



CHACA

Journal

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

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Oldsmobile Club Sunday 7-7-2019 Rye Hotel



Broadford Birthday Run

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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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-comed.

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. 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

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Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

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

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

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.

GENERAL MEETING

General Meeting for July will be held on the Thursday 25th July at 8pm.

Hope to see you there, members and visitors welcome.

Rene Gielen

PRESIDENTS REPORT

Remember when driving a car had some level of excitement in it? A double clutch down change with nary a murmur from the gearbox, the skill of reaching the top of a hill in top gear without detonation, and cornering with precision. Reaching the “ton” accompanied by the scream of the engine, wind noise and every panel rattling threatening to blow adrift was mesmerising. And in the Classic motoring world we can still experience that, well not all of course. The days of the ton are gone and we do respect our cars more now than we did back then and treat them kindly.

Pre 70's cars however lacked one thing, passive safety, which resulted in a very high road toll.

Remember the “Declare war on 1034” campaign in 1970. The 1034 represented the number of deaths per year in motor accidents. Compulsory seat belts (1971), better brakes, tyres, chassis, along with passive safety features and random breath testing all contributed to the reduction of road deaths over the ensuing years peaking at a record low in 2018 of 214. Seen the latest road deaths? They're going up again, and speed cameras and road blitzes do not seem to be having any effect at all. Today eighty five percent of road accidents resulting in deaths occur in the country areas which makes sense as the speeds are so much higher than urban areas. Let's face it; it is very hard to average 50kph in urban areas today.

Pre 70 vehicles had none of the present day aids and you very quickly appreciated the changes in driving characteristics as speeds rose, ensuring that the driver was well aware of increasing speed.

So why are road deaths increasing again? Contributing factors are the high performance of modern vehicles available today at relatively little cost, the poor attitude of many drivers to other road users, vehicle performance beyond the capability of the driver training programs, and the deteriorating conditions of Victorian roads particularly the rural ones.

The pinnacle of Australian performance cars in 1971 was the Ford Falcon GTHO Phase III. Its 0 - 100kph time was 6.4 seconds, a top speed of 225kph with a standing quarter mile of 14.6 seconds, with plenty of aural warning.

Today the new Hyundai i30N does 0 – 100kph in 6.3 secs. a top speed of 250kph and a quarter mile time of 14.4 seconds. And it will do all that in complete comfort and relative silence.

“Houston we have a problem”

What today's cars lack is the sensation of speed, allowing drivers to exceed a safe speed based on conditions, with little indication of the risk. Interior distractions such as phones, audio systems and GPS along with monitoring the ridiculous zero tolerance on speed restrictions all contribute to the rising toll. Drug use has replaced alcohol as a major contributor.

Driver training is one area that has not progressed since the 70's. Driver training today consists of mum or dad sitting next to them, conveying to the learner their huge knowledge base on driving (sic) for the next 120 hours. Thank heavens we do not train pilots this way. There are exceptions of course with kids driving on the farm, or being active in the motor sport scene from an early age, but most new drivers have very little experience.

Unfortunately this problem will not go away until fully autonomous vehicles appear, as the solution requires large capital investment on the part of Governments and individuals, and that is highly unlikely to happen.

The best way you can contribute is to encourage new drivers to participate in advanced driver courses and/or club motor sport activities.

Safe Classic Motoring

Brian Garrett

CHACA UPCOMING EVENTS

MID WEEK RUN ON SEPTEMBER 18TH

We are going to see a Fabulous Costume Collection belonging to Loel Thomson. This is not only for the ladies, but I am sure the men will enjoy and find it interesting too. For those of you who wish to have lunch we will be going to the Manningham Hotel .Please note YOU HAVE TO BOOK for both events, any body who doesn't book will not be admitted.. As I only have enough places for 20 people. You can book by contacting me Roz Smith on 59859220 or 0408 440 240 Please note I wont be contactable from the 7th August to the 3rd September.

Wednesday 18th September at 10.30 am.

The Costume Collection of Loel Thomson

39 Greenaway Street Bulleen

Manningham Hotel 1 Thompsons Road
Bulleen



Swanpool Arts Festival
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3-18 August 2019
10am-4pm daily
\$5.00 entry \$2.00 students CASH/EFTPOS

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Full wheelchair access

More information visit
swanpoolanddistrict.com.au

WOW from WASTE!

SHANE 2018 WINNER ENTRY Tim Butler

Also exhibiting in the Swanpool Arts Festival 2019:



Broken River Painters
Albert Heering Rooms - Swanpool Football Ground,
Midland Highway, Swanpool



RACV AUSSIE CLASSIC CAR SHOW

Sunday 25th August 2019
Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Celebrating the products of the great Australian Motoring Industry

The show for all the great Australian Makes Holden, Falcon, Valiant, BMC and those lesser known makes.
Trophies, club displays, refreshments, music, kids entertainment, trade stalls.

Enquiries 0473 832 277
www.aomc.asn.au/aussiecarshow2019

Promoted by Association of Motoring Clubs
All proceeds from this event are returned to the motoring movement
www.aomc.asn.au/aussiecarshow2019

fb.com/infoaomc



JOIN CHACA AT MOTORCLASSICA 2019!

