



CHACA

Journal

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

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

Committee



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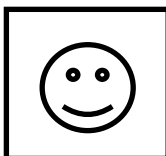
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(TOP SECRET)
(ABOVE YOUR PAY GRADE)

CHACA is affiliated with the Association of Motor-ing Clubs (AOMC) and the Federation of Veteran Vintage and Classic Vehicle Clubs.

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 wel-come.

CHACA is a Disabled Friendly Club with fully paved park-ing 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 emergen-cies 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 sub-mitted 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 ex-pressed in this publication are not necessarily those of the Club.

Journal Closing Dates

Nominally 2nd. Thursday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

The Club's website www.chaca.com.au is updated regular-ly 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, Eddie Reynolds, Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman, Kevin Churchill, John Chris-tie, Ray Nichol

In Memoriam : Fred McGeary, Norm Watt, Don Main, Ian Davey, Tom Lambert, Eddy Dobbs Snr, Col Patience, Gor-don Wightman, John Hunt, Henry Alger, Bill Kerr, Max Austin, Roy Pepprell.

Notice To All Reciprocating Clubs

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



CHACA CPS Eligibility Criteria

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

See Page 18.

PRESIDENT'S REPORT

It was pleasing to be able to run our first General Meeting in July since January. Unfortunately we had to run this meeting on line via Zoom, and although it was fun I did miss the face to face part of our meetings. We had 14 members sign up on Zoom and it was great to catch up with those members. The meeting was hosted by Kevin Churchill and I thank Kevin for this service. We will definitely run another Zoom meeting in August so keep your eyes open for the details of how to join. It will be on our normal meeting night which for August will be the 27th. We start the meeting at 7:30. The meeting notice will be via email and contain the meeting sign up details. If you have email and advised the club of what those details are we should have you on the Nuts & Bolts list. If you have not been getting Nuts & Bolts please advise Eddie Reynolds on eddier2@optusnet.com.au and he will put you on the list.

I have been fortunate in having to attend the Austin Hospital for the last couple of weeks. This has enabled me to use my CPS vehicles in a legal manner to give them a good run. I have a further five weeks to go so there will be no grass growing under the wheels of my collection. The hardest part of this situation is doing the changeover each week to a different vehicle as my storage situation does not lend itself to ease of moving vehicles. What the heck! I can't complain.

I did run into an amusing situation with the Fiat X1/9. The entry to the hospital parking area is via a ticketing machine and boom gate. I cannot reach the ticket button when seated in the Fiat and likewise putting the exit pass into the machine when leaving, so it necessitated opening the door and leaving the seat to accomplish this. Now this Fiat is so low I actually think it will fit under the boom gate which has been tempting to try. I just need to build up a bit of nerve to try it out. I am sure there are cameras at the entry and exit which could become embarrassing.



I had the pleasure of driving a very nice Ford A Model Sports Coupe recently, and I very quickly realised that I had lost my skill of using a crash box. I was fine going up the gears but just could not settle into non crunch gear changes going down. As it was not my car I did not persist and tried to keep it in one gear and stop the car to change to low. Very embarrassing! In addition I had forgotten how heavy on the steering they are when stationary. Over time you tend to remember only the good bits and not the difficult part of owning these early cars. I think I am just getting old (or dopey).



**Thank you all for the articles submitted to the Editor for printing in the Journal!!!
Grrrrrr.**

Please send something in as this is the only written communications we have at present. Even if it is only a page anything is better than nothing.

Stay Safe & Well
Brian Garrett

Online Club Permit Renewals

VicRoads is launching new digital functionality that will enable Club Permits to be renewed online from 31 July 2020.

How to renew a Club permit online

You can renew a Club Permit online with a myVicRoads account. If you don't have a myVicRoads account, go to www.vicroads.vic.gov.au to find out more.

Simply upload the signed renewal and make the payment. This new online service removes the need for Club Permit holders to visit a Customer Service Centre or to renew via mail.

Important information:

Requirements to renew a Club Permit remains the same

The renewal must be signed by an authorised officer of the club/association to declare that the permit holder is a current member of that particular club/association. The Club Permit renewal must also be signed by the Club Permit holder.

Proof of payment

When a Club Permit is renewed online, the receipt must be printed and kept with the log book they received with renewal. The receipt may need to be produced as proof of payment.

Changing period of use

If the Club Permit holder wishes to change the period of use from 45 days to 90 days or 90 days to 45 days, the renewal cannot be processed online.



