



CHACA

Journal

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

ACN 004 677 570

November 2021 Volume 56 Number 6



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

Committee



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

Meetings

4th. Thursday of the month at 8pm (except December) at CHACA Clubrooms, Unit 8, 41 Norcal Road, Nunawading. Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are 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. Thursday 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, Barry Smith, Jim Kerr, Dale Allen, Eddie Reynolds, Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman, Kevin Churchill, John Christie, Ray Nichol

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

Notice To All Reciprocating Clubs

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



CHACA CPS Eligibility Criteria

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

See Page 18.



CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUSTRALIA ANNUAL GENERAL MEETING. 25TH NOVEMBER 2021.

All members are welcome to attend the Annual General Meeting on the 25th November 2021 at our clubrooms, [Unit 8, 41-49 Norcal Road Nunawading](#). The meeting will begin at 8pm and a supper will be provided afterwards. It will be great to catch up face to face with members

Please note: attendees must be double vaccinated and log in at entry.

PRESIDENT'S REPORT

With lockdown substantially finished I decided to go for a drive in my Classic and make some delayed purchases. Oh dear! What a mistake. I had forgotten what bedlam normal weekday traffic is. All of a sudden everyone is in a hurry. Execs in Benzes pushing aggressively through traffic, mothers having dropped off the kids at school rushing off to work, lunch, shopping or beauty treatment in their SUV's or tradies and delivery vans using all the road completely oblivious to what is around them. It was terrifying and most unenjoyable. In future I will be picking my times and places to enjoy a drive.

The Annual General Meeting is still planned for the Thursday 25th November. As the Government had planned on removing all restrictions by the 24th it is likely we will be able to have this meeting at the Clubrooms. A member had made a great suggestion to move the meeting on a week to allow us the time to adapt to the covid rules in place, but unfortunately the rooms are booked solid for the next three weeks from the 25th. So the 25th November is it. If any changes to this arrangement occur we will let you know via Nuts & Bolts.

Speaking of Nuts & Bolts you may have noticed the changed format for this email service. This is because Eddie and I have got together and implemented a service called Mail Chimp. This service is much more reliable in getting information into the members email box, and enables on line checking to ensure members are getting the email and that they are being opened. In addition it allows members to opt out of this service anytime they like.

This service takes a large load off Eddie's private email account which he had been using in the past. Service providers are wary of large postings by private accounts thinking they are scam so can cause problems for the owner of the account. If you are having any problems with receiving Nuts & Bolts in future please let Eddie or Tony know so they can correct it.

Safe Classic Motoring
Brian Garrett

PETER HIBBERT'S 1948 MERCURY SERIES 89M (FORD)

FOUR DOOR SEDAN HISTORY. 01/11/2021.

This is an account of history (as known) of purchase, ownership & restorations.

My attraction to an early Mercury began when I was a member of the 11th Caulfield Scout Group that conducted meetings at Carnegie.

Among the group was a mate's father who owned the same model having the body colour black that he used as a limousine for hire & often drove a few of us around including to Scout camping trips & Jamboree's. We would all cram into it up to 10 + the assistant Scout Master & off we go in the big strong powerful Mercury.

During early 1985, that memory prompted me to seek out one to restore & I read an article in an early issue of Custom Rodder magazine issue 68/1982 of Elwyn Stanley Kerle's Thagoona Queensland based Strata Blue body colour Sedan telling of some history including that it was bought by his brother for \$50 in 1973 from a local car dealer.



It went on to tell of mate Warren Keith buying it with the intention of using the engine (#2639804E) & running gear to build a hot rod but because of the Machinery Departments specifications, the scheme was scrapped.

It was left untouched for a few years being stored at Elwyn's home & he decided to buy it from Warren & restore it to running condition mainly because of his passion for Ford products & possible future collector value. It was a part time project as funds allowed.

Elwyn had painted all the running gear orange & fitted a new vinyl trimmed interior. (I later painted all the running gear to factory satin black).

He attended a few Hot Rod outings & enjoyed showing it proving very reliable & enjoyable.

It arrived with the alloy wheels & I then fitted the correct 15" wheels & rag type tyres including 'flapper' type white walls & sold the 4 alloys/tyres.

At my later request, Elwyn wrote a comprehensive 9 page hand written history of all work carried out on the Mercury.