Hello again! After a one year hiatus for the 2018 event, in which the organisers dared to change the filling of the club sandwich, we're back on the roster again for this year's Motorclassica!

There are many reasons why we as a club want to be included in the club sandwich. Motorclassica has evolved over the past few years into one of, if not THE major car enthusiasts' event in Australia. In fact it is fair to say many car distributors have started to shun the very expensive Sydney and Melbourne motor shows in favour of events like these. For many good reasons.

Not only that, the Motorclassica organisers have excelled year on year on bringing together some of the finest classic automobiles in the Southern Hemisphere, as well as coming up with some great themes. This year some of the features will include:

- Concours d'Elegance
- Tour Classica
- The Classic Motor Show, of course
- The Club Sandwich
- And new features like Motorclassica after five, Live Restauration Theater
- And special guest Alan Jones, MBE, Australia's own 1980 World Driver's Champion

Apart from the motorshow itself, we'll see a Concours d'Elegance, the Tour Classica bringing the cars through the streets of Melbourne, the classic car auction, and the club sandwich.

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

From the club's perspective, this event is one of the best ones for us to put our club forward and present ourselves to a completely new audience of potential members. That opportunity is something we'd seriously like to grab by the horns, so the club is now actively going to seek members who would like to display their classics during the event.

We're 52 years young this year, and have a great deal to offer and showcase as a club! We have plenty left in the tank, but even our club needs to stop and fill up (on some new members in this case) once in a while!

What the club is offering:

- Opportunity to showcase your classic to a large audience, mix and mingle with the crowd, and tell all your stories about the car as well as our club!
- Entry tickets for driver and one passenger
- What is expected, let's be clear about it:
- We will either get the Saturday or Sunday, which will be confirmed 1-2 months prior to event
- We'd like to showcase cars from every decade (if possible) from the 1920ies onwards, to show what a diverse and varied club we are!
- The car will need to enter the compound around 8am of that morning, and will need to remain there till 5pm/closing; this is why the club will offer the entry tickets as well as lunch and refreshments, we understand it's a long day
- We'd also like to encourage members in pairs of 2 to be available with club info/flyers
- Yes it may be dusty/windy/rainy, unfortunately we can't predict the Melbourne weather

Again, we understand the commitment required for this event, but would also like to state that we do see this as a premier opportunity to present ourselves as a club of passionate car enthusiasts. Hopefully, we can bring that spark across and find some more members to come and join us at our monthly runs and meetings!

Questions or comments? Ask any of the committee members, or else, speak to René about joining the



BACKWARDS BEETLE – 1971 SAAB 96 V4

A FORD ENGINE MODERNIZED SAAB'S RALLY-PROVEN 1971 96 V4



Ford II himself—in modified Saab 93 mules!

This 265-pound, 60-degree V engine, produced in Cologne, Germany, for the Taunus 12M as well as for industrial applications, used a single overhead camshaft and a balance shaft to quell vibration. When, in late 1966, it first appeared in and gave the name to the new Saab 96 V4 and its two-door, seven-seat wagon counterpart, the 95 V4, the 1,498-cc (91.4-cu.in.)

By Mark J. McCourt from the April 2019 issue of Hemmings Classic Car

The British might call this a “Marmite” car. Like that infamous tangy yeast spread, you’ll either love or hate Saab’s individualistic 96, and no enthusiast lacks an opinion. This long-serving model—whose roots reach back to Svenksa Aeroplan AB’s first automobile prototypes built by the airplane manufacturer following World War II—would use two different engine types and be sold in the USA through 1973, while Backwards Beetle A Ford engine modernized Saab’s rally-proven 1971 96 V4 remaining in production into 1980. We tracked down one of the best-kept, most original 96 V4s in America, and pondered its intriguing legacy from behind the wheel.

The 96 prioritized economy like its key German competitor, adding a focus on occupant safety. It reversed the Volkswagen’s rear engine, rear-wheel-drive layout to offer equal foul-weather traction with notably better stability and interior packaging. Those familiar with this Saab’s unusual shape often associate it with the chainsaw sounds and exhaust haze of a two-stroke, three-cylinder engine, but our 1971 feature car, belonging to master Saab technician Ralph Bockoven, sports a factory-installed four-stroke Ford V-4 under the forward-tilting hood.

It was there where we found Ralph, checking the fluids in advance of our afternoon photo shoot near his Acton, Massachusetts, home. In the mid-1960s, that V-4 had represented the best answer to Saab’s need for an off-the-shelf, four-stroke engine that could provide more torque, lower emissions, and better mileage than the ultimate iteration of its international rally-conquering two-stroke triple, and it was already proven to work in the subcompact Swede. After testing small-displacement fours from Lancia, Lloyd, and Morris between 1962 and 1964, Saab engineers locked in on Ford’s sturdy 1.5-liter four-cylinder, which came from that automaker’s front-wheel-drive “Cardinal” program of the late 1950s, and had itself been proof-of-concept tested by Ford engineers in 1960—and driven by Henry

made 65 hp and 85 lb-ft of torque through the combination of a 90 x 58.86-mm (3.54 x 2.32-inch) bore and stroke, 9:1 compression ratio, and a lowrise one-barrel Solex carburetor.



