



CHACA

Journal

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

ACN 004 677 570

June 2017 Volume 52 Number 1



21 May, Grand Gathering at the Gisborne Steam Rally



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, Kevin Churchill.

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***

MAY GENERAL MEETING

The June 22nd General Meeting.

And going for take two, we have a guest speaker, John Mullia, who we will give us all the best information on the Evans Waterless Coolant. Unfortunately John had to cancel last minute, literally, for our May meeting, so here's hoping he can keep it cool for the June meeting!

For the June meeting we are once again going to have a Sausage Sizzle before the meeting. 7pm till 8pm. Sausages, Salads, Coleslaw and bread supplied.

Come join us for a cuppa and a few car chats!

Brian Garrett, President

PRESIDENTS REPORT

Very sad to hear of the passing of Fred Lombardo. A CHACA member from 1980 and was most known through the connection with his massive Dodge Phoenix. The club extends its sympathy to the family. There is a more extensive article in the Journal elsewhere on Fred's activities with CHACA.

Motoring Heritage (MHD) day has come and gone and Irene & I decided to head along down to the AOMC meet at Bellarine Estate. It was an enjoyable day with a small contingent of twelve CHACA members attending. I suppose the Bellarine site caters for the Western and South Western motor enthusiasts who to some extent have been neglected on MHD in the past. Yarra Glenn or Mornington have been the preferred sites in the past and for various reasons were not used this year.

Some fine tuning of the event may bring it up to the Yarra Glenn level so it will be interesting to watch what happens next year.

More recently we joined with the Oldsmobile Club and journeyed down to the Dromana Pub. Weather was perfect and a good roll-up of CHACA and Olds members ensured a great day. Meals and company were great. When you see the next combined run come along as you will see cars you are not familiar with and meet new people.

Which brings me to the matter of club runs and attendances. I know all members cannot make all the runs that are arranged but we see the same members at these events and when you consider the size of the club (around 230) the typical turn up of around 15 – 20 members is a very small percentage of our membership. It doesn't matter if you do not bring your club car, modern is fine, it's the participation and fellowship that you get from these days that is important.

Many clubs have the same problem with participation and it is obvious that this will lead to more joint club days and activities in the future.

Ventured up to Winton for the Historic Racing weekend run by the Austin 7 club. Club member Paul and Michael Goethel were heavily involved in the running of this event. Paul was seen as a blur of light all day such was the level of his work load. Barry Smith talked me into taking the Mercedes 450SL which I did. This is a lovely car to drive with excess power on tap but I had truly forgotten how far cars have come since 1975. The fuel burn brought me back to earth and as it likes at least 95 octane I had to hide the \$100 fuel bill there and back from you know who. Oh well these are the joys of classic car ownership.

See you all at the June General Meeting where we will once again have a sausage sizzle before the meeting.

Brian Garrett

CHACA 2017 PLANNED CLUB EVENTS

Following is the provisional list of CHACA club runs and general meetings. Please note that given circumstances dates and locations may change over the year:

2017

- June 22nd. Thursday. General Meeting at VDC Clubrooms.
July 27th. Thursday. General Meeting at VDC Clubrooms.
August 24th. Thursday. General Meeting at VDC Clubrooms.
September 17th. Sunday. Run to Darnum Musical Village. Includes lunch.
28th. Thursday. General Meeting at VDC Clubrooms.
October. 1st. Sunday. Caribbean Gardens.
26th. Thursday. Annual General Meeting at VDC Clubrooms.
November. 23rd. Thursday. General Meeting at VDC Clubrooms.
26th. Sunday. Presentation day at VDC clubrooms.
*CHACA Presentation Day and fully catered lunch. All welcome.
Bring your partner and a Classic. Price per head to be advised.*



A FIRE TRUCK, CZECH THIS OUT

November 1945, a team of Brno, Czech Republic purchased this vehicle built in 1941 Horch 853 Sportcabriolet. The car was rebuilt in a fast delivery of fire of six people and the fire engine at the contact point brigade. Design and construction belonged T.Lepil between 1946 and 1949



John & Louise Baker

AGE AND ELIGIBILITY A FORMER PRESIDENT'S PERSPECTIVE

Hello Brian,

As it is a bit cold and miserable down here, it is a good excuse to avoid it by putting down my thoughts about the eligibility thing. Hope you may find something of use somewhere in it, or perhaps open up a new field of thought.

Regards.

Jim Kerr



The Club's title, The Classic and Historic Automobile Club of Australia, was arrived at after lengthy discussion at a General Meeting. I considered this an unfortunate choice at that time, preferring that if

'Classic' had to be used in the title, the name should be 'Historic and Classic', the reason being that there was (and is) an established and legitimate definition of a 'Classic' car, and there were very few of these in Australia, the majority of them being certain models of Roll Royce. Time has not changed my opinion on this but now the common usage of the term has made the 'real' definition of little consequence.