On the 10th July 1986, I replied with gratitude of his history experience & it is on my file however, far too much to include in this account.

He later offered it for sale at \$5,000 ONO to another person. It then had a 1942 239 cubic inch S/V F/H engine/3 speed stock transmission.

As a result of that advertisement, it was purchased during 1985 by Brian Leembruggen of Raceview, Queensland.

I enquired of buying it & Brian mailed me a stack of photos of the alloy later style wheels how it was then which I copied & returned.

He preferred to keep the stock wheeled images. I agreed at April 1985 on a delivered purchase price to Melbourne of \$7120.



During 1985, Tom Coulter (DEC`) of The Early Ford V8 Club of Vic sent me an invitation letter & Membership Application Form to join the club.

I mentioned to Tom I will restore the Mercury first, obtain a RWC & eventually joining the club mid 1986 & hold a life continuous membership of 35 years.

I have copious restoration records of & owned & enjoyed it over decades.

I restored the Mercury altering the body paint colour from Strata Blue to black & it being in very good condition & I drove it for 21 years.

I can upon request, prepare a list of copious tasks keeping restoring & maintaining it in a fine safe running order.

I have many progressive photographic memories to share.

Our family has enjoyed the interstate journeys, National events & weekends away with club members & their families.

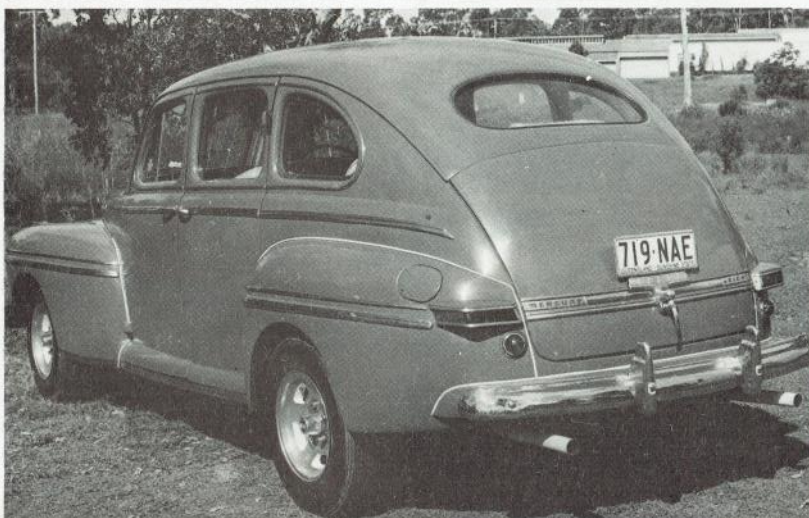
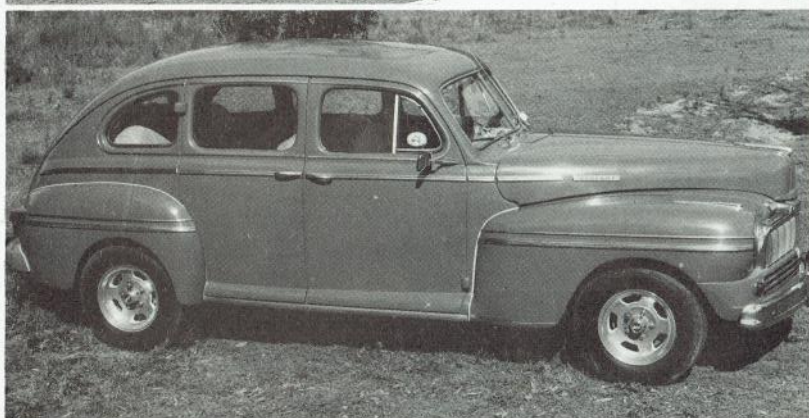
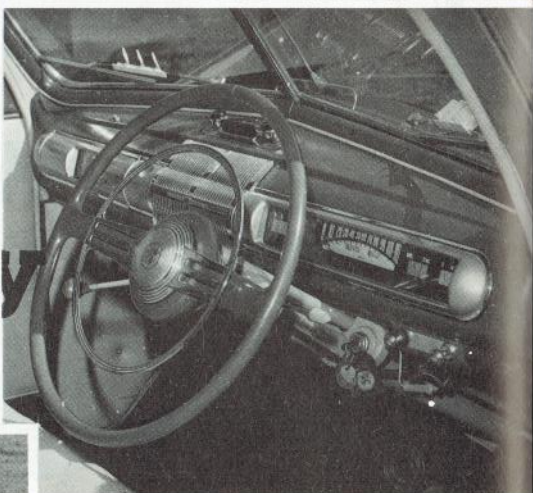
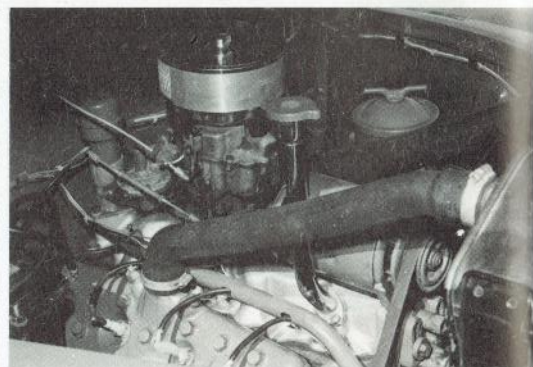
It was sold to a Melbourne purchaser. My enquiries have failed to discover it's whereabouts of late.