The cabin feels airy due to the flat floor, and the rear seatback folds for cargo flexibility.

The Ford powerplant was initially offered alongside two-stroke-powered variants, but V4s vastly outsold the strokers, and 1968 was the last year buyers had the choice. From 1970 through 1973, U.S.-spec versions of the 95 and 96 (as well as the two-seat Sonett V4 sports car) would use an 8.0-compression, FoMoCo-carbureted, 1,698-cc (103.6-cu.in.) version with the same output. Ford engineers had told their Swedish counterparts that 105 hp was the maximum this V-4 could reliably make, but by the late 1970s, Saab’s Sport & Rally division had taken it all the way to 1,933-cc (118-cu.in.) and 175 hp with the help of twin two-barrel carburetors and crossed long-ram intake manifolds; a 1,815-cc (111-cu.in.) version topped 200 hp with help from a Saab-developed turbocharger.

The experience offered by Ralph’s showroom-stock, circa- 35,000-mile example is about as close to that of a new 96 as you can get in an unrestored 48-year-old.

This car's pale gray "Silvermink" paint still shines deeply, as do the bumpers and trim. Inside, the red vinyl upholstery is unblemished, the dashboard unmarred by cracks. Settle into a supportive bucket seat and close the light but solid-sounding door, and you'll notice the flat floor afforded by this car's front-wheel-drive layout and column-mounted shifter; the body's genuinely aerodynamic (0.35 Cd, compared to a VW's 0.48) teardrop profile places you close to your passenger, and if you're taller, the relatively low windshield header means ducking to see stoplights. Unlike in Saab's contemporary 99 model, the 96's ignition is on the dash.

Our feature car starts readily and settles into an unusual V-4 burble, revving up with a surprisingly sporty tone. The clutch's engagement point is easily learned, while the four-speed manual shifts smoothly, its wand traveling through a long vertical arc. Freewheeling, a traditional Saab trait no longer needed because of the four-stroke engine, engages automatically upon lifting off the throttle, giving the uninitiated the sense of having depressed the clutch pedal without having done so. Freewheeling also lets you change gears without using the clutch, and easing back onto the gas makes the transmission reengage direct-drive.

This 96 rides very compliantly for such a small car, a benefit of its 98-inch wheelbase between coil-sprung double wishbone front and tubular axle rear suspensions. The manual rack-and-pinion steering, heavy at low speeds, feeds information through the skinny rim, and helps the 15-inch tires grip well despite ample body lean. Braking is by vacuum-assisted front discs and rear drums that, in safety-minded Swedish fashion, use a redundant dual-diagonal hydraulic system to retain 50 percent of braking power if one circuit fails. On the warm August day these photos were taken, we enjoyed gentle cabin breezes thanks to the body's careful detailing; the triangular pieces of clear plastic fixed in the upper rear corner of each side window opening deflect most of the air that causes annoying buffeting at speed in a modern car. And speed it will: The stable-feeling, 2,030-pound 96 will top out around 85 mph, making it more capable in today's traffic than a classic VW.



Ford of Germany built more than 420,000 Saab-spec V-4s over 14 years; this example has never been out of the car, although the one-barrel FoMoCo carburetor and master and slave cylinders were rebuilt.

How did this Saab—one of about 14,000 imported to America in 1971, out of 72,960 built—manage to sur-

vive for nearly half a century in this condition? Ralph is its fourth caretaker from new, but only the third to actually drive it. "As I understand it, this car belonged to a dealer, and was in a showroom for around 20 years," he tells us. "The guy who bought it new, just sat on it."



Ralph first saw this car at the 2008 Swedish Car Day show at the Larz Anderson Auto Museum in Brookline, Massachusetts, when it was displayed by its third owner. At that time, the 96 struck a chord for this technician who spent 27 years employed by Charles River Saab in Boston. "When I was a senior in high school, I had this same car, in the same trim: Silvermink with a red interior," he reveals. "Mine was in decent shape, and I paid \$900 for it. My first Saab had been a 1963 96 two-stroke with a sunroof; my brother gave it to me when I was 14, and it didn't run. I really wanted my dad's 350-powered Olds 4-4-2," Ralph says with a laugh. "I was into racing dirt bikes, and when I got that car fixed up, I drove it around our motocross track. I thought it was homely and slow, but pretty capable! I learned about Erik Carlsson winning rallies in Saabs, and then I really started getting into these cars."

This 96 came into Ralph's life again in 2009, on the back of a flatbed, as it needed a replacement slave cylinder and other minor work, which he gladly performed. "The owner, Andy Pickett, had stumbled across this Saab in the care of its second owner, a hippie type who didn't realize what he had in it. There was no rust anywhere—I couldn't believe the condition it was in—and I told Andy I wanted first refusal if he decided to sell it. He called me in the fall of 2010." After making a deal, Ralph tuned up the V-4 engine, rebuilt the carburetor, honed and rebuilt the master cylinder, and replaced the shocks and rear muffler. "In my experience, virtually everything for the V-4 remains available. It runs like a top, and purrs on the highway like a sewing machine," he says with a smile.

