



CHACA

Journal

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

ACN 004 677 570

June 2019 Volume 54 Number 1



1958 Ford Zephyr MK11 Convertible



1954 Holden FJ Special Sedan

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

Committee



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

Meetings

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

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

Club Newsletter

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

Journal Closing Dates

Nominally 2nd. Wednesday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

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

Webmaster

webmaster@chaca.com.au

Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

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

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

Notice To All Reciprocating Clubs

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



CHACA CPS Eligibility Criteria

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

See Page 18.

GENERAL MEETING

Hope everyone is staying patiently with last month's cold and wet weather.

General Meeting for May will be held on the Thursday 27th June at 8pm.

Hope to see you there, members and visitors welcome.

Tony Tang, Editor

PRESIDENTS REPORT

Have you been trying to keep up with the various Government regulations on classic vehicles recently? I have and I find it most confusing and difficult to follow.

For instance there are the discussions on Asbestos in Imported Vehicle, Importation of Vehicles since the closure of local manufacture, and the Luxury Car Tax.

Fortunately we have the Australian Historic Motoring Federation (AHMF), the Australian Historic Vehicle Interest Group (AHVIG), and in this state the Royal Automobile Club of Victoria, (RACV), protecting our interests.

At this stage I think we have to accept the fact that the requirements under the current laws regarding Asbestos will remain and it will be incumbent on the importer to ensure the vehicle is clear of asbestos. I cannot see any change in this.

The regulations applying to the importation of vehicles will change but the final regulations are yet to be determined and a state of fluidity remains in this area. Whatever, if you intend importing a vehicle make sure you become conversant with the current regulations and seek help from an import expert. With the Luxury Vehicle Tax I can see changes in this, but they will be very slow and drawn out. Who knows what we will end up with? The scary bit is the current State Government is considering introducing their own Luxury Vehicle Tax. So once again we will have a tax on a tax. **Give me strength!**

During our recent weekend to Creswick we had an opportunity to visit a number of classic vehicle collections in the Ballarat area. For security reasons I will not say where we visited but suffice to say the collections were outstanding.

Most of the collections included not only prize vehicles but large displays of collectable artefacts. These collections must have taken years to obtain but the daunting aspect to me would be setting up the displays and keeping them clean and neat. Many many hours of dedicated work, and in many cases carried out by the wife or partner of the car enthusiast. It pays to talk with the lady partner first when you want to know about a particular display. I think this is great as the collection, both vehicles and artefacts become a family activity, and not just a "blokey" thing.

Which car did I lust after in these collections? Easy – the Ford Customline "Star Model"

Recently had some starting problems with our Mercedes 450SL. Narrowed it down to the electronic ignition module. Now this system is an old design appearing early 70's and uses conventional points to switch a transistorised box, which in turn switches the coil generating the spark which then goes back through the conventional distributor rotor. Sounds crazy doesn't it but it was swisho technology in 1975. The advice from the ignition experts was to put a conventional coil in and use the points as per old techniques to switch the coil. This I did and the car has never run better. See, the old KISS principal is still valid.

Safe Classic Motoring
Brian Garrett

CHACA UPCOMING EVENTS

Weekend in Nagambie for Christmas in July

CHACA has been invited to join the Buick Car Club event “Christmas In July- Weekend In Nagambie” This event will be held on the weekend of Saturday/ Sunday 20th/21st of July 2019.

Itinerary :

Saturday 20th July

10.30am Depart Donnybrook for Nagambie Lakes Leisure Park, Loddings Lane Nagambie.
12.00 noon Arrive Nagambie Lakes Leisure Park and check in to your cabin
1.00 pm Board the Goulburn Explorer River Cruiser, for a trip across Lake Nagambie to our lunch venue, the Nagambie 3608 Brewery and Distillery,
6.00 pm Christmas in July Dinner at the Conference Centre, Nagambie Lakes Leisure Park.

Sunday 21st July

9.30 am BBQ Breakfast ... Lakeside
11.00 am Depart for Mitchelton Winery to visit then head back to home.

Costs:

Accommodation

Riverside Spa Cabin	\$153 (Sleeps2)
Riverside Cabin	Queen / Double (sleeps 5)
\$163	
Riverside Family Cabin	Queen/ Bunk (Sleeps 6)
\$153	



You will need to book your own accommodation at

Nagambie lakes Leisure Park on **03-5794-2373** and mention the Buick Car Club. All cabins are on hold for the Buick Car Club until the 31st of May.

Bookings must be made prior to that date to ensure a cabin is available for you.

Meals

An all inclusive price of \$75.00 per person covers lunch on Saturday, return cruise across Lake Nagambie, a wood fired pizza at the Brewery / Distillery, Christmas Dinner at the Leisure Park Conference Centre (two courses, plus tea and coffee) and the BBQ breakfast on the Sunday morning. For the Saturday evening dinner, to keep costs down, please BYO drinks.

