



CHACA Journal

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



ACN 004 677 570

July 2016 Volume 51 Number 2



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

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

Brian Garrett is the club's Welfare officer.

Meetings

4th. Thursday of the month at 8pm (except December) at CHACA Clubrooms, Unit 8, 41 Norcal Road, Nunawading. Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are welcomed.

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

Club Newsletter

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

Journal Closing Dates

Nominally 2nd. Wednesday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

The Club's website www.chaca.com.au is updated regularly and features Club History, Club Promotions, an Events

Calendar, a full Journal for downloading and many photographs of Club Events.

Webmaster

webmaster@chaca.com.au

Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

Ray Griffin, Margaret Griffin, Henry Alger, Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, Roy Poppel, Eddie Reynolds, Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman.

Deceased: Fred McGeary, Norm Watt, Don Main, Ian Davey, Tom Lambert, Eddy Dobbs Snr, Col Patience, Gordon Wightman, John Hunt, 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.

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

NEXT MEETING

28 July 2016

For our general meeting in July we'll have a discussion on Club Permit registration for Motor Home (see below). We'll also start gauging the interest amongst members to come and help promote the club during MotorClassica (see page 17).

Please join us for the usual meeting, car talk, nibbles and a hot cuppa! Hope to see you all at the next meeting!

Brian Garrett, President

PRESIDENTS REPORT

At the last General Meeting Bob Clark reminded me of an issue raised by the Association Of Motor-ing Clubs (AOMC) in their May Newsletter. This matter related to Motor Homes being admitted to the Club Permit Scheme (CPS). The AOMC asked delegates to get an opinion from their clubs as to whether Motor Homes should be part of the CPS. To facilitate this I have published in the June Journal the extract from the AOMC Newsletter with the for & against opinions. A bit of a read but it will enable you to make a proper judgment vote at the next General Meeting so our delegates can take the CHACA view back to the AOMC.

We are only considering Motor Homes here, but they do take all forms from the converted VW combi to the converted 40 seat bus. We cannot pick or choose. The decision will apply to all motor homes.

Ultimately of course the final decision is with Vic Roads, and they may take the advice from AOMC and the clubs or completely ignore it and make their own decision based on factors we are not aware of.

I add an important note here. There are two issues for CHACA to consider.

1. The overall view of the club that Motor Homes should or should not be part of the CPS. This decision does not mean that motor homes would be part of the CHACA acceptable vehicle list.
2. A view from members as to whether Motor Homes should be admitted to CHACA as club vehicles, on CPS or otherwise.

Please have an opinion on this as it is your club not the Committees. We will take direction from the members on this matter.

On another matter altogether, although CPS related, I would be interested in feedback from members, for discussion with the Committee, the matter of vehicle year cut-off dates for CPS applications.

At present any vehicle that is over 25 years old with minimal modifications is eligible for CPS application with CHACA. However clubs can make their own limitations based on the type of club they are. For instance, although not CPS based, CHACA originally had a cut-off date of 1941. Should we now have a cut-off date of say - 1990 or 92 or earlier. If so should that date roll with time or stay fixed at the selected date.

Please feel free to present your views either in person at the club, on the web or via the journal.

Brian Garrett

CHACA Coming Events

August 21st, Lilydale Lake to the Grand Hotel , Healesville
September 25th. CHACA 1950 and Earlier Event at Caribbean Gardens, Scoresby
October 16th. Albert park to the Williamstown train museum
November 26th Presentation day at the club rooms, Norcal Road
December 4th. Como Gardens, The Basin.

CHACA RUN TO SWAN HILL, 18 TO 20 JUNE 2016 (a re-creation of a run 50 years ago to the same venue)

As we set off on the first day, Saturday, we looked forward to warmer weather on the Murray. After all it was over 300 km closer to the equator. That reasoning didn't work!

Despite the cool days it was a most enjoyable event, well organised and plenty to see and do, especially at the Swan Hill Pioneer Village.

But first it was the Spannerman that we visited on the Saturday. On a large property owned by John and Sonia Piccoli we viewed about 25 sculptures created by John made entirely of spanners. That in itself was remarkable, but made even more remarkable was the fact that John is confined to a motorised wheelchair, having contracted Polio some time ago.

He uses hoists and a block and tackle to raise the job to the height he can work from in his wheelchair.

Pioneer Village has changed over the years. From the time when customers were ferried around in a trailer for the Sound and Light Show to the modern Laser Show with its associated sound effects along with rain and snow falling on some of the spectators.

The village has a comprehensive array of steam driven vehicles and a large variety of shops and buildings for one to wander around and through.

Most of us had lunch on the premises and after that we had a cruise on the Murray on P.S. PYAP. Where we were informed that under new laws if a tree falls into the river now it must not be removed.

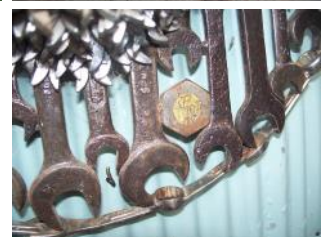
All vehicles behaved themselves with only a couple of minor hiccups.