This Saab has never since been on a trailer; it was driven to the 2011 Saab Owners Convention in New Jersey, where it won a first prize in its concours category, and, in the years since, has been a regular participant at Swedish Car Day. In deference to its condition, Ralph keeps it garaged, bringing it out for local summer shows and ice cream runs. "At one time, 96s were everywhere in New England, but now they're very rare," he muses. "This one inspires a lot of nostalgia in people. It's a wonderful little car, and like all Saabs, it has its own personality."



CHEVROLET
CAR CLUB OF VICTORIA INC.

Just to highlight, more clubs in Australia are in need of hands and fresh ideas. This came through recently from our friends at the Chevrolet club

THINK TANK

Your Opportunity To Have Your Say

The Alarming Truth

Normally we like to focus on the positives, but unfortunately the club has hit a proverbial brick wall and the reality is that some serious decisions need to be made.

We need some fresh ideas, participation in club events is at an all time low in a lot of car clubs, many clubs have folded entirely due to poor member participation and this club is slowly suffering the same fate.

It is getting harder and harder to get anyone to participate in anything.

We have over 750 members and struggle to get 10 cars to an event, if we get more than 20 people to a meeting we are amazed. People are just not motivated and we don't know why because no one is telling us what they need.



"Times are not changing, they have ALREADY changed and we as a club have clearly not changed with them, which threatens this clubs very existence"

THERE IS HOPE HOWEVER!!

With that said, there is always hope, those of us who run this club are very committed to keeping it alive and well, we are more motivated than ever to not only recover but to thrive long into the future.

The Think Tank is a brain storming session where we decide the major future goals for our car club.

This is a critical decision making time for the Chev Club, the ideas put forth in this session will dictate the next 10 years of objectives for the club, so I cannot under emphasize enough, how important this is to the future of this club.

The decisions made here will directly impact every club member.

Once in a decade opportunity to reshape the future

If you can't make the Think Tank meeting or simply want to share your ideas with us now, just hit the Blue link below and an email to me will pop up, just type in what you want to say and hit send, I will bring any ideas submitted by email to the meeting for discussion so your opinion WILL BE HEARD.

WHITTLESEA-KINGLAKE-FLOWERDALE BROADFORD RUN

SUNDAY 16TH JUNE 2019

CHACA/ Buick /OldsmobileJoint Club Run to Broadford.

What a great run.... Over fifty members and friends took part in a joint club run from Bundoora to Broadford, via Whittlesea, Kinglake West, Flowerdale and Strath Creek. It was great to see such a variety of cars from the early 30's through every decade to the 80's.

Organised by Geoff & Lisa Odgers they were unfortunately not able to attend, and the reins were handed over to Dennis & Esther Healy to run the event and who did a marvellous job.



We look forward to further joint events.

Thank you to Geoff and Lisa Odgers for organising this run.

Dennis and Esther Healy



Stopping at Whittlesea for morning coffee, we continued on to the lookout at The Murchison Gap, where the views were spectacular.

We then went on to the Broadford Hotel for lunch. Even though the meals took a long time coming they were great and the opportunity to chat was welcome. President of CHACA, Brian Garrett and his wife Irene, welcomed everyone to join in CHACA's 53rd Birthday celebrations by sharing in their huge birthday cake.

These joint events are not to be missed and we look forward to combining with the Buick & Oldsmobile clubs in the future.

Esther & Dennis Healy	1984 Buick Riviera
John & Louise Baker	BMW
Bill & Heather Redpath	Modern
Andy Logan	Modern
David & Margaret Landell	Modern
Barry & Rosslyn Smith	Mercedes 380 SL
Lambe Stefanov & Ann McGinley	XB Falcon
Brian & Irene Garrett	Fiat 130 Coupe
Mick & Tina Whiting	Modern
Margaret & Barry Tucker	FC Holden S/W
Alan & Lynda Griffiths	
Denis Mills	Triumph Stag
Frank De Lorenzi	Mitsubishi Magna
Ralph & Lois Provan & Ian Braham	1932 Ford Sedan



THE BEAUTY OF SIMPLICITY

By DrJohnWright – 28 June 2019, Shannon's Club Website

I have been researching the history of the Porsche 911 and the beauty and simplicity of the original car has really delighted me. It has made me think of other models through the years, whose great appeal was to do with their purity of concept and execution. The first interior shot is of the 901 prototype, the second from the production car (good that they changed the steering wheel!). So basic and utilitarian was the Citroën 2CV that the dress-up Charleston variant went into overdrive popularity (this example belonged to Dick Johnson); all it needed was some tizzying up. The Mazda MX-5 continues to appeal for its effectiveness without pretension. But it is getting harder to carry off these days: just consider the latest Porsche 911 992 beside its forebear. The original Mini-Cooper S is another delight. I also include the split-window Beetle and the Mercedes 190E. BMW was saved by the gorgeous Neue Klasse 1500. The later 3.0Si might not have been so simple when it gave trouble but just look at the elegance of its presentation inside and out. Those Cromodora alloys (absurdly tiny by today's standards) are the coup de grâce. Finally, check out the 3.0 CS interior with all that lovely timber but no showiness or extravagance.