Paying your permit renewal online

This additional option for renewal will be available through the myVicRoads portal account from 31 July 2020.

The link to set up your myVicRoads account is

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

However, the club permit vehicle will only be displayed in a customer's myVicRoads account if the vehicle is associated with a client id (licence/client number). If any of the club members want to use the online renewal option and do not see the club permit vehicle in their account at the time of their renewal, they can contact VicRoads Call Centre on 13 11 71 to have it linked.

As previously mentioned, the other options of renewing at a Customer Service Centre or via mail, will continue to be available. However, some of the services at the Customer Service Centres may be currently disrupted due to the COVID-19 pandemic.

Also attached the club permit endorsement form which can be used by the clubs to endorse a vehicle requiring renewal. The authorised club representative will need to fill this form and forward it to the customer to attach it with their online renewal application. This form will also be available on our website.

A copy of Club permit endorsement form can be found on Vic Roads website by searching "Club permit endorsement form"

Information for Renewal of Club Permit Online

We have received correspondence and update from AOMC regarding recent Vicroads change to Online Club Permit Renewals



To clubs as addressed

Please see information below and attached provided by VicRoads, concerning the ability to pay club permit renewals online. This feature will be available from 31st July.

Note renewal notices will be posted to permit holders as normal. Changes of permit details cannot be made online. For changes call the VicRoads contact centre.

Please distribute this information to permit holders in your club.

Regards
Iain Ross
President

Electronic Payment for Club Permit Renewals at VicRoads

VicRoads have introduced a system for electronic payment of Club Permit renewals and this system also allows for a complete non contact process for the renewal.

Some clubs have tested and reviewed the system and have confirmed it functions well and efficiently. The details of this system were conveyed to us by both AOMC and Federation and published in this Journal. The following are the steps that can be taken by members to use this system

The first step is to set up your myVicRoads account via the link below.

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

Your account will show all cars linked to your name on the VicRoads database and 'may' include some or all of your Club Permit cars. If a specific car is not listed you can call VicRoads on 13 11 71 to have it linked, but it is recommended you take this step at the time this vehicle is ready for renewal.

Once your car is on their system the process is relatively simple.

If you are able to get your Permit Renewal form signed by one of the CHACA signatories, you follow the instructions on your myVicRoads account and simply download this signed form to the VicRoads website (myVicRoads) and pay by credit card. You will receive an acknowledgement relatively quickly and in 1-2 working days get a further acknowledgement of the permit renewal.

If you prefer to work in email only, (necessary during our lockdown) you can email your Permit Renewal form to the CHACA Technical Officer email address rozbar@bigpond.com The Technical Officer will fill out a Club Permit endorsement form and email it back to you. Via your myVicRoads account you then download this endorsement form and your unsigned permit renewal (with your signature in the relevant spot) and pay by credit card. The acknowledgement will follow as above.

If you still possess the ancient system of payment called a cheque book you can still use it to mail in your renewal



Federation

Veteran, Vintage, Classic Clubs Inc. A0038929X

Correspondence: PO Box 175, Brunswick East. Vic. 3057

To all Federation Member Clubs and Federation Delegates,

Proposed Road Safety (Vehicles) Interim Regulations 2020

The Road Safety (Vehicles) Regulations 2009 are on a 10-year review cycle and are due to expire in October 2020, and therefore the Department of Transport has embarked on a review process.

Having regard to the COVID-19 state of emergency, the Department has approval from the Minister for an exemption to delay this process, and is recommending making an interim set of regulations, which will be known as Road Safety (Vehicles) Interim Regulations 2020.

These Interim Regulations will come into effect in October 2020 and will implement technical and administrative changes to improve the effectiveness of the Regulations.

These Regulations are some 400 pages, of which a section of Part 3 relates to the Club Permit Scheme.

Federation has been offered, and accepted, the opportunity to be updated on the proposed changes, and now we share this information with you.

Their intention was for major consultation; however, the interim Regulations will be enacted for 12 months from October 2020, and full consultation will take place in early 2021 with the full review, ahead of an expected October 2021 launch date.

A copy of the stakeholder information session presentation by the Department of Transport is attached for your information. Note these are the proposed changes, are not approved by the Minister, and no decision has been made on their final form.

