



CHACA Journal

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

ACN 004 677 570

June 2020 Volume 55 Number 1



CHACA Canberra 1984

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

Committee



Secretary: Brian Garrett
secretary@chaca.com.au
President: Brian Garrett
info@chaca.com.au
Mob. 0400 166 762 (Irene)



Vice President: James Allan
jamesmgballan@gmail.com
Ph. 03 9729 6729 (Colleen)



Treasurer: Fred Eakins
treasurer@chaca.com.au
Ph: 03 9735 1151
Mob: 0408 343 409 (Chris)



Editor: Tony Tang
editor@chaca.com.au
Mob. 0430 290 719



Property Officer:
Eddie Reynolds
editor@chaca.com.au
Mob: 0429 142 460



Technical/CPS Officer:
Barry Smith
technical@chaca.com.au
Ph: 5985 9220 (Rosslyn)



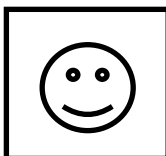
Membership Secretary:
Kevin Churchill
membership@chaca.com.au
Mob: 0412 802 177 (Erica)



Webmaster: Rolf Zelder
webmaster@chaca.com.au
0403 289 477



Committee Member:
Ray Griffin
raymar77224@bigpond.com
Mob: 0409 216 273 (Margaret)



Committee Member:
John Mason
(TOP SECRET)
(ABOVE YOUR PAY GRADE)

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

Meetings

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

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

Club Newsletter

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

Journal Closing Dates

Nominally 2nd. Thursday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

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

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, Eddie Reynolds, Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman, Kevin Churchill, John Chris-tie, Ray Nichol

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

Notice To All Reciprocating Clubs

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



CHACA CPS Eligibility Criteria

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

See Page 18.

VALE
RALPH PROVIN
1934 - 2020

It is with great sadness that I report the passing of long-term CHACA member Ralph Provan. He passed away peacefully on 9 June at the age of 86.

Ralph joined CHACA in 1967 and became very active in the life of the Club. He was always willing to greet new members and assist members to select projects, or teach the technical aspects of restorations. He always had an answer to any questions.

Ralph was also very active in the Veteran Car Club and restored and drove a number of Veterans such as a 1909 AX Renault and a 1915 Dodge.

He was a proud Australian with strong views, but was always able to discuss issues in a friendly way and would listen to all views.

Ralph and Lois built their self sufficient way of life in Seymour and organized a few overnight club events on behalf of CHACA in the Seymour area.

There is a story that the Police stopped Ralph in his veteran Renault for speeding and issued a fine. Ralph said, "it could not go that fast down a well with a tail wind". The fine was waived.

CHACA Committee and members extend our sincerest condolences to Lois and family.

PRESIDENT'S REPORT

I open this report with the sad news of the passing of Ralph Provan on the 9 June 2020. Ralph and his wife Lois are long term members of CHACA going back to around 1967. Ralph was an active participant in our hobby, both with Veterans and pre war Classics. There will be a more extensive report on Ralph's life elsewhere in the Journal.

CHACA extends its deepest sympathy to Lois and family for their loss.

On a brighter note there is a glimmer of light at the end of the tunnel. Although general meetings are still out of the question, with the relaxing of restaurant, parks and pub rules planning can begin on organising some restricted runs. We still need to take great care in meeting covid regulations but runs with limited numbers in attendance will meet those regulations. We will keep you informed when these events are put together.

It is quite amazing that after over three months of isolation doddering around in the workshop and fixing all those items I felt needed attention on my cars, I am still finding squawks. I started the Fiat 130 up this very cold morning and after great difficulty in getting the engine running heard this strange wailing sound, very disconcerting. I tracked the noise down to the fuel pump area located at the rear near the fuel tank on the underside of the vehicle. Stranger still was that the engine remained running and after around 30 minutes of driving the noise disappeared and has since remained that way. I do not like mystery sounds like that so back into the workshop for a fuel pump and filter removal. I do hope I find the source of the noise otherwise it will haunt me on every future run expecting the worst.

