



CHACA Journal

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

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CHACA BAY TO BIRDWOOD 1990

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

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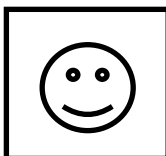
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CHACA is affiliated with the Association of Motor-ing Clubs (AOMC) and the Federation of Veteran Vintage and Classic Vehicle Clubs.

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-come.

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

Club Newsletter

The Journal is published monthly. Items for inclusion in the Journal must be mailed, emailed or passed on to the Editor at Club Meetings. The Committee reserves the right to edit or decline any article deemed unsuitable. Photographs sub-mitted for possible publication should preferably be glossy 5"x 7" or 6" x 4" prints or high resolution jpg/bmp images to ensure best reproduction in the Journal. Opinions ex-pressed in this publication are not necessarily those of the Club.

Journal Closing Dates

Nominally 2nd. Thursday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

The Club's website www.chaca.com.au is updated regular-ly and features Club History, Club Promotions, an Events Calendar, a full Journal for downloading and many photographs of Club Events.

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Ray Griffin, Margaret Griffin, Barry Smith, Jim Kerr, Dale Allen, Eddie Reynolds, Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman, Kevin Churchill, John Chris-tie, Ray Nichol

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

Notice To All Reciprocating Clubs

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



CHACA CPS Eligibility Criteria

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

See Page 18.

Caribbean Market is closing for good

Established in the 1970s, Caribbean Market has welcomed over 40 million visitors and for decades has been the benchmark for family fun and entertainment.

Covid-19 forced the suspension of the market for the very first time in its history and has now been confirmed closed for the foreseeable future. As a privately-run market in these current circumstances it is simply unviable to reopen.

Whilst no immediate plans are in place to replace the market lands, they do form part of a 500 acre future masterplan.

Although this is a hard decision and a sad time we must celebrate the market's achievement and thank each and every customer, stall holder, visitor and staff for their partnership and for making Caribbean Market the icon it became.

Caribbean Market Management

PRESIDENT REPORT

Just when we thought it was safe to go back in the water it all falls down around our heads. Due to people that have no respect for others we have slipped back to the Covid cases of March. Let's hope government action and the action of the people concerned will get the train back on the rails.

Unfortunately this means a club run would not be a wise activity to conduct right now. Sure we could still set up a picnic or pub run, but the club not only puts members at risk but also the club itself if something goes wrong. We will keep an eye on the progress of containing the virus and if things start to improve again we will re-implement our plans for a club run. Not that it should stop you from taking your club car for a run. Used sensibly the risks are minimal.

At the end of June the Vintage Drivers Club ran their first general meeting as a Zoom meeting. Sixty seven VDC members joined in which is an excellent first up response. CHACA needs to conduct similar meetings so we can stay in touch. The committee will work towards that arrangement and hopefully have something going by the end of July. Keep your eyes out for an email indicating a coming online meeting. Do not get alarmed as the process is very simple and you can join the meeting either on your smart phone, tablet or computer.

If you are concerned that you do not have any computer skills whatsoever then it is easy to fix. Most councils have free computer skills classes as well as U2A. Learning just the basic skills (and it is not as daunting as you think) will open up a whole new world for you. Just think of free access to answers for every question you have.

Hey! All you budding writers out there? Haven't seen too many articles submitted to the Editor for printing in the Journal. Please send something in as this is the only communication we have at present. Even if it is only a page anything is better than nothing.

It could be about a trip you did or the restoration/repair you have underway. For example the story that Eddie Reynolds put in the May Journal about his childhood trip in North Queensland was absolutely enthralling. I am sure you all have stories along those lines, so get to it.

You will see more old photos being used in the Journal as I have been scanning our library photos into digital form. Those that do not recognise any of the cars will still find the images interesting. Those that do recognise them will feel some nostalgia as it is obvious the events held in the past were most extensive.

Stay Safe & Well
Brian Garrett

THE LIGHT OF MY LIFE

by: Brian Garrett

Don't let the headline fool you. No it is not about Irene it was just to get your attention. It is however about LIGHTS. In particular it's about reducing the electrical load in your car with the use of LED lights. I need to state a caveat however at this point. 1. I am not an expert in this subject, and 2, in Victoria aftermarket LED headlights are, as of this time, not approved for fitment as a replacement for the factory specified lights. The rest of the lights on your vehicle are not restricted.

A couple of years ago I was coming home one very hot evening in my Fiat 130 Coupe. I had the aircon running, lights on and struggling through inner city traffic at low speeds. The trip was made longer by the many traffic lights and stop start driving on the congested roads. Upon arriving home I shut the car down while I repositioned some items before tucking the car away for the night. When I went to restart the battery cried "enough" and that was it. A recharge of the battery sorted things out the following day.

The Fiat is a 1974 vehicle with a 12 volt alternator system on board. A reasonably modern system, so why the flat battery. A quick review of the evening's drive soon made situation clear. The fiat has a 3.2 litre V6 engine and a reasonably high final drive ratio so stop start the driving in city traffic rarely saw the engine revs get to 1500rpm and then for only a brief period. I sat down and tried to put together an electrical load sheet to see why the alternator was not keeping the battery up to charge. Below is a chart of each item that is being used while driving at night with the aircon on. Some items (such as the tail-lights) have multiple globes. They need to be added together to get total load. The second group is the demand when stationary. I have also added where applicable a typical LED light power requirements for the same task.

