



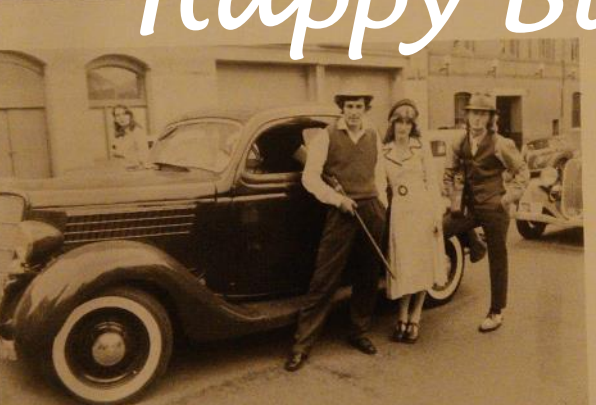
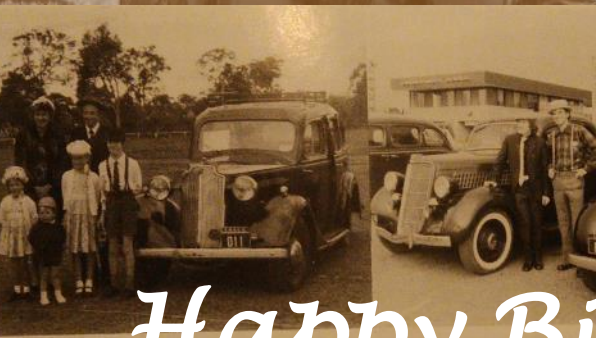
CHACA Journal

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



ACN 004 677 570

May 2016 Volume 50 Number 11



Happy Birthday CHACA !

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

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

Brian Garrett is the club's Welfare officer.

Meetings

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

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

Club Newsletter

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

Journal Closing Dates

Nominally 2nd. Wednesday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

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

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

Webmaster

webmaster@chaca.com.au

Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

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

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



Notice To All Reciprocating Clubs

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

CHACA CPS Eligibility Criteria

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

See Page 18.

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

NEXT MEETING

26 May 2016

The Healeys will be bringing in their Auburn for our general meeting in May. You will have seen the car at many club runs, and in the journal. Recently, they also made the car available for the Kids' Day Out, to raise funds for the Children's Hospital. Please join us for the usual meeting, car talk, nibbles and a hot cuppa!

Hope to see you all at the next meeting!

Brian Garrett, President

HAPPY BIRTHDAY CHACA !

Note from the Editor.

You will have noticed the slightly different design on both front and back page of this months journal. Well, we intend to repeat this, slightly different, for the June journal as well! All this, for the occasion of the club's 50th anniversary!

We've received over 100 RSVP's so far for the birthday luncheon, at the Veneto Club. Many current and past members will join, as will family members, friends, and a few special invites. We're all looking forward to a great afternoon, filled with great food, better company, and top stories about the club and its many classic motor vehicles.

For these 2 special issues, I'd like to pay special thanks and tribute to Margaret Griffin and her team who put together CHACA's Thirtieth Anniversary Special Edition Journal. A great collection of reports, stories, photos and many more details about the club and it's growth through the first thirty years. We're planning to republish a few stories in this and the next journal, as we see it as great reading (and reminiscing) material for our members.

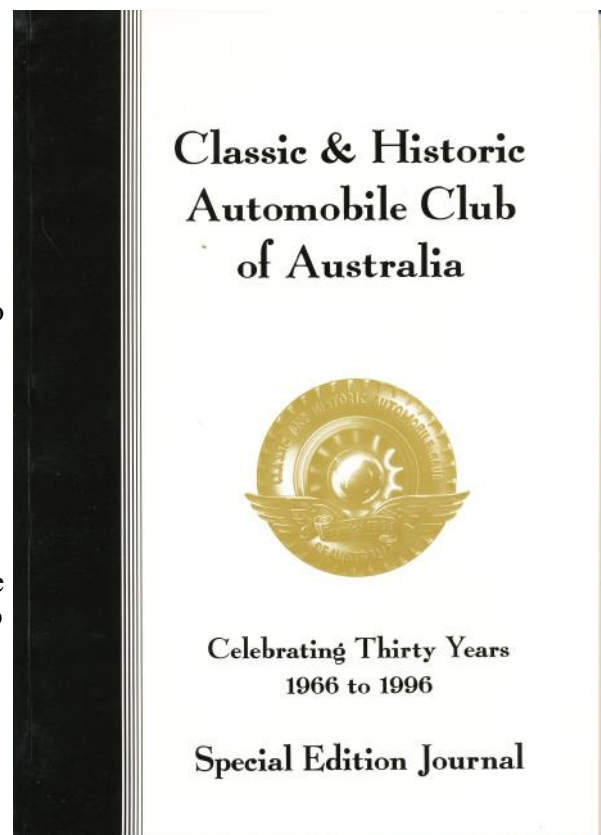
The front cover is dedicated to you, our members. The back cover is dedicated to the many journals which club editors have put together for everyone over many years.

We hope you'll enjoy reading through these great stories, as much as I did in researching and designing this journal.

John Baker has also provided a detailed itinerary for the upcoming anniversary run to Swan Hill!

Happy reading, and happy birthday to you all!

René Gielen, Editor



CHACA Coming Events

May 29th. CHACA 50th Birthday Lunch & Run. Veneto Club, Bulleen Rd. Bulleen

June 18-20, CHACA 50th birthday run to Swan Hill.

