



CHACA

Journal

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

ACN 004 677 570

February 2018 Volume 52 Number 8



Australia Day 2018, best enjoyed from the boot of your classic!



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

Secretary: Brian Garrett

secretary@chaca.com.au

Mob. 0400 166 762

President: Brian Garrett

info@chaca.com.au

Mob. 0400 166 762

Vice President: James Allan

Ph. 03 9729 6729

Treasurer: Fred Eakins

treasurer@chaca.com.au

Ph: 03 9735 1151

Mob: 0408 343 409

Editor: René Gielen

editor@chaca.com.au

Mob. 0430 526 328

Property Officer: Eddie Reynolds

editor@chaca.com.au

Ph: 03 9770 1231

Mob: 0429 142 460

Technical/CPS Officer: Barry Smith

technical@chaca.com.au

Ph: 5985 9220

Mob: 0408 440 240

Activities Coordinator: Vacant

Membership Secretary:

Kevin Churchill

membership@chaca.com.au

Mob: 0412 802 177

Webmaster: Rolf Zelder

webmaster@chaca.com.au

0403 289 477

Welfare Officer: Brian Garrett

welfare@chaca.com.au

Mob. 0400 166 762

Committee member. Tony Tang

0430 290 719

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, Henry Alger, 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, 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.

Support our advertisers!
Mention their ad in our Journal
when dealing with them

FEBRUARY GENERAL MEETING

General Meeting 22nd February 2018

Come along for an enjoyable club night. Sausage and salad BBQ before the meeting. BBQ from 7:15 pm and meeting at 8pm.

Bring along any issues or suggestions you want to raise. Videos & photos electronic form welcome so we can display on overhead projector.

Hope to see you on the evening!

Brian Garrett, President

PRESIDENTS REPORT

The member turn up at the Australia Day run to Marysville was down on numbers compared to previous years. Perhaps the expected hot conditions on the day had something to do with it, but I think the main reason is that members want to do something different, and also something that avoids the drive through the Black Spur. Will look at this for next year. Suggestions gratefully received.

I must admit the Black Spur does have its drawbacks on a busy day as there is always some clown that wants to go through there as quickly as possible and usually ends up tailgating a classic car owner. Many times they are 4x4 Cab Utes with a back full of camping gear. Their driving leaves a lot to be desired and usually ruins a nice day out.

It was great to finally see Sophie & Rolf's Corvair Monza convertible out on its first run with the family. It looked and sounded great, however Rolf was muttering about the state of engine tune. I am sure he will have that soon sorted out.

I am sure a number of members on Australia Day went to the Aussie Classic Car Show at Yarra Glen and I believe that it was a very successful day. I can see this event growing in future however having it limited to Aussie manufactured cars limits those who wish to attend.

One of the disadvantages of aging is that the amount of junk you accumulate is at the rate of the square of your age. In other words I have so much "stuff" at home that I have decided to try and whittle it down. This is no easy feat as you tend to examine each item to decide what to do with it, but end up spending hours reminiscing about the memories that are brought to the surface from such activities. Photos are the worst and I went through four cupboards recently and reduced the photo collection by about 25% but it took days and drove the good wife mad, but gee, some of those old car club and flying photos brought back good memories. I have friends that never take photos and never accumulate "treasures". What a boring life they must live.

One of the photos I dug out showed my twin cam Anglia giving a bunch of Holden's a hard time at Calder back in 70's. I add this mainly to stir up those Holden fans in the club. Sadistic aren't I!



Safe Motoring

Brian Garrett

UPCOMING CHACA CLUB EVENTS

February. 22rd. Thursday. General Meeting at club rooms.

March 22rd. Thursday. General Meeting at clubrooms.

25th. Sunday. Kalorama. (Date to be finalised)

30th. Good Friday. Tri Club Hot Cross Bun run. (CHACA to organise)

April 15th. Sunday. AOMC Americam Motor Show. Yarra Glen.

22nd Sunday. Northern CHACA Club Run. (Brian Garrett)

CHACA CALENDER FOR 2018

January.	25 th . Thursday. General Meeting. Clubrooms. 8pm
	26 th . Friday. Australia Day. Marysville (James Allan) CR
February.	7 th . Wednesday. Mid Week run. Baxter Tavern. (Barry Smith) CR
	14 th . Wednesday. Committee Meeting
	22 nd . Thursday. General Meeting at club rooms.
	25 th . Sunday. AOMC Classic Showcase. Yarra Glen.
March	22 nd . Thursday. General Meeting at clubrooms.
	25 th . Sunday. Kalorama. (Date to be finalised) CR
	30 th . Good Friday. Tri Club Hot Cross Bun run. (CHACA to organise) CR
April	11 th . Wednesday. Committee Meeting
	15 th . Sunday. AOMC Americam Motor Show. Yarra Glen.
	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
June	13 th . Wednesday. Committee Meeting
	15 th to 18 th . Anniversary Tour.
	28 th . Thursday. General Meeting at Clubrooms.
July	22 nd . Sunday. Western area run. TBA.
	26 th . Thursday. General Meeting at Clubrooms.
August	8 th . Wednesday. Committee Meeting
	19 th . Run to Clubrooms via Ambulance Museum. BBQ lunch CR
	23 th . Thursday. General Meeting at Clubrooms.
September	16 th . Sunday. Run to Toolangi Pub..
	27 th . Thursday. General Meeting at Clubrooms.
October.	10 th . Wednesday. Committee Meeting
	14 th . Sunday. Caribbean Gardens. Judging Day. (Brian Garrett) CR
	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

Note to all CHACA members re your email address.

As an extra service to members we send out email messages to you on relevant subjects (coming events, news items, etc.) We call this a "Nuts'n'Bolts edition. See below.

Our emails to the following members fail for various reasons....."recipient rejected, domain not found" etc.

To rectify this could you send an email to me so I can get your correct address. There is no need to type your address, it will appear automatically. (editor@chaca.com.au)



CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

CHACA Nuts 'n Bolts

Nuts 'n Bolts is the CHACA's new email newsletter. We receive plenty of interesting information and good offers from other clubs, associations and companies. Too many to include in our monthly club journal, and more importantly, with an email it will also be faster to get the information to our members. "Fresh from the source" so to speak!