The meals were excellent, accommodation was good and the sun even came out on Monday with the promise of a warmer day which only held good until we approached Melbourne.

The Lake Boga Flying Boat Museum provided an interesting and entertaining interlude to our journey home where we were treated to a guided tour of the complex, and watched a short movie on the history of the Flying Boat repair depot.

Thank you John and Louise for an excellent weekend.

Eddie Reynolds.





Ray & Shirley Nichol

1



Ray & Margaret Griffin

2



Brian & Irene Garrett

3



John & Louise Baker

4



Barry & Rosslyn Smith

5



Eddie Reynolds & Gail Evans

6



Bob Clark

8



Mal & Thea Hillier

9

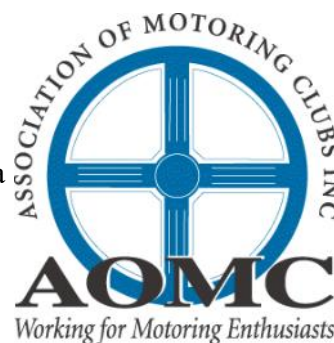
AOMC MAY 2016

MOTOR HOMES ON THE CLUB PERMIT SCHEME

Delegates and Member Clubs

The association has been made aware of differences of opinion in allowing Motorhomes onto the Victorian CPS, and we seek your input

An opinion that has been passed on to both VicRoads and the AOMC is that the inclusion of motorhomes on the CPS is a method of cheap registration for a vehicle that isn't an "enthusiast vehicle" and the owners have no interest in their vehicles or furthering the objectives of the CPS. The objections appear to be against both 25 year old vehicles that have always been motorhomes, and 25 year old vehicles that are fitted out with contemporary equipment. It should be noted that, given they pass the appropriate safety certification, both are compliant with the CPS regulations.



The AOMC seeks the views of our membership on the inclusion of Motor Homes on the CPS.

We have included in the newsletter two views on the matter. The one below which was presented by Denis Brooks (HCVCA) at the February Delegates meeting, and following that the letter which was sent in by CHACA Delegate Bob Clark.

HCVCA is one of a number of historic truck clubs and we are aware that some historic car clubs have trucks on their CPS list.

Our concern is the use of the CPS to obtain cheap registration for a vehicle which is principally used as holiday transport. We do not believe this is in the spirit of the CPS and can lead to accusations of rorting a system designed for hobby motoring.

This club has 8 vehicles listed as motor homes, 12 listed as buses of which a proportion are, in fact, motor homes and 3 vans of a size which may be motor homes. In addition, 3 operating bus companies have a total of 18 buses and coaches listed with us but they are not part of this discussion. Motor Homes already have an anom-

aly in that a motor home with a rating in excess of 12 tonne is not required to fill in a driver Work Diary if travelling more than 100km from base, but trucks over 12 tonne rating are required to do so.

At present when checking for entry into the scheme a club can really only ask are you financial? Is the vehicle over 25 years old? Is it Roadworthy? Does it look like a bus?

We do not wish to create a problem but seek input from other clubs and VicRoads on whether it is correct use (of the intent) of the CPS and if the matter should be pursued.

Denis Brooks (HCVCA)

Comments made at the February 2016 AOMC Delegates Meeting suggest that discussions have taken place regarding motor homes on the CPS.

It was suggested it's not in the spirit of the scheme as they are simply looking for cheap rego for their vehicles.

Of course they are!!

So is every single person with a vehicle on Club Plates.

That's what the scheme is for.

Not every motor home owner will be prepared to abide by VICROADS requirements or in fact the requirement of most Clubs that the vehicle be used for club activities. This will not appeal to non enthusiasts.

It's totally unjust to introduce rules to prohibit one class of vehicle if it qualifies in every respect with the requirements of the scheme. Many other unusual vehicles already on the scheme are utilizing this cheap registration to facilitate use of their vehicle for questionable non enthusiast activities.

Nowhere does the scheme stipulate what you use your vehicle for so long as it is legal and you abide by the rules.

It should be noted that all buses which undergo modification, even if only limited to removal of some seats, must undergo a VASS inspection and certification by a VICROADS engineer, regardless of the CPS.

I think there are too many self proclaimed experts

these days enforcing their own misguided judgments of what should and should not be allowed.

Let's look at some examples of vehicles which have been readily accepted to the CPS in its various forms, ie:

Restored vehicles over 25 years old on H Plates

Modified vehicles over 25 years old with VASS certification on M Plates

Street rods with a similar scheme on SR Plates

Trucks and buses, fire brigade and various commercial vehicles and derivatives, also on H Plates.

There are even tractors on the scheme and of course we happily accept all of these as having a role to play as Historic and Collectible in someone's opinion although we might not all agree with every vehicle's merit and significance.