Keep on FORDIN' Peter Hibbert.





The Mercury Sedan



Elwyn Stanley Kerle's 1948 Mercury Sedan he tells us a little history on the car.

The Merc was originally bought by Warren Keith the intention of using the motor and running gear to build a hot rod pickup but because of Machinery Dept. specifications the idea was scrapped and the car was left untouched for a few years and ended up being stored at my place. After lots of thought I decided to rebuild the car mainly because of my love for Fords and also its obvious collectors value when restored.

The job was never a full time project, only when time was available and money permitted, did work get done.

The car has been on quite a few rod runs and Club outings and has proved to be very reliable.

My project at the moment is a 48 delux utility which has all the bodywork done and most mechanicals at this stage.

The Merc is for sale for \$5,000 O.N.O. contact me on 075 64 1752.

Motor is 1942 239 Flathead stock right to the 3 speed colum shift transmission.

Wheels are Magnum 15 x 7 in.

Paint is Torquise Green (Jaguar color)

Interior is in Chamios vinyl, to original pattern by Richardson of Ipswich Q. Paint and bodywork by owner. All plating redone.

**MEMBER OF FINE IRON
ROD & CUSTOM CLUB IPSWICH.
THAGOONA QLD**

Feature by Trevor Poulsen

MG CAR CLUB VICTORIA
Venue of the first Victorian & Australian Hillclimb Championship 1938
Clintons Road Christmas Hills



30th Anniversary



ROB ROY HISTORIC & CLASSIC HILLCLIMB

28 NOV 2021

**NEW
DATE**



**INCORPORATING THE ANNUAL VSCC VINTAGE EVENT
SHOWCASING A VARIETY OF CLASSIC VEHICLES**

SUBJECT TO COVID REQUIREMENTS

Competition Commences 9.30am

Competition Entries available at Motorsport Australia Entry System
or manually via robroyhillclimb.com.au

Full catering provided by Panton Hill CFA
who will receive all catering proceeds

Admission - Single Entry \$10 or \$20 Full Car

General Enquiries

Event Director - Wayne Rushton 0412 339 934

Competition - John Kelso 0417 398 606



2021 YOUTH CHALLENGE



~~24 OCTOBER 2021~~ 21 November 2021

ROB ROY HILLCLIMB



\$50 ENTRY

Open to juniors and parents from all clubs
Motorkhana, autokhana and OST competitors

Motorsport Australia Speed Licence Required
Free Long sleeve competition shirt and sponsor pack for Juniors

Contact Adrian Hunter of the MG Car Club
YoW@MGCC.com.au

MGCC.COM.AU



The Bulletin OCT 21

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Picnic on the Lake

Sun Country Historic Vehicle &
Machinery Club Inc Registered Number A0033546M



Yarrawonga Foreshore



SUNDAY 13th March 2022

10:00AM to 3:00PM

Trophies for:

Veteran – Vintage - Post vintage –
Historic/Classic

CARS, TRUCKS, MOTOR CYCLES & MACHINERY

Food & Drinks – drinks etc available

Lake Cruise available
(at own cost)

\$10 ENTRY PER VEHICLE

Enquiries: suncountrycarclub@outlook.com



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Annual Concours

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Gates Open from 10.00am

Event details 0473 832 277
For site plan and more info:

www.aomc.asn.au/
[britishandeuropean2022](https://www.facebook.com/infoaomc)
[fb.com/infoaomc](https://www.facebook.com/infoaomc)

See over page for entry times,
costs etc.