In my browsing of the various international magazines I tend to collect useless trivia for no other reason than a twisted interest. For instance I learnt for the first time that the Americans did not invent the V8 engine. It was patented by a Frenchman, Leon Levavasseur in 1902. Not only was it a V8 but had an early fuel injection system. Initially used in aircraft and boats other French engine manufactures took up the configuration and fitted these engines to cars and racing cars as early as 1904. Cadillac finally got into the act with the first production car V8 in 1912. There you go now aren't you excited about all that.

Stay Safe & Well
Brian Garrett

Restoration of Leyland P76 (continued)

1973 Executive

Editor: "This is an article published by the Canberra Antique & Classic Motor Club (CACMA), CHACA member Brian Crocker has send me this article with the permission of CACMA. Which he found it to be a great story and include lots of useful tips." (please refer to May journal for part I)



Observations at this stage of restoration.

1. Take plenty of photographs
2. Make notes to accompany photographs
3. Carefully bag with notes all screws, nuts, bolts, washers etc.
4. Make sure the panel beaters don't remove parts as they will become lost
5. Carefully wrap parts to avoid damage in transit
6. Keep everything until you have a replacement in hand as you will be surprised at the parts that are difficult to obtain.
7. Be very careful in removing trim and insulation as 40 years induces fatigue.
8. Whatever time you set aside to do a job will never be enough.
9. Leyland Australia used an amazing array of bolts, nuts, screws and washers. Even the specialty fastener suppliers have difficulties in obtaining correct size and plating colour. I have replaced most bolts, nuts and washers with the next higher grade

of high tensile fitting.

Invest in a high quality UNC & UNF tap and die set to clean every thread.

Panel Beating was undertaken by a highly experienced professional who restored every panel to better than factory condition. Hammers and dolly's, then hand filing, slide hammers to pull out dents, Spray putty, guide coats, hand sanding etc. etc. until all panels were perfect.



The front lower panels were removed and NOS panels welded into place.



As this car is an earlier example of the marque the body panels and bolt on panels such as the indicator light panels had to be “massaged” by the dealers to get shut lines etc. looking half decent. The panel beating process and some new panels have ensured that I will have to once again need to massage the closures on bolt on panels.

Painting

I thought about changing the paint colour from Crystal White to either Aspen Green or Dry Red. The painter found the original colours listed on “Car Refinishes Australia” computerised catalogue and painted a beer can in Aspen Green and another in Dry Red.



Both of these colours still look good today but I decided that the extra effort involved in changing the interior colour (Casino Blue) meant that the car would be as it left the factory. The underbody was sprayed with a sound deadening black paint. The next pictures tell the rest of the story.



Home at last! Now comes the hard part!!

Rebuilding

Like the decision I had to make about the paint colour I now had to make another fundamental decision. Should I restore the car to the factory standard (concours) or subtle modifications or complete change (modified). This decision confronts all car restoration projects and the arguments are endless in all car clubs. I don't wish to enter into any arguments on the subject in this forum. My decision was based upon a few facts namely:

- The car would be driven on public roads 40 to 50 years after it was designed and I wanted the car to be safe, reliable and enjoyable.
- After the effort and money that has been expended I didn't wish to ever touch the car again, except for services.

I wanted to preserve the car as it came from the factory for future generations of enthusiasts. The points listed above can be in conflict but I decided to build as close as possible to concours with subtle improvements to safety, reliability and enjoyment.

I was confronted with racks, shelves, boxes, cupboards of parts mostly covered in oil and grease and dirt. I took all the suspension parts, cross members, engine mounts etc. etc. to the sand blaster. Upon return I etch primed, primed and painted all parts in KBS paint. KBS manufacture (expensive) coatings for all automotive needs and they match the matt, semi gloss and gloss finishes found in the p76. The coatings are very hard and should preserve this car for another 40 years. I cleaned the petrol tank both inside and out and also used KBS coatings to enhance and preserve.



Rear Cross member after sand blasting.