Item	Number of	Wattage each	Total Watts. Incandescent.	Total watts LED
Low Beam Headlights	2	55	110	10
Front park lights	2	5	10	1
Tail light	4	5	10	1
No Plate Light	2	10	20	2
Instrument Cluster & clock lights	5	3	15	1.5
Gear indicator light	1	3	3	0.5
Interior fan	1	Guess only 75	75	75
Aircon Compressor Clutch	1	Guess only 40	40	40
Radiator and condenser fan	2	Guess only 100	200	200
Ignition system	1	48	48	48
Fuel Pump	1	60	60	60
		TOTAL	591 Watts	439 Watts

When stationary with brake lights on and turn indicator	Number of	Wattage each.	Total Watts Incandescent	Total Watts LED
Brake lights	4	21	164	16.4
Turn Indicator rear	2	21	42	4.2
Turn indicator front	1	4	4	0.4
		TOTAL	210 Watts	21 Watts
			Incandescent	LED
Total Demand when stationary, brakes on with turn indicator.			801 Watts	460 Watts

The alternator in this vehicle is rated at 800watts, borderline at the worst configuration. The maximum output is achieved at an alternator speed of 7000rpm. The alternator is stepped up from the engine rpm due to the different diameter crankshaft pulley to alternator pulley. In this case the crankshaft pulley is 120mm diameter and the alternator 50 mm. An up speed ratio of 2.4. The 7000 rpm alternator speed is reached at an engine rpm of around 2900rpm. That is almost bang on the 100km/h cruise speed in top. I was able to get a test curve of this alternator and noted that output dropped off with reduced rpm. Using this graph the critical alternator speed was 3250 rpm where the output was just meeting the electrical load in the original configuration. Using the up speed ratio of 2.4 resulted in an engine rpm of 1354 rpm. Not sure if I averaged 1354 engine rpm on the drive home but I doubt it. There was a lot of time when the vehicle was stationary.

What made the problem worse was when I was stopped at traffic lights with the brake on and say turn indicator going. In this situation the total electrical load went to 801 watts. (See chart)
Just an aside to scare you this engine is capable of running to 6500 rpm so that makes the alternator rpm 15,600. Yikes.

So what to do?

I could turn off the aircon and suffer through the heat. That would help, but seeing I am a wimp and like my comforts, that is not going to happen..

An alternative is to find a way to reduce the electrical load. This solution showed more promise and the first stage I have taken is to fit where possible LED globes.

If I replaced the rear tail lights, stop lights and turn indicator lights with LED lights I would reduce my electrical load from those items when stationary by a factor of 10. (See chart.). Total electrical load would therefore go down to 607 watts. A saving of around 200 watts.

I took the plunge and purchased four tail light LEDs and six amber turn indicator LEDs.



A typical Automobile LED light. This one is for the turn indicator. Note the amber panels. These lamps are a direct replacement fit for existing incandescent lamps.

LED lamps can be purchased in white, red or amber (and some other colour) to suit the application. Regardless of the glass or plastic lens colour, if you are purchasing a turn indicator lamp always get amber. Likewise get red for tail and stop lights.

At an average cost of around \$10 per LED the replacement of all my rear lamps cost just on \$100. The result was excellent with good illumination of all the lamps, in particular the turn indicators.

One problem arose however with the turn indicators. When I tried to replace the front globes with LEDs the turn indicator would not work at all. A quick investigation on line confirmed that most original flasher relays will not work with a full set of LED,s. Some will not function while others flash at a very high rate. There is a solution however as you can purchase flasher relays specifically for LED light systems which solves this problem.

As an experiment I purchased two headlight LED's for fitment to the high beam lights. They cost \$110 for the two and replaced the two Quartz Halogen 55watt globes. The brightness of the LEDS was amazing considering they only drew around 5 watts each, a saving of around 100 Watts of power. The photos below show the difference. Note both low beam and high beam use 55 Watt lamps so this makes a good comparison. Note the much whiter light from the LED. A large power saving could be achieved if I replaced the low beam lamps with LED.



Low beam on



Low & High beam on

A couple of things to consider however for headlights.

The LED lights use a heat sink to dissipate the heat. An LED is not as good as a incandescent lamp in resisting heat. You must have space at the rear of the lamp housing for this.

The light penetration around obstacles is not as good as for incandescent. It is hard to describe this effect but the incandescent lamp seems to show more on the fringes of the beam than an LED.



Two images of LED headlights. The left image shows the copper strap heat sinks, the second image shows the built in aluminium heat sinks

The big advantage of the LEDS is their very long life, at least ten times longer than incandescent.

For you pre-war car owners I can confirm you can purchase 6 volt LED for automobiles. This includes 6 volt positive ground flasher units.

So if you want to save electrical power in your vehicle and lighten the load on the electrical system & generator then LED may be the solution for you. Spend some time in research and then make a decision

The Beginning of our Trip around Australia (April 1955 to November 1956).
Maryborough (Queensland) to Mackay. April, 1955.
An Extract from Mum's Diary.

Our car was a 1929 Marquette and we towed a (approx.) 17 foot caravan...Mum, Dad, my Brother Allan, plus a dog and myself. Allan was 12 and I was 14.

Sunday, 1st. April.

Weather clearing in the morning, so after an early lunch, we left for Bundaberg., arriving at 5.30pm. Finemore Park and went window-shopping at night.

Monday, 2nd.

Left at 11.30 for Gladstone. Bitumen to Gin Gin, then detours, showers, greasy roads, rugged mountain scenery and wash-outs in the low flats that were under floodwaters in the recent rains. There were gutters up to 18 inches deep across the road, places where all the soil had washed away, leaving nothing but stones. Over Granite Creek a bridge had washed away. They had laid the planks in places, all loose, with 8 inch gaps between them. One broke when the front wheel ran on it.

At last we hit bitumen and after several miles, came to the sawmill at Miriam Vale. There met the mill manager who used to be with Wilson Hart in Maryborough.

Parked in front of the Showground gate for the night.

Tuesday, 3rd.

Heavy fog. We moved at 9 o'clock, four miles to Miriam Vale, then on towards Gladstone. Bad roads again and deep wheel ruts. A beautiful view of dark blue ranges wreathed in mists. Drove for miles beside salt pans and river estuary outside Gladstone.

The town itself was very nice, but hilly. Then went on towards Rockhampton. Rough road again but fairly dry. Detour over low flats after Mt. Larcom, miles of freshly graded road, also some very stony stretches, near Bajool Weir, where we drove along the top of the weir. Finally, miles of bitumen into Rockhampton. For about 15 miles we followed a straight narrow road, hemmed in by tall grass across a low plain, bounded on all sides by distant ranges. Several miles of road through the outskirts of Rocky, beside a huge lagoon. Eventually, over the Fitzroy Bridge and into the Camping Area right on the bank of the river.