The changes are across a range of areas, including:

- Increased accessibility and clarity of the Regulations
- Club membership requirements
- Conditions for approved clubs
- Appointments for the issue of a club permit
- Club permit general conditions
- Permanent and temporary operating conditions
- Requirement to advise of change of details
- Offence for not completing log book
- Suspension of club permits
- Club permit number plates
- Reassignment of club permit for deceased estates



Federation

Veteran, Vintage, Classic Clubs Inc. A0038929X

Correspondence: PO Box 175, Brunswick East. Vic. 3057

Given the short timeline that this is being operated under, there is little time for circulating and consultation with Member Clubs, and so the Department has targeted consultation to Club Associations. And with meetings being unachievable at this time, there is no opportunity for further discussion.

However, the full formal consultation is to take place in early 2021, including the release of a regulatory impact statement. So, with this process under way, we ask you, our Member Clubs, Delegates, and members of your clubs to start thinking about what, if any, changes/issues/concerns/comments that are either old or new, that can form the future and ongoing consultation process.

It seems that those we are dealing with at the Department may not be fully across or appreciate the rich heritage of this scheme that we are all privileged to be part of, so don't be concerned about revisiting issues that have been raised before and that may remain unresolved.

So please circulate and consider the information on the proposed changes, and if time and current operating conditions allow, feel free to provide immediate feedback, or alternatively take the time to gather the full picture of information for further review in 2021.

Immediate feedback will be required in the next 7 days, further feedback we ask to be received in the new year, at this stage looking to the end of January 2021.

Yours sincerely,

Neil Athorn

A letter to Editor: Tracing History of A Renault

Hi Tony,

Had an email from Phil Harrison who is trying to trace the history of his Renault Dauphine. Perhaps you could put the notes below and the attached photo in the next Journal.

I'm trying to find details of previous owners of my 1959 or 1960 Renault Dauphine.

- I'm the Dauphine's fourth owner.
- In July 2011, I purchased the Dauphine from Ray Harrison, who lives in Kyabram
- Ray Harrison had owned the Dauphine for about four years after purchasing it from a man in Yea.

Unfortunately, Ray can't remember the name of that man in Yea.

- As far as Ray can remember, the man in Yea owned the Dauphine for about 20 years after buying it from the original owner. The original owner is thought to be a lady who lived in Heidelberg.
- I've attached a photo of the registration sticker which was on the windscreen of the car when I bought it. The number has faded, but it looks like HGR-005.

Phil Harrison <mharris6@bigpond.net.au>

I would appreciate any help that you may be able to provide to help me learn more of the early ownership of my Dauphine.

Cheers

THE RAREST ASTON MARTIN OF ALL TIME IS NOW ON SALE IN MELBOURNE... FOR A PRETTY PENNY

An Aussie barn find that's not a Ford or Holden.

Car Rave Sunday 26th July, 2020



The garage reveals its million-dollar secret: the Aston Martin DB4. Image: Octane Australia

This story was originally published on Car Rave.

This 1960 Aston Martin DB4 has recently popped up on Facebook Marketplace (of all places), and it is proof that there are still plenty of cool barn finds (or garage finds) hidden away out there. Even in Australia.



This is certainly not your run of the mill, crusty old barn find either. Rather, what you see before you is a mummified example of one of Britain's most beautiful and desirable classic cars – the Aston Martin DB4. If you are hunting for the ultimate iso-project, then look no further.

This particular DB4 has another trick up its sleeve too. Not only is it an incredibly rare find on Australian shores, but it actually has decent lineage too. In fact, it was originally owned by the actual owner of Aston Martin, David Brown. Yes, this was originally the big bosses' personal car. His initials are even in the name, DB.

Ok, quick history lesson: Sir David Brown was a British industrialist, who was originally known for building tractors. In 1946, Brown famously saw the then struggling Aston Martin business advertised in the paper for £30,000 in 1946. After months of negotiations (and a few test drives), Brown eventually acquired Aston Martin for £20,500.

It needs a bit of work. Image: Octane Australia

Brown proceeded to turn the company around, and by the late 50s was developing an all-new sports car dubbed the DB4. Brown was smart, running the company lean whilst managing to maintain a certain level of innovation. The small team consisted of great engineering minds such as John Water, a key figure in not only the DB4's development but also the iconic Ford GT40's.

Another brilliant decision was to involve Italian coachbuilder Carrozzeria Touring, who were experts in hand forming aluminium body panels over tubular spaceframe chassis. A low investment process, perfect for low volume yet high-cost cars. In fact, the Superleggera space frame for the DB4 was developed in just six weeks and would be used right through to the 1970s. I struggle to change a tail light in six weeks.