Some years later the matter of including later model cars arose, and again some interesting discussion resulted. The sticking point was to arrive at a formula for deciding which make and/or model of car was going to be acceptable. My opinion was that ALL cars should be eligible. Firstly because the Club's object was to preserve historic vehicles – even if their only claim to fame was that they were shockingly awful – they were a part of our automotive history. More importantly, the less desirable cars were usually a much less expensive proposition enabling the less well-off enthusiast to get into the hobby, particularly the younger folk. There was also a solid core of members who felt that we would eventually limit the hobby to members that had the fattest wallets. My opinion is that every car of a suitable age should be eligible, and everything possible should be done to encourage younger members.

We are already in an era where cars are beyond the average person's ability to do much in the way of mechanical or body restoration, and even now they are designed to be operated by persons who should not be trusted to operate a pedal bin unsupervised.

The more upmarket a model is, so the greater the difficulty of doing a restoration will be. My WH Caprice has done 320 thousand, and apart from the rear shock absorbers and the front sway bar bushes, all the gear underneath is original. However, not knowing anything about the cars recent service history, as a precaution I had the radiator and cooling

system flushed out. It was a wise move: when the lower radiator hose was being removed, the whole outlet pipe from the radiator disintegrated into a dozen or so pieces. Plastic. So, what other little traps will there be? Nevertheless, this was a landmark vehicle in Australian motoring history even though subsequent models were considerably improved. As a long term proposition it will be viable only as long as components in its comprehensive electronic control systems are available and the electronic equipment to test them is also available. One could expect there to be someone around with the right gear for years to come, but with some of the Korean and Chinese things, it will be a different answer. Costs will be a big factor; a new alternator for a C Class Merc.: \$800. Check out the prices for new door locks, keys, or having a headlight bulb replaced at the dealer.....



1992 Hyundai Excel

It seems we will run out of cars to 'preserve' anyway, without even considering the type of vehicles that will be common in twenty years' time. It may be time for the Club to consider approaching Ford and GMH (and anyone else) to see what is happening to their technical records, - including test gear, and if and how much access the Club can have to same in the future. Last year I heard that Ford were going to keep their Historical Records in Australia. What the situation with GMH is I don't know. I would suggest a personal visit to their CEO's by some top level Committee Members, pointing out we want to see that their vehicles have been preserved 50 years from now, and what can they do to help make this so. The Club's got the reputation to see this happens, they may well jump at the chance: think of the 'caring', the 'civic responsibility', the 'publicity value' – and anything else you can think of. Just don't ask for money!

James Kerr

CAMPAIGN TO MOVE CAVALCADE OF TRANSPORT MURAL



Campaigner David Jack in front of the Cavalcade of Transport mural

It was sheer chance, the way David Jack became involved with one of the largest works ever painted in Australia. He happened to be with his father, artist Kenneth Jack, at Melbourne's National Gallery in 1973 when they met Harold Freedman, an artist friend of Kenneth.

Harold asked what young David was doing. "Studying art at Caulfield Tech," was the reply. Next day, Freedman phoned David, asking him to visit his home studio to see a mural that Freedman was working on for the Victorian Government.

"I went along next day," recalls David Jack. "It was a mural on the history of transport and he offered me a job as an assistant. On and off, I was with Harold on this and other projects for the next 14 years."

The History of Transport mural (also known as the Cavalcade of Transport) was to be so big – 33 metres long by 7.5 metres high – that the painting studio was soon relocated to an old electricity sub-station in East Camberwell where railway carpenters built a massive easel from old Oregon beams, once part of the derrick cranes that shifted freight on station platforms.

The mural was destined for a large wall at Spencer Street Station, which had been left vacant for this purpose, and was intended to illustrate all the modes of transport during a century of growth in

Victoria from 1834 – horses, carts, trains, trams, cars, bicycles, the lot. It was unveiled in January 1978 after a gala parade of historic vehicles through city streets, vintage aircraft flying in formation above.

Today, David (a Gold RACV member) runs his own art business, Melbourne Mural Studio. Harold Freedman died in 1999 aged 84 – and gone too is

Sir Rupert Hamer, the Victorian premier whose government appointed Freedman in 1972 as the first "State Artist" at the then huge salary of \$40,000 a year.

But what of that celebrated transport mural? Well, it's a sad story. The mural, costing \$250,000 of public money in the 1970s, was almost tossed out in

2000 when Docklands



Harold Freedman

was built and the mural's wall had to be shortened. "But it's our only asset," protested the stationmaster and, in an ugly compromise, the mural was bent around a 90-degree corner.

Four years later work began on Southern Cross station and the mural was stored in boxes but emerged again in 2007 with a bit of new love from the Bracks/Brumby Labor Government. Around \$2.5 million was spent installing it on a wall in the adjoining retail complex, now called Spencer Outlet Centre, complete with a viewing platform, elevator for the disabled and an etched-metal plaque explaining every figure and vehicle on the work.