July 17th, Run to Ballarat & Clunes.

August 21st, Yering Meadows Golf Club

September 11th. TriClub Picnic day. (Venue to be advised)

October 16th. Albert park to the Williamstown train museum

CHACA - THE BEGINNING

The Classic and Historic Automobile Club of Australia owes its inception to a group of people who were interested in the cars of the 1930's and 40's without requiring them to be expensive, of high performance or built in a particular country. This broad outlook has stood the test of time and continues to this day, enabling the member owning a small inexpensive car to enjoy membership as much as the owner of the most exotic vehicle built.

In 1965 the Vintage Driver's Club of Victoria appointed Mr Jim Kerr to investigate the formation of a club to cover the era following the vintage dating limitation of December 30th, 1930. Jim was able to contact enough interested people to arrange a series of meetings at his home where the decision was taken to advertise, in The Age newspaper, an exploratory meeting to be held in the Deepdene Park Hall. Of those involved in the prior meetings Jim Kerr, Dennis Walsh, Max Austin and Gordon Wightman agreed to act as a steering committee to form the club.

The public meeting in the Deepdene Park Hall on May 6th, 1966, was attended by some 40 interested persons and confirmed support for the concept of a club catering for vehicles of the 1930's and up to 1942 when it was generally conceded that the era under consideration had closed due to the Second World War. A number of people even expressed interest in cars of the late 40's and the 1950's. Excellent discussion took place regarding the proposed aims of the club and, of course, a name for the club.

Some 20 persons agreed to become members as soon as the fees were established and paper work in place. A clear mandate was given to the Steering committee to draft a constitution, by-laws, find a suitable name for the club and attend to the hundreds of little things that go to make a smooth running organisation. The meeting closed on a pleasant and enthusiastic note with the hat being passed around to raise some funds for the committee to meet expenses. This collection grossed the sum of \$15.53 which strangely enough was never used as membership fees soon rolled in at a satisfactory rate.

Following this successful first public meeting, further meetings were held to formulate club policy and operations. The steering committee positions were decided with Dennis Walsh taking up the position of Librarian/Historian; Jim Kerr, that of President; Max Austin as Secretary; and Gordon Wightman, acting as Treasurer/Editor.

At the next meeting on June 6th, there were 15 paid up members who agreed that the organising committee, with the addition of Arthur Blair as Technical Officer, carry on until 3rd November, 1966, the date set for the first Annual Meeting and election of

officers. Consideration was given to a list of suggested names for the club, one prerequisite was that the name must contain the words "Of Australia". After a deal of debate the "Classic and Historic Automobile Club of Australia" was selected as being the most appropriate and now the club had a name to build on.

(reprint from "Celebrating Thirty Years, 1966-1996, Special Edition Journal")

by Gordon Wightman



THE CLUB BADGE



The first badge

The badge pattern is made of aluminium and the badges are made of gunmetal. The badges are cast in sand. The production method and materials used make the badge quite unique among other car club badges.

There has been only one change during the thirty years and that was to change "1931 – 1942" to "Founded 1966".

During 1966 many designs for the club badge were considered by committee. Finally a design drawn by Marie Alger was chosen. The particular design of the wheel was chosen, because most cars of the era used this type of wheel at some Stage.

The first casting was presented at the April meeting and aroused much comment among members. Among the many comments heard were, "Hell it's heavy, wonder what it's scrap value is?", or "I don't think my car will drag that around", or maybe, "Wonder where I'll put it, the badge bar's full now". This prototype badge was presented to Marie in recognition of her design efforts.



The current badge

PRESIDENTS REPORT

It is strange how minds think alike. I was conjugating on what to write this month and had settled on something about the nature of us classic car junkies when I noted the president's report in the AOMC Newsletter. It touched on the same issues I see. That is what drove people to get involved in old cars and what do we do to encourage newcomers to this pastime.

In my early driving years I had friends that had early Fords, Chevs and Daimlers which they kept as original as possible. I just wanted a car that could go faster and if it required modification to achieve that then so be it, ultimately ending with a Hot Rod. In everything else we had similar tastes and aspirations. We drifted apart over time with at least one of my friends staying with classic cars and I moving into motor racing.

When you look at the dedication of many of our current CHACA members to the classic car scene, in particular keeping them as original as possible over many years, it begs respect. Ray Nichol, John Christie, Ray Griffin, Barry Smith are just a few. Over that period of time with some of the cars that they possess I could not have kept my hands off them. It requires real dedication and resolve. Which brings me to today. Does this type of dedication still exist out there with the younger enthusiasts or is it a lost art?

If we are to grow our club and temper the revheads, like I was, into preserving cars as "they were" we need to find a way to attract them to our movement. It is far easier today to modify vehicles than it was in my youth, as not only do they have more disposable income but there is a whole industry out there catering for the modifier. When I look at the for sale ads for Ford Escorts or Datsun 1600 I despair, as it is almost impossible to find one that is not extensively modified. But it does open up an opportunity as most of these modified cars are cheap. Bringing one back from this state could be an interesting challenge for a younger member which I think they would enjoy.

Younger enthusiasts do not seem overly interested in owning cars of the 30 & 40's although plenty of them will fawn over your older classic at shows, but when it comes time to spend some money on acquiring a classic they seem to go in a different direction.

We do have some younger members in our club. Just look at the nice collection of Toyotas, Escorts, Mazda, Holdens etc. To attract more to our club we need younger members to volunteer on Committee or to run events of more interest to their generation. Rene's effort in getting Motor Classica up and running for the club this year is one.