Engine-wise, the DB4 featured an all-new, twin overhead cam six-cylinder designed by Polish racing driver Tadek Malek. They were unfortunately prone to overheating, but the performance alleviated some of the frustration – 240bhp and a top speed of 224.2 km/h to be precise. This meant the DB4 was considered suitably rapid for 1960.

Whilst this example is in need of a full restoration, it's lineage means it's demanding top dollar. A million AUD in fact. A lot of coin, even for an already high-dollar car. To put it in perspective, Concourse



Bring it back to life. Image: Octane Australia

DB4s average a million elsewhere in the world. But they of course weren't owned by D.B. himself.

Being Brown's own car, there are a host of non-standard features, including a rear demister, electric windows, Motorola radio, and a power lock rear axle. Whilst it hasn't been driven in 30 years, everything is supposedly all there to allow for an easier (but still costly) restoration.

Obviously this is a very special beast indeed. Something us mere mortals would ever dream of owning, let alone try to restore. Finds like this occur in the States and Europe regularly, but not so much on Australian shores, which make this truly unique.

If you are one of the few with the funds and time to take on such a project, you can find this 1960 Aston Martin DB4 'Million Dollar Barn Find' on Facebook Marketplace or on the seller's website here.

Car Rave covers the coolest and most unique cars on sale in Australia. Check out more awesome second-hand car drops over on Car Rave.

<https://www.dmarge.com/2020/07/rare-aston-martin-db4-sale-melbourne.html>



MPH, like any good British car. Image: Octane Australia

Getting a virtual car fix during COVID 19.

For those of us now in lockdown and needing an outlet for our car mania there is an answer. The internet. Yes, I know it is a vast place full of conspiracy theorists, soapbox standers and high horse peddlers, but with a bit of help it is also a wonderful place to get your fix of automania.

In particular I will attempt to guide you to some interesting YouTube sites that really cater for the car, tractor, motorbike fan. In fact, if it has an engine these sites will have some relevant, and at times enlightening information. Unlike the car related TV shows these sites do not have arguments, ridiculous time frames or seemingly bottomless pits of money.

As an aside, I was recently working on the brakes on my Nissan Patrol G60. I could not get the brake shoe spring to extend across the fulcrum no matter how big a screwdriver I employed. I put a search into YouTube and found a number of short video clips that showed several ways of doing this, but all showed a tool I had never seen before. A quick search on eBay, and hundreds of these brake spring stretching tools came up, mostly new cheap items that looked like they would bend the first time it was employed. I found a vintage used one made by a reputable US tool company, and \$18.50 and a week later, I had the tool in hand, and less than 15 minutes later the spring was on. I have 3 more wheels to do.

But, back to YouTube. Most of us would know of Jay Leno and his multimillion \$ collection, or the Barn Find, both very slick YouTube sites, but the following are some sites you may want to peruse.



Mustie1: a small engine mechanic from Maine USA who has a passion for Volkswagens and a charming way with machinery. His videos are excellent quality, ad free and he explains things in such a way that even I could fix my mower that had been shoved to the back of the back shed when it finally died. His series of videos on rebuilding his VW type 2 pick up will while away hours if you let it.

Squatch253: a Ford mechanic from Minnesota, USA who rebuilds Caterpillar dozers from the 1930's, and along with his father; Farmall tractors. He is a master mechanic, and admits to being OCD, so everything is laid out on the bench in order as he rebuilds it, quoting part numbers etc. I wish he was my mechanic. His father even had a series on making Maple Syrup. I had no idea how it was made!





Restore It: a young Englishman living in Spain who is restoring his BMW E34 series 3 coupe and touring. He is meticulous, informative and even set up his own electrolysis baths to plate his bolts. He is teaching himself skills, such as MIG welding along the way.

Coldwarmotors: a bunch of Canadian car guys from Alberta Canada. Citroen, Buick, Packard, Plymouth Fury, T Model are just some of the

cars that have been renovated by these guys. They are witty, enjoy a drink and there is a language warning as they often forget the camera is rolling and tell it like it is. These guys do incredible work, and don't shy away from the tedious work that is also a part of any restoration.

Peter Anderson: a Melbournian working out of his suburban garage. Falcon XW, Sigma, Wolseley are some of the cars he has featured. Another great mechanic who explains in lay terms some of the intricacies of restoration work. Nice to hear an Aussie voice on YouTube. Peter also has a cameo on a couple of Coldwarmotors clips.