Walked into the town that night, saw the remains of the old, sunken, lavishly ornamented bridge beside the new one. The old bridge that was bought in India over 50 years ago.

Wednesday 4th.

Dozens of race horses are brought through the park to swim in the river and roll in the sand. Went into

town this morning where Frank got a job as a builder's labourer mixing cement for the store room floor. Started work for Tony after lunch and came home in the evening with a case of pawpaws, pineapples, oranges, apples and bananas. (Overtime).

Friday, 6th.

Went to Liberty Theatre.

Sunday, 8th.

Drove to Yeppoon. Then 12 mile scenic drive to Emu Park. Lovely views but too windy. Back in town early and went to Botanical gardens.

Wednesday, 11th.

Job at Tony's almost finished and Frank came home with about 4 lbs. of grapes, apples, oranges, bananas, mandarins, etc. (More overtime).

Thursday 12th.

Work started on School of Arts.

Friday, 13th.

Liberty Theatre that night.

Saturday, 14th.

Tivoli Theatre

Sunday, 15th.

Went to Rosewood to look at old goldmines.

Monday, 16th.

Eddie and Allan home from school...Gastritis.

Friday, 20th.

My turn.

Saturday, 21st.

Frank worked all day, but not feeling very well.

Sunday 22nd.

Preparation for leaving. Frank worked on the car. I did washing and ironing. Met couple from New Guinea, Hungarians.

Monday 23rd.

Visited Mt. Morgan. Made an inspection of the open cut mine and the treatment plant. Had a good look around town and headed for home. Miles of winding range road near Mt. Morgan and a wonderful view. A huge basin, mountains all round and near the centre, the town of Rocky, nestling at the foot of a couple of small mountains. Truly a bird's eye-view. Went to Earl's Court Theatre that night. Raining.

Tuesday, 24th.

Rain increasing. Too wet to travel.

Wednesday, 25th.

Still raining. But decide to leave in spite of it. First water just outside Nth. Rocky where a creek was rising and running fast over the road. After that we crossed long stretches of water,

Maryborough to Mackay cont.

some fairly deep. After 30 miles the bitumen ended and we struck a gravel road that seemed more creek than road. All we could see ahead was water with here and there a patch of dry land. A couple of miles of that and we came to a slight ridge, high, but not very dry. It was getting late, so we parked for the night. It poured.

Thursday, 26th.

The rain had stopped, the sky offered a promise of better things. One Landrover passed, going into Rocky. One Holden going north. We followed later. Mile after wet mile, long stretches of water, showing little dry ground. Some places very deep. At 11 o'clock we stuck in loose sandy gravel washed down from the hillside. It took us over an hour to get out of that, with corduroying, etc. Just after that a train passed.. Merimal was the siding and the passengers yelled, "go back, it's all flooded!". "Mackay was floodbound".

Then a creek, about 2 feet of water, loose gravelly bottom. We got through that and a hundred yards further on came to the Holden, waiting at another crossing, same creek. There was 3 feet of water there and they were waiting to get towed across by the M.R.C. Grader. A tractor soon arrived and towed the Holden across, then us.

Water swirled ankle deep across the floorboards. Spotty (our dog) was amazed and horrified, if a dog is capable of feeling that way. The Council man and the two from the Holden took several snaps of us.

There was some water in the caravan, not much. Most came in around the door. Went on then through more stretches of water and slippery, washed out gullies. Some places were boggy. Then a flat where they were forming culverts of soft earth to use while washed out bridges were rebuilt.

We got through the first one and tried the second, but she stopped, so they hitched the bull-dozer on and pulled us out.

Next hazard was another washed out bridge they had filled in with big stones. Very rough crossing! At one bridge on the bitumen we had to remove a bank of piled up gravel left by the floodwaters. Later, along the gravel road, there was a low wide flat section with a strong deep stream across the road. The Holden was there, and a petrol truck. The truck crossed, then the Holden tried, but stopped in the middle. The motor was wet. Eventually they got him out, then we made the attempt. Successfully.

After that, a few more miles of very wet road and we were in Marlborough. Here we met about a dozen people who had been stranded for 3 or 4 days.

We parked one end of the main street and had din-

ner (*lunch*) although it was after 4pm. Sent telegram to Kilkivan. (*Dad's Parents*).

Left Marlborough, passed the Rest Area which had been under the floodwater and came to a long stretch of water on the road.

Detour to side of cement crossing which had several squares of concrete missing. The detour looked very doubtful in the dusk, so after some repair work on the approaches we crossed on the cement.

Passed Café and Service Station with empty bowser, then bitumen road up into the mountains.

There hadn't been any rain today and there's a promise of a clear sunny day tomorrow.

Up in the hills we stopped for the night. Spotty was on the trail of Whiptails etc. and rushing after some small animal that squeaked past him as he slept curled up in long grass.

The announcement over the air that there was no traffic on the Rockhampton-Mackay road.

Friday, 27th.

Awoke to crisp sunny morning and were on our way by 9am. Soon left the mountains behind and came to long flat stretches that showed clearly that they had been covered by anything up to 6 feet of water. The road had become a mass of big stones, with all manner of debris scattered over it. Saw numbers of parrots and some tiny bright green birds.

Coming into the hills again where the trees are numerous and leafy, with mountains showing on the horizon and every now and again we see the straight road for miles ahead. Then the steady climb up the range, beside a rushing stream where some slopes are covered with Grass Trees. The top, and a view across miles and miles of country. Even a patch of water that may have been a portion of the Isaacs River.

Down to lower levels where we filled the water tank from a creek, put a sleeve in a split tyre and had an early dinner.

A few miles further on we came to where two trucks were towing a small utility out of a bog. The utility had been there, bogged, for about three days. They told us the Holden had spent the night in the same bog, then had to be pulled out again a few miles further on.