The committee is always open to new ideas and ways to grow the club and we encourage younger members to raise their hands and be heard. After all, the future of the club is in your hands.

Brian Garrett

A TRIP BACK IN TIME TO SWAN HILL

FIRST DAY.18TH JUNE

Meeting place and lunch time. 11am for 12 noon departure.

Don't forget your
name tags.



Have you filled in
your Log book.

Cafe Caltex Ravenswood North Bound
4633-4673 Calder Freeway Ravenswood

Please have your admission fees for all venues ready for collection at Ravenswood.

Next stop 1314 Boort-Quambatook Rd, Barraport VIC
132 km. About 1 hour 27 mins

1.	Head north on Calder Hwy/Midland Hwy/A300/A79 toward Bickfords Rd	1.0 km
2.	Slight left onto A790 (signs for Marong/Mildura)	20.1 km
3.	Slight left toward Calder Hwy/A79	46 m
4.	Slight left onto Calder Hwy/A79	23.3 km
5.	Turn right onto Bridgewater-Serpentine Rd/C274	21.2 km
6.	Turn left onto Loddon Valley Hwy/B260	32.9 km
7.	Turn left onto Boort-Pyramid Rd/C267	20.6 km
8.	Turn right onto Boort-Wycheproof Rd/Victoria St/C267	0.6 km
9.	Continue straight onto Boort-Quambatook Rd	12.4 km

Destination Spannerman 1314 Boort-Quambatook Rd, Barraport VIC

On the R/H/S Just past Barraport Rd. Look for the 2 Stand alone chimneys. Refer Google photo below.



Parking arrangements.

Turn right into driveway continue along to entrance to main house grounds.

Do not enter. Parking to the right and left prior to gate way entrance only.

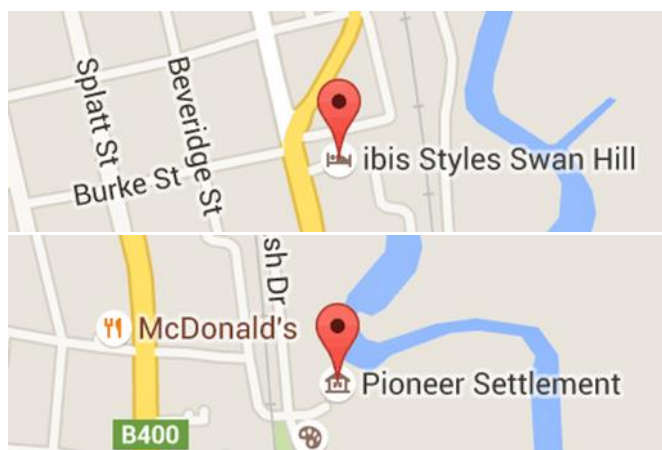
A TRIP BACK IN TIME TO SWAN HILL

FIRST DAY.18TH JUNE

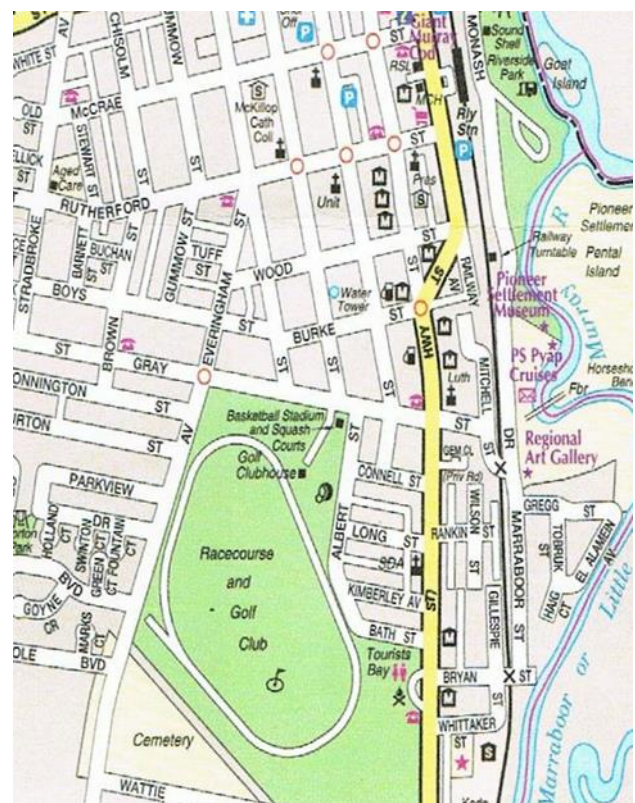
SPANNERMAN 1314 Boort-Quambatook Rd, Barraport VIC
106 km. About 1 hour 17 mins

1. Head northwest on Boort-Quambatook Rd toward Barraport E Rd 11.4 km
2. Merge onto Quambatook-Boort Rd 17.5 km
3. Continue onto Meering Rd 0.2 km
4. Turn right onto Guthrie St 0.4 km
5. Continue onto Olive St 0.3 km
6. Slight left onto Mildred St 0.1 km
7. Continue onto Dumosa-Quambatook Rd 2.9 km
8. Turn left to stay on Dumosa-Quambatook Rd 13.5 km
9. Continue straight to stay on Dumosa-Quambatook Rd 0.2 km
10. Slight right onto Donald-Swan Hill Rd/C261 55.1 km
11. Turn left onto Murray Valley Hwy/B400 4.2 km
12. Turn left onto Gray St 0.1 km
13. Turn right onto Beveridge St 0.2 km
14. Turn right at the 1st cross street onto Burke St 0.1 km
15. Turn right onto Campbell St/Murray Valley Hwy/B400 52 m
Destination will be on the right.