Do let us know if you have questions or suggestions to improve our service! Speak to one of our committee members or email us: info@chaca.com.au.

John Barnham
Eugene Docherty
Godfrey Clay
Steve Knight
Terry Roberts
David Bruce.

Thanks!

Eddie Reynolds

UPCOMING CLUB RUN:

RACV 62nd Kalorama Rally

SUNDAY 25TH MARCH 2018

General Public Welcome

Open @ 10am.

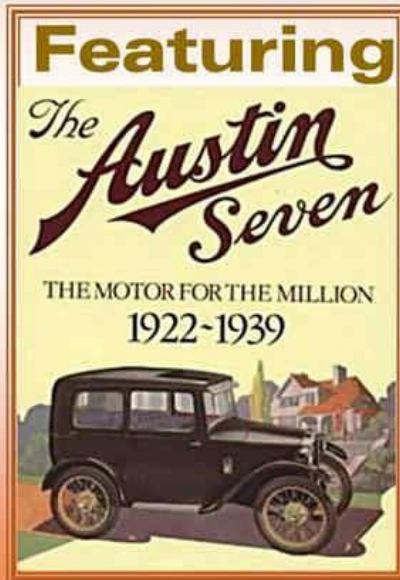
Entry \$10.00 per person.

Programs \$2.00.

Children under 16 free.

Mystery Motoring Tour,

Food, Music.



Kalorama Recreation Reserve.
Mt Dandenong Tourist Road,
Kalorama.

Melways Ref. 120 D9

www.vintagedriversclub.com.au

Search "Kalorama"



For Further Information: Paul Edgar: 0419 369 542 Iain Ross: 9890 0524

Picnic on the Lake

Sun Country

Historic Vehicle & Machinery Club



Yarrawonga Foreshore

SUNDAY 4th
MARCH 2018

10:00AM to 3:00PM

Trophies for:

Veteran - Vintage - Post
vintage - Historic/Classic
CARS, TRUCKS, MOTOR
CYCLES & MACHINERY

Entry via Murphy St Gate

\$5 ENTRY PER VEHICLE

Enquiries:
suncountrycarclub@gmail.com



Entry: \$10:00 per vehicle
\$2:00 Gate entry



All proceeds go to Colac
RSL Welfare Fund

VENDOR STALLS

DEMONSTRATIONS

THE COLAC SHOW "N" SHINE 2018

Saturday March 3rd

Memorial square

Gates open 8:30am Presentations 2:30pm

CATEGORIES CAR: • BEST IN SHOW • BEST PAINT • BEST INTERIOR • BEST ENGINE BAY
• BEST ORIGINAL • BEST CUSTOM • BEST HOTROD • BEST CLASSIC • BEST MODERN • BEST
AUSTRALIAN MUSCLE CAR • BEST AMERICAN MUSCLE CAR • BEST EUROPEAN • BEST JAPANESE
• BEST BRITISH • BEST PRESENTATION • PEOPLES CHOICE • KIDS CHOICE
• ENCOURAGEMENT AWARD

CATEGORIES BIKE: • BEST BIKE • BEST PAINT • BEST ORIGINAL

PROUDLY SPONSORED BY:

ENQUIRIES: colacrslshow&shine@colacrsl.com.au

MY BUICK HAD VENTIPOINTS

I sure liked my 1955 Buick Special's port-holes...officially called "ventiports" by GM.

They boldly told the world I had "arrived." It bothered me, I admit, there were only three. The larger, more powerful Buicks had four, along with more chrome, fancier names—Century, Super, and Roadmaster—and longer bodies rivaling expensive Cadillacs and Lincolns.

Unlike 1920s cars with real portholes, through which exhaust pipes exited and engine heat vented, it hardly concerned me mine were fake and didn't enhance performance. It was all about image when I bought the Buick for \$200 in 1961. I had been driving for a year and was "sophisticated."

The three-porthole Buick sent a message to high school rivals. It announced I earned enough money—as a \$2/hour grocery delivery boy—to own a classy car with "DynaFlow" automatic transmission, power steering and brakes, and rear fenders sprouting the most sought-after design feature in America: fins.

They weren't large fins. But the sweeping fender lines that ended their flight in enormous taillights, which housed large back-up lights, made the Buick look fast. That was the whole point. America had



entered the "jet age" and Detroit engineers were applying warplane design cues, from rocket hood ornaments to "swept-back," wing-shaped side trim, as quickly as possible.

I hoped the Buick's portholes and fins would attract girls. Maybe they would take their eyes away from gaping rust holes in the car's two-tone green-and-white paint job. The Buick had rust in the usual places. For some reason, Detroit couldn't build a car without creating "pockets" where water collected and "ate" metal in fenders, wheel wells, and door rocker panels. New Jersey's winters were the culprit. State and local highway departments had



Although you can only see one porthole, two others are hidden on the front fender of my 1955 Buick Special. Portholes were a status symbol. Big-dollar Buicks had four of them. Photo from the author's collection.

only one solution for ice and snow: salt.

Enormous dump trucks filled to overflowing hit the streets, usually before dawn, their “spreaders” spewing a steady spray of white salt crystals in every direction, at the slightest hint of snow. As snow and ice melted, toxic slurry from tires thor-



oughly coated vehicles top to bottom. Most cars could be ordered with “undercoating,” a heavy, sprayed-on layer of smelly goop resembling tar. It protected metal where it was sprayed, but not inside cleverly engineered nooks and crannies.

There were several solutions to the rust problem...some cheap, others expensive. The expensive fix involved a body shop removing rust and welding new metal in place. Lots of metal filing, sanding, and new paint completed the job.

Cheaper alternatives—the kind appreciated by \$2/hour delivery boys—involved hard work and “bondo,” called plastic filler today. I learned all about bondo when filling gaping holes on doors and rocker panels. The latter were so badly rusted they allowed air and water to ventilate the car’s interior. This didn’t make dates happy, especially when prom dresses and fancy shoes were splattered with mud. Powerful gasoline odors and exhaust fumes seeped through the rusted holes, too, resulting in coughing fits and gagging.

Buicks were in my ‘blood’

Dad liked my ’55 Buick. He didn’t care about the portholes, of course. But I imagine he enjoyed the car’s power, provided by a 188-horsepower, 264-cubic-inch V8 engine (affectionately known as a “nailhead” because of its valve configuration). All of his cars—Chevrolets powered by six-cylinder engines—were anemic by comparison.