Front Cross member after blasting.

I decided to replace all nuts, bolts, washers and screws with new equivalents. I also decided to upgrade the nuts and bolts to the next level of high tensile i.e. from grade 5 to grade 8. Interestingly I couldn't find all imperial bolt and nut sizes in the original 'gold' colour but had to settle for some black and some silver.

All suspension bushes were replaced by nolathane equivalents. Rear shock absorbers and front struts were NOS items. This will probably be a mistake as after 40 years they may not work effectively. If after driving the car I find them to be ineffective then I will replace with newly manufactured items. I purchased new springs from King Springs in Sydney and new brake disks from DBA.

Drive Train

The major components of the drive train i.e. engine, gearbox and rear axle/differential were the next components to be restored. The rear axle was stripped of all extraneous componentry and

cleaned. The original yellow paint stripe and part number were intact under the grime. I found a specialist differential workshop who restored the entire component with new seals, gaskets, bearings etc. He also setup all backlash and preload settings etc. After further cleaning they also spray painted the unit.

Fitting the rear suspension was the next task with new components such as springs, shock absorbers and bushes. New high tensile nuts, bolts and washers completed the operation.



I had previously disassembled the engine to determine if there was any damage. One piston had a crack but everything else looked reasonable for a 40 year old 100k Miles engine. Interestingly the engine builder found that the bearings were original Leyland but 10 thou undersize. I asked the engine builder to build me an engine that would:

run on unleaded high octane;
look original but all new components;
last well beyond my lifetime;
run smoothly; and
The only major nod to modernity was to be electronic ignition.

The block was cleaned and inspected to determine whether there was any hidden damage. All core plugs were removed. Luckily the block was in good order so was decked and bored and honed. The crankshaft was also cleaned, checked, machined and balanced. The engine builder chose Range Rover pistons which fitted P76 conrods and the top face machined to get the compression ratio and fuel mix flow correct.

The pistons and conrods were assembled and balanced individually and later balanced as a whole. The engine was assembled with all new components. The heads were cleaned, checked for cracks, machined and new valves, springs and saddles fitted. The oil pump was new as were the gears. A new camshaft, bearings and tappets were fitted along with new timing chain and gear set.

All new bolts, washers and nuts were used.

The exhaust manifolds were sand blasted and painted with KBS high temperature paint in "Cast Iron colour". The cork gaskets on the tappet covers were replaced with Range Rover silicon gaskets to ensure no oil leaks. Scorchers Ignition in Melbourne built a new distributor based upon a Ford V8 Bosch electronic distributor. This will ensure that a very large spark goes to each sparkplug and that dwell angles and timing can be expertly set and will not change.

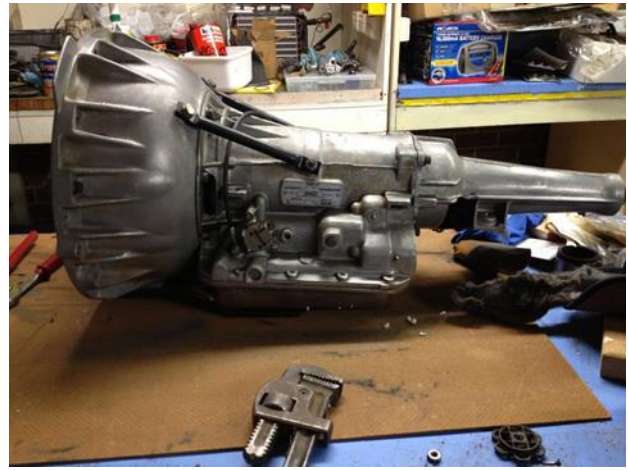


The coreplugs in the back of the engine were replaced with Rover screw-in components. New components also included thermostat housing, PCV valve and fittings, engine mounts, temperature sensor, oil pressure sensor, oil filler cap and many other parts that I have forgotten.

Re building an engine is expensive

The BW 35 auto gearbox was rebuilt by a specialist transmission shop. The shop hadn't worked on a BW35 for some time but assured me that the shift points and quality would be identical to original.