Let me point out that I have been a delegate to the AOMC for 40 years having attended all but a handful of meetings in that time.

I was president of the AOMC throughout the early years when we carried out numerous surveys of motoring enthusiasts to ascertain their desires and ideas on a cheaper registration/third party scheme for infrequently used historic motor vehicles of all types, including commercial vehicles, armed services vehicles, agricultural vehicles, competition and off road vehicles, hot rods and street rods, fire engines etc, etc with no exceptions.

For 8 years we fought for a suitable scheme with Vic-

toria Police, RTA (Road Traffic Authority-Now VICROADS), State Government ministers the Liberal Party, The Labor Party, various government and opposition ministers with constant, regular meetings often up to 2 or 3 nights per week and often entailing time off work for meeting during business hours.

Many extraordinary meetings were held with AOMC delegates to update and obtain feedback as required to ensure that the final scheme was what the movement wanted, not simply what the committee wanted or felt was achievable.

No one questioned the motives of why someone wanted Club Plate for unusual vehicles. It is only since the advent of the Log Book scheme and the abuses it opened up, with those simply using the scheme for cheap registration of shopping hacks etc that we find a few do-gooders who are obviously paranoid about any unusual vehicle and the possible use of such vehicles.

The fact is VICROADS freed up the scheme to allow total freedom of private use so long as it was limited to the relevant permit either 45 or 90 days and not used commercially.

If you had your Fergie tractor on Club Plates and decide to drive it down the road, and use it for some sort of agricultural purpose, is that acceptable? If your club plated fire fighting vehicle is something that was built up on a retired Mack truck and you use it during summer in a voluntary capacity with the local CFA or SES, is that acceptable?

If your fully restored F350 truck which is on CPS, has a turntable on the back and you occasionally hook up your 5th wheeler van and go on holidays, is that acceptable?

Surely that constitutes a motor home?

What about a retired F100 ambulance on CPS fitted out with bed, fridge, stove etc, isn't that a motor home?

How about a HQ Holden Ute stock standard on H Plates which is regularly fitted with a slide on camper for regular excursions interstate?

Isn't that also a motor home of sorts? There are many examples of CPS vehicles being used for limited use purposes for which they were not built over 25 years ago.

A retired, 22 seater, school bus which is re-purposed as a motor home, at a cost of many thousands of dollars is one of the fastest, expanding industries in the country, which generates thousands of both skilled and unskilled jobs in the manufacture, parts and equipment supply and repair and maintenance industries and each time they are used, they generate a huge amount to the economy of every town, every museum, tourist attractions, caravan parks, retail stores, restaurants, hotels, national parks, supermarkets, fuel stations, vehicle repairers and insurance companies.

I could go on and on.

Most owners are members of one or more of the hun-

dreds of clubs which each stage regular weekend excursions plus at least two national rallies each year where the vehicles are displayed, compare and discussed

by their proud owners much the same sort of activities as most other motoring clubs.

Let me reiterate what the original aims were of the Club Permit Scheme.

1 It was to be a cheap registration/ third party insurance scheme for infrequently used vehicles which are over 25 years old.

2 It should not be restrictive, catering for all types of vehicles both original and modified. No exceptions.

We do not suggest that any of the numerous, unusual / modified vehicles previously outlined should be prohibited. Nor should we stipulate that the vehicle should have at least a 25 year history as a registered motor home rather than a more recent conversion. Apparently this is being considered as a prerequisite by VICROADS. They don't apply this rule to any of the other modified and repurposed vehicles –so why do so with motor homes?



I don't mind admitting a personal interest in this subject. I have spent many frustrating hours over the past few years stripping out and totally rebuilding a 22 seat seven metre bus which had previously been used as a motor home but was registered as a bus. I always intended to use it for club purposes and motoring events utilizing the CPS. Being a 91 model, it finally reached its 25th birthday in January this year and should be ready for VASS inspection in the not to distant future.

Any change to the CPS by VICROADS will seriously curtail my plans.

Being a disabled pensioner an outlay of approximately \$70.00 per month for full registration on top of all the other expenses of traveling will probably force me into disposal of the vehicle which has cost probably twice its value to rebuild and equip.

I had intended using this motor home to attend many of the large motoring shows in all states and territories plus numerous auto museums and collections, interstate and country friends, some of the bigger swap meets

(but not as a dealer), plus some re-acquaintance with my fishing gear which has seen no action for over 40 years , catch and release of course.

I reckon I might have 4 or 5 years of driving ability to tick off all this on my bucket list. Obviously it all depends on what support I get for motor homes on the CPS, where they are doing no harm to any one, but a lot of benefit to many.

The foregoing comments relate only to the CPS Scheme in Victoria.

As I am not computer literate, I would be pleased to receive written responses or phone comments to:

Bob Clark (CHACA)

CHACA HONOUR ROLL

And finally, some more history on our club, to close off the three journals commemorating the club's fiftieth anniversary. Our presents, club man and women award winners (taken from the 30th anniversary special journal).... And the highly coveted Late Comers Award! These are obviously not all our awards, but they'll give you some background on those who've help the club grow, those who were awarded special recognition for their ongoing support to the club, and those who WERE ALWAYS LATE !