The Buick shifted more smoothly than his three-speed manual transmission. In fact, it shifted better than anything on the highway. Its dual-range


“DynaFlow” transmission, combined with the quiet, but powerful V8 provided seamless acceleration. Unlike other automatics that shifted with abrupt, obvious jerking sounds and motions, the Buick was refined and quiet.

That wasn’t the case when my grandfather bought his first Buick in 1905. Buicks had been manufactured for about a year when he bought his, a black model with no roof or doors. The steering wheel was mounted on the right side.

Grandpa held my one-year-old father in his leather driving gloves when photographed in the Buick in 1906. An “oog-gah” horn was mounted on the steering column and an electric lamp resembling a lantern hung on the side of the dashboard. There was no windshield.

Grandfather’s Buick was really a wood wagon, the kind horses pulled, with a primitive, one-cylinder engine, cushioned seat...and not much else. He may have been among the first residents of Chatham, NJ, to own and drive a motor vehicle. Friends knew him as the “Buick man” because he bought many more over the years.

Hemmings contributor on Oct 1st, 2017
www.hemmings.com



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show
12-14 OCTOBER 2018

EXPRESSIONS OF INTEREST

Expressions of interest are currently being sought for members of the classic, vintage and veteran motoring movement to join the Motorclassica Curatorial Board - the primary body for the curation and selection of cars and motorcycles to compete in the 2018 Australian International Concours d'Elegance at Motorclassica. We are, in particular, interested in people with a specific knowledge, experience or expertise in the following classes:

- Edwardian, Veteran • Vintage
- Pre-WWII (UK, Europe and/or USA)
- Preservation

For further information or to apply for the role, please email your expression of interest in the first instance to:
info@motorclassica.com.au

Submit your expressions of interest by Monday 22nd January 2018

THE STORY OF WHY PILOTS SAY “ROGER THAT”

Since the earliest days of aviation, effective communication between ground staff and pilots has been a key component of safe flying of aircraft.

Every information the pilot might get or share with the ground staff can be crucial, and it might save the lives of both the aviation personnel and the passengers.

Although aviation communication seems to be a very simple thing to do now, it was one of the most complicated things during the early stages of aviation. Since December 17th, 1903, when the Wright brothers made the first successful flight in history, communication with pilots in the air has been a real challenge.

Visual aids like colored paddles, signal flares, and hand signs were used at the beginning as means of communication. However, the first air-to-ground radio communication used Morse code and operators used short signals in order to save time.

In the times when messages were sent via telegraph (in Morse code), one of those short signals that were used was the letter “R”, as an abbreviation for “received.” This meant that pilots confirmed that they had received the message and the instructions.

But what about flying at night? How did the pilots communicate with ground staff when they started flying at night? Nowadays we can book flights anytime we want, but this was not the case in the early stages of aviation. Finding visual landmarks at night was not an easy task and something that would change that had to be done.

American pilot Jack Knight made the first successful overnight air mail connection in the United States on February 22nd, 1921, but without effective communication, this would be impossible for him. Thanks to the signal fires along the flight path lit by post office employees, airfield managers, and even local farmers, Knight was able to succeed and by doing that he also secured himself a place in history.

Aviation communication is not just an important and essential subject, but it also has a fascinating history. At some point in our lives, we have all heard a pilot using the word “Roger.” Some of us have heard it in real life, but most people know that pilots often use that word from movies and television.

Anyone who has watched the 1980 American satirical parody film “Airplane” probably remembers the following quote:

Co-Pilot Roger Murdock (to Capt. Oveur): We have clearance, Clarence.

Capt. Oveur: Roger, Roger. What’s our vector, Victor?



But why do pilots use the word “Roger” and what does it mean? When pilots stopped using “Morse” code and switched to voice operation, they used the word “Roger,” which was the phonetic designation for the letter “R,” which was previously the abbreviation for “received.” “Roger” became the designation for R in 1927 as part of the first phonetic alphabet, developed by the International Telegraph Union. But why they didn’t use received instead of “Roger?” It was 1943 when the term became popular, and there is a logical explanation why. Not everyone spoke English during World War II, and the term

became part of the international ‘aviation language.’

The British and American military used the following phonetic alphabet during World War II:

“Able, Baker, Charlie, Dog, Easy, Fox, George, How, Item, Jig, King, Love, Mike, Nan, Oboe, Peter, Queen, Roger, Sugar, Tare, Uncle, Victor, William, X-ray, Yoke, Zebra.”

Both the British and American military used “Roger” frequently during the war, and in 1957 it was replaced by “Romeo,” but by 1957 “Roger” was already synonymous with received.

Today, “Romeo” is a part of the phonetic alphabet, which is adopted worldwide:

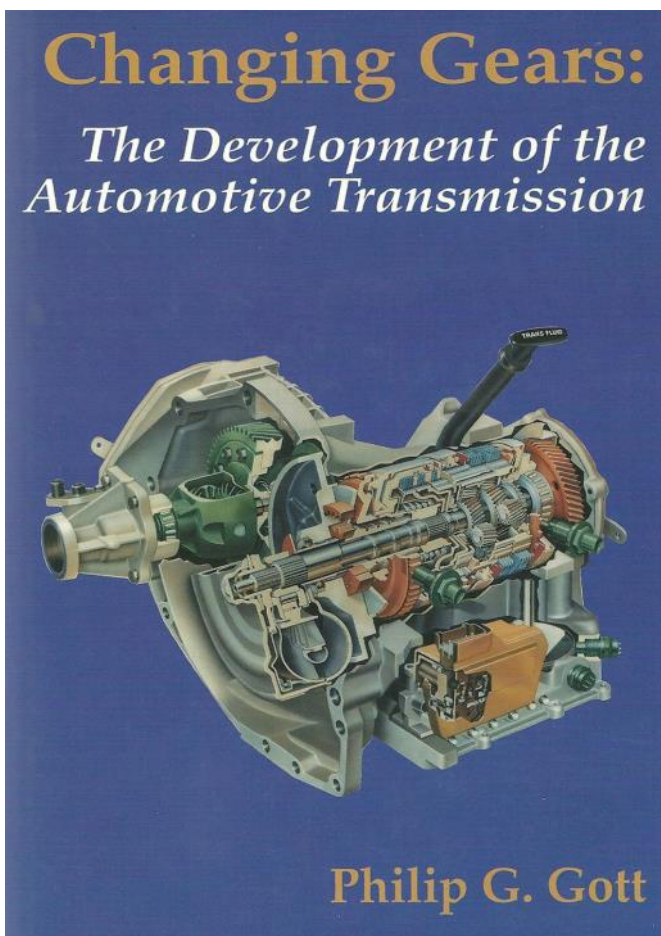
“Alpha, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, Hotel, India, Juliet, Kilo, Lima, Mike, November, Oscar, Papa, Quebec, Romeo, Sierra, Tango, Uniform, Victor, Whiskey, X-Ray, Yankee, Zulu.”