Booking & Payment

\$75.00 per person will need to be deposited into the **Buick Car Club Account. Bendigo Bank BSB 633 000 Account Number 164 208 563** by 31st of May 2019. Please make sure your name and “Xmas July” is included with your deposit so we can identify your payment.

Please let **Dennis Healy** know if you intend to come on 0411 187 882

Asbestos treat working on older Cars

Sam Street 8 May 2019

<https://www.paintandpanel.com.au/news/news/asbestos-threat-working-on-older-cars>

Australia placed a ban on asbestos nearly 20 years ago, however the automotive industry was only recently impacted by this policy due to health concerns. After an established car collector, Terry Healey, attempted to import a 1965 Ford Mustang and 1966 Shelby G.T. 350 into Australia, the Australian Border Force (ABF) has become more stringent. Upon a thorough investigation, numerous parts of these famed vehicles, including brake pads and exhaust gaskets, were found to contain asbestos.

As a result, over 50 classic cars, ranging from vintage Bentleys to Jaguars and Rolls-Royces, have been seized at the border for testing. As these cars were manufactured over 30 years ago when asbestos use was widespread, these cars are high-risk and their motor parts are highly suspicious. In response to Australia's zero tolerance policy, the ABF has announced contaminated imports will result in hefty fines, forcing classic car dealers to halt shipments in order to avoid the repercussions.

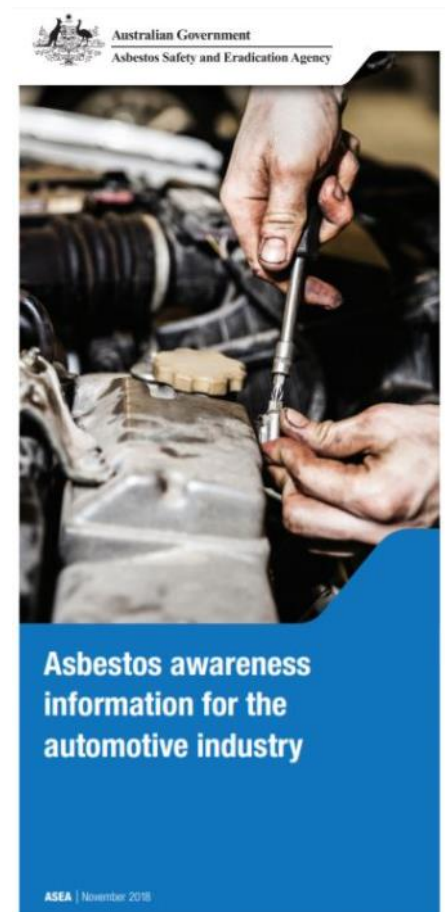
Asbestos was once a fundamental component for car parts because it allowed them to sustain themselves under high friction, pressure and heat. Unfortunately, after using the mineral for centuries, research revealed that these fibers can be detrimental to human health once they become loose. As a result, the carcinogen was eventually phased out of the consumer market, however, countless products remain leftover worldwide. These materials were typically built before the mid-1990s and include:

- Brake pads and linings
- Insulation
- Clutches
- Gaskets
- Plastic parts
- Mufflers
- Hoodliners
- Heat seals
- Engines
- Wheel rims

Australia was once the largest consumer of asbestos worldwide, and has one of the highest rates of mesothelioma, a life-threatening malignancy, as a result today. These cases are largely attributed to occupational exposure and mechanics and vehicle restorers fall into the group of workers who are at high-risk. While asbestos is safe when in good condition, the very nature of this profession can evoke asbestos fibers to become airborne and inhaled, which can lead to a number of asbestos-related diseases.

Although the mineral has been banned in Australia for over 15 years, any vehicle manufactured before 2003 is likely to contain these fibers and workers have been found to be most vulnerable to exposure when dealing with brake parts, gaskets, and clutches. In order to combat this hazard, it's important to ensure all automotive parts are labelled asbestos-free before beginning any maintenance.

The Asbestos Safety and Eradication Agency provides an extensive guide on how to protect yourself from exposure including, but not limited to, investing in a cartridge half face mask (P2), wearing disposable gear, avoiding power tools and compressed air, and guidelines on how to properly dispose of contaminated equipment. We encourage anyone at risk to take a look into these prevention practises in order to ensure their health and safety is taken care of on the job.



The top 10 reasons why Packard died

by Thom Taylor //July 23, 2018



Although Packard was losing sales annually in the early 1950s, it was still a strong company. Many feel if the automaker had shelved its ambitions to fill every segment of the market and instead concentrated on being a low-volume luxury producer of roughly 80,000 units a year—which it could have easily done—it would have been profitable and strong in spite of being a one-marque pony.