We skidded on to a side-track then followed miles of slippery, boggy road, boggy little gullies

Maryborough to Mackay cont.

where the wheels would spin furiously. Bridges had been washed away and they were making dirt culverts to drive over while they were rebuilding them.

The first one we ploughed through. The second one stopped us and they hooked the bulldozer on and towed us through. The third one was just the creek bed filled in with rocks. How the car and caravan bounced over that! The car is behaving like a champion!

A few miles of somewhat improved road. We see Bottle Trees, some very large ones and Prickly Pear up to 12 feet in height. Vegetation of wild luxuriant growth. Soon we came to black soil patches where we had to follow wheel ruts, sometimes slippery, but mostly very deep and half dry. We ploughed through a particularly long stretch about half a mile, then stopped as it became impassably deep and wet. It took an hour with the help of a Spanish Windlass to get out of that.

(Dad made this windlass out of a sapling and a long length of rope that was anchored to a tree further down the road).

More boggy stretches then, but they didn't stop us. And at last, several miles of bitumen to Lotus Creek where there is a bowser and we were able to fill up the petrol tank.

A mile or so further on the engine inclined to play up.....carburettor blockage.

It was getting dark, and the roadsides were most uninviting, with swampy growths half concealing dark murky looking pools, where things gurgled and splashed. However, we got out of that and



found a high spot where the road made a detour. There was a road camp to one side and open forest all round. Here we spent the night on that lonely deserted road, on which we appeared to be the only travellers. That is the stretch of road of which, someone said, "there is 100 miles of nothing".

Saturday, 28th.

Up before daylight in order to get an early start. We need bread and meat for the weekend. At 7 o'clock we are ready and drop down a steep hill into the creek. The caravan brake lever is bent and



won't work and the weight of the van pushes the car, with wheels skidding, into the creek. That's the quickest we ever hit a creek bed. No harm done. We continued on for a few miles till we came to a homestead and a man who warned us of Bad approaches to the Connors River. The river had only dropped below the bridge the previous afternoon and the approaches were very greasy. We had very little trouble.

Saw a peculiar large grey bird with short legs. Could not identify it.

Passed deserted motorbike on a bridge, found a name, Andre Winkler. Later met the young man



walking. He had done a tyre.

Came to Boothill Creek where they had been making concrete approaches before the rain came.

We had to build a road to get onto the bridge and climb over a couple of 6 inch thick planks. A big creek and all sand.

Over the bridge and we went down in the deep sand of the approach and stayed there. Once again, an hour with the rope, and we were on our way.

Eventually, Funnel Creek, supposed to be one of our greatest hazards. The approaches were so bad they were laying planks across them and asked us to wait half an hour.

While waiting we had dinner. Then it was time to cross; the first lot of planks was alright, but we had to wait on the bridge while a chap on a motorcycle was pulled out. His bike stuck, and when he

Maryborough to Mackay cont.

stepped off, he went up to his knees in mud. When they got him out of the way, we started. We jumped up to the first lot of planks, dropped into



the mud at the other end, bounced up on to the next lot, then dropped off the end of them, into more mud. They gave us a bit of a push there, then we were on firmer ground.



Soon we came to Three Mile Creek. That was easy.

There was a bulldozer waiting for us. After we landed in the creek in our customary abrupt manner, he hooked on and away we went. It was fairly wide, but not very deep, didn't even come over the floor boards

After that we crossed numerous gullies, little steep places, straight up and down, rough and with water at the bottom.

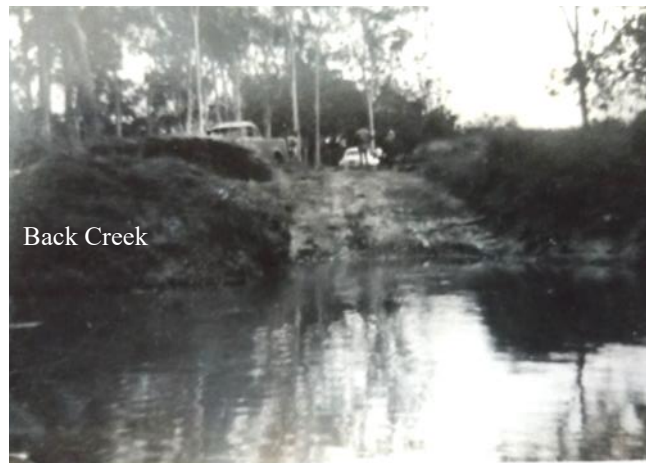
We got along nicely until we came to one that was twice as deep and twice as steep.



Back Creek it was called, and back we went until the caravan ploughed into the mud and stopped. An obliging truck driver pulled us up that one. Apparently he made a habit of pulling cars and caravans out of that particular creek.

We went on then, close to the bottom of mountains and every few yards we were crossing little gullies. Then Stony and Prospect Creeks, half a mile apart, but becoming one in a flood.

People had been marooned there, some had to spend 3 or 4 days in trees, their cars under 6 feet of water.



That was a desolate stretch of country where for miles we could see flood debris caught in trees, well above our heads.

Then we were amongst the ranges, following a winding road downwards that seemed without end. More rough stretches and stony crossings, then at last, bitumen. But even that was badly washed out near every bridge.

Then we saw a creek with palms all along it and we felt we were really in the tropics!

A beautiful road around the sides of mountains and soon we came out on top of the range; with miles and miles of valley farms spread out below. It was like sitting on top of the world. Then we were winding down the range; the massive mountainside towering above us on one side and on the other, the wonderful view continued until we were right down amongst the farms

We drove for miles through farms of sugar cane, mainly. Here and there patches of cane were in flower, a fluffy mass of lavender grey above the green leaves.

Presently we were in sarina and there we were lucky enough to find a café that sold bread and cooked meat. So, with the food situation under control once more, we headed for Mackay 23 miles ahead.

Maryborough to Mackay cont.

Bitumen road all the way, but it was late and quite dark by the time we reached a signpost, which I believed indicated Mackay to the left. Frank obligingly turned around and went in that direction.