IBIS STYLES SWAN HILL RESORT 405-415 Campbell St, Swan Hill, Australia



Heartbeat of the Murray



1966 - 1972 - "THE EARLY YEARS"

From July 1966, the Club has continued to hold its meetings on the first Friday of the month at the Deepdene Park Hall. Only repairs to the hall and one meeting held at the VDC Clubrooms have been reasons that the meeting venue was changed. Deepdene Park Hall and its safe off-street parking, size and facilities have proved ideal for our meetings.

From the very first meetings it was obvious that CHACA would mean far more than just another car club. The friendly, helpful manner of the members has not altered in thirty years.

During this period the club expanded rapidly, establishing firstly a Region in Ballarat and then a Branch in Sydney.

- The Melbourne Branch established a Calendar of events and events held annually include:
- Meeting - First Friday of the month, except in January and if the first Friday is Good Friday
- Committee Meeting - the week following the general meeting
- A monthly run
- An Annual Tour over the Queen's Birthday in June
- An Annual Concours
- A Display and Presentation Day

Since this time the Branch has included two annual swap meetings and in the past three years has included an "overnight" run.

This timetable of events has proved its worth and numbers attending these activities continue to grow.

During 1967, the Club badge was designed and produced, the first 'picture page' was published in the Journal.

The Club purchased a 1936 Chevrolet Panel Van to be restored and then used as a Club Vehicle.

By 1972, Membership had grown to 267. An ambitious plan for a two-way meeting for Victorian and New South Wales members to take part in a rally at Wagga Wagga over the Easter holiday 1971, was successfully realised, so successful in fact that a second meeting took place over Easter 1973.

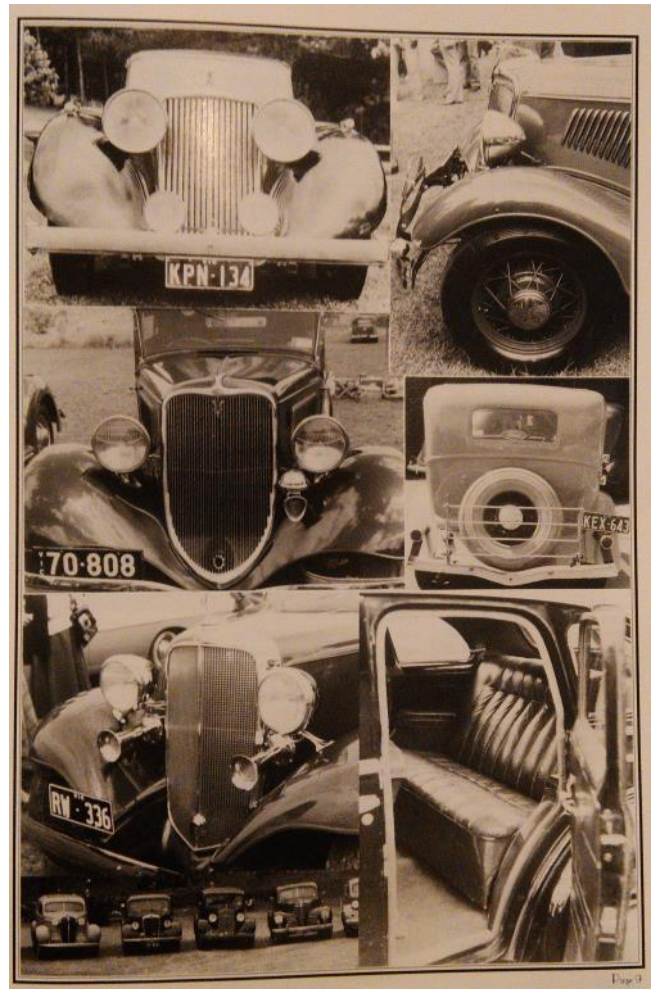
The club was now seven years old and taking shape as a National Club.

1973-1978 - "FIRST NATIONAL TOUR"

The Club continued its National push, establishing branches in Canberra and Wodonga, both in 1975. Brisbane Branch initiated the introduction of the "Joint membership" fee for husband/wife members, which was a very popular decision.

Members in all States continued to push their various Government Departments to grant "Limited Registration" for Club vehicles. This was gained in 1978 for New South Wales and Queensland and 1979 for Victoria.

1978 stands out as a very important year for C.H.A.C.A. The first National Tour in May of that year was a resounding success. This was the most ambitious project to date for both the Sydney and Melbourne members. A joint effort between the two branches was an outstanding success and set the standard by which all future national tour organizers could look. The small country town of Lockhart in central New South Wales celebrated its centenary, with a "Back to the Thirties" theme. The whole town was involved with the celebrations. Shop windows were all decorated with the "latest" goods of the 1930's, even the "specials" at the supermarket were advertised in "pounds, shillings and pence". Members who participated in this event still reminisce fondly about the 1978 tour.



1979-1986 - "STEADY GROWTH"

During this period two more Branches were established, Wagga Wagga and Caboolture.

The tradition of a National Tour continued. Tours were held in Nambour, Queensland, 1982, Canberra, 1984, Ballarat 1986. All these tours were wonderful successes and everytime members attend for the first time, they are heard to ask, "when is the next one?"