But what do pilots actually mean when they use the words “Roger Wilco?” We now know what “Roger” means and “Wilco” is just the short form of “will comply.”

*May 21, 2017 Goran Blazeski
www.thevintagenews.com*

CHANGING GEARS: THE DEVELOPMENT OF THE AUTOMOTIVE TRANSMISSION

Changing Gears: The Development of the Automotive Transmission by Philip G. Gott



"Every car has a transmission. It is the collection of gears and clutches and/or other devices that connect the engine with the final drive. Above all other vehicle systems, the transmission tames the spinning fury of the engine, born of internal fire, and allows it to be harnessed by the most novice, frail or delicate of drivers. The modern automatic transmission is so transparent that the driver needs to pay little attention to this very complex piece of machinery. Today, most transmissions will survive for the life of the vehicle without maintenance or trouble, and they are taken entirely for granted."

Among its nine, in-depth chapters there are numerous sub-chapters. The names of those sub-chapters reveal just what you can expect to learn: Early developments; Sliding gears; Planetary gears; The Pre-selector; Free-Wheeling; Hydraulic Couplings; The First Hydra-Matic; General Motors: Torque Converters and the Dynaflo; Packard's Ultramatic; Studebaker Automatic; Chevrolet's Powerglide; Fordomatic; Chrysler PowerFlite; Dual Path Turbine Drive; Buick Super Turbine 300; Lock-up Torque Converters, and many other innovations and details. All the Big Three transmissions are covered as are those from Borg-Warner and the Independents. Basically, whatever you want to know about automatic transmissions you will find in this one book.

I found my copy on Amazon; used copies start at \$5.75 with new editions starting at \$26.36.

The automatic transmission is the most complex automobile component ever created. Although I understand the foundation of its design, I never fully understood exactly how the many multi-faceted elements that make up an automatic transmission really function, so I bought this book to learn more.

As you would expect of such technical information, it's not the most entertaining car book you'll ever read, but the author's prose is more enjoyable than you would expect, aside from being so informative. Within the 438 digest-size pages of this hard-cover tome, there are numerous illustrations to help you visualize what the author is referring to.

The author's Preface is an interesting one. It reads:

Approaching the "Modern" Automatic: 1930s and '40s

Nash's production plans, however, and Detroit Gear, along with the rest of the industry, turned its attention to the War effort. In 1942 and '43, some Livemore transmissions were installed in military Jeeps.

Chrysler Fluid Drive

In 1938 (for the 1939 model year) Chrysler introduced the Fluid Drive, the first time a production American vehicle adopted the fluid clutch. It was standard equipment on the Custom Imperial (Figure 6.8). The unit consisted of a fluid coupling for starting, a friction clutch for gear range selection, and a manually shifted three-speed synchromesh transmission.

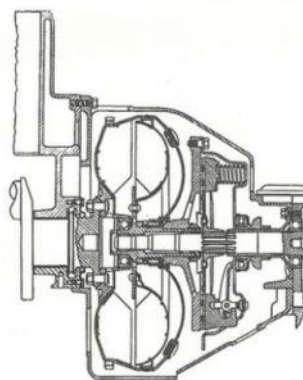


Figure 6.8 Fluid coupling and manual clutch used on Chrysler Corporation's automatic layshaft transmission. (Source: Automotive Industries, December 24, 1938, p. 319.)

136

Continuing Change: 1990 and Beyond

Nutating Traction Drive

A unique, split torque traction drive has been under development since 1976 by Yves Kemper, at first under the corporate name Vadetec Research Corporation and later as TractionTec. The nutating traction drive (NTD) operates on basic principles similar to other CVTs which use one or more conical roller and reaction members. However, Kemper's approach uniquely arranges the geometry of the roller cone drive. His design achieves a force balance which improves efficiency and overcomes the stability and flexing problems which are inherent in other conical designs such as the previously discussed Bales-McCoin device.

The Nutating Traction Drive developed in the 1970s is shown in Figure 9.22. At the heart of the drive are two conical rollers which drive a "cone shaft." This shaft is mounted in a carrier such that it causes the rollers to run along the surface of "control rings," also called "reaction elements." The reaction elements do not rotate, but can move symmetrically along the transmission case to change the point of contact between themselves and the cones, thus effecting a ratio change. A force balance is obtained by the symmetrical variation of the cone/reaction element contact point about the center of symmetry of the traction drive. This force balance eliminates the need for thrust bearings. If the contact points between the

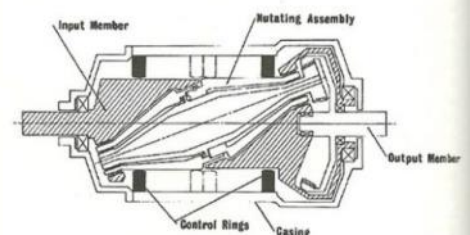


Figure 9.22 Basic configuration of early Vadetec nutating traction drives. (Source: Kemper, Y., "A High Power Density Traction Drive," SAE Paper 7900849, presented at the Off-Highway Vehicle Meeting and Exposition, Milwaukee, September 1979.)

322

LA JAMAIS CONTENTE: FIRST ROAD VEHICLE TO GO OVER 100 KILOMETRES PER HOUR

La Jamais Contente (English: The Never Satisfied) was the first road vehicle to go over 100 kilometres per hour (62 mph). It was a Belgian electric vehicle with a light alloy torpedo shaped bodywork and batteries. The high position of the driver and the exposed chassis underneath spoiled much of the aerodynamics.[2] The light alloy, called partinium, is an alloy of aluminium, tungsten and magnesium.