The driveshaft was blasted and repainted. A NOS sliding yoke and universals were installed. Engine and gearbox were re-united with new nuts and bolts. I resisted the temptation to paint the gearbox although I did paint the sump.



After 40 years I was concerned with the state of the braking system. As my intent is to never do any major work on the car after the restoration I decided to replace or refurbish the entire braking system. I have been using a local mechanic for 33 years and he undertook all services and mechanical work on my Leylands. He is a specialist Brake Repair shop so the work was entrusted to him. The owner decided to undertake the work himself which was very pleasing. All components were replaced or refurbished including the Vacuum unit, master cylinder, proportioning valve, rear slave cylinders, pads, shoes, hand brake cable etc. He also replaced all the brake lines including flexible hoses.

I would strongly recommend renewing your braking components after 40 years. This is a major safety issue and I can almost guarantee that your brake proportioning valve is not working properly if you have the original unit installed. The flexible hoses have reached the end of their life and should be replaced.

As I am building a concours car or as (close as possible) I cleaned and reinstalled the original firewall insulation.



Engine bay ready for braking system



The only problem was a strange one involving the rear gearbox mount. The arms on which the cross member sits appear to have spread so judicious use of force by 2500kg ratchet straps pulled them into place. New engine mounts were used along with new bolts, nuts etc.

Dressing the engine with all pipes, hoses, linkages, carby, alternator etc. was the next task.

I had the radiator rebuilt by a specialist company in Canberra. I knew I had gone to the right place when I walked in the door with old radiator and the person said "Ah P76 I haven't seen one of them for years".

My father had fitted a huge core in the early days of the car because it constantly overheated. We had also run twin Davis Craig fans to ensure the car was always cool.

The professional advice this time was to make it look factory but ensure it never overheated in any situation. He asked advice from the radiator manufacturer and they had a 2 pass core for the P76 with more fins per inch than standard. The radiator needed a new top tank so in effect is a new unit. He also fitted new brass fittings for the auto Transmission cooler lines and repainted the lot. The radiator looks magnificent and I think the best piece of individual work I have had done.



Leyland used standard PBR brake components and they are the same as XW Falcons & HQ Holdens.



Installing the Engine and Gearbox.

I fitted the power steering pump to the engine before it went into the engine bay. I used a heavy duty engine hoist to lift the powerpack into the engine bay. We managed to accomplish this task without any damage to the car or powerpack. I also fitted the reconditioned steering rack before we fitted the engine.



The Interior



The floor was covered in acoustic deadening sheeting including underneath the dash panels and over the gear selector housing. All unnecessary holes in the sills etc. were also covered to prevent water / dust ingress. I then used a car acoustic underlay and finally a new carpet set..



The seats were sun damaged and worn and required a complete restoration. The seat bases and Pirelli straps were able to be reused but new foam was added. I had purchased the last Casino Blue Executive cloth and had some Casino Blue Vinyl so was

able to have all seats restored to their original grandeur.

NOS Seatbelts were fitted

All the original sound insulation from the boot was cleaned and reg-lued in place. The original spare wheel cover was also cleaned along with all the original tools



The dash, glovebox, dashpad and radio were the next components to face restoration and installation. Luckily all components were in good condition as the car had been garaged most of its life. The Wood Grain had lifted and shrunk over 40 years but was in good condition. The only exception was the woodgrain around the Transmission lever which needed replacement.



After 40 years the woodgrain material is brittle so required very careful handling. I used a heatgun on low settings to restore some pliability to the material. Judicious use of glue and some spring clamps have given an original finish. I had searched for years for woodgrain material that looked the same as the original and eventually found some that is slightly lighter but similar thickness and pattern. I used some of this material to redo the console for the Transmission lever.



I used a NOS Radio and speaker and radio surround to complete the centre dash.

The original instruments were in good order so I cleaned them and replaced some globes. I used NOS Light and window wiper switches to complete the instrument panel.