<https://www.shannons.com.au/club/forum/general/the-beauty-of-simplicity/>



OLDSMOBILE CLUB RUN TO RYE HOTEL, SUNDAY 7-7-2019



Joint Run to Rye

Last Sunday, July the 7th, members from the Buick, CHACA and Oldsmobile Car Clubs, met at the old Masters car park in Cheltenham at 10.00am for a 10.00am start.

We drove through Frankston, Mornington, Dromana, Rosebud and on to the Rye Hotel. We saw snatches of the beach and the bathing boxes as well as the hills, as we drove in convoy.

With an invite extended to CHACA

Meeting Place: for a 10.30 Start Off, was at the Old Masters Store, Springvale.

Refreshments and Toilets were available at the Kentucky Fried Chicken Store,

where we parked our cars. So nice and handy!

Run: a lovely winter run to Rye, which was enjoyed by all.

Lunch: Rye Hotel.

An approx total number of members from the both Clubs, made for a great attendance of approx 35 members.

The food was good and their menu was broad.

Seniors meals were available, which suited most members.

The company was great, and CHACA members there, were looking forward

to the Nagambie Weekend 20-21 July 2019.

Thank you to the Oldsmobile Club, for their generous invite and organisation of the Car run.

Needless to say, when we arrived, much chatter occurred in the carpark. When you attend a joint run, you just never know what treasures await for you to peruse!



We sat together and met new friends from all three Clubs, before our meals arrived. The service was very quick and no one complained about the meals! Seniors pumpkin soup, chicken parmas, fish and chips and some even tried the crepes for dessert! Thanks to Ray Cook for the organisation.

A great way to spend a day!

Dennis and Esther Healy

Photos and Report: Louise & John Baker



WHITTLESEA-KINGLAKE-FLOWERDALE BROADFORD RUN



OLDSMOBILE CLUB RUN TO RYE HOTEL



CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA MINUTES OF GENERAL MEETING

At Unit 8 /41 Norcal Rd Nunawading

Meeting opened by the Vice president, Mr J Allen at 8.00pm

Apologies

P Goethel, K Churchill, B Garrett, M Whiting, F Eakins, R Axthelm, V Pace

Mr J Govett addressed the meeting about Victor Pace, advising that he was now at a rehabilitation unit in Kew after having spent 6 weeks at Peter Mac. He hoped that Victor would be able to attend the next meeting.

Confirmation of minutes of the May general meeting

Moved for acceptance by Mr R Griffin seconded by Mr K Oates Carried

Correspondence

The chairman advised that there had been no correspondence in or out.

Monthly Reports

President-No report

Treasurer -No report

Membership Secretary- No report

Technical Officer- Mr Smith advised members to watch that the CPS renewals are received on time, commenting that renewals were slow at the moment.

Property Officer-Mr Reynolds advised that he had bikes for sale \$5.00 and chrome bumper badges for \$40.00, chocolates \$2.00.

Website-Mr Zelder advised that the site will have a change of Host in mid- July because service by the current provider is too slow. The site may be down for a couple of days.

AOMC- Mr Healy commented that at the last delegates meeting, an accountant spoke on income tax issues for non profit organisations. It appears that some sources of income eg raffle proceeds are taxable.

Two speakers spoke on a new platform that they are setting up called Car Torque. This platform is to be used by Clubs and club members for communication. Mr Healy suggested that the promoters be invited to address the Club on this matter.

Mr Healy also referred to an article in the AOMC Newsletter regarding new regulations for importing vehicles. The regulations will enable vehicles over 25 years old to be imported but such vehicles will be limited to restricted registration schemes

such as the Victorian CPS.

Federation- No report

Clubrooms-No report

Past Events- Mr Smith reported on the excellent run to Creswick and the visit to two private collections, commenting that they were well worth seeing.

He thanked Mr Odgers for organising the event. Mr Healy commented on the excellent run to Broadford which was attended by members from CHACA, Buick and Oldsmobile Clubs. He thanked Mr Odgers for organising the run.

Coming Events- Mr Healy advised that the planned Christmas in July event in Nagambie on July 20/21, now has over sixty people attending. CHACA Display and Judging Day will be held at George Hetrel's property in Olinda Basin Road in Olinda on 20th of October.

Please note, this event is not being held at Carribean Gardens.

Oldsmobile Club –CHACA members are invited to attend a run to Rye Hotel for lunch on Sunday 7th of July.

Motor Classica – October

Geelong Revival -November

Display Car- Mr Peter Hibbert gave a talk about his 1947 Ford. In particular he explained the operation of the two-speed rear axle.

Mr Allen thanked Tony Tang for his photos with the drone.

Cars for Sale

MGB 1971 66K and Mercedes Benz- Contact Barry Smith

Wanted

34 Pontiac grill -Contact Ray Griffin

Closure

Meeting closed at 8.40 pm



AUTOMOTIVE INDUSTRY LEGEND LEE IACocca, HAS PASSED AWAY

By Shannons - 04 July 2019

Automotive industry legend Lee Iacocca has passed away from Parkinson's disease complications at his home in Los Angeles, aged 94.

Lee Iacocca was instrumental in the creation of the Ford Mustang, often referred to as the 'Father of the Ford Mustang' and celebrated for saving Chrysler from bankruptcy in the 1980s.