Don't forget that Volkswagen, Mercedes, and—by the mid-1960s—Toyota and Datsun were single-marque producers in the U.S. But Packard President James Nance was fixated on merging with Nash, Hudson, and Studebaker to become the fourth “full line” auto manufacturer. In this

scenario Packard would become the premium brand, with Hudson covering the Chrysler/Buick segment, Nash below that, and Studebaker handling the bread-and-butter Chevy/Ford/Plymouth market. Once Packard merged with Stude and American Motors President George Romney refused to consider a merger with Packard, it was the beginning of the end.

Here are the top 10 reasons why Packard died:

Moving its plant

Nance was an animated, driven man who looked at modernization as a key for both manufacturing and selling better products from his days running the appliance maker Hotpoint. The Packard plant on East Grand in Detroit was an old two-story facility. Modern assembly plants were on a single story, and so Nance sought such a plant.

Finding the Connor Avenue Chrysler plant available, he purchased it to assemble the heavily updated Packard for 1955. The fact that it had one-fifth the floor space of the Grand Avenue plant was of only minor concern. Single-story manufacturing was more efficient and modern. When production started at the Connor plant, the line was so crammed it was hard for workers to perform certain tasks, leading to shoddy building, and fixes were necessary at the dealer level. Packard, known for its high quality, was now seen as third rate by the public, and it cost Packard heavily from a warranty standpoint. The new 1955 Packards, advertised heavily with positive reception and deposits, were delayed, and once manufacturing got up to speed it never met the minimum daily production seen at Grand Avenue.

The never-was all-new 1955 Packard

Packard had an extensive program being developed for 1955 that included ingenious component sharing for a range of both Studebakers and Packards. Contemporary and stylish, they would have propelled the new company. But money was never available for the development necessary for these all-new cars slated first for 1955, then for a 1956 release. After the disastrous 1954 sales year, Packard was never seriously in a position to deliver on its extensive future planning.



Thom Taylor 1954 Packard convertible

Studebaker misled Packard before merging



Thom Taylor 1955 Packard Clipper Super Panama

With due diligence necessary in any merger, Studebaker either misled or calculated incorrectly when assigning profits. Stude determined it would take 120,000 cars to break even. In 1950 and '51, Studebaker produced more than 300,000 cars each year. But Studebaker's manufacturing facilities were old, assembly was slow, and union troubles meant continual worker stoppages and strikes. After the merger, Packard account-

ants analyzed Studebaker's figures and realized it would take almost 300,000 vehicles annually for Studebaker to *break even*, which it never came close to fulfilling after 1951. Studebaker drained millions of dollars from Packard right from the start, and it never stopped.

Late V-8

By 1950, Packard saw it would need an overhead V-8 to be competitive, but development and testing took years. Its straight-eight engine, an anachronism from the 1930s, would have to be good enough until the new V-8 finally arrived in 1955. By comparison, Cadillac and Oldsmobile got V-8s in 1949, and even money-strapped Studebaker offered one by 1951. Four years later, it was too little, too late for Packard.



Thom Taylor 1956 Packard Caribbean hardtop

Losing Briggs Body

Packard was known for making the finest automobile bodies in America, but to save costs it decided to

farm out its body development to Briggs Manufacturing in the 1940s. In 1952, Chrysler bought out Briggs, agreeing to continue providing bodies to Packard through 1954, when Packard's contract ended. Midway through finishing the heavily revamped 1955 models and moving manufacturing to the Conner facility, the chore and money drain to get back into the body stamping business cost time and money, and there were numerous body-fit problems once those first 1955s came off of the assembly line.

Dealers bailing and waiting for discounts

Packard's dealers were a smart lot. They had a habit of keeping their inventories very low, waiting for the yearly factory discounts to kick in,

when they could get plenty of Packards at reduced prices. In addition, both Chrysler and Ford waged campaigns to steal Packard dealerships, leaving Packard with an ever-dwindling and more-isolated dealer network. It was another built-in hurdle that Packard could never fix.



Thom Taylor 1936 Packard 120 Victoria

Gravy defense contracts evaporated

“Engine” Charlie Wilson was president of General Motors for years before being called upon to take over military manufacturing for the Eisenhower administration. Naturally, he favored GM, so the numerous military contracts that helped Packard make up its manufacturing losses started moving across town and into General Motors’ hands. Even Eisenhower saw the problem and advised Wilson to show Packard some love, but those contracts never reached the level they had been previously during Truman’s presidency. It became another unexpected development that cost Packard heavily.

Crosstown rival

Packard’s nearest competitor was Cadillac, which after WWII was a styling and engineering juggernaut. Dramatic styling, use of chrome, elegant interiors, and the ability to freshen up every year—if not advancing a completely new car every two-three years—was hard for smaller Packard to match. The new line of Packards and Studebakers planned first for 1955 (and then 1956) would have yanked the company back into the high-style parade, but it was too busy trying to stop the bleeding to divert precious funds toward development.