Some repairs were required for the dash wiring and the Kopex tubing on the heating and demisting ducting.

Finished Product



Postscript.

I am currently rebuilding my 1974 Super V8 Manual which I also purchased from Pulfer Motors in Bendigo. The car is Bold as Brass in colour and I am fitting Power Steering and factory air-conditioning; so maybe in a few years I can include an article in this magazine.



Classic cars destroyed as Victorian rail tunnel collapses on rare vehicle collection

EXCLUSIVE Photos of the graveyard for motors reveal at least ten classic vehicles left to rust away after disaster struck

By Aaron Sharp 18:34, 16 MAY 2020

There's light at the end of the tunnel but sadly not for these once gleaming classic cars.



The Fiat 130 Coupe, now missing its body work, was once a powerful car in the 70s (Image: Kyle May)

Our exclusive photos show at least ten are rusting away in the dark of this graveyard for motors.

Their fate was sealed in 2012 when a disused Victorian rail tunnel, which housed a garage for rare cars, collapsed. Owner Nigel Wills-Browne was at the other end of the half-mile tunnel when disaster struck.

The Dingle tunnel, built in 1896, had a station on the Liverpool Overhead Railway which took dockers to and from the city's port. The railway closed in the 50s.

Nigel, 74, from nearby Birkenhead, said: "I was sitting having a digestive biscuit with a cup of tea when the roof at the other end of the tunnel came down and flattened a Ford Transit.

VINTAGE PHOTOS OF CHACA IN CANBERRA 1984



VINTAGE PHOTOS OF CHACA IN CANBERRA 1984



"That was the end of the garage, but I've never done anything with the cars still down there."



umber was owned by Rootes, who were famous for their WW2 'shadow factories' (Image: Kyle May)

Amazingly, none of them have been claimed and a bemused Nigel believes their owners must have given them up for lost.

He said: "I suppose I should sell them -really, I just haven't -gotten around to it."

Among the cars in the tunnel is a clapped-out 70s Fiat 130 Coupe, once a fancy executive car which, in good condition, could sell for £42,000.



The dinky Morris Minor is a quintessentially British post-war car (Image: Kyle May)

There is a Mk 1 VW Golf, off the road since 1998, a 1979 yellow Lotus Elite last driven in 1997, and a 1987 Ford Capri 1.6 Laser.

Like the Golf, the Capri in good nick can sell for up to £40,000.



The 1979 Lotus Elite has been off the road since 1997 and has been in the dark tunnel for around 23 years (Image: Kyle May)

In the gloom, photographer Kyle May also snapped a Humber, a Morris Minor, a 1968 Rover P5B and an old trailer in British racing green, probably used for bicycles.

The Rover is similar to one owned by The Queen.

Kyle, given permission by Nigel to access the tunnel, said: “I’ve always had an interest in the history that’s underneath our feet, which we walk over every day without even realising.

The Dingle tunnel is quite well known about in Liverpool, but since its collapse eight years ago, it’s not been -accessible to the public.

“It’s lots of fun, rooting around in the dark until you come to the next car and trying to work out what it is, or was.

“Sadly the cars have all rusted up – but they definitely add another little bit of history to this old place.”

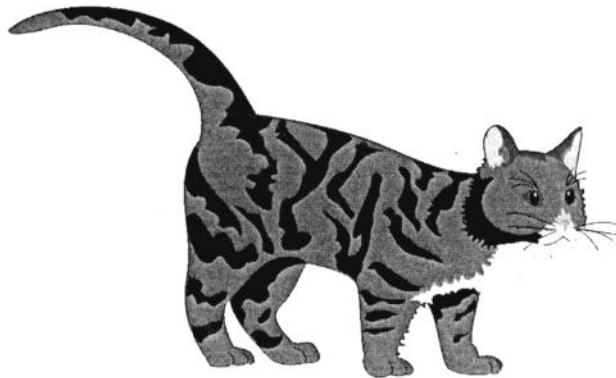


The American AMC Pacer was a radical motor for its time (Image: Kyle May)