Hoovies Garage: a young man from Kansas, USA who is a self-proclaimed terrible car dealer. He buys the cheapest exotics he can find, RR, Bentley, Astons and then takes them to his mechanic, the Car Wizard, who fixes them. He is very knowledgeable on the vehicles but admits his skills are limited. This site can be annoying to see how cheap cars are in the USA, especially used exotics.

Car Wizard: Hoovie's fixer. He can be a little verbose at times, but he truly is a masterful mechanic. He rarely gets flustered even when things go awry.

That is probably enough to get you going. This may save you a lot of time down that rabbit hole, and hopefully it will lead to some fun on those dreary days.

- Scott Garnett



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YESTERDAY ONCE MORE



YESTERDAY ONCE MORE



**CLASSIC & HISTORIC AUTOMOBILE
CLUB of AUSTRALIA
ON LINE GENERAL MEETING
23rd JULY 2020**

MINUTES

Meeting opened at 7:30pm

Present: Brian Garret; James Allan; Fred Eakins; Ray Griffin; Eddie Reynolds; Kevin Churchill; Shane Taylor; Brian Crocker; Esther & Dennis Healy; Frank Mercuri; Michael Guy; Terry Herbreit; Frank de Lorenzi; & Rolf Zelder;

Apologies: Kevin Oates; Ken Robinson, Jim Govett & Tony Tang; Barry Smith

CONFIRMATION OF MINUTES February 2020

Moved: Brian Garrett

Seconded: Dennis Healy

Business Arising from Feb meeting

Nil

Correspondence

In: Letter from Wendy Downs daughter of Colin Patience. Provided some pictures of Colin's from club events

Out: Letter of thanks to Wendy Downs

Monthly Reports

President.

The president welcomed 15 members to this first on line meeting. It is hoped that this meeting arrangement be repeated for next month and that further members can be encouraged to join. President felt it would be some time before face to face meetings will take place, certainly in view of the bad state of recovery in Victoria, not before January 2021. Runs may be possible with limited numbers at a hotel or such with pre-ordered meals. An outdoors picnic or museum visit may also be possible.

Treasurers Report:

Report as at July 2020

General Account. \$ 4195.92

Term Deposit \$62,411.15

Total Funds \$66,607.07

Moved for Acceptance: Fred Eakins

Seconded: James Allan

Membership Secretary: Kevin Churchill

Currently have 211 members. Have had several enquiries which didn't actually generate memberships. However, we have one new member – Chris Lipp who has a 1986 BMW 535i

Renewals will be sent out mid to late August due for payment by end of October.

Technical Officer: Barry Smith

No report

Property Officer – Eddie Reynolds

Eddie reported that at present he has a very small group doing the Journal posting and it is working well. The printed journals are being delivered to Eddie, thus avoiding driving to pick up and violating COVID-19 rules.

Australia Post has discontinued Priority Post delivery

Club Rooms – James Allan

No report

Quarterly Reports.

AOMC. Dennis Healy.

Dennis reported on the new changes to the CPS process distributed via AOMC. It indicated changes to the "scrutineer" requirements and tightening of rules for clubs to issue CPS approvals.

Also indicated that a fee for Club Plates would apply – currently \$38 when first issued and also slim line plates will become available for a fee. An appointment with Vic Roads will be required for putting a vehicle on CPS for the first time.

There will be a linking of the CPS fees to the normal Registration fees on a prorata basis.

Vic Roads has also indicated extensive review of Approved clubs and the matter of driving a vehicle without completed log book. These changes are subject to Ministerial approval. A further review will take place in 2022. Dennis also advised of a Zoom meeting on Monday 27th July, with AOMC re the British & European Motoring Show

Federation: Brian Garrett

Brian Garrett indicated a similar advice to that of the AOMC had been issued by the federation relating to changes of Vic Roads regs and procedures.

Close meeting 8:30 pm

The online meeting was then open to general discussion.

AUSTRALIAN CAR ENTHUSIASTS SET TO GO WILD FOR EUROPEAN-INSPIRED 'SUPER ALPINE 500' THREDBO RALLY

Speed, snow and style in equal measure.

Jamie Weiss 12 August 2020



The alpine rally is one of the most glamorous and time-honoured automotive traditions. Races like the Rallye Monte Carlo or Targa Florio have been instrumental in establishing the rules, conventions and vehicles that dominate modern motorsports (and our roads) today.

But rallying in the 21st century is a very different beast to rallying at the start of the 20th century. Today's rally cars are highly-tuned, aggressively modified hatchbacks designed for maximum grip and power, and you'd hardly see a modern rally team pause for lunch somewhere high in the Alps – they're serious races.