New shall soon be old

Packard’s all-new 1951 “high pockets” design was considered a styling milestone when it was introduced, but the high beltline meant a thick body mass, which quickly became old—especially parked next to a finned and sleek Coupe de Ville. The revamped 1955 Packards were a step in the right direction, but there was only so much the styling department could do with carry-over stampings from 1951. To the public, Packard looked like a stodgy, old man’s car.

No credit, no company

After James Nance left Packard, he became the vice president of marketing at Ford—we’re not kidding.

That didn’t last long, and he moved back to Ohio and became president of a large bank, advising his peers that being on the giving end of loaning money was far superior to the borrowing end that he’d been accustomed to during his time in Detroit. Boy, was he right. Packard could always rely on credit lines to get through rough times, but as the company bled money following the Studebaker merger, banks grew scared of the direction Packard was headed. One by one, they pulled their credit lines. When the last bank said “no” in 1956, Packard consolidated its product line and assembly into Studebaker, and except for the unwanted “Packardbakers” in 1957 and ’58, it was finished manufacturing cars.

HAGERTY

<https://www.hagerty.com/articles-videos/articles/2018/07/23/10-reasons-why-packard-died>



Thom Taylor 1953 Packard convertible



Thom Taylor 1932 Packard Light 8 coupe roadster

CRESWICK WEEKEND RUN

Saturday 25th May 2019 we had 12 members meet at the BP Service Station at Rockbank for a 9.30am departure on the Creswick weekend run. Weather was cool but fair as we headed up the Western Highway towards Melton taking the Coburns Road exit at Melton onto the Old Western Highway to Bacchus Marsh. We then travelled back onto the Western Highway taking the Pentlands Hill exit and followed this through Myrniong. At Myrniong we met up with Frank Whitfield from the Ballarat Vintage and Classic Car Club who guided us through Blackwood onto Trentham. Most stopped at Trentham and enjoyed a light lunch alongside the open fire in the Plough Hotel at Trentham.



After lunch we headed towards Daylesford. Daylesford is a very pretty town with lots of shopping. We then travelled along the Midland Highway towards Creswick. At Blampied we stopped at the Overwrought Garden Art Centre before heading on to the Daylesford-Clunes road to Smeaton. At Smeaton we called into the Andersons Flour Mill, a large steam and water powered



flour mill built in 1861. The mill stopped operation in the 1960's and is now only a beautiful bluestone static building. Frank Whitfield gave us a talk on the history of the mill which was very interesting. We then headed off on the Clunes Road towards Clunes. In Clunes you could wander through clothing shops, book shops, museums and coffee shops, an interesting old style town. After Clunes we headed back to Creswick some of the members calling into the Creswick Woollen Mills on the way before arriving at our accommodation venue at the RACV Goldfields Resort.



All members enjoyed a great 2 course dinner in a private room at the RACV Goldfield's Resort on the Saturday night.

Sunday morning we woke up to a thick fog and it was a bit chilly. After a full buffet breakfast we assembled in the car park and was guided by Frank Whitfield to 3 very impressive private car collections. As these were private collections I am unable to name them or distribute any photographs of the collections. All members were amazed at the collections and will remember these collections for a long time. I would like to take this opportunity to thank Frank Whitfield for his guidance and commentary of the areas we passed through during the weekend and to the families of the collections who opened up their homes and displays.



After our tour of the car collections we headed to the Wallace Hotel for lunch. The lunch venue had several car clubs there for lunch so our lunch orders took a bit longer than anticipated but were plentiful when they arrived.

After lunch members headed home at their leisure.

I have received several positive emails and comments in relation to the weekend run, so hopefully we will see you on the next one.

Those who attended are as follows:

Barry & Rosslyn Smith
 Geoff & Lisa Odgers
 Esther & Dennis Healy
 Brian & Irene Garrett
 James & Colleen Allan
 David & Susan Waite
 Tony & Alice Tang
 Peter & Kate Marotta
 Barry & Gillian Gilbert
 Robin & Cath Grierson
 Graeme & Joan Moore
 James & Geraldine Govett

1982 Mercedes 380SL
 1934 Master Chevrolet Sedan
 1956 Oldsmobile – 98n Pillarless Sedan
 1975 Mercedes 450SL
 1992 Ford Capri Convertible
 Modern
 1990 Nissan 300ZX
 1988 Mercedes 300CE Coupe
 1954 Holden FJ Special Sedan
 1975 Oldsmobile Starfire Coupe
 1958 Ford Zephyr MK11 Convertible
 Modern

Geoff & Lisa Odgers.



CRESWICK WEEKEND RUN



CRESWICK WEEKEND RUN



CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA MINUTES OF GENERAL MEETING

CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA GENERAL MEETING 23rd May 2019 MINUTES

Meeting opened at 8:10 pm

The passing of Geoff Hilliard on the 4th May was acknowledged by members present.