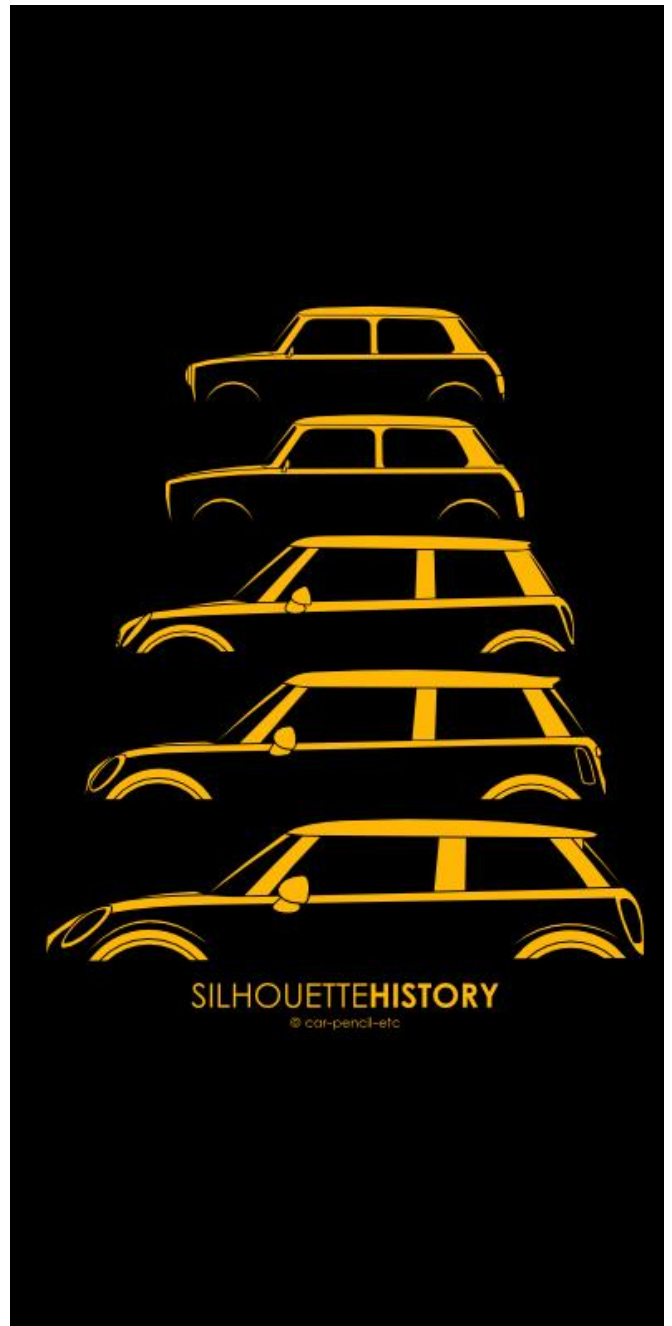
Back at the signpost again.....we found we were actually entering Mackay.
Eight miles out we enquired for directions and were told Mackay was the right hand turn We found the Council Camping area and pulled in for the night.



Sunday 29th.

Noted the Holden had arrived overnight.
Frank replaced a broken fabric universal while I washed the mud off the Caravan.....most of it anyway.

Eddie Reynolds



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GROUP

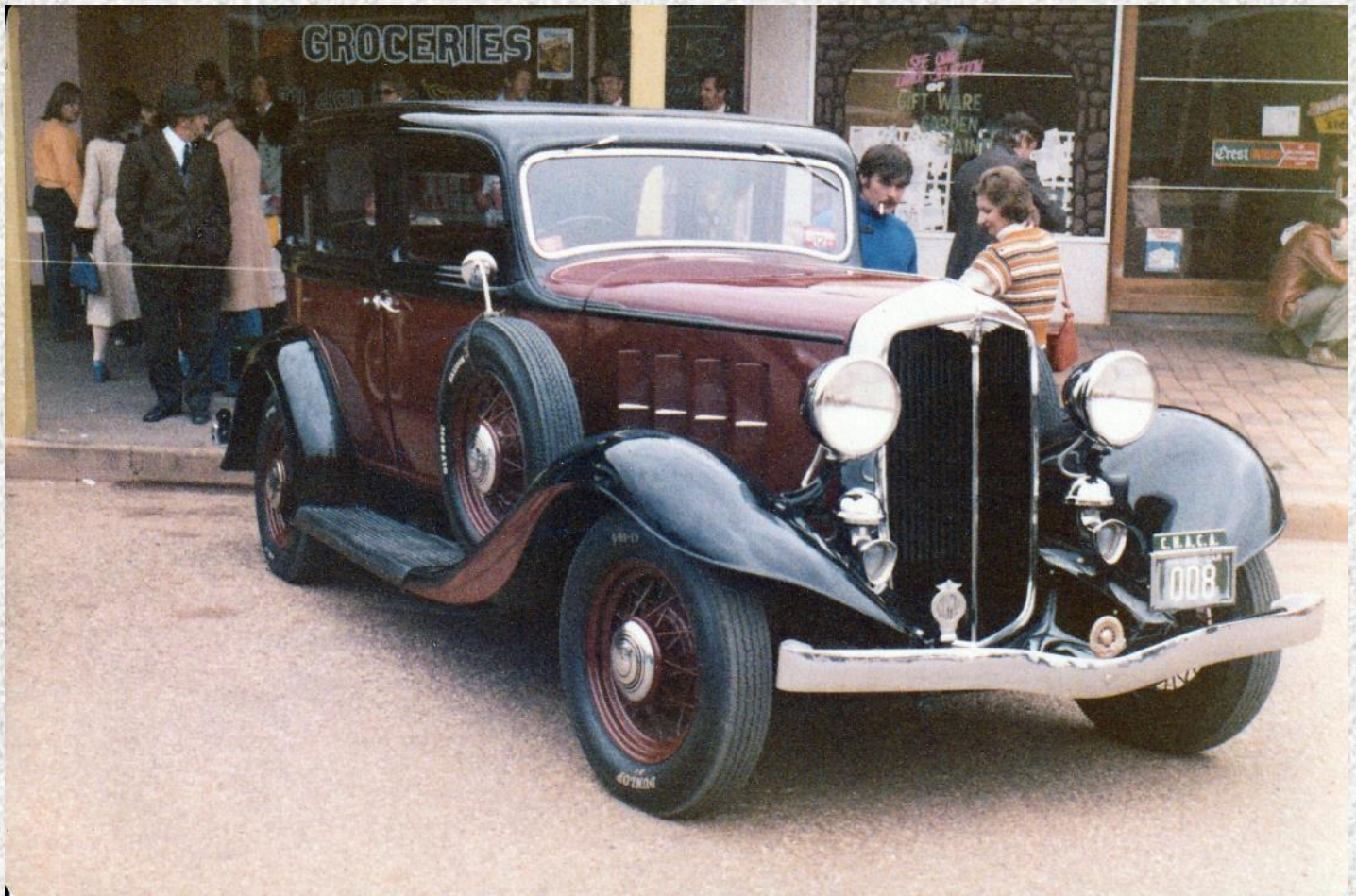
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VINTAGE PHOTOS OF CHACABAY TO BIRDWOOD IN 1990