The gentlemanly spirit of traditional rallying, however, is still alive and well, with an Australian enterprise announcing the world's newest – and most stylish – classic rally yet.

The Super Alpine 500, the first edition of which is taking place this 11th, 12th and 13th September, is a classic rally that's set to bring the best of European rally heritage to Australia's very own snowfields. Open to European classic cars only, competitors will gracefully glide their way from Sydney's Centennial Park over 500 kilometres (and 1300 meters of elevation) to arrive in Thredbo's Alpine Village.

Reminiscent of some of the classic rallies of Europe, the Super Alpine 500 is as much about style and elegance as it is horsepower with entrants taking part in an extensive list of hospitality events both along the drive and whilst on the mountain. The Super Alpine 500 is a 'shaken, not stirred' kind of weekend, with entrants to be treated to mountain summit champagne and oysters (via private gondola no less), mid-mountain long lunches en-piste, whisky tastings, in-room care packages and an incredible four-course gala ball on the final Saturday evening.

Registration is open now, so if you have a classic car and you're looking for a COVID-appropriate getaway this winter, we can think of no better way to spend your time.

If you're looking for a classic car for the rally, why not check out this 'evil' BMW E21, this 'beachy' Porsche 912, or this tidy Lotus Europa.

On your marks, get set, go!

<https://www.dmarge.com/2020/08/super-alpine-500.html>

Is Volkswagen about to offer electric conversions of its classic cars?

William Davis

After recently unveiling an electric powered version of a modern Kombi, the names e-Beetle, e-Golf, e-Kubel and, e-Karmann have been registered for trademark by Volkswagen.



Iconic classic Volkswagen models appear set to become available with the option of converted electric powertrains, if new trademarks filed in Europe are a guide.

The classic model names Beetle, Golf, Kubel and, Karmann were all filed with the European Union Intellectual Property Office in late June, this time with the prefix “e-”.

It is possible some of these names are being reserved for modern interpretations of the classic cars, rather than electrified original examples.

Earlier this year Volkswagen fitted its iconic Kombi bus with an electric motor and lithium-ion battery pack from a Volkswagen e-Up! under the project name e-Bulli.



To cope with the added power, and unique strains of an electric engine, Volkswagen reportedly had to completely re-engineer the vehicle's chassis.

The project was done in conjunction with European conversion specialists eClassics.

Volkswagen Germany has announced it will begin selling the battery-powered Kombi in Europe, with pricing set to begin at €64,000 (\$AU120,000).

Volkswagen is reportedly considering selling eClassics conversion kits internationally through its dealer network and, if true, there is a chance these cars could become available in Australia.

Using modern electric motors to power classic cars is not a new concept. Melbourne-based startup Jaunt is currently converting original Land Rovers into zero-emission off roaders.



Jaguar unveiled the E-type Zero in 2017 (pictured above), and the following year Aston Martin announced plans to begin electric conversions on some of its classic cars.

<https://www.caradvice.com.au/870714/volkswagen-to-offer-electric-conversions-of-classic-models/>

A Classic Rolls-Royce With a Tesla Swap Makes Perfect Sense

Shift EV took a 1970 Silver Shadow that belonged to Johnny Cash and gave it Tesla Model S DNA.
BY JESUS GARCIA AUGUST 9, 2020



Classic car EV conversions have been a steadily growing trend, but the controversy remains as to whether or not it takes away the point of owning a vintage ride. Converting a Porsche 911 or first-gen Ford Mustang offers the fun of instant torque, but most of the entertainment in driving an old car is the mechanical soundtrack. But, what if you converted a classic that was already designed to be quiet and smooth? Shift EV has

been doing gas-to-electric conversions for classic cars and hot rods since 2009. One day, a client showed up in a 1970 Rolls-Royce Silver Shadow formerly owned by Johnny Cash asking for a "deep swap" Tesla conversion.

What puts this build in a separate category from other classic EV conversions is that Shift EV didn't just pull the engine, dump in an electric motor with a battery pack and call it a day. The project involved swapping motors, batteries, ABS, air conditioning, traction control, electric power steering and anything else you'd find in a Tesla Model S into a 50-year-old, hand-built Rolls-Royce. But, the key to making this car a success is that they kept the exterior and interior as original as possible out of respect for the "Man in Black."