Included was an RACV van, and a truck marked "Machine Made Bread A.C. Reith", who was the baker grandfather of former federal minister Peter Reith.

But the retail complex kept spreading, governments came and went, and that love went out the window again. A chain store enveloped the transport mural which is now a mere backdrop to the merchandise, light fittings dangling in front it, air-conditioner ducts intruding on the view. The platform, elevator and explanatory plaque have disappeared.

"It's horrific," says David. "It took five years of my life. I guess it is better here than in boxes – but not much."

Now David Jack is mounting a campaign to find a new home for Harold Freedman's masterpiece. The shadow minister for arts and culture, Heidi Victoria, has joined the push and has been consulting with the Melbourne Convention Centre regarding a possible new location along the centre's huge hallway where there are protected indoor spaces aplenty.

"The first reaction from management has been very positive," says Heidi. "It would be an ideal tourism pairing."

Public Transport Victoria is the owner of the mu-

ral. A spokesman told RoyalAuto: "Until an alternative site for the mural is identified, the current location ensures that the mural is in a suitable environment, protected from the weather and not exposed to direct sunlight. The mural is listed on the Victorian Heritage Register. PTV would need to consult with Heritage Victoria on any proposed relocation."

An exhibition of artist Harold Freedman's work, Harold Freedman: Artist for the People is at the Art Gallery of Ballarat until May 28.



Cavalcade of transport history

- The Cavalcade of Transport mural is painted on five canvas-on-plywood panels.
- It took five years to complete (1972-77).
- It cost \$250,000.
- It was relocated in 2007 at a cost of about \$2.5 million.
- It was in storage for three years (2004-07).
- Campaign to move the mural started in 2017.

*Written by Lawrence Money
RACV RoyalAuto, May 10, 2017*

VISIT facebook.com/groups/cavalcadeoftransportrescuegroup



CAR TOUR PLANNING

GREAT TIPS TO HELP YOU PLAN AND CONDUCT YOUR OWN CAR TOUR

Planning and conducting your own car tour.

Road touring with your car club or other group of car enthusiasts can be a lot of fun. Who doesn't like to get with other motorists on the road to flash a big smile and throw a big "thumbs up" as you ramble down the road? A car tour is a great way for hot rod owners to display their prized vehicles with others on the asphalt ribbons that bind us all together.

It doesn't matter whether you are a motorist that is mindlessly going from point A to point B, or another hot rod enthusiast, we all enjoy seeing a line of classic cars sharing the road. It is kind of like a rolling museum or moving art gallery. For a car club, taking time out of ordinary activities to do a car tour is a day well spent, but to pull it off successfully requires some planning. We're here to share some of our experience to help others plan and conduct their own car tours.



Classic cars on the road represent a rolling museum where the hands of time are turned back a few decades.

Car Cruise Or Club Tour?

Cruising started decades ago, when local rodders would meet at a set location, take their cars out for a cruise on a specific route, and then return to the original location. Most of the time, cruising took

place along the main drag of a city where the car owners could show off their rides. Many times, these cruise nights ended with a couple of those car owners – the ones with the baddest cars – meeting at a secluded, local stretch of blacktop for a drag race to claim bragging rights. These cruise nights were unorganized and randomly took place weekly. Although spontaneous, these "happenings" grew in popularity.

These types of cruise nights have been banned in many cities, especially along certain routes. If your club plans on holding a cruise night like this, it is wise to contact the local police department to see if cruising is allowed. No club wants the members of their organization to get tickets and fines for sharing their automotive passion. When planned correctly, nothing beats a parade of classics cruising through town.

Who doesn't love to see vintage cars pass by?

Tours on the other hand, are usually longer events that begin at one location, travel through a scenic and interesting route, usually with a few stops, before ending at a different location. These types of tours require a bit more planning. The success, or lack of, a great car tour rests almost entirely in the planning stage. With proper planning, the action phase of a tour flows much easier, which allows the participants to enjoy the event.

Plan Early

Give yourself enough time to organize all the details. Depending on how large you want the event to be, and how many stops and activities you want to add in the tour, you will need plenty of time for planning. We suggest a two month lead for any average size tour. That 60-day lead time will allow you the space to determine the specifics of the event. Determining the day, time, and starting location is a chore in itself. The more people that you involve in the event will add a whole new level of planning that is probably unseen by those that have never organized an event like this before.



There is a large difference between a tour and a local cruise down the main drag.

To get an idea of how much discussion and planning required to pull off a successful event, consider this: Getting four people to agree on which restaurant to dine at for one evening is an impossible task. Now imagine getting twenty classic car owners to agree on a road trip. Give yourself plenty of time for planning, communicating, making changes, and finalizing the tour.