Enjoy.

PRESIDENTS:

1966-1971 Jim Kerr

1971-1974 Dale Allen *

1974-1979 John Hunt *

1979-1981 Col. Patience *

1981-1985 Tom Lambert *

1985-1988 Bob Mantle *

1988-1992 Ray Griffin *

1992-1993 Adrian DeVOS

1994-1996 Eddie Reynolds *

1996-2001 Eric Chaplin

2001-2003 Margaret Griffin *

There was a gap between November 2003 and

June 2004 when we did not have a President.

2004-2007 Kevin Churchill *

2007-2010 David Landells

2010-2015 Kevin Churchill

2015-Present Brian Garrett

* Also Life Members

The Late Comers Award

This trophy was donated by Mr. Jim Kerr (a late comer of some note) in 1972 to be given to the most consistent late comer at events.

It consists of a broken down alarm clock, mounted on a polished piece of hardwood, with a series of shields to denote the winners. The winners have all accepted the award with the dignity it deserves, although some have made very rude remarks about receiving it.

The esteemed winners are:

1972	JOHN WOOD
1973	JOHN WOOD
1974	RAY GRIFFIN
1975	ELLIS BARON
1976	JOHN SPENCE
1977	MAX SCHEY
1978	GRAHAME WATSON
1979	JACKIE SPENCE
1980	CLIF CROSS
1981	FRED McGEARY
1982	BARRY SMITH
1983	FRED LOMBARDO
1984	GEOFF HANSON
1985	RAY GRIFFIN
1986	FRED LOMBARDO
1987	FRED LOMBARDO
1988	GORDON WIGHTMAN
1989	FRED LOMBARDO
1990	ALAN ADLER
1991	ALAN ADLER
1992	ALAN ADLER
1993	Not Awarded
1994	ALAN ADLER
1995	DON DANIELL
1996	JOHN BAKER

Simon Patience Perpetual Trophy Club Man of the Year

1970	JOHN CHRISTIE
1971	RAY GRIFFIN
1972	ROY PEPPRELL
1973	TOM LAMBERT
1974	FRED McGEARY
1975	PETER GALLEY
1976	MAX SCHEY
1977	JOHN SPENCE
1978	MICK CLAY
1979	ARTHUR HORNER
1980	EDDIE DOBBS JNR.
1981	BILL ROFF
1982	EDDY DOBBS SNR.
1983	TONY ABELA
1984	FRED LOMBARDO
1985	EDDY DOBBS SNR.
1986	TOM LAMBERT
1987	IAN DAVEY
1988	EDDIE REYNOLDS
1989	VIN MCPHERSON
1990	TOM LAMBERT
1991	DON MAIN
1992	ARTHUR HORNER/KEITH BURCHALL
1993	Not awarded
1994	GEORGE HEAD
1995	BRIAN AUSTIN
1996	IAN BIRD

Percy Kay Perpetual Trophy Club Lady of the Year

1982	LEONIE ROFF
1983	SHIRLEY DOBBS
1984	NOELLE REYNOLDS
1985	BERNICE LAMBERT
1986	BERNICE LAMBERT
1987	KAY PATRICK
1988	PAT WIGHTMAN
1989	JOYCE MAIN
1990	DOT HAINES
1991	HENNY DEVOS
1992	GRACE BURCHALL/IRIS HORNER
1993	GRACE DAVEY
1994	ROBIN HALEY
1995	ROSSLYN SMITH
1996	MARGARET GRIFFIN

CLUB RUN: COMMUNITY MARKET, HISTORIC TRAIN AND A MAGIC LUNCH, SUNDAY 21 AUGUST



Join us for a day of historic touring in your club vehicle and a ride on a Classic railcar or wander through the Sunday Market. Follow this with lunch in a recently renovated hotel originally built in 1880.

WHEN: Sunday 21 August 2016

MEET: Lilydale Lake 9.30 A.M.

DEPART: 10 A.M. for a leisurely back road drive through the Yarra Valley to HEALESVILLE

ARRIVE: Healesville – own activities until lunch. Visit the market or take a 45 minute return trip on the Classic 1948 Walker Railcar. Departures are on the hour.

LUNCH at the Grand Hotel, Cnr. Maroondah Highway & Green Street.

LEAVE: for home at your leisure.



CHACA 1950 AND EARLIER EVENT AT CARIBBEAN GARDENS SCORESBY SUNDAY 25TH SEPTEMBER 2016

TIME 10.00am

BYO picnic or buy your lunch at the Caribbean Gardens Market.

Entry via Stud Road Entrance.

The site is AREA 8 in the Chairlift Area

Cost \$2.50 per person Seniors \$1.00

This event affords those members with cars from 1950 and earlier, to bring them, as this venue is close to the city and Eastlink.