Geoff had a long association with CHACA, VDC and the Buick Club. Geoff had a 1930 Packard Coupe and a 1936 Buick Century Sedan. Geoff served on CHACA committee and was also Treasurer. The members extend their condolences to Geoff's family

James also gave us an update on Victor Pace's condition. Members are welcome to contact him. We wish Victor well in his recovery.

APOLOGIES

Richard Zvirbulis, Dennis & Esther Healy, Kevin Churchill, Victor Pace, Peter Hibbert, Ray Griffin, Reinhart Axthelm.

CONFIRMATION OF MINUTES March 2019

Moved: Brian Garrett

Seconded: Geoff Odgers

Business Arising from April meeting

Nil

Correspondence

In

Only invites from various accommodation or catering facilities for clubs to hold events at their facility.

Out:
Nil

Monthly Reports

President

The government has not budged on variations to

the Asbestos tests for imported vehicles or the Luxury Car tax on imported classic cars. No changes are expected in the near future.

Government has changed import rules on later model vehicles. Check AHMF.

Treasurers Report: Fred Eakins

Report as at 23rd May 2019.

General Account

Term Deposit

Total Funds

Moved: Fred Eakins

Seconded: Ray Nichol.

Technical Officer: Barry Smith

Barry mentioned the number of sightings of very early number plates on vehicles being driven as daily drivers. Mostly high end cars.

Property Officer – Eddie Reynolds

Name badges ordered available.

Biro pens available at \$5 each.

Car badges available at \$40 each.

Chocolates: \$2 per bag

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Quarterly Reports.

AOMC. Dennis Healey.

No report

Next delegates meeting. 27th May

Federation: Brian Garrett

Next delegates meeting. 18th May. Kerang

Past Events

28th April. Florence Thompson Tour. RACV President gave a report on this woman driver only event based in Cobram. Very successful and well run by RACV. Also an overview of Florence Thomson's Life

17th – 19th May. Historic Winton Great weather but Group N cars down in numbers.

Coming CHACA Events

26th May 2019. Motor Heritage Day. Yarra Glen. or

Kerang

25th & 26th May. Creswick weekend.

16th June. Whittlesea to Broadford birthday run (Buick & Olds Club)

20 & 21st July. Xmas in July, Nagambie. With Buick Club

3rd November. CHACA Judging Day. Caribbean Gardens

1st December. CHACA Presentation Day.

Coming Other Events

29th June. AOMC Restoration Seminar

28th July. Ford Flathead Festival. Caribbean Gardens.

25th August. Aussie Car Show. Yarra Glen

11th – 13th October. Motor Classica

22 – 24th November. Geelong Revival Motoring Festival

GENERAL BUSINESS

James mentioned that Dave Bennett has released a book about his past life.

Barry Smith brought his Packard along for display.

ITEMS FOR SALE & BUY

Barry Smith mentioned a member is looking for a 12 volt Klaxon horn and a sun visor for a 1955 Plymouth.

A member is looking for a good quality Mercedes Benz R107 SL.

Close meeting: 8:55 pm



RACV AUSSIE CLASSIC CAR SHOW

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

Celebrating the products of the great Australian Motoring Industry

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



Enquiries 0473 832 277
www.aomc.asn.au/aussiecarshow2019
Promoted by Association of Motoring Clubs
All proceeds from this event are returned to the motoring movement
www.aomc.asn.au/aussiecarshow2019
fb.com/infoaomc

AUSSIE CLASSIC CAR SHOW

SUNDAY 25th August 2019
Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen
Victoria's only Motoring Show that caters for all makes produced in Australia,

- Planning a club display, then join us at this great venue. Let us know if you want a dedicated space
- Featuring Leyland P76 owners club of Victoria & Tasmania Club Concourse 2019.
- If you are interested in the local products of Holden, Ford, and Chrysler and those other makes built here this is the event for you.
- You will see displays of club cars, restored vehicles, modifieds, customs and commercials.
- A great family event with heaps of children's entertainment, music, refreshments, spot prizes and awards for great display cars.
- All vehicles will be considered for trophies no pre-entry is required

Gates open for display cars at 9.00 am and for spectators at 10.00 am

Display cars, entry fee \$15.00 per car (all occupants included)
Admission for spectators is \$5.00 and children under 14 are free!
L and P plate drivers entering the show with a display vehicle go free (conditions apply)

Enquiries : 0473 832 277
imgross@bigpond.com
www.aomc.asn.au/aussiecarshow2019
fb.com/infoaomc

CHACA CALENDAR FOR 2019 UPDATED

June **27th** Thursday. General Meeting at Clubrooms.