Born to Italian-American immigrants in Allentown, Pennsylvania, Iacocca got his start in the automotive industry as an engineer at the Ford Motor Company. He quickly made a move to sales and marketing and after several successful initiatives began to move up the ranks.

Iacocca led the development of the highly successful and iconic Ford Mustang. Americans went mad for the Mustang. Sales of nearly 420,000 in the first year far outstripped even Iacocca's expectations, and two additional Mustang assembly plants had to be built to keep up with demand.

Iacocca became the president of Ford in 1970.

Executive Chairman of Ford Motor Company, released a statement, saying Lee "was truly bigger than life and he left an indelible mark on Ford, the auto industry and our country."

Iacocca had a short fall from grace with the introduction of the 1971 Pinto, which burst into flames in rear-end collisions.

In 1978 Iacocca was fired from Ford by Henry Ford II, despite the fact that the company posted a \$2 billion profit for the year.

Shortly after Chrysler hired Iacocca, a decision he described as 'going from the frying pan into the fire'. Chrysler was on the verge of bankruptcy. Iacocca became Chrysler's CEO in 1979. He earned a place in business history when he pulled Chrysler, from the brink of collapse in 1980, rallying support in U.S. Congress for \$1.2 billion in federal-

ly guaranteed loans and persuading suppliers, dealers and union workers to make sacrifices. He famously cut his salary to \$1 a year.

With the help of small, more efficient models such as the Mini Van and front-wheel drive K-Car (concepts the Ford had passed up) - Chrysler became profitable again. The CEO famously appeared in the ads saying, "If you can find a better car, buy it." Chrysler continued its resurgence, and



in 1987 acquired Jeep, which was a division of AMC.

A statement from Fiat Chrysler Automobiles said "He played a historic role in steering Chrysler through crisis and making it a true competitive force. He was one of the great leaders of our company and the auto industry as a whole. He also played a profound and tireless role on the national stage as a business statesman and philanthropist."

After retiring from Chrysler in 1992, Iacocca focused on his business interests and charitable works, particularly the funding of research into diabetes. Iacocca has also published several books, including a best-selling autobiography, *Iacocca: An Autobiography*.

Lee Iacocca will be remembered as an automotive industry legend.

<https://www.shannons.com.au/club/news/automotive-industry-legend-lee-iacocca-has-passed-away-at-age-94/>

CHACA CALENDAR FOR 2019 UPDATED

July **20th - 21st** Christmas In July- Weekend In Nagambie (Joint with Buick Club)
25th Thursday. General Meeting at Clubrooms.
December **1st** Sunday Annual Presentation Day & Lunch at Clubrooms

Note: **CR** indicates sanctioned CHACA Club Run



*Ambulance Royal Melbourne
1937 Ford
(Provided by Peter Hibbert)*



**Saturday 28th March to
Saturday 4th April 2020**

AHMF 2020 NATIONAL MOTORING TOUR www.ahmf.org.au

Albury, NSW & Wodonga, Vic - AUSTRALIA

Veteran Vintage Classic Historic caravans Motorcycles Tractors
 Stationary machinery Lady drivers Promotions for drivers under 25 years

Australian Historic Motoring Federation, Australia's peak historic motoring body, is proud to be hosting the first major national all-make event since 2001. Enjoy and promote Australia's historic motoring with touring options designed for a variety of vehicle types and eras from Veteran through to 1990 vehicles.

For safety and enjoyment, there will be several touring groups. You will be driving with vehicles of your vehicle era. All travel the same routes, though on different days and motorcycles will not riding with the 4-wheel vehicles.

Will your child or grandchild be under the age of 18 at the commencement of this event? If so, nominate them to be selected as one of the Youth Ambassadors.


Attend the Official opening, a Cocktail-style Welcome Evening. Participate at Open Day with vehicle displays, children's events, trade displays, presentations and entertainment. We will visit the Historic local Army and Immigrant facilities, heritage regions and wineries, all while enjoying scenic roads. Participate in optional track-time at Motorsport Park. Discuss the day that was at daily Happy Hour. The week culminates with the Gala Presentation Dinner.



Have fun at this affordable event. Bring your children; bring your grandchildren; bring your grandparents!


History and Heritage Scenic Country Driving Historic vehicles
 Gourmet foods and vineyards Just having fun!!

Enquiries: Christine Stevens Ph 0419 789 151 Neil Athorn Ph 0408 033 839
 Steve Henderson Ph 0408 494 864 John Kennett Ph 0419 599 066
 Mike Beale Ph 0428 415 241
 Email: 2020Tour@ahmf.org.au
 Register your Expression of Interest (for a discount & updates)


Chrysler Restorers Club of Australia Vic Inc


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CHRYSLERS At CARIBBEAN



Celebrating 50 years of the Valiant Pacer


SUNDAY 20th OCTOBER 2019


Caribbean Gardens
 Entry to the gardens only costs \$2.50 Per Adult and \$1.00 Per Child U13 & aged pensioners
 Over 1000 stalls, computer market/swap meet, rides, BBQ, restaurant and kiosk
 Caribbean Gardens, Stud Road (cnr Ferntree Gully Road) Scoresby.
www.caribbeangardens.com.au

Judging categories include: Best Veteran or Vintage, 1931-1942, 1946-1954, 1955-1960, 1961-1968, R&S, APS-AP6-VC, VE-VF-VG, VH-VJ-VK, CL-CM, 1968-On Muscle Car, Best Modified, Best Original Un-restored, New Age MOPAR, Charger, Chrysler Cousins, 300C & Club Trophies.
Cars may enter from 9:00am and those wishing to be judged MUST be present by 10:30am.
Awards presented at 1:00pm.

www.chryslerclubvic.org.au


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REGISTRATIONS NOW OPEN!