The decision to do an EV swap came down to the simple reason that the 130,000-mile Silver Shadow needed a full mechanical restoration. The opportunity to go electric seemed like the perfect solution. After all, a Rolls-Royce is the pinnacle of personal luxury and ride quality, where quiet and smoothness can only improve it.

This project's donor car was a new Tesla Model S with a 75-kilowatt-hour battery pack, purchased solely to be stripped of its guts. One of the biggest challenges was discovering that the Silver Shadow is actually 10 inches narrower than a Model S. The rear wheels were fitted with an adaptor to bolt Tesla wheel bearings onto the stock Rolls-Royce components, while a Tesla drive unit is visible if you look where the differential housing would typically be. The Tesla battery pack sits center underneath the Rolls-Royce, and the trunk hides the center instrument display and charger with plenty of room for luggage and a guitar case. The Johnny Cash EV Rolls-Royce has a range of over 200 miles and accelerates, stops and handles better than it did in 1970.

YouTube channel Transport Evolved produced a video interviewing Shift EV on everything that went into building this fascinating car. It's definitely worth a watch:

It may not be a pieced-together Cadillac, but this Tesla swapped Rolls-Royce definitely lives up to Johnny Cash's lyrics.

"I'm gonna ride around in style
Gonna drive everybody wild
'Cause I'll have the only one there is round."

<https://www.thedrive.com/news/35534/a-classic-rolls-royce-with-a-tesla-swap-makes-perfect-sense>

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 must have been manufactured prior to 1st December 1992.
2. The member submitting the application must have been a CHACA member for at least 3 months.
3. 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).
4. Applicants for the CPS will certify that the vehicle submitted will remain roadworthy during the permit period and unmodified from what was originally submitted.
5. 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.
6. 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: Jenny Myers,
Mobile 0403 678246
PO Box 749, Wagga Wagga, NSW 2650
Meetings: *First Monday of the Month,
at Astor Motel, corner Baylis and Edward St
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: 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

ALL SUSPENDED AT THE MOMENT



editor@chaca.com.au

TONY TANG

CLASSIC & HISTORIC AUTOMOBILE CLUB
OF AUSTRALIA

To minimise contact by staff and public

Vic Roads Service Centres will no longer accept Club Permit

Scheme payments

Until further notice, club permit renewals can only be accepted by
post to:

VicRoads

GPO Box 1644

MELBOURNE VIC 3001

Please advise your club members of this change to service.

Iain Ross

President

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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 Editor's responsibility to seek such information.

SELL: Variety of Tail Shafts for 1936 Dodge, Holden and misc. others. Some are Ball and Trunion type. Nothing over \$10.00. 1/2 a dozen "boat anchors" (Dodge Motors) 3 1/4 and 3 1/8 bores. Also very cheap.
Eddie Reynolds. 0429 142 460 or (03) 9770 1231. (0219)

SELL: Orig. early-Holden wheel brace with rubber tip & 6V coil with GMH pressed into the casing. 5-ton truck bottle jack.
Rolls of black industrial-type rubber, 4- feet wide x 1/4- inch thick. New.
Rubber mats, 21 inches x 14 inches. New.
Tension wrench with metric & imperial gauges.
New. Domestic-type 18-inch, 3-speed, heavy-duty electric fan. New.
One pair of Delco wheel cylinders, 1 3/8-inch diameter, No. 5450072. New.
Large assortment of items for 1948 Chev. car.
Bridgestone tyre, size 245/70 R16, 111S.
\$100. New. Reasonable offers accepted.
Call Ed 9544 4147 Oakleigh (0419)

SELL: I have two, a left and right side front quarter glass windows, with the small thumb lock with a small spring loaded push in lock button, I'm not sure if they are for an early model, single spinner, Ford Customline, about years 53-56, or may be early model Holden model FC.
Attached above is a couple of photo's.

If anyone is interested or knows somebody that is interested please give me a call on my mobile, number 0409525587 Barry Schultz (1019)



SELL: Peugeot Engine Cylinder Sleeves. 80mm. Bore. Qty. 4. New, made in France and still in box.

Asking \$150.00 John: 0413 314 196.
(11/19)

WANTED: Old Glass and Ceramic wares, Bottles, Vessels, Containers, Jars, etc.
Pay tens, hundreds, even thousands for the right item. Marble Bottles, Ginger Beers, Demi-johns, Soda siphons, Spirits, Beers, Ceramic label Milk and Lemonade bottles, Chemist pot lids, Jars, early Australian pottery, Signs, Tins, etc.