Define the Tour

The best car tours include scenic routes and stops at interesting places. If you have thought far enough into the project and have decided that the tour will have a theme, pick stops and attractions that fit the theme. Almost all of our cruises and tours are heavily packed with an automotive theme. We start at an aftermarket automotive manufacturer for a shop tour, then head down the road, ending up at a car show. A tour can have more stops, or less, depending on the distance and the theme.

Plan your tour route on interesting roads with plenty of scenery.

Car enthusiasts love showing off their hot rods, and a stop that includes a mini car show – complete with judging and awards – is a fun way to keep everyone involved and interested. Choosing a spot that will highlight your mini-show by having an attractive background for photos will be a great addition and a welcomed stop along your route. Consider abandoned airports or factories for the grunge look, or a Botanical Gardens for that classy background.

A professional photographer can help capture all the action.

Determine if you need special permissions for any of the stops along your tour. Get any permits or tickets that you may need in advance. If you plan a lunch stop, it would be proper to let the dining facility know that your crew will be stopping in, and

how many people you expect to attend. That little bit of notice can really relieve a lot of stress for the people that are trying to serve your group, as well as the enthusiasts on your tour. Make sure you have printed maps and registration forms before the event. Be prepared for pre-registration and onsite registration.

Define The Participants

If you have a small car club where participation is limited, you may want to reach out to other local clubs that share the same interests. Reach out to car clubs that are near your tour route. Owners of classic cars love to travel, and let them know that they can join up with your tour at one of the stops. You probably won't have much trouble attracting additional participants. Solicit their participation and let them know that you are planning a special event. Remember, the more the merrier.

Most of the time, classic car tours are just for fun, but other times, the event doubles as a competition. If you plan to have competitive classes for your hot rod tour, you'll need to select appropriate prizes for the winners and participants. Purchase them early and advertise the awards when you promote the tour. A unique but nice trophy gives an impression of a quality organization. The trophy needs to express individuality as much as your club does. If your club is large enough and marketed well, you can offer the naming rights to the trophies as an additional source of revenue.



Make sure navigators have printed maps to follow the tour route.

If you plan on doing an annual tour, dash plaques for participants are a great addition and another way to promote future tours. T-shirts are an easy way to entice enthusiasts to register for your tour. Avoid white T-shirts as they are easily stained and tossed away. You want that logo to be seen well after the tour. Nice T-shirts can be produced as low as \$5 for each shirt.

Promote The Tour

Promoting your car show or auto event in the community is fundamental to its success. Again, starting early is the best practice. Larger road tours may want to begin promoting the event as early as six months prior. Printing flyers helps you reach your target market, but social media can generate far more interest in a single post. Create a Facebook page for your tour and keep your audience interested. Keep things fun and try to offer simple games and activities to keep people coming back to your page. While it is fun to add these additional activities, remember that the cars are the focus of your event.



Even if you are hosting an event as large as The Great Race, you must have fun and let others see that you are having the time of your life. Smiles are a way to gauge the success of your event.

Have Fun

When the big day comes, remember to have fun and help others to have fun. Enjoyment is contagious! As the host of the tour, you can either participate or provide coverage of the show, but it is difficult to do both. If you are driving in the tour, it may be worth the effort to find a photographer that can capture the highlights of the event.

One of the smartest things that you can do to help minimize your liability for accidents, and the threat of legal recourse, is to incorporate an indemnification waiver in your registration form. Ensure that all participants read the waiver and agree to participate at their own risk by signing the registration form.

Things that you may want to add in the indemnification clause in your registration form:

- The participant is aware of the risks inherent with motor vehicle events and is voluntarily participating at their own risk.
- The participant agrees to assume all risk of injury, property damage, theft, and loss that might occur when traveling to or participating in the event.
- The participant agrees to release you and any

sponsors from all liability.

- You reserve the right to revoke registration, and retain registration fees, if the participant begins engaging in reckless or dangerous behavior.
- The participant agrees to allow you to use their name, and any photos taken of them during the event, for marketing or publicity.
- The participant certifies that their car is insured to meet their state's legal liability requirements.
- The participant attests that they are of age to enter a contract and that they are the person named in the registration form.



Be prompt and on time. Keep to your schedule and make sure that any special activities are coordinated and have set rules, especially when it comes to events with judging.

Finally

Show up on time and keep your tour on schedule. Have a contingency plan in case of bad weather. Above all else, have fun. If you are having fun, there is a good chance that everyone else is having a good time as well.

Provided by Peter Hibbert



BRUCE MCLAREN DOCUMENTARY RELEASED IN CINEMAS



A new documentary about one of New Zealand's motor racing pioneers is set to race onto cinema screens, with a new clip for the film released.

Directed by Roger Donaldson, McLaren follows the story of Bruce McLaren, who built his international Formula One Empire from his humble Kiwi shed.



In 1958, aged just 20, McLaren left New Zealand for the bright lights of Europe. McLaren met his untimely death on the racetrack in 1970, aged just 32. He had been testing his newly invented M8D race car in England when, as one interviewee in the film says, "all of sudden there's just...a silence".