The land speed record was established on April 29 or May 1, 1899 at Achères, Yvelines near Paris, France. The vehicle had two direct drive Postel-Vinay 25 kW motors, running at 200 V drawing 124 Amperes each [1][4]for about 68 hp, and was equipped with Michelin tires. Chassis number was n°25.

Driver

The vehicle was driven by the Belgian driver Camille Jenatzy. Camille was the son of Constant Jenatzy, a manufacturer of rubber products (rubber was still a novelty at the time). Camille had studied as an engineer, with an interest in electric traction automobiles. He became known for his record-breaking speed runs, and was nicknamed Le Diable Rouge ("The Red Devil") for the colour of his beard. He died in 1913, after being shot in a hunting accident.

Motivation

Willing to carve a place in the then promising Parisian electric carriage market, Jenatzy started a manufacturing plant which would produce many electric carriages and trucks. He fiercely competed against carriage maker Jeantaud in publicity stunts to see which made the fastest vehicles. In order to

assure the triumph of his company, Jenatzy built a bullet shaped prototype, conceived by the carriage maker Rothschild in partinium (an alloy of laminated aluminum, tungsten and magnesium).

Speed Record

Jenatzy reached the speed of 105.882 kilometres per hour (65.792 mph), besting the previous record, held by Count Gaston de Chasseloup-



Laubat driving a Jeantaud, who had attained 92.78 kilometres per hour (57.65 mph) on March 4, 1899. After this exploit the gasoline-fuelled combustion engine would increasingly supplant electric technology for the next century.

The Jamais Contente is now on display at the automobile museum in Compiègne, France.



FIRST SHANNONS SURVIVOR CAR & BARN FIND SHOW SPECTACULAR

On the weekend of March 3 & 4, 2018, the first Shannons Survivor Car & Barn Find Show Spectacular is being held at the new Shannons showroom, located at 40 Corporate Drive, Heatherton (Melbourne) Victoria.

The show will feature more than 100 selected Survivor Cars and never before seen Barn-Finds, as well as other unique classic and muscle cars. This is a great chance to take a nostalgic look at the cars we grew up with, and remember the good old days.

At the show you'll see for the first time 'Mothball' - the Holy Grail of barn finds, the Falcon XA GT exhumed from its 35 year tomb, as well as other unbelievable barn finds still covered in dust and cobwebs. Unrestored Survivor cars are the perfect 'reference' for those restoring a car, and the show is an ideal opportunity to see some very low mile original Survivors as they left the factory.

The show spectacular starts at 9 am Saturday, March 3 and runs all weekend with special guests, giveaways and plenty of kid's entertainment with jumping castles and face painting, and is an ideal getaway weekend of fun for the whole family.

Admission is \$20 for adults, with kids under 16 free.



Ken's Joke of the Month

Teacher: *"How old is your father?"*

Student: ***"He is 6 years".***

Teacher: *"What? How is this possible?"*

Student: ***"He became father when I was born."***

(Logical!! Children are quick and always speak their minds).

Teacher: *"Maria, go to the map and find North America"*

Student: ***"Here it is".***

Teacher: *"Correct. Now, Class, who discovered America?"*

Class: ***"Maria".***

Teacher: *"Glenn, how do you spell "crocodile"?"*

Glenn: ***"K-R-O-K-O-D-I-A-L."***

Teacher: *"No, that's wrong".*

Glenn: ***"Maybe it's wrong, but you asked me how I spell it".***

Teacher: *"Donald, what is the chemical formula for "water"?"*

Donald: ***"HIJKLMNO"***

Teacher: *"What are you talking about?"*

Donald: ***"Yesterday you said it was H to O"***

Teacher: *"Clyde, your composition on "My Dog" is exactly the same as your brother's. Did you copy his?"*

Clyde: ***"No Sir; It's the same dog".***

2018 AUSTRALIA DAY RUN TO MARYSVILLE



2018 AUSTRALIA DAY IN ALTONA



It's Corsair time!



CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA MINUTES OF GENERAL MEETING

Held 25 January 2018
at Norcal Rd Nunawading

Meeting opened at 20:00

Welcome to first meeting 2018.

The president expressed the clubs sadness at the loss of Henry Alger in December. He read a thank you note from Trish Alger thanking members and friends for their thoughts and commiserations at this sad time. A moments silence for Henry Alger was conducted.

Apologies

Doug Bonsor

NEW MEMBERS & VISITORS

The club welcomed Alan Bunton to the meeting. Allan has a 1947 Buick.

CONFIRMATION OF MINUTES November 2017 Moved: Brian Garrett Seconded: Peter Casar

Business Arising from November meeting Nil Correspondence

In:

Request for Expressions of Interest from Historic Winton 26th & 27th May 2018

We have registered our interest with an expected maximum of ten vehicles. Tickets will be forwarded to us in March.

Notification of Belgrave Rotary car show at Ferny Creek on Sunday 25th March

Email from Bunyip/Garfield Rotary re planned Motor Sport & Car Show on April 8th

Out: Registration of Interest in Historic Winton.

Business arising from Correspondence: Nil

Monthly Reports

President/Secretary: Brian Garrett

Tony Tang has produced a club video which will be placed on our web page. It can also be seen on YouTube at <https://youtu.be/pj3aiQmBU3g>. Tony agreed to set up a video presentation of the clip for this meeting.

The president indicated that Tony plans to make more of these video clips for both You Tube and our web & Facebook site. These will be excellent promotional videos for the club.

The president asked members, where approached, to assist in making their cars and some time available so Tony can complete these videos.

Treasurers Report: Fred Eakins

Report ending 28th January 2018

Moved: Fred Eakins Seconded: James Allan

Vice President: James Allan

James mentioned the Australia Day run to Marysville. The vehicles will proceed to Marysville at their own times to prevent convoys from causing traffic problems particularly on the Black Spur.

James also mentioned that the AOMC are asking for volunteers from clubs to act as judges at events. James indicated that it is a satisfying job and he already does some judging of cars for them. If interested contact either Iain Ross at the AOMC or let James know and he can assist.

Membership Secretary: Kevin Churchill

The president mentioned that Kevin Churchill has kindly taken over the membership duties.