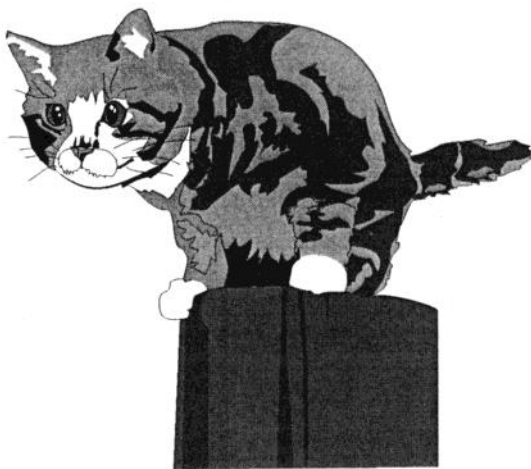
The mighty Rover P5B from 1968 is a genuine British classic - even the Queen owned one (Image: Kyle May)

INSTRUCTIONS FOR GIVING YOUR CAT A PILL



1. Pick up the cat and cradle it in the crook of your left arm as if holding a baby. Position right forefinger and thumb on either side of cat's mouth and gently apply pressure to cheeks while holding pill in right hand. As cat opens mouth, pop pill in. Allow cat to close mouth and swallow.
2. Retrieve pill from floor and cat from behind sofa. Cradle cat in left arm and repeat process.
3. Retrieve cat from bedroom and throw soggy pill away.
4. Take new pill from foil wrap, cradle cat in left arm, holding rear paws tightly with left hand. Force jaws open and push pill in back of mouth with right forefinger. Hold mouth shut for count of ten.
5. Retrieve pill from goldfish bowl and cat from top of wardrobe. Call spouse from the garden.
6. Kneel on floor with cat wedged firmly between knees, holding front and rear paws. Ignore low growls emitted by cat. Get spouse to hold cat's head firmly with one hand while forcing wooden ruler into mouth. Drop pill down ruler and rub cat's throat vigorously.

7. Retrieve cat from curtain rail, get another pill from foil wrap. Make note to buy new ruler and repair curtains. Carefully sweep shattered figurines from hearth and set to one side for glueing later.
8. Wrap cat in large towel and get spouse to lie on cat with it's head just visible from below spouse's armpit. Put pill in end of drinking straw, force cat's mouth open with pencil and blow down drinking straw.
9. Check label to make sure pill is not harmful to humans. Have a drink of water to take away the taste. Apply band-aid to spouse's forearm and remove blood from carpet with cold water and soap.
10. Retrieve cat from neighbour's shed. Get another pill. Place cat in cupboard and close door onto neck and leave head showing. Force mouth open with a dessert spoon. Flick pill down throat with an elastic band.
11. Fetch screwdriver from garage and put door back on hinges. Apply cold compress to cheek and check records for date of last tetanus shot. Throw t-shirt away and fetch new one from the bedroom.



12. Ring fire brigade to retrieve cat from tree across the road. Apologise to neighbour who crashed into fence while swerving to avoid cat. Take last pill from foil wrap.
13. Tie cat's front paws to rear paws with garden twine and bind tightly to leg of dining room table. Find heavy duty pruning gloves from shed. Force cat's mouth open with small spanner. Push pill into mouth followed by a large piece of fillet steak. Hold head vertically and pour a pint of water down throat to wash pill down.
14. Get spouse to drive you to emergency room, sit quietly while doctor stitches fingers and forearm and removes pill remnants from the right eye. Stop by furniture store on way home to order new table.
15. Arrange with RSPCA to collect cat and call local pet shop to see if they have any hamsters.

Donated by the Head Nut and Blossom (Murray & Dianne Lindner)

This article was in the 2000 CHACA Journal

Eddie Reynolds

CHACA CALENDAR FOR 2020

NOTICE: ALL EVENTS ARE CANCELLED UNTIL FURTHER NOTICE

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

Covid-19 restriction & Use of CPS permitted vehicles

From President:

A CHACA Member has sent the following information for club members to consider. His point is valid.