In that relatively short time, McLaren managed to become a superstar in the 1960s world of Formula One motor racing. And despite his death, the McLaren name and legacy still lives on.

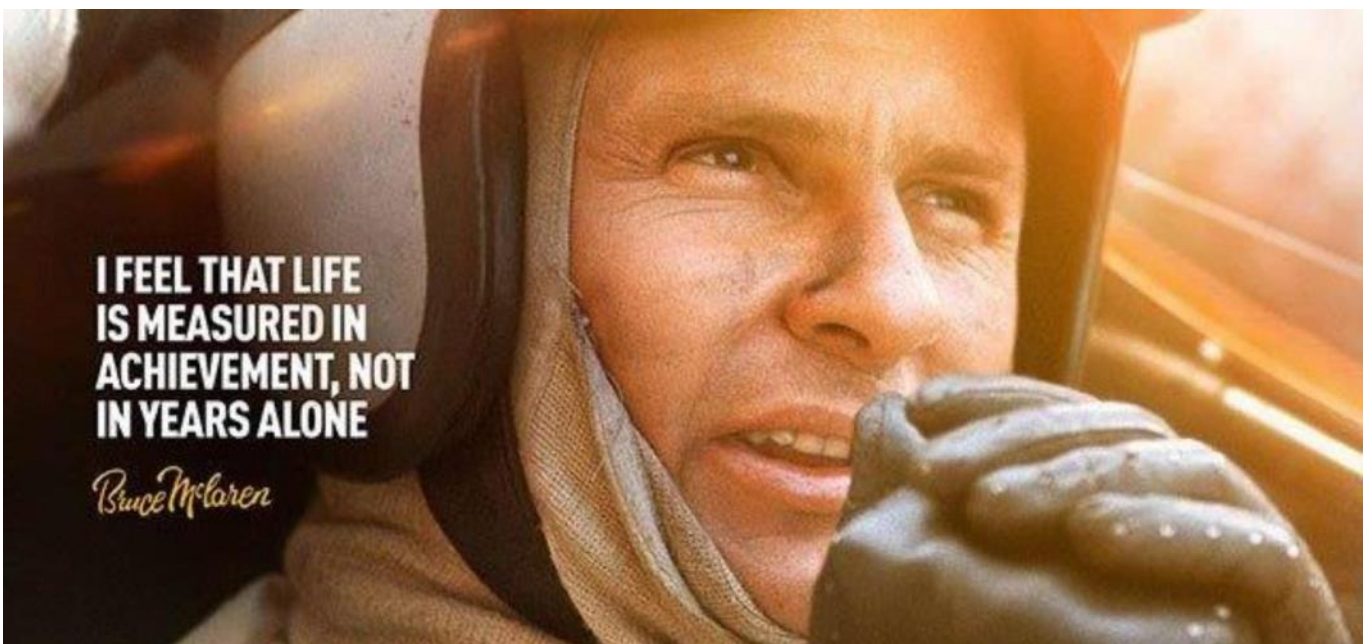
The film isn't Donaldson's first foray into motor racing films, nor is it his first tackling Kiwi motorsport legends. He also directed *The World's Fastest Indian* (2005), the story of Burt Munro played by Anthony Hopkins. Donaldson also has a connection to the McLaren name, having seen Bruce race at Sandown Park in Melbourne in the 1960s.

McLaren's dad also lent the company's only road-made car for use in Donaldson's 1982 classic *Smash Palace*. "For me the story of Bruce McLaren has the same appeal as if I was making a film about James Dean or Buddy Holly - one of those icons who were cut down at the prime of their life and yet their work still lives on," Donaldson says.

He says while many will be familiar with the McLaren brand, most won't know about the man behind it or why there's a kiwi on the brand's badge.

McLaren is set for release on June 1.

Newshub. 26/04/2017
<http://www.newshub.co.nz>





On Sunday 21st of May, a number of CHACA members attended the Gisborne Steam Rally.

This event included a vintage tractor pull, steam engines, stationary engines, as well as various stalls, camel rides and dingoes. A large range of vehicles was on display, from vintage to modern.

Dennis and Esther Healy



JAMES' MG AT THE LAST GENERAL MEETING



James Allan's MG on display during our last May club meeting. James has used Evans Waterless Coolant, and did a short presentation on the process and the great results he's had with the car!



A 1927 Chrysler Police Car



A 1941 Californian Ford



A classic Healesville Ambulance, the extra 2 V8 badges a nice addition!

Photos sourced by Peter Hibbert

A Mercury on our recent Clunes run



CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA MINUTES OF GENERAL MEETING

Held 25th May 2017 at Norcal Rd Nunawading

Meeting opened at 20:05

James Alan advised that the proposed presentation by the Evans Coolant man has been postponed due to his unavailability. James will give a brief outline on the product and his car is here for examination by those interested.