Kevin mentioned that Alan Bunton has joined as a new member; also that Dennis & Julie Mills have submitted an application. They own a 1974 Triumph Stag. Colin & Flabia Healey with a 1956 Thunderbird have expressed interest in joining. In addition Rodney Provan has applied to join. Both Rodney and Colin are sons of long time members of the club. Great to see next generations coming through.

Technical Officer: Barry Smith

Lots of renewals. One for a 1951 VW. This is a very early model.

Property: Eddie Reynolds

Vests & Hats available. The vest is the last one available at present.

Chocolates on the table. \$2 per bag.

Journal: Rene Gielen/Eddie Reynolds

Members reported that they had not received their Journal for the month. Eddie will investigate.

Web Site: Rolf Zelder. No report

ActonPrint
GROUP 

9729 4500

Joe Cremona

70 Woodlands Drive
Braeside VIC 3195

acton@actonprint.com.au
www.actonprint.com.au

Library: Kevin Oates

Some old documents have been donated to club. Librarian will go through them and determine what to keep.

Quarterly Reports.

AOMC. Dennis Healy reported that the transfer of club permits from a deceased estate to the surviving spouse is now available.. Documents required are Death Certificate, Letter from club to confirm that person is a member and a letter from the spouse asking for transfer of ownership.

Federation: Brian Garrett. Meeting 10th February. At Kyatt Group factory.

Coming Events

Friday 26th Jan. Australia Day run to Marysville.

Friday 26th Jan. Aussie Classic Car Show at Yarra Glenn.

3rd Feb. Berwick Swap Meet.

Wednesday 7th Feb. Mid Week run to Baxter Tavern. Let Barry know if you are going.

11th Feb. Hanging Rock. & Lang Lang Show & Shine

18th Feb. All Ford Day Deakin Uni. Waurn Ponds

25th Feb AOMC Classic Showcase. Yarra Glen

GENERAL BUSINESS

James Allan mentioned that he went through St Andrews where they were having a family day & car event. Looked very good. Suggested members get their cars out and attend some of these events.

Tony Tang showed the video he had made using Barry Smith's 32 Chev roadster. He explained why he is making these videos. The video was well received by members and the club thanked Tony for the many hours of work necessary to film then edit the video. The first video is currently on YouTube. The President indicated these videos are to assist in attracting younger members to the club.

Ray Griffin mentioned that his 1937 Pontiac is now on the road. First run to Mornington and had problems with it running. Found it was the fuel cap as it did not have a vent hole. He was suitably admonished by the rest of the members.

For Sale Items

The president mentioned that he has a 1983 Nissan 280C for sale. *This was met by the members with disdain.*

A member wants to know who can repair a leather trunk from an older car.

Close meeting: 8:50pm



SHOW & SHINE
& Swap Meet
Finley, New South Wales

Where: Finley Showgrounds
When: Sunday 18th March 2018



Show & Shine Entry \$10
Spectator Entry \$5

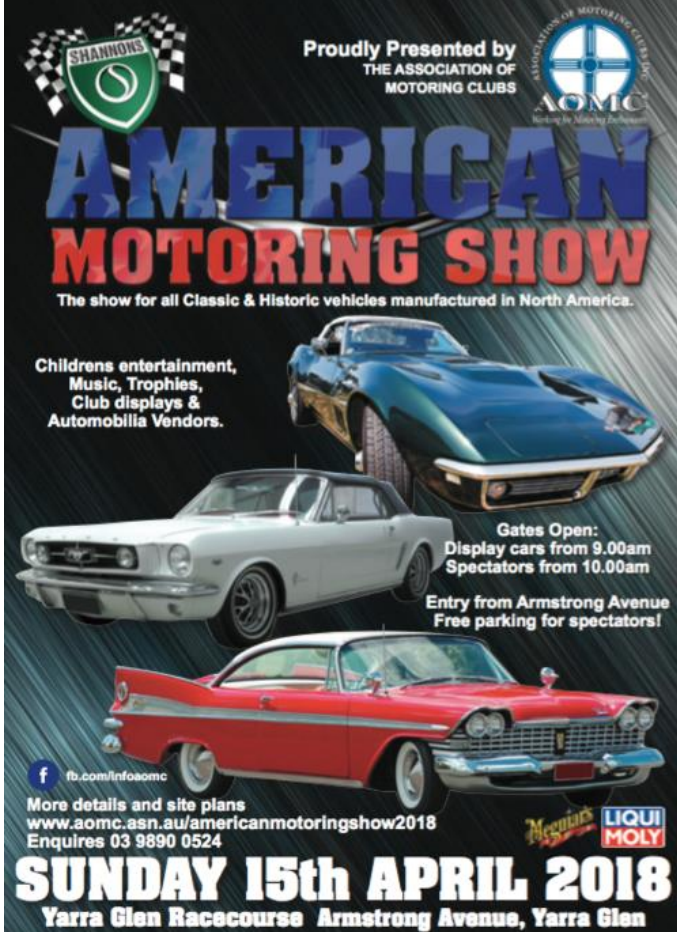
Lots of Swap Meet Sites.
Hot Food & Drinks.
All-New Judging System.
Gates Open 7AM
Registration From 7 to 10AM
Trophies Drawn 1PM

20+ SHOW & SHINE CATEGORIES

Find more online at
www.srvmc.com



SHARE THE PASSION
For more information please contact:
Show and Shine: Ken Jenkins 0407 681 602 — Swap Meet: Bill Rowlands 03 58 831 354



Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS
AOMC
Working in Satisfying Partnership

**AMERICAN
MOTORING SHOW**

The show for all Classic & Historic vehicles manufactured in North America.


Childrens entertainment,
Music, Trophies,
Club displays &
Automobilia Vendors.

Gates Open:
Display cars from 9.00am
Spectators from 10.00am

Entry from Armstrong Avenue
Free parking for spectators!

fb.com/infoaomc
More details and site plans
www.aomc.asn.au/americanmotoringshow2018
Enquires 03 9890 0524

SUNDAY 15th APRIL 2018
Yarra Glen Racecourse Armstrong Avenue, Yarra Glen





The Echuca & District
Historic Vehicle Club Inc.