Sunday 20th February 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen





The Melbourne company breathing new life into old four-wheel drives

Could old petrol and diesel drinking cars converted to electric vehicles be the future of classic motoring?

Sam Purcell 24 October 2021



The automotive landscape is changing at an incredible rate. In the face of tighter restrictions around emissions and pollution, car manufacturers are turning to electric power for the future. While petrol and diesel, used in an 'internal combustion engine', has been the rock on which the automotive industry has been built for well over a century, we're currently in the midst of an electric revolution.

New electric cars, from the likes of Tesla, Hyundai, Porsche and Mercedes-Benz are seen as the pinnacle of technology and modern motoring.

But, in the face of this futuristic revolution, classic cars and four-wheel drives are becoming something of an accidental poster-child of the electric vehicle movement.

Classic and vintage Land Rovers are being drawn from paddocks and sheds around the world and are now being reimaged as electric vehicles for the modern era.

Jaunt Motors is one such outfit, based in the Melbourne suburb of Williamstown.

Founded by Marteen Burger and Dave Budge in 2018 – neither of whom had any automotive industry experience previously – the company is now booked out until mid-2023 on conversion projects. Now, Jaunt Motors is working hard to expand and streamline its production capacity.

Turning an old Land Rover into one of Jaunt's final products involves extensive restoring and reconditioning of the existing chassis and mechanicals, except for the engine, of course.



.A 90kW/240Nm electric motor bolts onto the original gearbox, which means the capable four-wheel drive system remains intact.

Driving range between recharges starts at around 100 kilometres, but this can be extended to up to 400 kilometres in some instances.



Jaunt says old Land Rovers provide the perfect canvas for electrification.

“Aluminium panels means they’ve not rusted. A body-on-frame construction makes them easy to work on. They’re built to carry heavy loads, meaning we can install a lot of batteries.

“There’s an extensive parts network as many components remained unchanged for 50 years. They’re still

affordable to purchase and available nationwide. And they have an iconic, nostalgic shape, that inspires adventure.”

Prices for a Jaunt Land Rover start from around \$120,000 for a more modern Defender, while the older Series model is more expensive at \$200,000.

Jaunt’s electric creations proved the perfect vehicle for David Jackson, who works in Melbourne’s technology sector.

“I think the first thing was, I was looking for something with a bit of soul...” Mr Jackson explained. “There are so many bland, commoditised, vehicles on the road out there.”

Jackson stumbled across Jaunt’s first design, a short-wheelbase Land Rover named Juniper, and found exactly what he was looking for.



“The idea of something that was a bit different and had a bit of a story behind it... it was emotive and elegant and timeless, and so I really resonated with that.”

While many drive an electric car for its zero tailpipe emissions and environmental impacts, Jackson was drawn to the silent running and smooth experience of driving his wife’s electric car.

“I love the serenity of driving it. It’s so Zen to be in it,” he said. “And I love the experience of electric, being able to charge at home, not having to go to a petrol station.

“When I chatted to Dave [at Jaunt] and understood the Jaunt story, that was what finally got me across the line.

“I just loved the idea of the re-use, all this aluminium and steel that would otherwise be just sitting around in a paddock going to waste. To bring that back to life just seemed like a really, really nice story to me, and so I liked that journey.”

When Jackson finally takes delivery of his new-old Jaunt EV, he will use it for the short commute to work when the weather or his schedule precludes walking.

And while it might head off down the coast every once in a while – Jackson has opted for a longer-range battery pack – the Jaunt EV will spend the majority of its time on short journeys around town.

Jaunt’s business model mirrors a growing trend around the world where classic and vintage cars – and old Land Rovers in particular – are becoming something of a poster child for the electrification movement.



The take up of electric cars in Australia remains a small portion of the overall new car market. But, it is growing.