Barry Smith advised that he had a special tool which he will pass around and later in the night members can guess what it is.

Apologises

Fred Eakins, Paul Goethel, John Horswell, Norm & Micky Bradford, Peter Cassar, Terry Herbstreit, Ray & Margaret Griffin, Ray Nichol, Kevin Churchill.

NEW MEMBERS & VISITORS

No new members or visitors

CONFIRMATION OF MINUTES April 2017

Moved: Eddie Reynolds Seconded: Ken Leeden

Business Arising from April meeting: Nil Correspondence

In:

ABC. Invite for cars for filming.

Invite from Lions Club of Lara to Car & Motorbike show

Letter from Australian Business Register re update details

Out:

Email to Edmondson & Turner re ABR letter

Business arising from Correspondence: Nil

Monthly Reports

President/Secretary: Brian Garrett

The Presentation day has been allocated to the Sunday 26th November for lunch. Will be fully catered. James advised that BYO is permissible. Times and cost are to be firmed up.

A review of the club fees has been undertaken by the committee. It was proposed that the current annual membership fee of \$50 be retained for those that receive the journal in electronic form and for those wishing to receive the journal in hard copy the annual fee will rise to \$60.

This proposal produced a lively discussion with the end result that the majority of club members accepting the \$10 increase.

Re display of vehicles. VDC are not firm on having display vehicles in Foyer. Use our discretion

and protect the carpet. The committee are examining suitable covers that can be put on floor so cars can be displayed in the main room. The intent is to protect the carpet.

Treasurers Report: Fred Eakins

Fred was not present so the President presented the treasurer report of the 16th May.

Moved: Brian Garrett Seconded: Denis Healey

Vice President: James Allan

James indicated that he has not been active on club matters recently due to Colleens illness. Colleen is thankfully well on her way to recovery and James hopes to get back to club activities soon.

Membership Secretary: Barry Smith

Some membership application forms have been sent out. One new member, Godfrey Clay, who is in fact an old member rejoining.

Technical Officer: Barry Smith

Barry Smith will be away during July August.

Steps have been taken to ensure renewals are acted on. Send renewals to the normal address (Barry Smith) where arrangements have been made to complete and return. At the July General Meeting Eddie Reynolds can sign CPS renewals. For new applications it will be necessary to wait until Barry Smith returns in August.

Property: Eddie Reynolds

One new name badge left. New badges will be ordered. Also chocolates are available \$3 per bag.

Journal: Rene Gielen/Eddie Reynolds

Wants more member submissions. Engine builds, restorations, etc.

Web Site: Rolf Zelder.

Web site has had software upgrade. Around 230 people a month browsing.

Events page the most popular. Market place also strong.

Rolf wants more pictures of club cars.

Face book page to be established. Rolf will write article for Journal describing how it works.

Club Rooms & Activities: James Allen

No report

Library: Kevin Oates

Books still there. James pointed out that borrowings have improved since library placed upstairs and open to members.

Quarterly Reports.

AOMC: Bob Clark./Dennis Healy. Delegates meeting next week

Federation: Brian Garrett. No report

Past Events & Activities

21st May National Motoring Heritage day. Bellarine Estate. President reported on the day with only a small CHACA attendance.

Coming Events

4th June Run to Dromana Pub combined with Olds club.

17th September Darnum music village

1st October Caribbean Gardens Judging day. All years to 25 years old.

GENERAL BUSINESS

Rene mentioned Motor Classica. 14 & 15th October. Wants members to offer to come to event.

Need six cars. Please Contact Rene.

Bob Clark asked why new CPS cut-off date is 1st December. Why not a particular year rather than part of a year.

Eddie solved mystery tool identity as spring balance for adjusting relay spring loads.

Guest Speaker.

James Allan gave overview of waterless coolant system and how he installed it into his MG.

Close meeting 21:30

SELL: 1936 Ford Roadster (Brownlee body) unfinished project. Lots of parts, almost complete car. No hood irons. Offers around \$20,000 please. Ken Robinson.



ActonPrint
GROUP

9729 4500

Joe Cremona

70 Woodlands Drive
Braeside VIC 3195

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

Club Merchandise

The following items are for sale to members.

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



Model Car (Lledo) \$15.00



25 Year Anniversary
Badge \$5.00



Name Badges
\$10.00



Club Decals
\$2.00 each



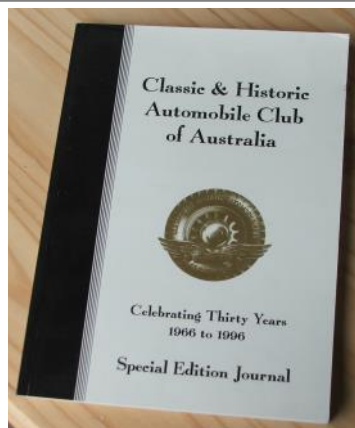
Early Annual Tour



25 Year Lapel
Badge \$2.00 each



Commemorative 50 Year Pen
\$5.00 (in case)



30 Year Anniversary Book



Bumper Bar Badge
\$40.00



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



1939: Collins St, Melbourne.