July **20th - 21st** Christmas In July- Weekend In Nagambie (Joint with Buick Club)

25th Thursday. General Meeting at Clubrooms.

December **1st** Sunday Annual Presentation Day & Lunch at Clubrooms

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



Albury, NSW & Wodonga, Vic - AUSTRALIA

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

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

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

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

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



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

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

Enquiries: Christine Stevens Ph 0419 789 151 Neil Athorn Ph 0408 033 839
Steve Henderson Ph 0408 494 864 John Kennett Ph 0419 599 066
Mike Beale Ph 0428 415 241

Email: 2020Tour@ahmf.org.au
Register your Expression of Interest (for a discount & updates)

Chrysler Restorers Club of Australia Vic Inc
Proudly Presents

CHRYSLERS At CARIBBEAN

Celebrating 50 years of the Valiant Pacer

SUNDAY 20th OCTOBER 2019

Caribbean Gardens

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

Judging categories include: Best Veteran or Vintage, 1931-1942, 1946-1954, 1955-1960, 1961-1968, R&S, AP5-AP6-VC, VE-VF-VG, VH-VJ-VK, CL-CM, 1968-On Muscle Car, Best Modified, Best Original Un-restored, New Age MOPAR, Charger, Chrysler Cousins, 300C & Club Trophies.
Cars may enter from 9:00am and those wishing to be judged **MUST** be present by 10:30am.
Awards presented at 1:00pm.

www.chryslerclubvic.org.au

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VALE GEOFFREY JAMES HILLIARD

30/11/1934 – 4/05/2019



Known to all who knew him as Geoff, he was in his 90th year when he passed away on 4th May. Ray Griffin and I attended his Celebration of Life, along with many other members from the Vintage Drivers Club and the Buick Car Club. In recent times Geoff had a 1930 Packard Coupe and a 1936 Buick Sedan both of which were used regularly. Geoff grew up during the war

years in austere times. These were the days when kids made their own fun and Geoff was no different. He played cricket, tennis, football and rode his bike many miles to go rabbiting using ferrets. Geoff was given his first bicycle at 11 years of age and still had it when he turned eighteen. At 14 years of age Geoff started work in a hardware shop ultimately becoming the owner of Sussex Timber in Coburg. The site was eventually sold to Bunnings.

Geoff joined CHACA in 1986 and served on our Committee as Treasurer from 2003 to 2005 and was responsible for setting up our current accounting system. As President at the time I always appreciated his wise counsel. He enjoyed many car club activities with his wife Marlene and on his own after Marlene died. Rest in peace Geoff.

Kevin Churchill

Ford
Flathead
Festival

Sunday
July 28th
2019

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

HENRY FORD'S BIRTHDAY!
RACV
WHAT BETTER WAY TO CELEBRATE
THAN WITH A FORD CAR SHOW!

**A GREAT DAY FOR ALL
FORD ENTHUSIASTS**

Non-club members especially welcome as no membership required!

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

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

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

10am - 2pm
Food & Drink available on site or BYO
Adults - \$2.50
Pensioners & Children under 13 - \$1.00

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

Early Ford V8 Club of Victoria
Contact: Jackie Thompson 0409 562 515

Model T Ford Club of Victoria
Contact: Robbie Dalton 0439 363 293

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

Model A Ford Club of Victoria
Contact: Rob Turner 0428 686 816

**SHEPPARTON
SWAP MEET**

Sunday Sept 8, 2019

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

6m x 6m OUTDOOR SITES \$20

ENTRY \$5 (Children under 14 free)

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

No alcohol. No camping. No dogs allowed.
Lunch and refreshments available.
Parts pickup service available.

MAIL: Send stamped self-addressed envelope and booking fee to:
Shepparton Swap Meet, P.O. Box 1206, Shepparton. 3632.
CHEQUE: Please make cheques payable to G.V.M.V.D.C. Inc.
DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076
Reference to be "swap" and your name.

www.gvmvdc.com.au/GVMswp.html

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

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

CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

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

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

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

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

For further questions, please contact the committee.

www.chaca.com.au

Associated Clubs:

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

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

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

Classic & Historic Automobile Club of Riviera Lakes Inc.

Secretary: Sue Cade, PO Box 1560, Bairnsdale Vic. 3875, Phone: 03 5153 1226
e-mail: CHACRL.secretary@bigpond.com
<http://chac-rl.org/>
Meetings: *First Tuesday of the month at Johnsonville Hall, Princes Highway, Johnsonville at 7.30 p.m.*

Morgan Country Car Club

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

Classic & Historic Automobile Club of Australia Sydney Inc.

