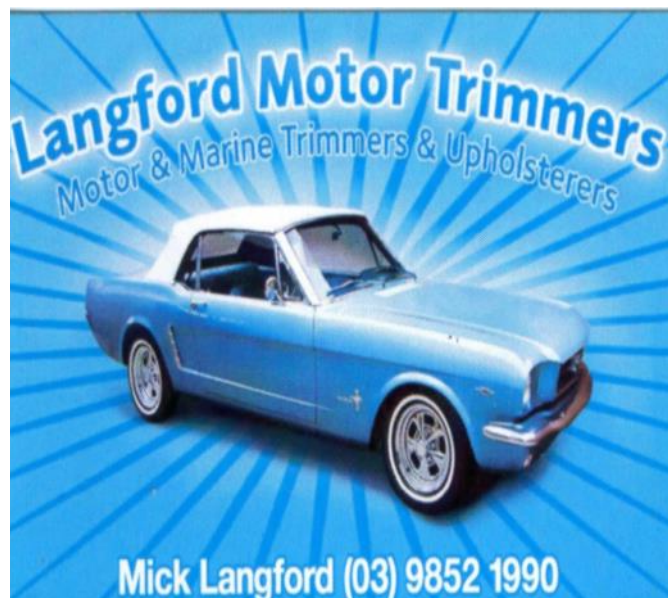
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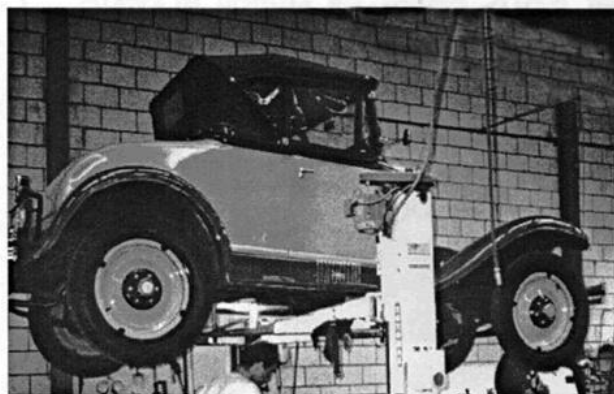
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- Full Restorations
- Water Pumps modified
- Clutch & Brakes



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A.H. (03) 9798 1995

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 Editor's responsibility to seek such information.

SELL: I have available some parts for a 1939 Plymouth Sedan. These are free to good home. Front guards. some damage but repairable. Grille, some damage but repairable, Radiator, straight but condition unknown. Bootlid, straight. Phil Randall. 0408 370 764
randall.philipo@gmail.com (0617)

SELL: Humber super snipe series 5 auto transmission New tyres New brakes New windscreen and boot rubbers Runs well, downsizing and have no room No registration \$2000 ONO Patrick Bruce 0408394598 Bittern 3918 (0917)

SELL: 3 1934 HUMBER SUPER SNIPES 80 SALOONS. Rare 1934 Humber super snipe 80 sports. Should be enough parts to complete 2 cars from the 3. 18 original wire wheels, over 30 hard to get brass wheel nuts. Complete head lights, 2 complete engines plus 1 for parts. one complete luggage rack. All gauges etc. Loads more parts for a complete restoration. Workshop manual, colour sales brochures and large a2 lubrication charts. Contact Andrew Carman, Ballarat 0427 158 107, Andrewcarman56@gmail.com, \$12,000.00 (1017)

WANTED: I am in serious need of a serviceable steering box for 'Hazel' my 1959 Series I Hawk.
Hans Paas Email: hansjpaas@gmail.com

SELL: I have the rear doors off our 63 super snipe parts car available to any member who wants them. A bit of rust along the bottom, but glass is still there. Nick Chippett Email: tater-transport@gmail.com (1017)

SELL: Austin A40 Sedan \$7500, Grey, 29755H Rego, Chassi No IG4523257 Engine No 435-964, Unleaded Motor, Workshop Manual Mornington Peninsula 0408175610 (1117)

SELL: 1956 Austin A50 Sedan, Cambridge Special, Burgundy and Cream, \$9,500, Chassis 101LL Engine No IH178324A, Fog Lights, Modern CD Radio, Owners Book, Workshop Manual, Spare set of tyres, spare engine and gearbox, Rego 15213H, Mornington Peninsula 0408175610 (1117)

SELL: 1933 Austin 10 Sedan \$6,500, Burgundy with Black Guards, CH4254 Rego, Engine No IG26601, Workshop Manual, Spare motor, gearbox, wheels, radiator etc. Mornington Peninsula 0408175610 (1117)

SELL: Set of 5 16" tyres, Set **FREE**, Dunlop Grand Trek 2157DR16-995 Approx 40% tread—good cases, Mornington Peninsula 0408175610 (1117)

All of March Garage Sale TC MG dismantled, 27 Dodge Tourer tub, motorbikes, tools, mbike magazines & access, car manuals, collectables etc. Main Ridge ph: Jan 5989 6082 (0118)

WANTED: I would like to buy a fuel / air ratio (mixture) tester if someone has one floating around that is no longer being used. In the good old days, most workshops had a portable tester to check fuel air ratios by sticking a probe up the exhaust pipe and going for a test drive. This magical bit of gear would allow you to check the mixture under load, on cruise and on slow down. The real early ones were a simple calibrated needle gauge and the later ones were smaller, and digital. VANE instruments used to make a very neat unit about six inches by four inches with suction cups so you could stick on windscreen while driving. My Mighty Mark IV is running again but is a little bit on the rich side and the tester will help enormously in the fine tuning. Ray ray.linden@bigpond.com (0118)