The team at Geelong Revival are excited to announce that registrations for Motorsport entries, vehicle display and the National Vintage Fashion Awards 2019 are now open.

We'd like to take this opportunity to thank our partners and supporters for once again making the Geelong Revival possible. Our team and sponsors work hard behind the scenes to bring you new, exciting, fresh and fun entertainment so that every year's Geelong Revival is the best it can be!

Entries for:

- Big Wheels
- Quarter Mile Sprint Entries
- Classic Motorshow
- Motorcycle Mecca
- Vintage Boat Display
- City Cruise

Get Involved Now!

If you have questions or issues please contact us today on;

Ph: 03 5273 4777

Email: info@geelongrevival.com.au

web: www.geelongrevival.com.au



Caribbean
Gardens & Market
(Enter from Ferntree Gully
or Stud Roads Scoresby)

Ford Flathead Festival

**Sunday
July 28th
2019**

HENRY FORD'S BIRTHDAY!

RACV WHAT BETTER WAY TO CELEBRATE
THAN WITH A FORD CAR SHOW!

**A GREAT DAY FOR ALL
FORD ENTHUSIASTS**

Non-club members especially welcome as no membership required!

**This show is open to all Ford Flatheads from 1903
to the end of the Flathead era.**

With over 100 cars on show last year, it's set to be a great day!

3 FREE Entrants Prizes Drawn at 1.45pm
You must be present to win a prize

10am - 2pm

Food & Drink available on site or BYO

Adults - \$2.50
Pensioners & Children under 13 - \$1.00

This is a combined display day for all Flathead (S/V) Fords and has been organised by:

THE EARLY FORD CLUB OF VICTORIA INC.
1902 - 1954
Contact: Jackie Thompson 0409 562 515

MODEL T FORD CLUB OF VICTORIA
Contact: Robbie Dalton 0439 363 293

FORDCA (8 & 10 HP SV Fords)
Contact: Bill Ballard 03 9762 9974

MODEL A FORD CLUB OF VICTORIA
Contact: Rob Turner 0428 686 816

SHEPPARTON SWAP MEET

Sunday Sept 8, 2019

**SHEPPARTON SHOWGROUNDS,
HIGH ST, SHEPPARTON
(MIDLAND HWY A300)**

6m x 6m OUTDOOR SITES \$20

ENTRY \$5 (Children under 14 free)

**Gates open at 6.30am for stall holders.
General public 7.30am.**

No alcohol. No camping. No dogs allowed.

Lunch and refreshments available.

Parts pickup service available.

MAIL: Send stamped self-addressed envelope and booking fee to:
Shepparton Swap Meet, P.O. Box 1206, Shepparton. 3632.

CHEQUE: Please make cheques payable to G.V.M.V.D.C. Inc.

DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076

Reference to be "swap" and your name.

www.gvmvdc.com.au/GVMswp.html

For further information contact:
Lloyd or Kristine Healey on 0438-294 351

Member of the Association of Motoring Clubs Inc and
The Federation of Veteran, Vintage & Classic Vehicle Clubs Vic

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.

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.

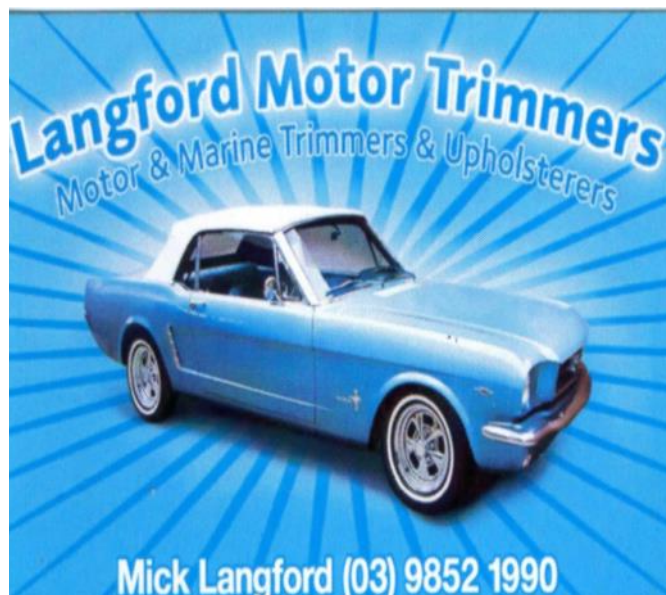
Secretaries: Anne Campbell, 0414 521 521
38 Wattle Crescent, Glossodia NSW 2756 .
Phone 02 45765872
Email: annecampbell3@bigpond.com
Meetings: *All Sunday meetings start at 2pm.
Members may arrive from two hours prior to
meeting times to have meal and chat.*