Price of stamp: 2 pence

Biggest names in sport: Don Bradman and Phar Lap

Latest tech device (the iPad of its day): A direct radio telephone link between Canberra and Washington

LIFE IN 1930s AT A GLANCE

People unemployed: 300,000 across Australia

Population of Melbourne: Reached 1 million in the early '30s.



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.



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MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show
13-15 October 2017

JOIN CHACA AT MOTORCLASSICA 2017!

Hello again! After a rain and wind swept 2016 event, we're back on the roster again for this year's Motorclassica! Fingers crossed for some better weather!

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:

- 100 Years of Holden
- 110 Years of Lancia
- Celebrating Moto Guzzi
- 70 years of Ferrari
- Classic Speedway
- And much more

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/club-sandwich-4/>

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

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

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



CHACA VICTORIA

Unisex Reversible Vests now available

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

Price. \$40.00 ea

CHACA caps.

Price \$15.00



Contact John Baker
0419 588 370

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

TBC-Jul	Never Been Kissed Display Day: Sunday , Gippsland vehicle collection, 1a Sale Rd Maffra http://www.gippslandvehiclecollection.org.au/
27-Aug	Picnic at Marong;; Neil Athorn 0408 033 839 http://veterancarclub.org.au/?tribe_events=federation-picnic-at-morong
TBC-Oct	Euroa Show & Shine, Kirkland Av. Euroa Veteran Car Club of Australia (Victoria)
TBC-Nov	Off Roaders Display Day: Gippsland vehicle collection, 1a Sale Rd Maffra http://www.gippslandvehiclecollection.org.au/
TBC-Nov	Swanpool Swap Meet
2-Dec	Whittlesea Swap Meet

KEN'S JOKE

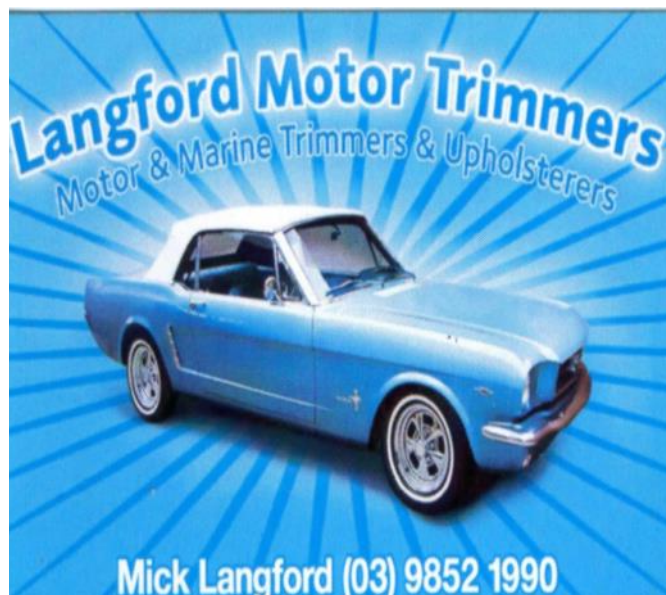
A teacher is trying to teach good manners to her third grade students.

She turned to her class and said 'Michael, if you were on a date having dinner with a nice young lady, how would you tell her that you have to go to the toilet?' Michael said, "*Just a minute, I have to go pee.*"

The teacher responded by saying, "Well, that would be rude and impolite. What about you, Sherman, how would you say it?" Sherman said, "*I am sorry but I really need to go to the toilet, I'll be right back.*"

"That's better, but it's still not very nice to say the word toilet at the dinner table. And you, little Johnny, can you behave for once and show us your good manners?" Johnny said, "*I would say: Darling, may I be excused for a moment? I have to shake hands with a very dear friend of mine, who I hope to introduce you to after dinner.*"

That's when the teacher fainted.....



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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.

PARTS FOR SALE - 1928 AB CHEVROLET

All parts are in various state of dismantlement and I would like to sell as one lot.

1. 4 - Four cylinder engines
2. 4 - Starter Motors
3. 6 - Gear boxes & gears etc
4. 10 - Rear axles
5. 5 - Differentials housing and
6. 10 - Carter carburettors
7. 2 - Front axles
8. 4 - Brake drums front and back and mechanisms
9. 4 - Pressure and Clutch plates
10. Oil pumps
11. Universals
12. 2 sets - Front and rear springs and U bolts
13. Numerous Containers of nuts and bolts
14. Door skins
15. Bonnet and side panels
16. 4 - Head light shells and reflectors
17. 10 - Split rims
18. 4 - Disc wheels
19. 2 - Radiator cores and associated parts
20. 3 - Spare tyre holders
21. Muffler and exhaust pipe
22. Running boards
23. Steering columns

Offers for "all parts as one lot" Considered.