The Club also intends to conduct its judging for its Annual Presentations at this event, so feel free to bring any of your vehicles.

The Annual Presentations will take place on the evening of **Saturday November 26th** at our Clubrooms during a combined Christmas Dinner and Monthly meeting. Keep this night free! Spit roast dinner. More information to follow.



Dennis Healy

CHACA RUN, TRACK TO TRACKS, SUNDAY OCTOBER 16TH FAMILY DAY OUT TO WILLIAMSTOWN TRAIN MUSEUM

Time for a big day out with the family, and see some big ol' trains! Read on, there may also be some very small trains for the little ones, for those who want to take a ride on a miniature train!

All Aboard!

The Railway Museum can trace its beginnings to the dieselisation of the railways in Victoria. Steam had reigned supreme for over 100 years however in 1952 the diesel-electric mainline locomotives began to appear. Over the following decade steam locomotives disappeared in large numbers as they were put out of work by this new form of motive power.

We'll have a private viewing session and tour of the museum. Depending on the size of our group, there may be 2 groups.

Meeting point: Pitt Building

3 Aughtie Drive, Albert Park

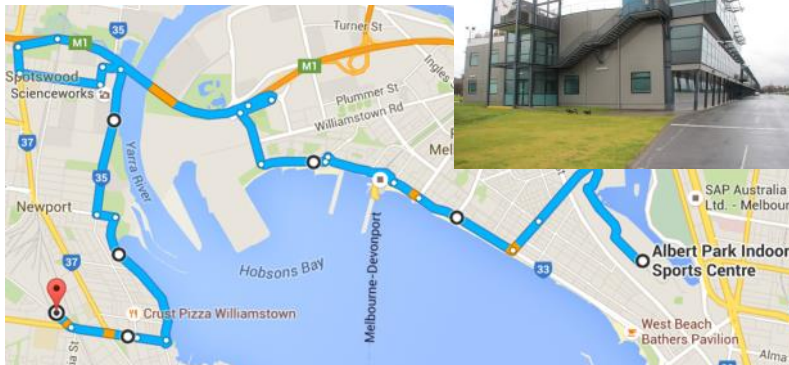
16 Oct 2016, 9am (for 9:30 departure)

Museum: 26 Champion Road, Newport.

Melway map 55 grid K7

(Please keep in mind there may be some "hurdles" to be taken, they're not small trains)

Entry: \$5 per person (this will cover the special charge for the private entry and tour, kids under 4 free)



After meeting in the Albert Park Pit box, we'll drive along Beaconsfield Parade, using the Todd Rd on-ramp to get across the majestic Westgate Bridge. Then take Williamstown exit to drive along the foreshore to take Ferguson street, across the train tracks then onto Champion Rd. There should be plenty of parking along Champion Rd near the entry of the Museum. We'd arrive there between 10-10:30am, and will spend a good 2-2.5 hours inside before heading off for lunch.



Lunch: We'll depart the museum at 1pm. Drive along Kororoit Creek Rd towards Altona, take a left on Racecourse Rd (just before train crossing at refinery). After passing the ford, the Sport club will be on your left:

Altona Sport Club, 11 Altona Rd, Altona

It's an a-la-carte lunch, so you can order whatever you like! Lunch mains vary in price from \$12 for the roast of the day to about \$18 (concession for members and seniors)



Now, for those who prefer not to join for lunch, but want to take the kids (small and big) for a ride, the Altona Miniature Railway is just down the road and will have a ride day that Sunday! Tickets are \$2.50 each, and they're a lot of fun to ride on!

Altona Miniature Railway (AMR) is a hobby club run by members that provide miniature train rides on scaled steam and diesel engines (5" and 7 1/4" gauge), over a 1.5 km length track.

Location: 1 Blenheim Road, Altona North, altonaminiaurailway.com.au

Please make your way there at your own leisure. Feel free to join at the Sports Club after (lunch finishes taking orders at 2pm)

So, come and join us for a fun day for young and old. Bring your favourite classic and your favourite family and friends!

RSVP: Rene Gielen, 0430 526 328

email: editor@chaca.com.au



BOOK: WHAT HAPPENED TO THE CAR INDUSTRY?

BOOK DETAILS

ISBN: 978-1-925321-50-0

TITLE: What Happened to the Car Industry?

AUTHOR: Ian Porter

FORMAT: Softcover

YEAR: 2016

PUBLISHER:

Scribe Publications Pty Ltd

EDITION: 1st Edition

LANGUAGE: English

The Australian car industry is almost 120 years old, and has become part of the nation's industrial and social fabric. In 1949 the federal government encouraged the industry to invest here so the country could make weapons of defence. Carmakers would not otherwise have made the investment because the market was too small, and it still is. But with protection in the early years and co-investment more recently, the industry thrived, and dragged Australia out of the farm era and into the ranks of industrialised countries. The taxpayer investment has paid off handsomely, in jobs, in technology diffusion, and in social cohesion. It has also paid off financially. These days, income tax paid by automotive workers repays the taxpayer three times over. The industry has provided a great return on the taxpayer investment.