Last year to the end of September, Australians had bought 1225 new electric vehicles. That number has grown to 3568 this year, representing an increase of 191 per cent. It should be noted these numbers exclude sales of Teslas, the American manufacturer not disclosing its sales to authorities.

But, thanks to companies like Jaunt Motors and if other parts of the world are anything to go by, an electric automotive future might come to Australia sooner than you think. And it could be old cars – silently – showing the way.

<https://www.drive.com.au/caradvice/the-melbourne-company-breathing-new-life-into-old-four-wheel-drives/>



Yarra Glen 2022 Swap Meet



Vintage Cars Parts & Accessories

*Garagenalia - Collectibles - Trade Displays
Show & Shine*

Vintage and Pre-War Cars

Sunday 13 March 2022

Yarra Glen Racecourse – Armstrong Grove, Yarra Glen Vic

Gates Open

Sellers 6:30am - **Buyers** 7:30am - **Show n Shine** 8:00am

Site Fees – from \$20

Entry – \$8 (children u12 free)

**Onsite
Catering**



The Vintage Drivers Club
www.vintagedriversclub.com.au

Site Booking & Enquiries – yarraglenswap@vdc.org.au or Iain 0473 832 277

CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

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

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

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

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

For further questions, please contact the committee.

www.chaca.com.au

Associated Clubs:

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

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

Secretary: Jenny Myers,
Mobile 0403 678246

PO Box 749, Wagga Wagga, NSW 2650

Meetings: *First Monday of the Month,
at Astor Motel, corner Baylis and Edward St
Wagga Wagga 7.30pm.*

Guests and visitors are welcome.

Morgan Country Car Club

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

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

Classic & Historic Automobile Club of Australia Sydney Inc.

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

Email: annecampbell3@bigpond.com

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

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: David Alsbury PO Box 514 Caboolture,
Qld.4510. Mob 0468 361 490

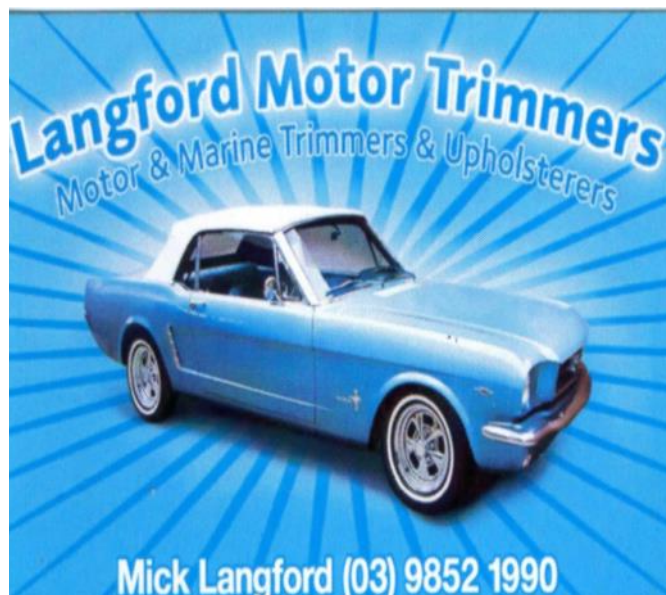
email: secretary@chacc.com

Meetings: *1st Sunday of Month (February to No-
vember) meeting at Sundowner Hotel Motel Car
Park - 8/14 Aerodrome Road Caboolture at 8.30
am for 9.00am start.*

*We also have Monthly Wednesday midweek runs
Ring for details*

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

- 5th Feb MG Only Swap Meeting; Victoria
- 20th Feb RACV British & European Motoring Show; Yarra Glen Racecourse
- 4th—6th
March Geelong Revival Motoring Festival; Geelong Waterfront
- 13th Mar Yarra Glen Swap Meet; Yarra Glen Racecourse
- 13th Mar Picnic on the lake; Yarrawonga Foreshore
- 10th Apr Chiltern Cancer Cruise; Chiltern



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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: 1949 RARE Mercury Convertible Coupe in standard form.

A restoration has been performed & runs well. 255 Cu" flat head engine & 3 speed gearbox with coupled electric overdrive.

A total strip of all interior renewed to authentic factory style & colours.

Some quality spare parts are available for purchase with the sale.