To keep pace with the changing attitudes of the car movement, the Club altered it's "Memorandum of Association", thereby making all vehicles built after 1st January, 1931 up to 25 years of age automatically eligible as a club vehicle.

In 1985 Wodonga branch celebrates it's tenth birthday by hosting the Melbourne Annual Tour.

By the end of 1986, the Club had celebrated it's twentieth birthday and consolidated it's place amongst the leading vehicle clubs of Australia.

1987-1996 - "COMING OF AGE"

Five additional Branches were established during this period:

- 1987: Bega
- 1989: Riviera Lakes and Eurobodalla
- 1991: Milton/Ulladulla and Morgan Country

One of our long established regions, Wodonga, closed, but many of the former Wodonga members stayed with CHACA and several now are members of Morgan Country.

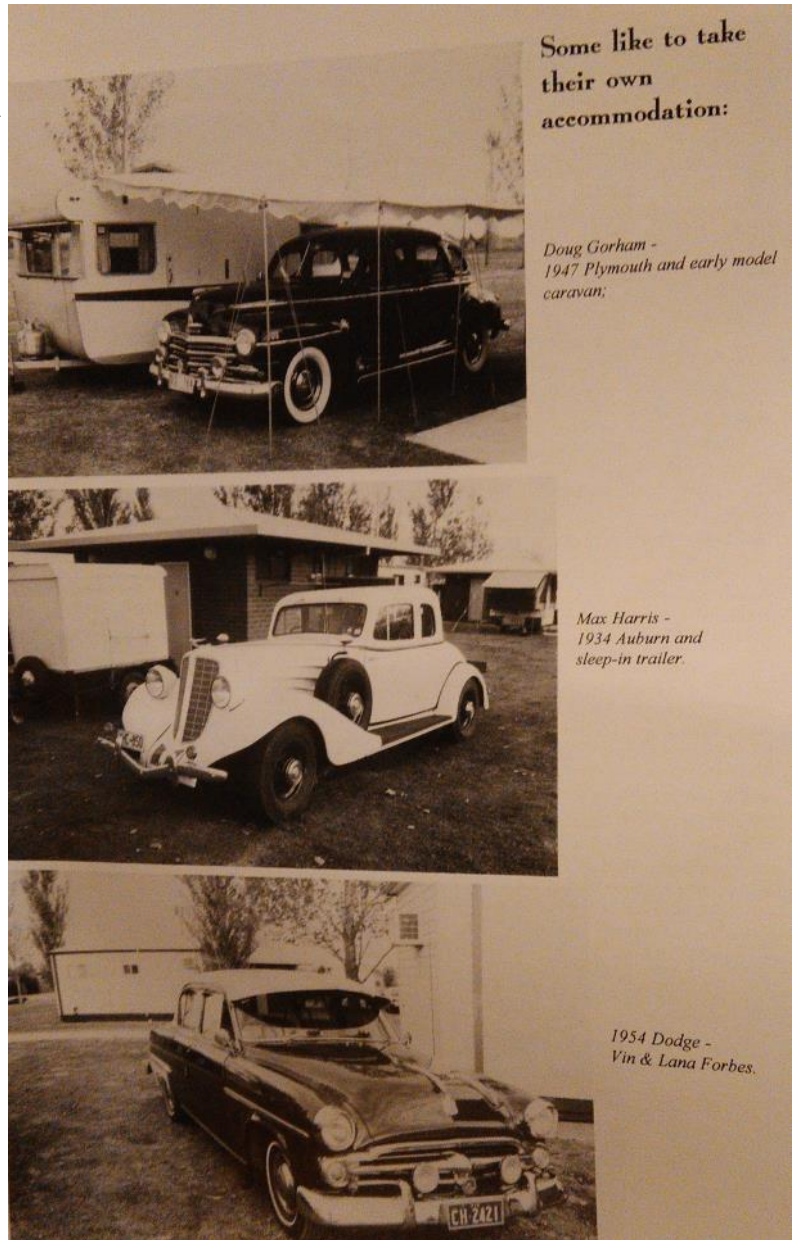
The Club, now with eleven Branches, is expanding at a steady rate. The communications and friendship between the branches is excellent, with many combining for various annual events.

The Journal, each month, shows just how well the club is progressing. The Branches all give reports which show good attendances at their monthly events and meetings.

The variety of vehicles within the club is probably the most diverse and best in Australia.

It is interesting to note that the different areas that form the branches have an influence upon the type of vehicles in the particular regions. Some branches feature a large proportion of sporting cars and motor bikes, while others have a large proportion of commercial vehicles or large later model convertibles. This all makes for a good deal of interest whenever the members meet.

This year, 1997, the members again will have an opportunity to see just how much the club has grown and diversified over the last few years, when the Wagga Wagga Branch hosts the ninth National Tour in their home town. The enthusiasm already shown by members in the various branches promises that the event will be the biggest and best to date. Wagga Wagga is a very central location for all members and we can expect to see members from all states.





CHACA'S FIFTIETH BIRTHDAY LUNCH

Fifty years young, and still running as smooth as a V8 (or inline six if you prefer). So, time to celebrate!



Apart from the fiftieth anniversary tour which John Baker is organising, we'll also organise a celebratory luncheon. All members, past and present, are invited. And please, do bring your kids and family along as well!