Phone John on 0413 314 196.
Or email jraymondh@hotmail.com (1119)



SELL:
1949 RARE Mercury Convertible Coupe in standard form.
A restoration has been performed & runs well.
255 Cu" flat head engine & 3 speed gearbox with coupled electric overdrive.
A total strip of all interior renewed to authentic factory style & colours.
Some quality spare parts are available for purchase with the sale.
The mercury can be viewed at Vermont South, Victoria.
Current club registration is not transferable.
Asking price can be discussed at the viewing.
Peter Hibbert. 0419 800 122.
peter_hibbert@bigpond.com (0220)

Wanted: Front Stabiliser Bar for 1938 Desoto, also windscreen Wiper Mount.

Andrew Jones.....0427 245 644. (0520)

Wanted: Looking for 8 track tapes in decent condition. if you have any and want to get rid of them send me an email to webmaster@chaca.com.au
Thank you Rolf (0820)

Ken's Joke of the Month

A woman in a supermarket is following a grandfather and his badly-behaved grandson. He has his hands full with the child screaming for sweets, biscuits, all sorts of things. The granddad is saying in a controlled voice: "Easy, William, we won't be long...easy boy".

Another outburst and she hears the granddad calmly say: "It's okay William...just a couple more minutes and we'll be out of here. Hang in there, boy".

At the checkout the little horror is throwing items out of the trolley. Grandad says again in a controlled voice: "William, William, relax buddy, don't get upset. We'll be home in five minutes, stay cool William".

Very impressed, she goes outside to where the grandfather is loading his groceries and the boy into the car. She says ; "It's none of my business, but you were amazing in there. I don't know how you did it. That whole time you kept your composure, and no matter how loud and disruptive he got, you just calmly kept saying things would be okay. William is a very lucky boy to have you as his granddad".

"Thanks," says the grandpa. But I'm William. The little bastard's name is Kevin".

How to recognize Spam and Scam.

With all this spare time to kill with the advent of covid19, I'm getting much better at identifying spam and potential scams.

See the example below as a typical example. The astute among you will immediately identify this as a scam because the words "is" and "be" are missing..

*No need to thank me. Only too happy to help.
Cheers.....Eddie Reynolds*

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UNPAID BILL Amount : 3\$

If you wanna avoid it please pay the bill within 2 hours.

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COUNTY	GMB	HASTINGS	JP Performance	JP PISTONS
KING	M&M	MELING	perma-seal	PTZ
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www.autosurplus.com.au
Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566 | sales@autosurplus.com.au

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
LPO Box 72, 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

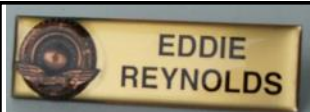
VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.

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)



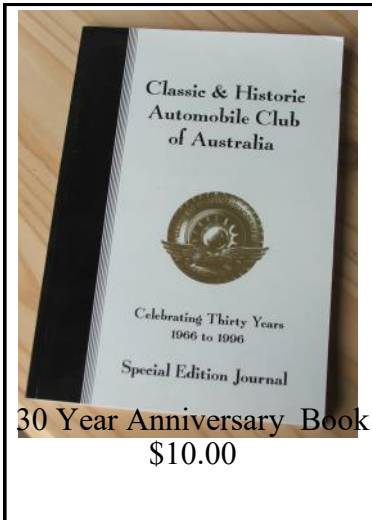
Name Badges..\$10.00



Model Car (Lledo).....\$15.00



Lapel Badge
\$5.00



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



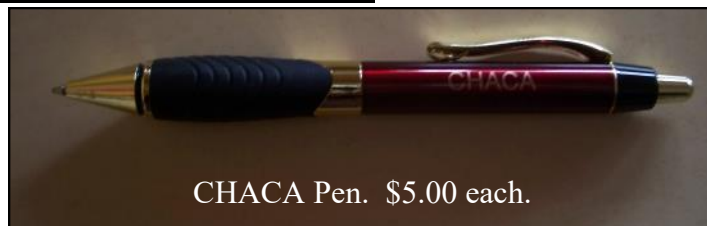
Bumper Bar
Badge.....\$40.00
(100mm. Diameter).



Club Decals.
\$2.00 each



Early Annual Tour
Badges. \$2.00each.



CHACA Pen. \$5.00 each.



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



FRAME FOR YOUR CAR

Colored documents with embedded club
logo is available for your car.

\$15.00 each

Please contact editor to provide information.

editor@chaca.com.au



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