The mercury can be viewed at Vermont South, Victoria.

Current club registration is not transferable.

Asking price can be discussed at the viewing.

Peter Hibbert. 0419 800 122.

peter_hibbert@bigpond.com (0220)

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

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

WANTED: Looking for 8 track tapes in decent condition. if you have any and want to get rid of them send me an email

to webmaster@chaca.com.au

Thank you Rolf (0820)

SELL: Willys Jeep Engine. Tornado 230.

Complete with Clutch Housing, Generator, Distributor, Carburettor,

Manifolds, Water Pump and Fan. No Starter.

\$200.00.

Eddie Reynolds. 0429 142 460.

eddier2@optusnet.com.au.. (1120)

SELL: I have just replaced the axle on my old trailer, about 35 years old, due to the fact I could only get vintage tyres for the rims. The rim width is 4" and the tyres fitted are 16" x 5.5".

I have 3 rims. Two have tyres fitted. The tyres are keeping pressure, but are pretty old. As you see I have the hubs as well, but probably not any good. I was wondering if anyone in your club would have a use for these. I don't want anything for them, but don't really want to bin them

I am in Mooroolbark and work in Eltham, I could drop them off if in the general area.

Ian Taylor

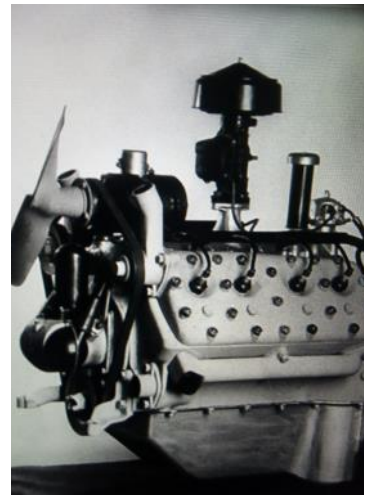
iantay-

lor.1@bigpond.com

WANTED: Does anyone out there happen to have a spare Ford (XY or thereabouts) that they don't really need. John Horswell is looking for one so he can participate in some Club Runs. You can ring him on 0413 321 196.(1021)

WANTED: Wanted 1932 Ford V8 engine , or parts ,or 1933 to 1936 engine . Also, any other 1932 Ford car parts that will help me restore my 1932 Ford . All help would be gratefully appreciated . Phone John 0413314196 (1021)

WANTED: Car wanted to enjoy and use on club outings . Wish list , Ford XR to XY , Zephyr convertible , EJ or EH Holden , Datsun 240Z . Phone John 0413314196 (1121)



Ken's Joke of the Month

Recovering from surgery in a bush hospital, Farmer Brown asked why the curtains were drawn.
“Well, “ said the Doc, “There’s a bushfire outside and we didn’t want you to think the operation was a failure.”

A bloke phoned a lawyer: “I’m in deep trouble and need some advice but I’m down to my last \$100.
Can you answer just two questions for this amount?”
“Certainly, sir,” replied the lawyer, “and what is your second question?”

See if you can outsmart your right foot!
While sitting wherever you are, lift your right foot off the floor and make clockwise circles in the air.
Now with your right hand, draw the number 6 in the air.
Your foot will change direction.



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

CHACA Membership Details.

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

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

Joint Membership – Husband/Wife, partner etc..

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

Club Permit Scheme Renewal of Permit.

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

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

FOR New Applications/renewals: Contact Barry Smith,

14 Jacqlyn Avenue, Rye Victoria, 3941

Email: rozbar@bigpond.com

PHONE: 5985 9220, MOB: 0408 440 240

To all Permit Plate Holders

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

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

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

Photos for Club Records

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

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

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

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

CPS Handbook

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

VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.

Club Merchandise

The following items are for sale to members.

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



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



Name Badges..\$10.00



**25 Year Lapel Badge
\$2.00**



**Bumper Bar
Badge.....\$40.00**



**Lapel Badge
\$5.00**



**30 Year Anniversary Book
\$10.00**



**Club Decals.
\$2.00 each**



**Early Annual Tour
Badges. \$2.00each.**



CHACA Pen. \$5.00 each.



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



FRAME FOR YOUR CAR

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

\$15.00 each

Please contact editor to provide information.

editor@chaca.com.au



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