VINTAGE PHOTOS OF CHACA BAY TO BIRDWOOD IN 1990



Long-Forgotten Porsche 911 HLS Is a One-Off Wonder with a Folding Clamshell Roof

Parked for four decades, it's finally getting a full restoration.

BY PETER HOLDERITH MAY 14, 2020



Every one-off car like the Porsche 911 HLS is justified by its manufacturer in some way, no matter how specious or vague. And the single biggest reason I can dig up pertaining to why this car exists is because—in a nutshell—Porsche wanted it to. That's it.





In particular, the manufacturer decided to test out a racier version of the 911 with a one piece, hinged cockpit. It didn't want to make the car itself, though. Being in such a predicament, engineers sent a 911 to the University of Aachen's automotive engineering department and asked its brightest minds to take a crack at it. They agreed.

Work began in 1966, just two years after the 911 debuted; obviously Porsche couldn't know it would become the modern icon it is

today and felt a need to diversify. The university team drafted up what it would look like, made a model in miniature, and then started putting the car together. The body was to be constructed partially of aluminum to keep the weight down. In the end, it would bear very little resemblance to the 911 it was based on.

After some time spent beating panels and sorting out an interior, it was complete. The university sent it out for a coat of bright green paint, wrote 'Porsche HLS' on the side, and sent it back to the factory in Zuffenhausen.

Porsche was less than enthused—we think. That's why you have project check-ins along the way, so you can keep track of what those silly kids are doing with the 911 you lent them. This is another one of those random endeavors whose records weren't deemed important enough to preserve, and obviously no production model emerged from the study.

Porsche apparently found the whole thing so forgettable that it apparently parked the car outside for four decades until someone within Porsche realized what a valuable piece of history it had become by the 2010s. By that point, it looked like this:

That's not patina. It's just sad. Fortunately, the car is currently under the care of well-known 911 expert Manfred Hering in Germany, who bought the car from Porsche in 2014 after three years of negotiations, according to Classic Driver. He's got plans to fully restore it, and because it was based on a real 911, it's possible this might actually get back on the road after all these years.

h/t Classic Driver

<https://www.thedrive.com/news/33460/long-forgotten-porsche-911-hls-is-a-one-off-wonder-with-a-folding-clamshell-roof>



Million-dollar Holden Monaro sells for \$715,000

Joshua Dowling

NATIONAL MOTORING EDITOR

One of the most collectible Holden race cars of all time was expected to fetch \$1 million, but sold over the weekend for a still respectable \$715,000 to an anonymous buyer.



A classic Holden Monaro has sold at auction over the weekend for \$715,000 – short of the expected \$1 million – but the car is deemed so valuable it could be banned from being exported because it is classified as a national treasure. The 1969 Holden Monaro GTS350 V8 was the company's first factory-funded race car. It competed in the Sandown 500 wearing the number 57 in the hands of Spencer Martin and Kevin Bartlett, but crashed and never raced again. It has since been restored. Another identical 1969 Holden Monaro wearing the number 44 – raced by Colin Bond and Tony Roberts – won that year's Bathurst race. Earlier in the week, Lloyds Auctions said the vehicle was expected to fetch up to \$1 million, however the sale price still makes it one of the most valuable Holden cars to go under the hammer.



Prices of classic Holdens and Fords have skyrocketed since the end of Australian car manufacturing. Ford's local assembly line fell silent in 2016 and Holden rolled down the factory shutters in 2017.

However, industry experts say prices for classic Holdens are starting to climb even further now that US car giant General Motors has announced the iconic brand will be axed altogether by the end of 2020.

Before online and phone bidding was due to commence on midday Saturday, Lloyds Auction advised it was likely the buyer of the vehicle would not be allowed to export it.

“In a last minute development Lloyds Auctions received contact from the Department of Infrastructure, Transport, Regional Development and Communications to state that the rare Monaro could be an Australian Protected Object,” a statement from the auctioneer said.

The auction house said it “commended the government's stance in protecting Australian motoring history for the future of Australian enthusiasts”.



“While we're seeing rare classic cars like Holden Toranas and GT Falcons selling for hundreds of thousands (of dollars), none have the colourful backstory or cultural significance of this Monaro, which is what makes it so rare and special,” said Lloyds Auctions CEO Lee Hames. He said this particular 1969 Holden Monaro race car is “a significant piece of Australian motorsport history, not only shaping the success of Holden as a company, but also setting the stage for the domination by Holden and Peter Brock for the following two decades.”

The 1969 Holden Monaro was built for racing by talent spotter and former Bathurst winner Harry Firth, who gave a young Peter Brock his start in the factory-backed team. Brock co-drove in the second of the two factory-backed Holden Monaros entered in the 1969 Bathurst event – and finished third in his debut.