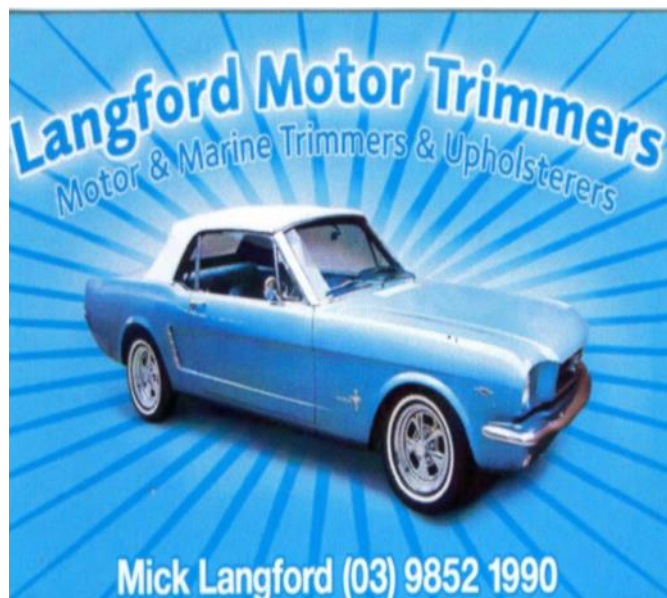
Secretaries: Anne Campbell, 0414 521 521
38 Wattle Crescent, Glossodia NSW 2756 .
Phone 02 45765872
Email: annecampbell3@bigpond.com
Meetings: *All Sunday meetings start at 2pm.
Members may arrive from two hours prior to
meeting times to have meal and chat.*

Classic & Historic Automobile Club of Caboolture Inc.

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

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

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



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ALL MAKES -ALL MODELS

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- Full Restorations
- Water Pumps modified
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"When better cars are (re)built, Bill will (re)build them"

Factory 20, 166 Bridge Road, Keysborough Vic. 3173

Telephone: (03) 9798 8636
A.H. (03) 9798 1995

BUY, SWAP AND SELL

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

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

WANTED: I would like to buy a fuel / air ratio (mixture) tester if someone has one floating around that is no longer being used. In the good old days, most workshops had a portable tester to check fuel air ratios by sticking a probe up the exhaust pipe and going for a test drive. VANE instruments used to make a very neat unit about six inches by four inches with suction cups so you could stick on windscreen while driving. Ray ray.linden @bigpond.com (0118)

SELL: I have a large collection of Piston Rings and Ring Sets of all sizes and widths from 2 1/4" to 4 1/4". Oil rings, Cast Iron rings, Segmented rings and Compression rings., etc. All N.O.S. Ralph Provan: Phone (03) 5792 1375. (0418)

SELL: Tandem Trailer. A heavy duty large tandem trailer in very good condition with both electric and ride-on brakes, near new 6 tyres including two mounted spares. Easily opening spring loaded ramps to drive on, front wind/stone deflector, electric winch with near new battery, lights and registered. The trailer has lived indoors all its life. The trailer has been specially built for a large and heavy vintage or veteran car, but will easily transport other more modern vehicles. The trailer tows very easily behind a 4x4, is very stable on the road and is great for long trips. It has filled in floor so can also carry a large amount of spares etc. Asking \$6,800 ono. Please call Paul on 0412 534131 (0418)

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

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

Hugh Venables 9758 2414 (0418)

WANTED: By a friend of mine. A Ford in the mid 70s to restore.
C/O Eddie Reynolds.0429 142 460 or (03) 9770

1231 (0219)

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

SELL: 1934 Ford V8 RHD & LHD Instruction book (Ford Canada) \$35,
1935 Ford V8 RHD Instruction Book (Ford Canada) \$30, 1936 Your Ford V8 Car reference book RHD (Ford Canada) \$25. All are original issue and were found in the glovebox of Australian Ford vehicles even though they are printed in Canada. All are complete, showing some handling due to age. Free postage within Australia.
Scott Garnett 0434330165 for more info ozscott@iprimus.com.au (0219)

SELL: Orig. early-Holden wheel brace with rubber tip & 6V coil with GMH pressed into the casing.

5-ton truck bottle jack.

Rolls of black industrial-type rubber, 4- feet wide x 1/4- inch thick. New.

Rubber mats, 21 inches x 14 inches. New.

Tension wrench with metric & imperial gauges. New.

Domestic-type 18-inch, 3-speed, heavy-duty electric fan. New.

One pair of Delco wheel cylinders, 1 3/8-inch diameter, No. 5450072. New.

Large assortment of items for 1948 Chev. car.

Bridgestone tyre, size 245/70 R16, 111S.

\$100. New.

Reasonable offers accepted.

Call Ed 9544 4147 Oakleigh (0419)

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Ken's Joke

A man goes to a bar with his dog. He goes up to the bar and asks for a drink. The bartender says "You can't bring that dog in here!". The guy, without missing a beat, says "This is my seeing-eye dog". "Oh man", the bartender says, "I'm sorry, here, the first one's on me". The man takes his drink and goes to a table near the door.