ECHUCA SWAP MEET
ROTARY PARK, ROSE STREET
ECHUCA

Saturday, 14th April, 2018

Automotive Parts & Collectables welcome
Display area for Show & Shine Vehicles

200 PLUS SITES AVAILABLE AT \$20 PER SITE.

ON SITE CATERING,

\$5 PER PERSON ENTRY,



CHILDREN UNDER 15 FREE

Gates Open: Sellers: 5:00 am Buyers: 7:00 am

ENQUIRIES: 0456 010 665, echucaswap@outlook.com

\$500.00 Donated to a local charity



**AUTO
SURPLUS**

Auto Surplus supplies parts for cars, trucks, tractors, forklifts
and stationary engines.

*We specialise in engine, suspension, brake and clutch, electrical
and rubber components.*



VETERAN • VINTAGE • CLASSIC • MODERN

Surplus stock bought. We recondition water pumps.
Australia's largest range of loose piston rings.

- Pistons & rings (sets & loose) • Pumps (water, oil, fuel)
- Gaskets & seals (made to order if necessary) • Valves • Filters
- Engine Bearings • Suspension • Brake • Clutch • Electrical

We stock these quality brands at very competitive prices.



JP PISTONS

Auto Surplus Pty Ltd (ABN 66 337 496 692)
35 Rooks Road, Mitcham, Victoria 3132 Australia
Tel +61 3 9873 3566 Fax +61 3 9874 1485
Email sales@autosurplus.com.au www.autosurplus.com.au

COLJEN
GEAR CUTTING &
MACHINING

Spurs
Helicals
Splines
Sprockets

TB Pulleys
Slotting
Milling
Turning

Colin and Jenny Woods

Tel: (03) 9458 2741

Mobile: 0425 815 849

Fax: (03) 9458 2741

Email: gears@coljen.com

Factory 3/45 Kolara Road
Heidelberg West, Victoria 3081

HYDROGEN VS. LITHIUM: How to Profit Regardless of the Winner

Several North American and European auto manufacturers are betting the electric vehicle revolution will be led by the further development of lithium-ion batteries. Tesla is the obvious leader in battery electric vehicles (BEV). But Chevy and Ford are among others focusing on BEVs.

Japanese carmakers, on the other hand, seem to have a different idea. They're wagering on hydrogen fuel cells.

Over the past several years, Japanese carmakers Toyota, Honda, Hyundai, Mitsubishi, and Nissan have all successfully developed and introduced fuel cell electric vehicles (FCEV). They argue that lithium-ion batteries add unnecessary weight to vehicles, thus reducing efficiency and range, and that FCEVs are more quickly and easily refuelable.

In 2014, Toyota launched the Mirai, the first FCEV to be commercially marketed, and has since remained committed to supporting its FCEV line of vehicles and developing needed infrastructure. Back in February, Toyota partnered with Shell to build seven hydrogen refilling stations throughout the state of California.

Most recently, Toyota announced that by 2030 it will no longer produce vehicles with traditional internal combustion engines. All of Toyota's vehicles — from its commercial trucks to Lexuses — will be full electric, hybrid electric, or fuel cell electric.

According to research from Global Market Insights, Inc., the global fuel cell market is expected to grow at a CAGR of 24.1% between 2016 and 2024. For now, however, the hydrogen fuel cell electric vehicle market faces an uphill battle: cost.

Fuel cell electric vehicles are expensive.

The MSRP on a 2017 Toyota Mirai is almost \$60,000.

Comparatively, the MSRP on a 2017 Toyota Prius (a plug-in hybrid) is under \$25,000. As such, there are fewer than 10,000 FCEVs on the road in Japan today.

Additionally, hydrogen stations are very expensive to construct. Building a single station can cost over \$4 million.

Still, Japanese automakers continue to push for FCEV development. Hyundai recently revealed it will show off a new hydrogen fuel cell-powered SUV at CES next month. The company didn't give the new SUV a name yet, but previous concept cars had an impressive range of about 500 miles.

The struggle between lithium-ion and hydrogen fuel cell-powered vehicles will continue for now. But unless automakers can lower costs on FCEVs, it seems lithium-ion batteries will ultimately be declared the victor. Let's face it; one of the main drivers (no pun intended) of any market is consumer cost.

I recently read an academic journal published by Oxford on racism that I think really shows the consumer market's true motivation. The title of the journal was Are Smart People Less Racist?

Stay with me here...

The short of the journal's conclusion was, yes, smart people are less racist. However, that's not the end of the story.

The slightly extended conclusion was, yes, smart people are less racist — but not when money is involved. That is to say, all the studies show smarter people are less likely to believe racial stereotypes, but they are generally no more willing to support specific policies designed to improve racial equality because of... you guess it: the costs.

I think the same is probably true concerning the environmental aspect of the electric vehicle market. What's "good for the environment" is only going to motivate consumers so much. Truth is, even the most environmentally conscience consumer has a limit to what he can possibly spend.

So the winner between lithium-ion battery vs. hydrogen fuel cell-powered vehicles will ultimately come down to costs. And right now, electric vehicles with lithium-ion batteries are simply more affordable to produce.

Of course, all that could change. The price of the raw materials, like lithium and cobalt, could continue heading higher in price to close the cost gap between lithium-ion battery vs. hydrogen fuel cell-powered vehicles.

For guys like Energy and Capital's resident lithium and cobalt mining expert Keith Kohl, the winner of lithium-ion battery vs. hydrogen fuel cell won't matter. If lithium-ion batteries win, his lithium and cobalt mining stocks are set to soar on increased demand of their products. If hydrogen fuel cells take over the EV market, it will be because the prices of lithium and cobalt have increased so much... again, Keith wins.

He laid out his whole argument to me the other night over a few beers. But he's put the entire story together here in a report he calls "Blue Gold." It focuses on cobalt, which is the more exciting of the two metals right now, and it shows exactly how, no matter what, share prices of a few specific stocks are set to soar.

Until next time,



*Luke Burgess
Written Jan. 05, 2018
(provided by Peter Hibbert).*

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.