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

- 28 Jul 19 Ford Flathead Festival, Caribbean Gardens & Market
- 11 Aug 19 Cobram Swap Meet and SHANNONS All Wheels Show , Cobram Showgrounds
- 25 Aug 19 RACV Aussie Classic Car Show, Yarra Glen Race Course
- 8 Sep 19 Shepparton Swap Meeting, Shepparton Show Grounds
- 20 Oct 19 Chryslers at Caribbean
- 22 - 24
Nov 19 Geelong Revival



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- Clutch & Brakes

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

The trailer has been specially built for a large and heavy vintage or veteran car, but will easily transport other more modern vehicles. The trailer tows very easily behind a 4x4, is very stable on the road and is great for long trips. It has filled in floor so can also carry a large amount of spares etc. Asking \$6,800 ono. Please call Paul on 0412 534131 (0418)

WANTED: Right side Holden body badge. (Lion facing right). This photo shows two Holden body badges, one for the right side of the car and the other for the left so that the lion always faces forward.

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

Hugh Venables 9758 2414 (0418)

WANTED: By a friend of mine. A Ford in the mid 70s to restore.

C/O Eddie Reynolds. 0429 142 460 or (03) 9770 1231 (0219)

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: 1934 Ford V8 RHD & LHD Instruction book (Ford Canada) \$35, 1935 Ford V8 RHD Instruction Book (Ford Canada) \$30, 1936 Your Ford V8 Car reference book RHD (Ford Canada) \$25. All are original issue and were found in the glovebox of Australian

Ford vehicles even though they are printed in Canada. All are complete, showing some handling due to age. Free postage within Australia.

Scott Garnett 0434330165 for more info ozscott@iprimus.com.au (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: Unfinished project.

1943 Chevrolet lend-lease truck, currently still on original full registration with original 1943 number plates and original 1943 maintenance manual.

Has been garaged since new; no rust or dents.

Hardly used; genuine mileage is 7000. Has all instruments, switches, lights etc., including original black-out driving lights. Also has original second fuel tank and tool box that mounts to underside of tray.

Mechanical condition is excellent, as is the braking system. Chassis, axle assemblies, wheels etc. cleaned and painted and in excellent condition.

Cabin, doors, mudguards etc. sand-blasted and undercoated. Tyres are as new. Needs work done on tray and seats.

Cabin is mounted on chassis and body parts are to be re-fitted.

Comes with new and good used items; including doors, bonnets, bumper bar, wheels with as-new tyres, axles, gear box, sets of brake shoes and brake parts preserved in rubber grease, starter motor, generator and much more.

Most reluctant sale, due to poor health.

Enquire from Ed, 'ph. 95444147.

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GROUP

9729 4500

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

KEN'S JOKE OF THE MONTH.

To next door neighbor:

Hi, Fred, this is Richard, next door. I've got a confession to make. I've been riddled with guilt for a few months and have been trying to get up the courage to tell you face-to-face. At last I'm telling you in this text and I can't live with myself a minute longer without you knowing about this. The truth is that when you're not around I've been sharing your wife, day and night. In fact, probably much more than you.

I haven't been getting it at home recently and I know that that's no excuse. The temptation was just too great. I can't live with the guilt and hope you'll accept my sincere apology and forgive me. Please suggest a fee for usage and I'll pay you.

Regards.....Richard.

Neighbour's response:

Fred, feeling so angered and betrayed, grabbed his gun and shot Richard, killing him. He went back home and poured himself a stiff drink and sat down on the sofa.

Fred then looked at his phone ad discovered a second text message from Richard..

Second text message:

Hi Fred. Richard here again. Sorry about the typo in my last text. I expect you figured it out and noticed that the damned Auto-Correct had changed "Wi-Fi" to "wife". Technology, huh? It'll be the death of us all.

E-MAIL

Date: 19 June 2019 at 06:56

Subject: heritage cert.

Hello there, my name is Briseida Twohig, I work for Motoring Investments in San Diego CA and I am writing to see if you have any heritage Certificates for a MGTD 1952 I could purchase from you? If not, any suggestions on another site I could?

Thank you for your time!

Briseida T.

btwohig@motoringinvestments.com>



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)
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- Engine Bearings • Suspension • Brake • Clutch • Electrical

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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
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



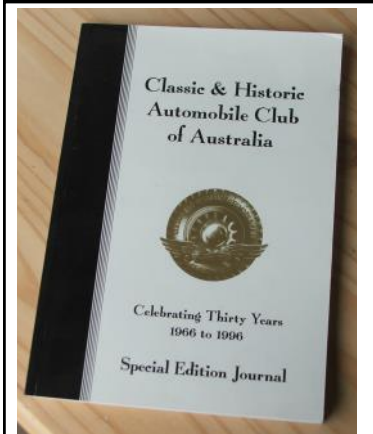
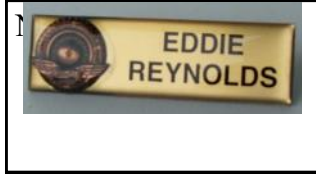
25 Year Anniversary Badge....\$5.00
(65mm. diameter)



Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00 each.



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



Oldsmobile Club Sunday 7-7-2019 Rye Hotel

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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**.



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