Date: 29 May 2016, Noon onwards

Venue: Veneto Club – Melbourne

Address: 191 Bulleen Road, Bulleen

Set 2 course lunch (with a choice of dishes), coffee and tea included

Subsidised price of \$30 per person

Beverages are extra, we're enquiring about a children's menu and price (plus activities for them)

So, expect a fun afternoon, with your favourite cars, a lot of stories reminiscing of the good ol days and cars, and delicious food to go with it all!

Cars will be parked in a secure area, and we will have great views over them from the function room!

Please keep in mind that in order for us to book the right size venue, we do need to get your bookings in as soon as possible. Also, we'll need to have your booking confirmed by you transferring the cost of lunch into the club account.

Please contact Kevin Churchill for your booking, indicating how many people will join you:

E-mail: 28fordor@gmail.com

Mobile: 0412802177

RSVP by: 15 April 2016



CRAWLIN' THE HUME, APRIL 16 - APRIL 17 2016

Members from many different Clubs including CHACA members, Dennis and Esther Healy, John Egglestone and Frank Mercuri participated in the 3rd Crawl'n' The Hume. The event started at the Ford Factory Campbellfield on Saturday 16th of April and the trucks travelled to Albury Racecourse using the Old Hume Highway as much as possible. The route went through many small towns where the residents lined the streets to catch a glimpse of the trucks and listen to the air horns!

The trucks needed to be over 25 years old and ranged from Model T Fords to Kenworths and Pe-



terbilts. There were 240 trucks in total, many towing trailers with tractors or other trucks on board. The event included lunch on Saturday at Winton Raceway where the bikes were racing, dinner on the Saturday night and breakfast on the Sunday morning. It was a fantastic weekend. We need to upgrade to a speedier truck for next time which will be in two years

time.

Dennis and Esther Healy

Esther and Dennis Healy	1945 Ford ¾ ton tray
Frank Mercuri	Fiat 5 ton tray
John Egglestone	1938 Oldsmobile 1 ton tray

BARRY GILBERT'S HOLDEN FJ SEDAN

Origins

The vehicle was originally supplied in Adelaide, South Australia by State Motors.

Although no detailed history is known it may have been a government vehicle as it had steel seat kick plates, reinforced rear seat and a boot lid handle that did not require a key,

The Firewall had yellow stencilled text on it providing details of the supplier etc on it. This has not been seen on other FJ's of the period.

History.

The car was purchased in 1969 as Barry's first car. It was Maroon with white wall tyres, mud flaps and extras. Barry lowered, panned, removed chrome and repainted it white.

After 15+ years of use it was put into storage due to damage.

In 2001 Barry purchased a large amount of spares from a GMH employee and a planned restoration was got under way in 2004.

Restoration

The FJ was completely disassembled with all items of body, mechanical and electrical items removed.

Where practical parts were replaced, reconditioned to new or repaired to factory specifications.

After trial fitting of all body panels the panels were removed and painted individually in a 2 pack Jaguar Black with a clear top coat that had 30% colour Black mixed in.

Once a satisfactory finish was obtained all panels were refitted to the body.

All bright work was rechromed, engine rebuilt and head modified for unleaded fuel. All brake lines

and associated equipment renewed or replaced. A FJ Utility differential is fitted along with up to 16 accessories, some NASCO others not. The electrical system is 12 volt.



Barry Gilbert's Holden FJ Sedan



Crawlin' The Hume, April 16 - April 17 2016




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JOIN CHACA AT MOTORCLASSICA 2016!

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

There are many reasons why we as a club want to be included in the club sandwich. Motorclassica has evolved over the past few years into one of, if not THE major car enthusiasts' event in Australia. In fact it is fair to say many car distributors have started to shun the very expensive Sydney and Melbourne motor shows in favour of events like these. For many good reasons.

Not only that, the Motorclassica organisers have excelled year on year on bringing together some of the finest classic automobiles in the Southern Hemisphere, as well as coming up with some great themes. This year the themes will include:

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



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

21-23 OCTOBER > 2016 ROYAL EXHIBITION BUILDING MELBOURNE

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

Apart from the motorshow itself, we'll see a Concours d'Elegance, the Tour Classica bringing the cars through the streets of Melbourne, the classic car auction, and the club sandwich.

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

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

From the club's perspective, this event is one of the best ones for us to put our club forward and present ourselves to a completely new audience of potential members. That opportunity is something we'd seriously like to grab by the horns, so the club is now actively going to seek members who would like to display their classics during the event.

We're 50 years young this year, and have a great deal to offer and showcase as a club! We have plenty left in the tank, but even our club needs to stop and fill up (on some new members in this case) once in a while!

What the club is offering:

- Opportunity to showcase your classic to a large audience, mix and mingle with the crowd, and tell all your stories about the car as well as our club!
- Entry tickets for driver and one passenger
- Club will provide a lunch pack plus some soft drinks for use during the day

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

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

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

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

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



CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

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

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

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

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

For further questions, please contact the committee.

CALL FOR ARTICLES!

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

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

Email us at: editor@chaca.com.au



CHACA VICTORIA

Unisex Reversible Vests now available

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

Price. \$40.00 ea

CHACA caps.