It is important for all persons considering the use of CPS permitted vehicles to be cognizant of the implications of the civil law - as well as the criminal law.

During the covid-19 restrictions police will be intercepting CPS users to determine the legality of that usage. Part of that interception will be an investigation of log book entries!

In addition to that, when any accident / theft / fire et al or like event occurs all insurance claims would be the subject of intense insurance company scrutiny.

Most CPS users depend on insurance in case of accident / theft / fire et al.

Unless the insured is able to prove that the vehicle was at all times being used - in compliance with the law - the insurance company is unlikely to accept the claim.

In this context it is important to be aware that the main petitioners of matters before the High Court of Australia, apart from Federal, State & Territory Governments & their Department, are insurance companies & banks.

Insurance companies frequently initiate matters regarding accident / theft / fire et al. issues before the High Court of Australia in order to create precedents for future claims.

We can expect insurance companies to behave in a similar manner about the covid-19 issue.

Accordingly it is extremely unwise for any CPS permit vehicle to be used during the restricted covid-19 periods.

Our members should be aware that the criminal penalties are only part of the adverse outcomes of using CPS permitted vehicles at this time!

Criminal law requires proof beyond reasonable doubt while civil law is based on the balance of probabilities!

Regards

CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

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

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

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

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

For further questions, please contact the committee.

www.chaca.com.au

Associated Clubs:

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

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

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

Morgan Country Car Club

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

Classic & Historic Automobile Club of Australia Sydney Inc.

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

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

Classic & Historic Automobile Club of Caboolture Inc.

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

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

ALL SUSPENDED AT THE MOMENT



editor@chaca.com.au

TONY TANG

CLASSIC & HISTORIC AUTOMOBILE CLUB
OF AUSTRALIA

To minimise contact by staff and public

Vic Roads Service Centres will no longer accept Club Permit

Scheme payments

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

VicRoads

GPO Box 1644

MELBOURNE VIC 3001

Please advise your club members of this change to service.

Iain Ross

President

Langford Motor Trimmers
Motor & Marine Trimmers & Upholsterers

Mick Langford (03) 9852 1990

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

mick@langfordtrimmers.com.au

20 Greenaway St, Bulleen Vic 3105

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

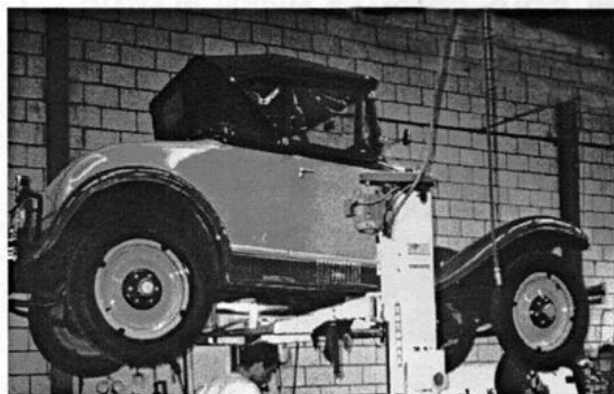
www.langfordtrimmers.com.au

BILL ELDRIDGE MECHANICAL REPAIRS

Club Member

VINTAGE & CLASSIC ALL MAKES -ALL MODELS

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



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

Factory 20, 166 Bridge Road, Keysborough Vic. 3173

Telephone: (03) 9798 8636

A.H. (03) 9798 1995

BUY, SWAP AND SELL

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

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

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

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

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

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



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

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



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

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

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

KEN'S JOKE OF THE MONTH.

A salesman is driving toward home in Northern Ontario when he sees an Indian thumbing a ride on the side of the road.

As the trip had been long and quiet, he stops the car and the Indian gets in.

After a bit of small talk, the Indian notices a brown bag on the front seat. "What's in the bag?", the Indian asks the driver.

The driver says, "It's a bottle of wine. I got it for my wife".