But this was not good enough for prime minister Tony Abbott, his austerity-minded treasurer, Joe Hockey, or his acting prime minister, Warren Truss. They decided to bully the carmakers into leaving so the government could save a few budgetary dollars and redirect a small proportion of the money to Truss's farming constituents.

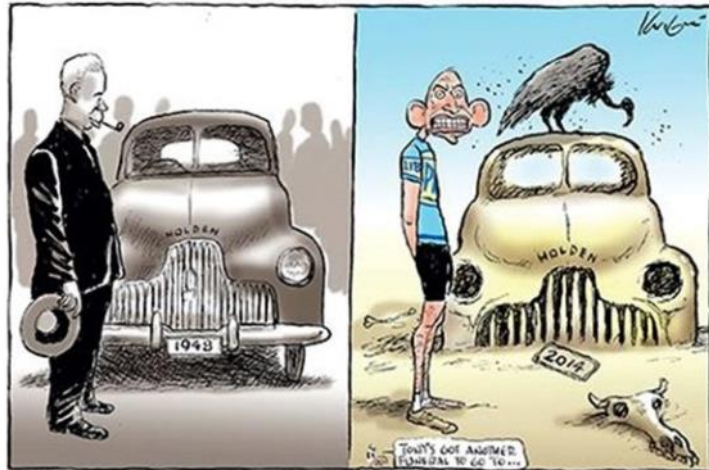
What Happened to the Car Industry? tells this story more in sorrow than in anger. Accompanied by superb cartoons by Mark Knight and John Spooner, it is an indictment of political folly and industrial vandalism.

On sale now in shops and through SAE Australia and priced at \$24.99

<http://www.saea.com.au/page-18333>

WHAT HAPPENED TO THE CAR INDUSTRY?

Ian Porter



with cartoons by
Mark Knight and John Spooner

SCRIBE

SAVE THE DATE

SUNDAY
25 SEPTEMBER
2016

For vintage, veteran and early classic vehicles of all types built before 31st December 1959.

BAY to
BIRDWOOD
RUN



CHACA RUN TO SWAN HILL, 18 TO 20 JUNE 2016



CHACA RUN TO SWAN HILL, 18 TO 20 JUNE 2016





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Heidelberg West, Victoria 3081

JOIN CHACA AT MOTORCLASSICA 2016!

Evening one and all! We may have left it a bit late for the 2015 edition, so unfortunately we missed out. Rest assured, we're working with the organisers to get us back on the club sandwich roster!

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 the themes will include:

- 130 years of Mercedes Benz
- 100 years of BMW
- 110 years of Rolls Royce
- 90 years of Ducati
- And much more



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

21-23 OCTOBER > 2016 ROYAL EXHIBITION BUILDING MELBOURNE

Rest assured they'll bring together some fine examples of these great marques!

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.

<http://www.motorclassica.com.au/about-club-sandwich/>

Now on that club sandwich; some friends at the Chrysler Restorers Club of Victoria walked away with some of the main prizes for that club sandwich! And we like to think we can give them a run for it this year.

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 50 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
- Club will provide a lunch pack plus some soft drinks for use during the day

What is expected, let's be clear about it:

- We will either get the Saturday or Sunday, which will be confirmed 1-2 month 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 CHACA club sandwich!

Contact: René Gielen, 0430 526 328
editor@chaca.com.au



CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

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

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

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

1. The vehicle's age must be greater than 25 years from manufacture.
2. Vehicles submitted for CPS application must be as the manufacturer originally designed and built. Some modifications are permitted in line with the original manufacture option list, are period correct, or are based on safety issues, but in all cases must not detract from originality. Replicas derived from a lower model are acceptable as long as the appearance is as original as possible to the intended vehicle model (e.g. GT Falcon from a base Falcon).
3. Applicants for the CPS will certify that the vehicle submitted will remain roadworthy during the permit period and unmodified from what was originally submitted.
4. Once a vehicle has been accepted by CHACA for CPS It will be the members' responsibility to maintain the vehicle as originally presented, with no further modifications and in a roadworthy condition for all permit renewal applications.
5. Determination of the eligibility for any vehicle submitted to CHACA for CPS will be at the discretion of the Committee. Vehicle CPS application must be submitted to the Technical Officer in writing.

For further questions, please contact the committee.