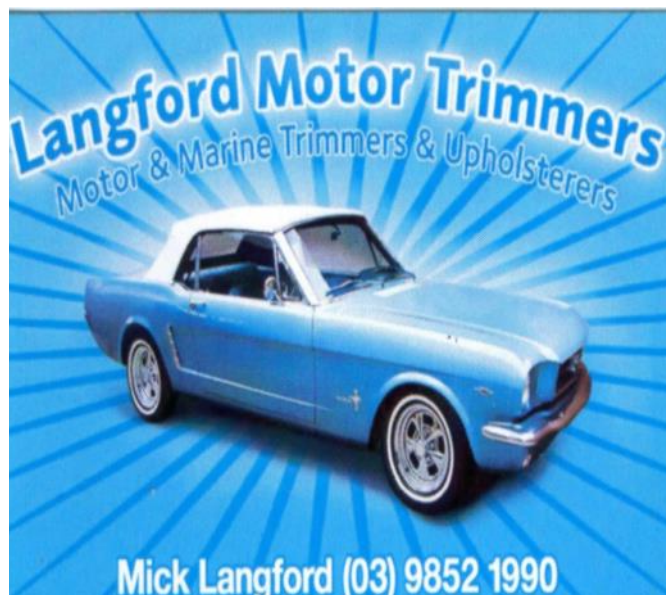
Secretary: Peter Rohan PO Box 514 Caboolture, Qld.4510. Phone (07) 32041371, mob

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

- 25 Feb RACV Classic Showcase 2018,
Yarra Glen Racecourse, Armstrong Avenue
Contact AOMC 03 98900524
<http://www.aomc.asn.au/classicshowcase2018/>
- 3 Mar Colac Show n Shine, Memorial Square Colac, colacrslshow&shine@colacrsl.com.au
- 1 Apr Shannons Take Your Tops Off for Breast Cancer Research event in Hobart , Judi Adams, 0415294610
- 18 Mar 2018 Finley Show and Shine , at the Finley Showgrounds , NSW
Hosted by the Southern Riverina Vehicle & Machinery Club , Ken Jenkins 0407 6814602
- 25 Mar Morwell Swap Meet, Toners Lane Morwell: Hosted by Gippsland Historical Automoblie Club
Gates Open 7.00 am for Stall holders & Public, Admission:\$5.00 General Enquiries: Bill 0407839039,
- 8 Apr Robertson Heritage Railway Station , Classic Car Show and Shine , Steve on 4885 2323
stevercarey@bigpond.com, <http://www.robertsonrailway.org.au/classic-car-show.html>
- 15 April Shannons American motor show
Enquiries 03 98900524
- 26-27May Historic Winton , enquiries to historicwinton@gmail.com Noel Wilcox 03 54 282 689.



Langford Motor Trimmers
Motor & Marine Trimmers & Upholsterers

Mick Langford (03) 9852 1990

seats • carpets • convertible hoods
tonneau covers • headlinings • boat seats

mick@langfordtrimmers.com.au

20 Greenaway St, Bulleen Vic 3105

ph: (03) 9852 1990 mob: 0409 211 559

www.langfordtrimmers.com.au



BILL ELDRIDGE
MECHANICAL REPAIRS

Club Member

VINTAGE & CLASSIC
ALL MAKES -ALL MODELS

- All mechanical work
- Engine reconditioning
- Panel work & Repairs
- Full Restorations
- Water Pumps modified
- Clutch & Brakes

"When better cars are (re)built, Bill will (re)build them"

Factory 20, 166 Bridge Road, Keysborough Vic. 3173

Telephone: (03) 9798 8636
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: Skinned Knuckles. D.I.Y. magazine for the hobby auto restorer. 95 issues from Vol 1, number 1. 1975 > Printed in the U.S. this magazine holds a wealth of knowledge for not only the hobbyist, but anyone interested in matters of Vintage, Veteran & Classic automobiles.

Covering such subjects as Electrics, Body Work, Suspension and many more, there are also articles on lost arts such as Lead Wiping, Home chroming etc. Each issue features a history of a well known marque. \$185-00 The lot. Will not separate Contact Reg Dunn 0439 688 229 or luvtofish2@gmail.com (0317)

SELL: We are managing our father's estate which includes an Opel Admiral 1938 Convertible, which is currently in Boronia Victoria, Australia. It is in poor condition, but for an Opel enthusiast it may be a labour of love to restore. Or for anyone who is restoring an Opel like ours there are many parts that may be useful. Photos can be provided to give you an idea of its condition. If any of your members are interested in taking a closer look we can arrange a time. If you are interested in discussing this further, please respond by email. Heather hkmac@bigpond.net.au (0317)

SELL: 1995 Holden Commodore VS Executive, V6 Auto. 305000kms Very well looked after, oil changed every 5000kms. Strong engine with excellent compression. \$4750. Mike 03 57297554 (0317)

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 wind-

screen 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)

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

WANTED: 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: tattertransport@gmail.com (1017)

WANTED: Pre War Ford V8 Workshop Manual. 24 Stud. Peter Matthews. 0408 175 610. (1117)

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. (1117)

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, \$12,000, 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 \$8,500, 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 \$25, 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

REQUEST

Hello,

I was wondering if there is anyone in your club who might be able to identify this vehicle for us. I have attached a photo of my old dad (deceased) with a vehicle that he owned.

My guess is that the photo was taken in the 1940's, but not sure. It's one we discover in a family album, unfortunately note date on it.

My mum recently turned 80, and we were looking through some photos and came across this.

If there is someone in your club who might be able to identify it we would be most appreciative.

Thanks and regards,

Mark Armstrong
Falcon, WA, 0439024472



**STAFFORD
STREET
MOTORS**

25A Stafford St
Huntingdale 3166 VIC
03 8555 0777

- Modern and classic vehicle specialist
- Manufacturers handbook service

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



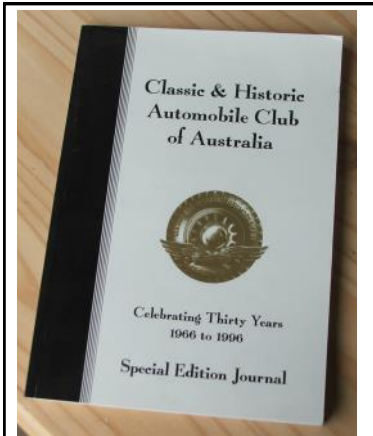
25 Year Anniversary Badge....\$5.00
(65mm. diameter)



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



2018 Australia Day Run to Marysville, another gorgeous day!

**“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”**



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.