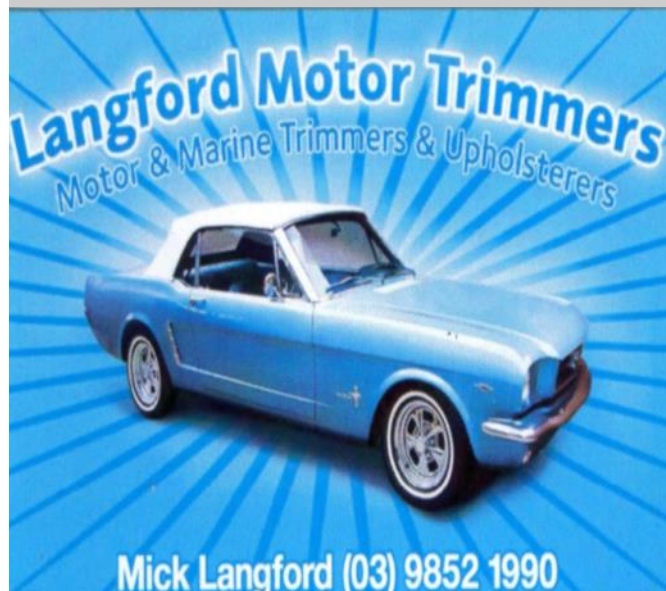
Price \$15.00



Contact John Baker
0419 588 370

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

27-29 May	Historic Winton - Austin 7 Club www.austin7club.org/historic_winton%202016.html Venue - Winton Raceway
10-Jul	Never Been Kissed Display Day: Sunday , Gippsland vehicle collection, 1a Sale Rd Maffra http://www.gippslandvehiclecollection.org.au/
6-Aug	Federation meeting hosted by the Swan Hill Vintage & Classic Vehicle Club
28-Aug	TBC Picnic at Marong; http://www.federation.asn.au/calendar.htm
11-Sep	17th annual Queensland Mini and BMC Muster , Carinaa State School, Sth Brisbane minimusterbmroundup@gmail.com , John: m: 0432322437
2-Oct	Euroa Show & Shine, Kirkland Av. Euroa Veteran Car Club of Australia (Victoria) http://veterancarclub.org.au/?tribe_events=national-show-and-shine-euroa
15-Oct	Federation meeting hosted by the Trafalgar Truck Restorers Club
16-Oct	Picnic at Maffra
13-Nov	Off Roaders Display Day: Gippsland vehicle collection, 1a Sale Rd Maffra http://www.gippslandvehiclecollection.org.au/
29-Nov	Swanpool Swap Meet
5-Dec	Whittlesea Swap Meet



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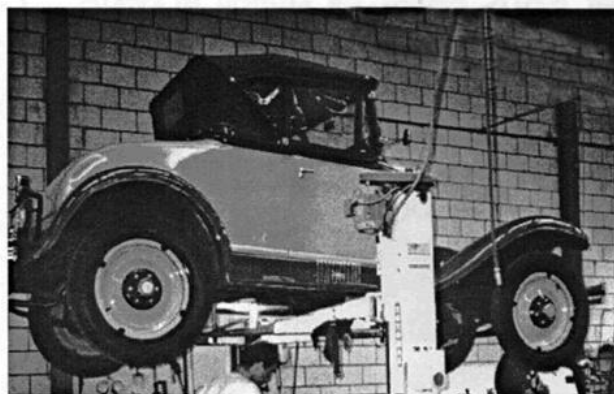
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BUY, SWAP AND SELL

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

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

SELL: 1950 Vauxhall Tourer. Engine number H0LP39823. \$6,000.00 ONO.
N.O.S. Holden parts, gears, gaskets, EK grille frame, engine mounts etc... Lots more.
Wal Martin. (03) 9467 1464. (work). (03) 5786 1667 (home). (0115)

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

SELL: Holden parts, all N.O.S. HK – HG Trico washer motor \$15. HQ manual gearshift honey pot \$30. Distributor vacuum advance diaphragm \$20. 48-215 gear lever \$20. Various throttle pedals \$10 ea. Early ring pins only \$10. HJ heater controls face plate \$10. Genuine GM rear mud-flap set \$15. Clutch slave cylinder HK \$20. Clutch cables & parts HT & HG. Collapsible steering column cover HT \$10. Gearbox parts various models (offers). EK grille frame \$35. Various carby parts (offers). Front end parts (offers). Many other Holden N.O.S. parts. Wal Martin Phone 5786-1667, Work 9467-1464 (0515)

SELL: Genuine Mk I Escort Parts. Tail lamps and Reverse lamps in mint condition. 3x Full Cover GT Wheel Trims in excellent condition. \$300 the lot! Bob Clark 03 9391 8327 (0715)

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

Ipod connectivity, remote central locking. (0615)
WANTED: Old motorcycle, the older the better. In bits, do not care! To enjoy before I'm too old. John Horswell (03) 97395148 (0815)

SELL: Ford Service letters 32-37 incl 4 cyl \$20, 1946 Ford Operators Guide \$10. Rebuilding the famous Ford Flathead \$15. Service handbook for Ford, Mercury, Lincoln \$10. 600x14 tyres (new) suit trailer \$55 pair. 600x16 4 tyres \$5 each. Grille 105E Anglia (SH, good) \$100. MK I Ford Consul main bearing set (std) \$20. Cortina 1500 main set + .002 \$20. 105E main set standard \$20. Mk I Consul big end set +.030 \$20. 5-50x17 tyres good tread Free! Wal Martin W 03-94671464 H 03-57861667 (1015)

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

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

SELL: I live in Perth but will be relocating to Victoria. I have a 1949 Ford registered as A1949 but unrestored. I have a couple of manuals. I would like \$6,000 or better. Kate, Mob: 0448892756 (0416)



CHACA WEBSITE IS SUPPORTING WEB PUSH NOTIFICATIONS NOW

On the home and news page in the right upper corner there is a button where you can enable or disable the web push notifications. Once activated you will receive notification within the browser only on the device where you have activated it. If you have activated it on your mobile device then you will get the notification on your actual device.