It would be another three years before Peter Brock clocked up his first Bathurst victory, in a Holden Torana in 1972, preventing the mighty Ford Falcon GT from winning for the third year in a row.

And thus the Holden versus Ford battle had begun.

Although the 1969 Monaro's auction sale of \$715,000 is one of the highest prices paid for a Holden, in 2018 the 1982 Holden VH Commodore HDT race car driven by Peter Brock sold at auction for \$2.1 million.

Meanwhile, the other HDT Holden Monaro entered in the 1969 Bathurst event – which finished third in the hands of Peter Brock – fetched \$455,000 at auction last year.

CHACA CALENDAR FOR 2020

NOTICE: ALL EVENTS ARE CANCELLED UNTIL FURTHER NOTICE

Note: **CR** indicates sanctioned CHACA Club Run
Check Journal or web site for details of events listed

Where Did the Term “Diesel” Come From?

This is an extract from a booklet sent to my father in 1936 when he enrolled in a mechanic's correspondence course with “The Australian Technical Schools”.

- Eddie Reynolds

DIESEL

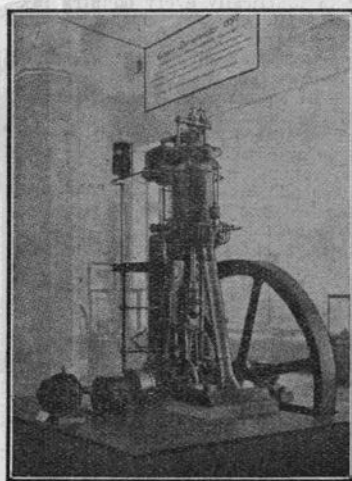
The Power of To-day

DIESEL DEVELOPMENTS.

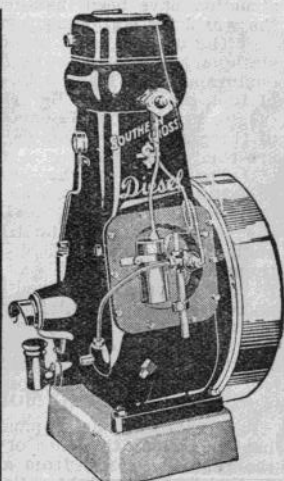
Two engineers are associated with the development of the compression ignition engine, viz., Ackroyd-Stuart and Dr. Diesel. The former took out several patents between 1885 and 1890. In 1892 Dr. Diesel took out his patent covering the compression of air to a degree sufficiently high to ignite the fuel as it was forced into the cylinder head, and during the following five years, he and certain engineering firms associated with him brought the engine to a state of commercial success.

THE NAME “DIESEL.”

Engineers and Scientists are by no means agreed upon the origin of the modern high speed compression ignition engine, some give the credit to Ackroyd-Stuart and others to Dr. Diesel, but there is no doubt about the present day popularity of the term “Diesel” for compression ignition engines in general.



Dr. Diesel's first engine.



Southern Cross 6 H.P. Diesel



Bussing N.A.G. Diesel Truck.

DIESEL PROGRESS.

In 1897 the first successful commercial Diesel engine was constructed in Germany, and since that time many thousands of Diesel Engines of greatly improved design and construction have been installed in practically every country in the world for stationary, marine and transport purposes.

The original slow speed Diesels as used for marine and stationary purposes were designed to compete with steam engines and had many points in their favour, such as economy of fuel, absence of boiler plant and stokers, and convenience in storing the fuel. Some of the outstanding disadvantages of these slow speed Diesels, as compared with petrol engines, are their bulk and weight, their cost and their low speed.

The advent of the petrol engine 30 years ago changed the situation for many who depended upon horse traction for their existence. Now the Diesel engine threatens to replace the petrol engine in the transportation field, and the steam engine in the power field, thereby endangering the jobs of thousands.

It has been recognized for some time that a Diesel engine possesses some very definite advantages as compared with a petrol engine in the matter of fuel consumption, economy of operation, absence of a carburetter, absence of electrical ignition systems, and a reduction in fire risk.

THE MODERN DIESEL.

Actually the development of the modern Diesel of to-day has been along the lines of increasing the speed so as to get the requisite power from smaller and lighter cylinders. In fact, the power-weight ratio of many of the present day high speed Diesels compares favourably with that of the petrol engine.

The Diesel Engine is about 50% more efficient than a petrol engine and its fuel costs less than half—moreover, a diesel engine vehicle has a greater touring range and it is not uncommon for a heavy car to run from Sydney to Melbourne on 10/- worth of diesel fuel.

It is unique that the countries responsible for the development of the steam engine years ago are now fostering the diesel engine and applying it for almost all purposes from submarines to aircraft.

THE DIESEL IS HERE!

There is not a shadow of doubt that it is the considered opinion of worthwhile engineers that the Diesel is here to stay. There has been a definite swing over to Diesel in every country in the world, particularly with regard to Road Transport, Railway Service and Power Generation.

In comparison with other countries, Australia has been somewhat slow in accepting the Diesel, but has recently recognized the outstanding superiority of the Diesel in the many branches of power and transport.

Already many well organized undertakings have proved that the Diesel unit is the most economical, and the most reliable—provided that the engine is attended to by a man who knows his job.

CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

CHACA is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS).

VicRoads has set rules to determine the eligibility of vehicles for the Club Permit Scheme. These may be viewed in the CPS handbook or on the VicRoads website. CHACA has set its own additional requirements for vehicles to be submitted for the CPS using CHACA's authorisation. The additional requirements are in line with the original CHACA charter of vehicle originality and preservation.

The following are CHACA's requirements for Members submitting vehicles for CPS assessment.