Another guy walks in the bar with a Chihuahua. The first guy sees him, stops him and says "You can't bring that dog in here unless you tell him it's a seeing-eye dog". The second man graciously thanks the first man and continues to the bar. He asks for a drink. The bartender says "Hey, you can't bring that dog in here!". The second man replies, "This is my seeing-eye dog". The bartender says, "No, I don't think so, they don't have Chihuahuas as seeing-eye dogs". The man pauses for a half second and replies "What?!?! They gave me a Chihuahua?!?".



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Auto Surplus supplies parts for cars, trucks, tractors, forklifts and stationary engines.
We specialise in engine, suspension, brake and clutch, electrical and rubber components.



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Surplus stock bought. We recondition water pumps.
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MOTORING FESTIVAL



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- Modern and classic vehicle specialist
- Manufacturers handbook service

CHACA Membership Details.

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

Contact: Kevin Churchill, Ph. 0412 802 177
LPO Box 72, Bittern Vic 3918

Joint Membership – Husband/Wife, partner etc..

Renewals – If joined Nov-June, must renew when due on November 1st. If joined July-Oct. Membership will carry through to renewal date in following year.

Club Permit Scheme Renewal of Permit.

Send to Barry Smith the Permit together with a copy of your current Membership Card and a stamped self-addressed envelope. Barry will return it to you for you to pay at your nearest Vic Roads Office.

You can also see Barry at meetings, **please bring along a copy of the Permit for Club records, also the 7 photos of your Club Permit vehicle/s if Barry doesn't already have them.**

FOR New Applications/renewals: Contact Barry Smith,

14 Jacqlyn Avenue, Rye Victoria, 3941

Email: rozbar@bigpond.com

PHONE: 5985 9220, MOB: 0408 440 240

To all Permit Plate Holders

Due to VicRoads tightening their control on all Clubs involved with the Club Permit Scheme (CPS) we now request that all members issued with a Permit through CHACA under the new Log Book scheme attend at least one Club Run or Meeting every 6 months **with the Car**. This will assist the Club in ensuring your vehicle continues to meet with all the guidelines and conditions of use as set out by VicRoads and CHACA.

Members are also reminded that the Club is bound by the new rules of this scheme to advise VicRoads of any Permit Holder who is no longer a financial member of the Club. Any queries please contact.

Barry Smith on **Ph: 5985 9220, Mob: 0408 440 240**

Photos for Club Records

The photos that are required when applying for Club Permit are as follows.

Size of photos 6x4 inches or 15x10 cm please get them printed at Harvey Norman, Office Works, Big

- | | |
|---------------------------------|---|
| 1. Photo of the front view | 5. Photo of the engine |
| 2. Photo of the rear view | 6. Photo of the Vin or Chassis number |
| 3. Photo of the right side view | 7. Drivers view of the car showing the steering and |
| 4. Photo of the left side view | dash preferably taken from the back seat |

W etc. All photos should have date imprints on them with the owners name and signature on the back of each photo. If in doubt please contact Barry Smith.

CPS Handbook

The CPS handbook is available from Barry Smith or Eddie Reynolds at meetings or runs. The price is \$5.00 in person or \$6.00 posted

VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.

Club Merchandise

The following items are for sale to members.
Contact Property Officer, **Eddie Reynolds** at meetings or
phone (03) 97701231 or 0429142460



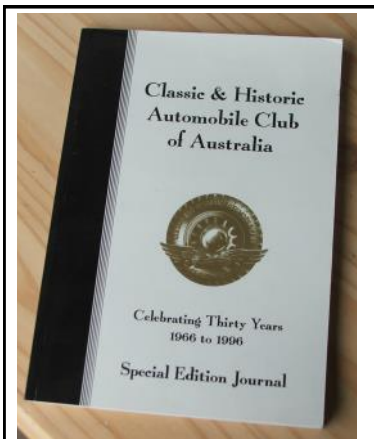
25 Year Anniversary Badge....\$5.00
(65mm. diameter)



Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00each.



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



Club Decals.
\$2.00 each



Commemorative 50 Year Pen. \$5.00. (in case).



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



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



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



CHACA VICTORIA

Unisex Reversible Vests now available

Sizes S-M-L-XL-2XL-3XL-5XL

Price. \$40.00 ea

CHACA caps.

Price \$15.00



CALL FOR ARTICLES!

To All at CHACA, want to share any interesting story, piece of automotive history, fun piece of trivia, or a "me and my car" story, email us and send us some photos as well! We enjoy writing and reading on fellow club members, so feel free to send us YOUR story.

Also, we don't want this to be a "boys only" journal, so ladies, please do send us your story, even if it's your tip to fellow car-enthusiast-wives on how to get him out of the garage for longer than just dinner!

Email us at: editor@chaca.com.au



CHACA in Creswick

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