<http://chaca.com.au>

We will send out club specific notifications such as reminders to club meetings & club runs etc. The notifications will NOT be used for any advertising or spamming. Only club specific notifications.

You can disable any time by just clicking the button on the home page again.

Enjoy the push notifications.



MY SATNAV

by Pam Ayres

I have a little Satnav, It sits there in my car. A Satnav is a driver's friend, it tells you where you are.
I have a little Satnav, I've had it all my life. It's better than the normal ones, my Satnav is my wife.

It gives me full instructions, especially how to drive. "It's sixty miles an hour", it says, "You're doing sixty five".
It tells me when to stop and start, and when to use the brake. And tells me that it's never ever, safe to overtake.

It tells me when a light is red, and when it goes to green. It seems to know instinctively, just when to intervene.
It lists the vehicles just in front, and all those to the rear. And taking this into account, it specifies my gear.

I'm sure no other driver, has so helpful a device. For when we leave and lock the car, it still gives its advice.
It fills me up with counseling, each journey's pretty fraught. So why don't I exchange it, and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed. It washes all my shirts and things, and keeps
me warm in bed!

Despite all these advantages, and my tendency to scoff. I only wish that now and then, I could turn the bugger off.

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25A Stafford St
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03 8555 0777

- 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 Neville doesn't already have them.**

FOR New Applications/renewals: Contact Barry Smith,

14 Jacqlyn Avenue, Rye Victoria, 3941

Email: rozbar@bigpond.com

PHONE: 5985 9220, MOB: 0408 440 240

To all Permit Plate Holders

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

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

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

Photos for Club Records

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

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

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

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

CPS Handbook

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

***VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.***

TOMORROW'S BATTERY IS HERE TODAY!

OPTIMA CRANKING



THE ULTIMATE STARTER

- **FASTER, CRISPER STARTS!**
The OPTIMA 12-volt models deliver 850 Cold Cranking Amps at 0°F.

- **LONGER BATTERY LIFE!**

In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

- **UNEQUALLED VIBRATION RESISTANCE!**

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!**

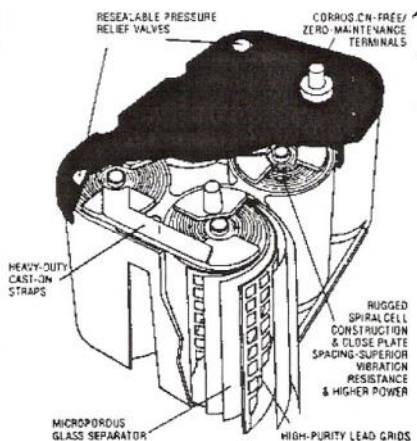
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

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

- **EASY TO TRANSPORT!**

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



ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS

OPTIMA BATTERIES

THE ULTIMATE STARTER
Club Member

OPTIMA DEEP CYCLE

THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

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.

- **UNEQUALLED VIBRATION RESISTANCE!**

Unique SPIRALCELL design is virtually unaffected by vibration and jarring that shortens the life of conventional batteries.

PO BOX 340 LILYDALE VIC 3140 PH: 1300OPTIMA FAX 039735 1842 EMAIL Graeme@optima.com.au

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

e-mail: helluvavista@gmail.com

http://chac-rl.org/

Meetings: First Tuesday of the month at Johnsonville Hall, Princes Highway, Johnsonville at 7.30 p.m.

Morgan Country Car Club

Secretary: Tony Nelson, Phone: 0403 152 474
PO Box 428, Albury, NSW 2640

Meetings: At Clubrooms on Jindera Sports Grounds, First Tuesday of every month 7.30pm.

Classic & Historic Automobile Club of Australia Sydney Inc.

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

Email: annecampbell3@bigpond.com

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Peter Rohan PO Box 514 Caboolture, Qld.4510. Phone (07) 32041371, mob 0407752632 email: secretary@chacc.com

Meetings: 2nd Sunday of the Month. Meeting at the Sundowner Hotel car park, Caboolture at 8.30am

JOURNAL

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

JOURNAL

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JOURNAL

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

JOURNAL

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Classic & Historic Automobile Club of Australia



Members enjoying the Morgan cars at the 1st Classic Car Show, during the July club day.



A Special Vehicle for a Special Occasion
John Christie's 1946 Chev Truck at one of his Birthday Runs



40th Annual Tour
Goring-Bellair, Penzance
Queens Birthday Week End
Mont De Lancy Club Run
Drive Through Trees Part 1
The Chicks' home
The Graham Brothers Part 3
Ford Tractors



Ian and Linda Hardy posed for this picture at our Club Run to Schenck's Cottage on Wednesday 17th, September 2012. Full report inside.



Club Lady of the year Claire Dwyer and Club Man of the year Kevin Christie and CHACA's 47th Birthday Cake

JOURNAL

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



The B-24 Liberator Restoration
CHACA's 47th Birthday Party

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Seen at the Hastings Day Parade, Saturday 27th February
Lorna McDonald's fine example of a 1936 FJ Holden

JOURNAL

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Upcoming Club Events
August 20th - General Meeting
August 20th - Club Day
August 20th - Club Day

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Club Lady and Club Man of the Year 2012 and Margaret Lumsden
CHACA's 47th Birthday Party

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