1. The vehicle must have been manufactured prior to 1st December 1992.
2. The member submitting the application must have been a CHACA member for at least 3 months.
3. Vehicles submitted for CPS application must be as the manufacturer originally designed and built. Some modifications are permitted in line with the original manufacture option list, are period correct, or are based on safety issues, but in all cases must not detract from originality. Replicas derived from a lower model are acceptable as long as the appearance is as original as possible to the intended vehicle model (e.g. GT Falcon from a base Falcon).
4. Applicants for the CPS will certify that the vehicle submitted will remain roadworthy during the permit period and unmodified from what was originally submitted.
5. Once a vehicle has been accepted by CHACA for CPS it will be the members' responsibility to maintain the vehicle as originally presented, with no further modifications and in a roadworthy condition for all permit renewal applications.
6. Determination of the eligibility for any vehicle submitted to CHACA for CPS will be at the discretion of the Committee. Vehicle CPS application must be submitted to the Technical Officer in writing.

For further questions, please contact the committee.

www.chaca.com.au

Associated Clubs:

Independent Clubs Associated with the **Classic & Historic Automobile Club of Australia**

Classic & Historic Automobile Club of Australia Wagga Wagga Region Inc.

Secretary: Jenny Myers,
Mobile 0403 678246
PO Box 749, Wagga Wagga, NSW 2650
Meetings: *First Monday of the Month,
at Astor Motel, corner Baylis and Edward St
Wagga Wagga 7.30pm.
Guests and visitors are welcome.*

Morgan Country Car Club

Secretary: Tony Nelson, Phone: 0403 152 474
PO Box 428, Albury, NSW 2640
Meetings: *At Clubrooms on Jindera Sports
Grounds, First Tuesday of every month 7.30pm.*

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretaries: Anne Campbell, 0414 521 521
38 Wattle Crescent, Glossodia NSW 2756 .
Phone 02 45765872

Email: annecampbell3@bigpond.com
Meetings: *All Sunday meetings start at 2pm.
Members may arrive from two hours prior to
meeting times to have meal and chat.*

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Peter Rohan PO Box 514 Caboolture,
Qld.4510. Phone (07) 32041371, mob
0407752632 email: secretary@chacc.com
Meetings: *2nd Sunday of the Month. Meeting at
the Sundowner Hotel car park, Caboolture at
8.30am*

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

ALL SUSPENDED AT THE MOMENT



editor@chaca.com.au

TONY TANG

CLASSIC & HISTORIC AUTOMOBILE CLUB
OF AUSTRALIA

To minimise contact by staff and public

Vic Roads Service Centres will no longer accept Club Permit

Scheme payments

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

VicRoads

GPO Box 1644

MELBOURNE VIC 3001

Please advise your club members of this change to service.

Iain Ross

President

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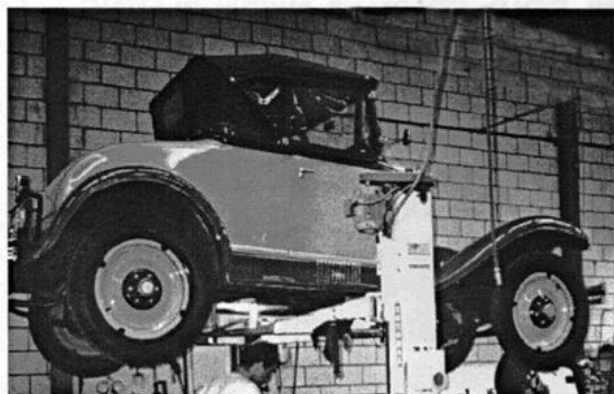
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BUY, SWAP AND SELL

Advertisements in this column will appear for three consecutive months unless instructions to the contrary are received by the Editor. Victorian State laws require all advertisements for registered vehicles to display a Price and Registration Number, and for unregistered vehicles, the sale price together with the engine or VIN/Chassis number.

Advertisements that do not comply with the above will not be listed, nor will it be the Editor's responsibility to seek such information.

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

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

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

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



SELL: Peugeot Engine Cylinder Sleeves. 80mm. Bore. Qty. 4. New, made in France and still in box.
Asking \$150.00 John: 0413 314 196.
(11/19)

WANTED: Old Glass and Ceramic wares, Bottles, Vessels, Containers, Jars, etc.
Pay tens, hundreds, even thousands for the right item. Marble Bottles, Ginger Beers, Demi-johns, Soda siphons, Spirits, Beers, Ceramic label Milk and Lemonade bottles, Chemist pot lids, Jars, early Australian pottery, Signs, Tins, etc.
Phone John on 0413 314 196. (1119)




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

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

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

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CHACA Membership Details.

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

Contact: Kevin Churchill, Ph. 0412 802 177
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)



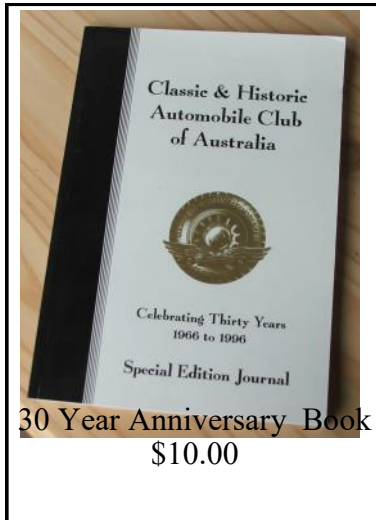
Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00each.



Name Badges..\$10.00



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



Club Decals.
\$2.00 each



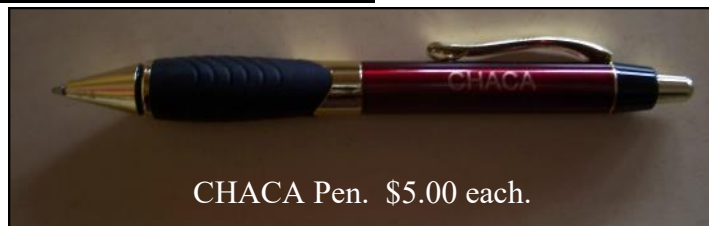
Model Car (Lledo).....\$15.00



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



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



CHACA Pen. \$5.00 each.



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logo is available for your car.

\$15.00 each

Please contact editor to provide information.

editor@chaca.com.au



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