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



Contact John Baker
0419 588 370

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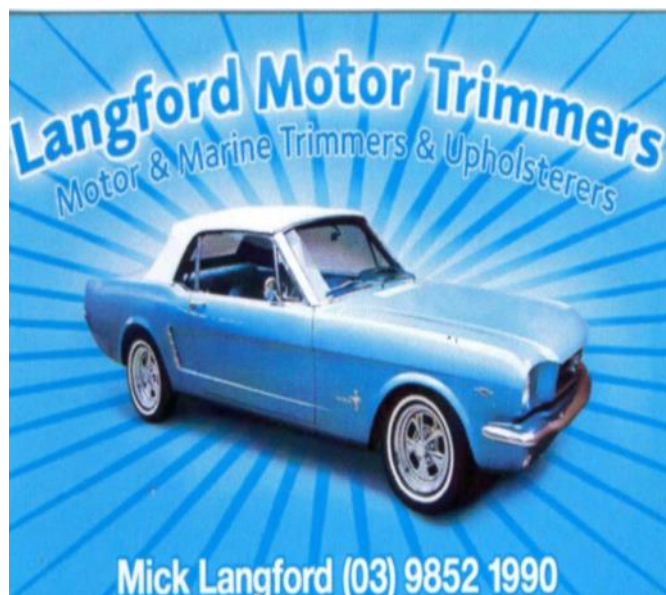
CHACA caps.

Price \$15.00



EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

6-Aug	Federation meeting hosted by the Swan Hill Vintage & Classic Vehicle Club
28-Aug	TBC Picnic at Marong; http://www.federation.asn.au/calendar.htm
11-Sep	17th annual Queensland Mini and BMC Muster , Carinaa State School, Sth Brisbane minimusterbmroundup@gmail.com , John: m: 0432322437
25-Sep	2016 Pambula Motorfest , http://www.pambula-motorfest.com/
2-Oct	Euroa Show & Shine, Kirkland Av. Euroa Veteran Car Club of Australia (Victoria) http://veterancarclub.org.au/?tribe_events=national-show-and-shine-euroa
15-Oct	Federation meeting hosted by the Trafalgar Truck Restorers Club
16-Oct	Picnic at Maffra
5-Nov	Classic Yass, http://www.classicyass.com/
13-Nov	Off Roaders Display Day: Gippsland vehicle collection, 1a Sale Rd Maffra http://www.gippslandvehiclecollection.org.au/
29-Nov	Swanpool Swap Meet
5-Dec	Whittlesea Swap Meet



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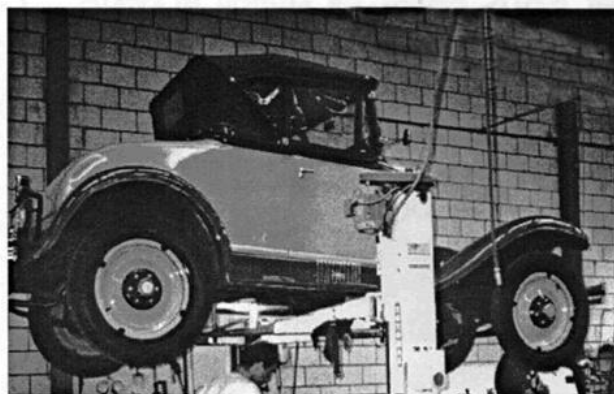
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BUY, SWAP AND SELL

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: Valvoline premium oil, XLD 20--50, 2x6 ltrs., 1x5 ltrs; Wheel cyls. part no. 5450072, Delco, 1 3/8", new qty. 2; Tyres, Hankook P265/70 R16, 65% tread. qty. 2 tyres, 7.50 x 20, bar tread, new, qty. 10 Uni. joints, Hardy-Spicer, part no. RUJ2038, for Ford, Valiant & others qty. 4 Engine gasket sets for GMC 270 c.i. motor, qty. lots; Lots of items for 1946 -- 1948 Chev., inc. hub caps, int. & ext. fittings, parts, panels etc. With regards & thanks, Ed Bourke PH: 9544 4147 (0215)

SELL: Suits young and old drivers! 2012 Suzuki Alto, • Automatic-4 speed Hatch-back-5 door 3 Cyl 1.0 L only 24600 kms front wheel drive \$9900 Enquiries: 0433114841 Small, easy to handle and easy on the hip pocket, Low kms, recently serviced. Practically brand new, 6 airbags, power steering, ABS brakes, Ipod connectivity, remote central locking. (0615)

WANTED: Old motorcycle, the older the better. In bits, do not care! To enjoy before I'm too old. John Horswell (03) 97395148 (0815)

SELL: Collector's item, old service station vertical air compressor with 2 cylinders. Compressor model KV built by Cash Industries, Richmond, Melbourne. Mounted on top. Built 25/2/1965, used for car hoist & workshop air supply. Working order, all labels, decals still intact. Stands 6ft high. \$650, David Waite 0422-557439 (1115)

WANTED: Cylinder head for my Mark 3 Super Snipe as my aluminium one has a crack in the back corner which is filling number 6 cylinder with water. Apparently, a Commer truck cast iron flat head is the way to go. If anyone has one spare for sale, or knows of one, please contact me via email at Greg (and Helen) Rose (0116)

WANTED: Old telephone box and cast iron fire hydrant. In good condition or requiring restoration. Pay good price.
Old Motorbike sidecar or frame. Any condition.