The Indian is silent for a moment, then says, "Good trade."

A Joke from Gail

Yesterday my daughter e-mailed me again, asking why I didn't do something useful with my time.

"Like sitting around the pool drinking wine is not a good thing?" I asked.

Her talking about my "doing- something-useful" seems to be her favourite topic of conversation. She was "only thinking of me", she said and suggested that I go down to the Senior Centre and hang out with the gals.

I did this and when I got home last night, I decided to play a prank on her.

I e-mailed her and told her that I joined a Parachute Club.

She replied, "Are you nuts?. You're 78 years old and now you're going to start jumping out of aeroplanes?"

I told her that I even got a Membership Card and e-mailed a copy to her.

She immediately telephoned me and yelled, "Good grief, Mum, where are your glasses?! This is a Membership to a *Prostitute* Club, not a Parachute Club."

"Oh dear, I'm in trouble again," I said, "I really don't know what to do. I signed up for five jumps a week!!"

The line went quiet and her friend picked up the phone and said my daughter had fainted

Life as a Senior Citizen is not getting any easier, but sometimes it can be ever so much fun.....

ActonPrint
GROUP

9729 4500

Joe Cremona

70 Woodlands Drive
Braeside VIC 3195

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



**AUTO
SURPLUS**

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

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



VETERAN • VINTAGE • CLASSIC • MODERN

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

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

We stock these quality brands at very competitive prices.



JP PISTONS

Auto Surplus Pty Ltd (ABN 66 337 496 692)
35 Rooks Road, Mitcham, Victoria 3132 Australia
Tel +61 3 9873 3566 Fax +61 3 9874 1485

Email sales@autosurplus.com.au www.autosurplus.com.au

CHACA Membership Details.

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

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

Joint Membership – Husband/Wife, partner etc..

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

Club Permit Scheme Renewal of Permit.

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

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

FOR New Applications/renewals: Contact Barry Smith,

14 Jacqlyn Avenue, Rye Victoria, 3941

Email: rozbar@bigpond.com

PHONE: 5985 9220, MOB: 0408 440 240

To all Permit Plate Holders

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

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

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

Photos for Club Records

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

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

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

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

CPS Handbook

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

VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.

Club Merchandise

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



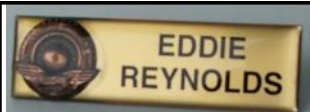
25 Year Anniversary Badge....\$5.00
(65mm. diameter)



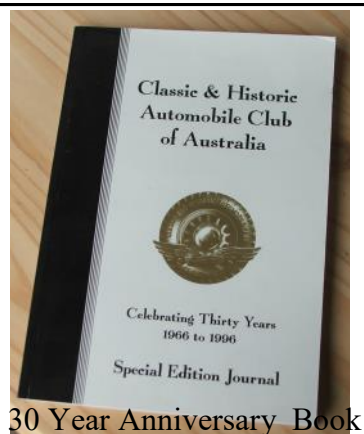
Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00each.



Name Badges..\$10.00



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



Club Decals.
\$2.00 each



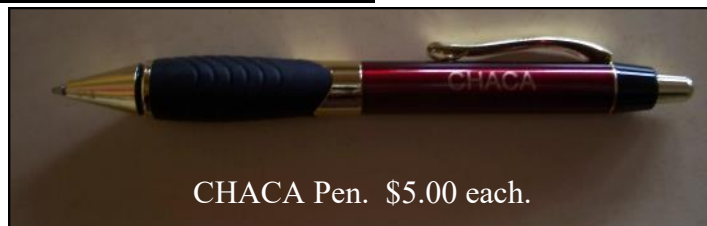
Model Car (Lledo).....\$15.00



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



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



CHACA Pen. \$5.00 each.



FRAME FOR YOUR CAR

Colored documents with embedded club
logo is available for your car.

\$15.00 each

Please contact editor to provide information.

editor@chaca.com.au



CHACA Canberra 1984

“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



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

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



SHARE THE PASSION

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

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