SELL: Set of 4 whitewall tyres. 205/65R, 15 inch. 80% tread. \$100.00. Ken Robinson. (03) 5997 5939. (0318)

SELL: 1955 Dodge Kingsway Sedan. Very good condition. Currently on CPS plates. (20504 – H). \$20,000 ono. Peter Arnold, (on behalf of Fred LeBon). 0417 519 105. (0318)

SELL: I have a large collection of Piston Rings and Ring Sets of all sizes and widths from 2¼" to 4¼". Oil rings, Cast Iron rings, Segmented rings and Compression rings., etc. All N.O.S. Ralph Provan: Phone (03) 5792 1375. (0418)

SELL: Tandem Trailer. A heavy duty large tandem trailer in very good condition with both electric and ride-on brakes, near new 6 tyres including two mounted spares. Easily opening spring loaded ramps to drive on, front wind/stone deflector, electric winch with near new battery, lights and registered. The trailer has lived indoors all its life.

The trailer has been specially built for a large and heavy vintage or veteran car, but will easily transport other more modern vehicles. I easily drive on my 1930 Graham, Plymouth or the Hupmobile, all of which are very heavy and large cars with the wind deflector contoured for these cars to "hide" behind it.

The trailer tows very easily behind a 4x4, is very stable on the road and is great for long trips. It has filled in floor so can also carry a large amount of spares etc. Asking \$6,800 ono. Please call Paul on 0412 534131 (0418)

WANTED: Right side Holden body badge. (Lion facing right). This photo shows two Holden body badges, one for the right side of the car and

the other for the left so that the lion always faces forward.

The upper photo is the badge from the 1930 Oakland sedan I bought in 1971. (I still have the car and still intend to restore it.)

The lower badge is one that I was given for the "restored" sedan that I bought in 2003 as the badge was missing. Unfortunately it is meant for the other side of the car and looks backwards from the right side of this car.

If anyone has a spare badge like the upper photo and could spare it I would be very pleased to hear from you.

Hugh Venables
9758 2414 (0418)



SPECIAL OFFER!

If anyone is interested in this '26 Standard out near Winchelsea. All the panels are stored away as well as the radiator cap it runs, just needs some coach building etc. as they say a "Renovator's delight".



Contact Lindsay Bennet on 0438 501 322.

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CHACA Membership Details.

Category	Joining Fee	Annual Subscription	Total
Single Member - Printed Journal	\$30.00	\$60.00	\$90.00
Single Member - Electronic Journal	\$30.00	\$50.00	\$80.00
Joint Member - Printed Journal	\$30.00	\$70.00	\$100.00
Joint Member - Electronic Journal (Husband/Wife/Partner)	\$30.00	\$60.00	\$90.00

Contact: Kevin Churchill, Ph. 0412 802 177
132 Jacka Street., Bittern, Vic., 3918

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 Barry Smith the Permit together with a copy of your current Membership Card and a stamped self-addressed envelope. Barry will return it to you for you to pay at your nearest Vic Roads Office. You can also see Barry at meetings, **please bring along a copy of the Permit for Club records, also the 7 photos of your Club Permit vehicle/s if Barry doesn't already have them.**

FOR New Applications/renewals: Contact Barry Smith,
14 Jacqlyn Avenue, Rye Victoria, 3941
Email: rozbar@bigpond.com
PHONE: 5985 9220, MOB: 0408 440 240

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.

Barry Smith on **Ph: 5985 9220, Mob: 0408 440 240**

Photos for Club Records

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

Size of photos 6x4 inches or 15x10 cm please get them printed at Harvey Norman, Office Works, Big

- | | |
|---------------------------------|---|
| 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 |

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 Barry Smith.

CPS Handbook

The CPS handbook is available from Barry Smith 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.

Club Merchandise

The following items are for sale to members.
Contact Property Officer, **Eddie Reynolds** at meetings or
phone (03) 97701231 or 0429142460



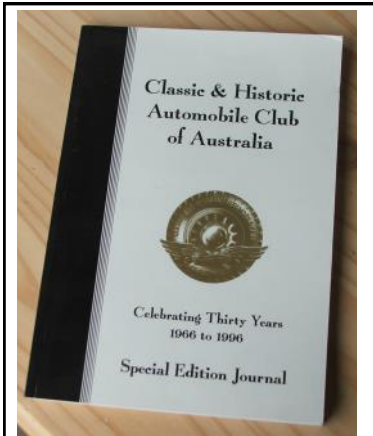
25 Year Anniversary Badge....\$5.00
(65mm. diameter)



Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00each.



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



Club Decals.
\$2.00 each



Bumper Bar
Badge.....\$40.00
(100mm. Diameter).



Iron-on Cloth
Badge ...\$2.00
(80mm.Diam).



Commemorative 50 Year Pen. \$5.00. (in case).



CHACA VICTORIA

Unisex Reversible Vests now available

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

Price. \$40.00 ea

CHACA caps.

Price \$15.00



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

Fly the Flag tour 2018, Peter Hibbert:
Through the windscreen to Leon & Judy's
Rover.



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