To be modified to transport mobility scooter. 60's Ford Wheels with inflated tyres, any condition to move car around workshop. Any quantity up to 4.

Bob Clark 03-9391 8327 (0616)

SELL: Holden Monaro HK-HG rear screen with rubber and moldings only, NOS bonnet back panel. NOS bonnet hinges Ford F100. NOS Ford car type door locks sixties & seventies. Valiant Charger VH tail lamps, boot lid, doors, rear seats, rear windows etc. Richard and Wal Martin Phone 5786-1667, Work 9467-1464 (0716)

SELL: I have for sale a 1969 Chev Impala 4 door hardtop sports sedan. Built right hand drive in Canada. The car is 2 toned gold and creamy white roof, also the seats have been re-trimmed with the original material new carpet. New dash pad, all done by Chris O'Shea. I replaced the 327 motor with a fully reconditioned and balanced 200HP 307 motor bored out .030". The crank was ground to .010-.010 and I fitted a brand new Rochester 2 barrel 2 jet carburettor which is very good on petrol. The motor has done less than 12,000 miles and was carefully run in and is nice to drive. The tail-shaft universals were replaced with new ones that are greasable. I had all wheel brake cylinders and the master cylinder sleeved in stainless steel and re-kitted. The car has air-conditioning but will need re-gassing to get the best out of it. It also has power brakes, power steering, electric windows and front seat. The car has a 12 bolt diff. with 15" tyres and 5 slot 6" rims, trim and caps. It has been in the family for over 30 odd years. It is still on Club Permit. It would be nice for someone to own and drive it. The reason for selling the car:- we have too many toys and no time to drive them all. The car comes with a roadworthy, but only for Victoria. Engine number 30714013K0124
Rego is CH6900
Price \$25,000.00
Bruce Haley.....(03) 9807 0018. (0716)

SELL: Original 1954 Humber Hawk, it has a bit of rust on the RH side roof but not bad, all original badges and panels, it would not take much to get it on the road, it has been garaged for most of its life except for the last 2 years which have been spent under a tarp, I think that is what brought out the rust on the roof, inside the car is all original, the front seat needs to be restitched. Regards Rod Bunker 0418387630 (0716)



Club Merchandise

The following items are for sale to members.



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

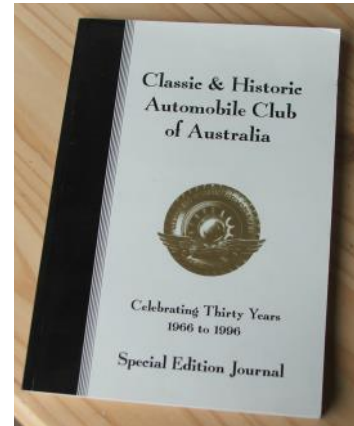
Iron-on Cloth Badge\$3.00 (80mm. Diameter).



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



Club Decals.....\$2.00 each



30 Year Anniversary Book
\$10.00



Early Annual Tour Badges.
\$2.00 each.

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



25 Year Lapel Badge
\$2.00

Name Badges.....\$10.00



Contact Property Officer, Eddie Reynolds at meetings or phone (03) 97701231 or 0429142460

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Full Member	\$30.00	\$50.00	\$80.00
Joint Membership	\$30.00	\$60.00	\$90.00

CHACA Membership Details.

Contact Barry Smith Ph: 5985 9220 Mob: 0408 440 240

Barry Smith 14 Jacqlyn Avenue, Rye Victoria, 3941

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 Neville 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.***

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- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

Acid can't leak, even if the battery is cracked open. Plus, no corrosion can form on cables, terminals or the vehicle. And you never add water.

- **MORE POWER IN ANY CLIMATE!**

Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

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Greater plate surface area and lower internal resistance allows the OPTIMA to recharge in less time than conventional batteries.

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The equipment/vehicle spends more time running, reducing down time and improving productivity.

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- **CLEAN POWER!**

Consistent, stable voltage throughout the discharge provides better power to your equipment.

- **BETTER CYCLING!**

The unique SPIRALCELL design and chemistry allows the OPTIMA to out-cycle most conventional deep cycle batteries. This means the OPTIMA lasts longer and is more economical for users.

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

With absorbed electrolyte and sealed construction, the OPTIMA won't cause corrosion or leak, even if cracked open. OPTIMA is safer for people, equipment and the environment. And you never add water.

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Associated Clubs:

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

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

Secretary: Wendy Hocking, Phone 02 6931 6200
Mobile 0429 316 200

PO Box 749, Wagga Wagga, NSW 2650

Meetings: First Monday of the Month, at Rules Club, Jezza Room

Fernleigh Rd. Wagga Wagga 7.30pm.

Guests and visitors are welcome.

Classic & Historic Automobile Club of Riviera Lakes Inc.

Secretary: Anne Bedford, PO Box 1560, Bairnsdale Vic. 3875, Phone: 03 5156 0651

e-mail: helluvavista@gmail.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



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