Thanks. Contact Rex Hall on 0408 303 129 or email rha41579@bigpond.net.au (1016)

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: Skinned Knuckles. D.I.Y. magazine for the hobby auto restorer. 95 issues from Vol 1, number 1. 1975 > Printed in the U.S. this magazine holds a wealth of knowledge for not only the hobbyist, but anyone interested in matters of Vintage, Veteran & Classic automobiles.

Covering such subjects as Electrics, Body Work, Suspension and many more, there are also articles on lost arts such as Lead Wiping, Home chroming etc. Each issue features a history of a well known marque. \$185-00 The lot. Will not separate Contact Reg Dunn 0439 688 229 or luvtofish2@gmail.com (0317)

SELL: We are managing our father's estate which includes an Opel Admiral 1938 Convertible, which is currently in Boronia Victoria, Australia. It is in poor condition, but for an Opel enthusiast it may be a labour of love to restore. Or for anyone who is restoring an Opel like ours there are many parts that may be useful. Photos can be provided to give you an idea of its condition. If any of your members are interested in taking a closer look we can arrange a time. If you are interested in discussing this further, please respond by email. Heather hkmac@bigpond.net.au (0317)

SELL: 1995 Holden Commodore VS Executive, V6 Auto. 305000kms Very well looked after, oil changed every 5000kms. Strong engine with excellent compression. \$4750. Mike 03 57297554 (0317)

WANTED: 2 20"x7 or 7.5 truck tires. They just need to be black and round so I can roll a truck around on them. If you have tubes and rust bands that is a bonus. I can collect. Will pay on pick up. Scott Garnett Mob: 0434330165

WANTED: Ford Zephyr Mark I or II Convertible. John Horswell (03) 9739 5148. (0417)

SELL: HUMBER SUPER

SNIPER SERIES 4. Has been garaged (undercover) for 30+ years. Original green paint, overall body condition is good with no discernible rust. Rear brakes and wheels were removed recently for repair and need to be put back on, and needs a new battery. Located in Melbourne. Offers around \$2,900 (negotiable).

Contact: brian.turnley@turnleys.com.au (0617)



SELL: I have available some parts for a 1939 Plymouth Sedan. These are free to good home. Front guards. some damage but repairable. Grille, some damage but repairable, Radiator, straight but condition unknown. Bootlid, straight. Phil Randall. 0408 370 764 randall.philipo@gmail.com (0617)

VALE FRED LOMBARDO

Many members will be saddened at the loss of Fred Lombardo who passed away on Wednesday afternoon, 31st. May 2017.

No longer will we see Fred and his memorable 1960 Dodge Phoenix. Fred and the Dodge were inseparable.

Margaret Griffin commented on the day in 1986 that she saw Fred, Jenny, Jenny's mum, Vicky, her boyfriend, Susie and Steven in the Dodge towing their 1936 Daimler home passing them on the highway all lit up like a cruise ship.

Jenny passed away quite some time ago from cancer and then Fred met Pat. They married and he adopted Pat's family as if they were his own. He was always happy and good company, even in his last weeks he was still the same old Fred.

Unfortunately, advancing years made it necessary to give up driving his faithful Dodge and he sold it not that long ago.

Fred did own other cars but we rarely saw them, the Dodge was his choice.

Fred was still an active participant on our monthly Journal nights when a group of us would put the Journal in envelopes for posting the next day. We are going to miss him!

Fred and Jenny joined the Club in 1981/2 so there are a lot of memories and one couldn't begin to estimate how many Club runs, Annual Tours, Dinner Dances, Fancy Dress events etc. he has been on.



Fred impressed me as a true family man who after marrying Pat embraced her family as his own. Fred loved gardening producing bountiful quantities of vegetables which he graciously shared.

He was a conscientious worker always. (Margaret Griffin) Fred worked for Woodlands Nursery for nearly 40 years and every year he would organize flowers (potted) for Ladies Night and Presentation Day.

Our condolences go out to Pat and their families.

Eddie Reynolds and Margaret Griffin.



Presentation Day 2011

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- Modern and classic vehicle specialist
- Manufacturers handbook service

Category	Joining Fee	Annual Subscription	Total
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 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.***

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- **FASTER, CRISPER STARTS!**
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In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

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Vibration is a primary killer of conventional batteries. OPTIMA's tightly wound SPIRALCELL resists jarring and vibration, and eliminates plate shedding.

- **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.

- **FASTER RECHARGE!**

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

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Because the OPTIMA is non-hazardous, it can be shipped by air.



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

- **FAST ENERGY RESPONSE!**

The OPTIMA delivers peak power faster. There is less capacity reduction with high current loads.

- **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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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: 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: 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



James's stunning MG on display at our May meeting

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