



# CHACA

## Journal

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

ACN 004 677 570

October 2016 Volume 51 Number 5

The Chinese mafia took possession of Esther and Dennis' prized Auburn!  
Read all about it inside! (Relax, they got it back after the film recording)



### *CHACA Coming Events*

**October 23rd:** Motorclassica Club Sandwich, Royal Exhibition Building

**November 13th:** Historic Commercial Vehicle Club Display, Yarra Glen

**November 26th:** Presentation day at the club rooms, Norcal Road

**December 4th:** Como Gardens, The Basin

**January 26th 2017:** TBC Australia Day run to Marysville

*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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**Activities Coordinator:** Vacant

**Liaison Officer:** James Allan (Colleen)  
Ph. 03 9729 6729

**Webmaster:** Rolf Zelder  
0403 289 477

webmaster@chaca.com.au

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](http://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 Prepprell, 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.**

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when dealing with them***

## NEXT MEETING

27 October 2016

We will have our Annual General Meeting in October , right after the usual. We'll have our committee election, and will have committee members present their annual reports to you.

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*

## PRESIDENTS REPORT

What a wonderful day out at Caribbean Gardens on the 25th September even though heavy rain had fallen the night before. A great collection of cars arrived and there were some absolutely outstanding cars of the 30 & 40's. I had hoped that more of the 60 70 & 80 cars would have come but overall a great day.

It was also great to see our colleagues from the Buick, Oldsmobile Clubs and VDC present which added another dimension to the day.

We are already planning for next year and this time we will be located closer to all the activities and facilities.

October of course signals our end of our year and the election of new office bearers.

Although some committee members have nominated to return to active duty we are in fact losing three of our very best.

Kevin Churchill who has made a significant contribution to CHACA while balancing duties with other clubs has called it time, Dennis Healy who has managed our finances for many years needs some R&R, and James Allan, the go to man, has through family illness found it necessary to step down this year. I can only say that not only are they great contributors to CHACA but without them I would have found the introduction to the President role very difficult. Of course don't forget the significant part that their partners, Erica , Esther, and Colleen, have played in these important club roles.

On behalf of the club I thank you all for your outstanding contribution not only as a committee member but as club members.

Reflecting back on 2016, our 50th year, it certainly has been busy. The feature events were the 50th Birthday lunch in May and the commemorative run to Swan Hill in June.

Both events were successful and brought together members and families for some very enjoyable times. It is fortunate events like that only come around every 50 years as there is a lot of work and cost in getting them up and running.

So where to in 2017?

It appears that the committee will be depleted somewhat unless volunteers come forward, however I am sure we will push forward with as many runs and events we can fit in and organise. I will be looking for members to step forward to assist where possible.

The committee will continue to look at the structure and direction of the club so we keep pace with what is happening out there in historic car club land, but input from the members is essential in enabling the committee to go in the right direction. Any changes that occur may not please everyone but we will endeavour to keep the charter and history of the club so we do not lose our identity.

*Brian Garrett*



## THE MEANING OF "CLASSIC" IN THE OLD CAR COMMUNITY

*My little editorial in the September Journal on the meaning of "Classic" in the old car community certainly engendered a bit of discussion including the last General Meeting. An email out of the blue however from our founding member and first president Jim Kerr was very interesting. Jim lives down Gippsland way nowadays but still receives the Journal and felt he had a bit to add to the discussion relating to the original use of the word Classic in the club name.*

*I print below details of that email. He did apply a proviso however in that not knowing what and how the present demographic of the Club views are as to the direction the club should take, he is not really in a position to pass an opinion on what would be best for the majority. So with that in mind please see Jim's email below.*

I enjoyed your Report this month; in fact, since our last correspondence I have been thinking about getting in touch about just this subject. Your Report covers in part what I was thinking over, so I will make a few comments here which we can enlarge upon should you wish.



- The "Classic and Historic" part of the Club name came about as a result of a vote by the members. My preference was for "Historic and Classic" for the simple reason that there were so few Classic cars still in existence, none in the Club and few enough left anywhere here anyway. There were many old cars then about that were 'Historic' if only because they were so awful even when they were new. There was quite a reasonable discussion at the time and my suggestion was narrowly defeated.

- My argument is just as valid today – if everyone wants to call their car a classic that's ok with me. The chances that they will ever get to park next to a real classic are pretty remote.

- The V.C.C. and the V.D.C. were, like the then new CHACA, known as preservation bodies, preserving the history of motoring in Australia. This was quite true, they all actively helped and encouraged their members towards this end. The V.S.C.C. did not fit into this scheme, their long term effect was to seriously reduce the number of great old cars, particularly British and European by converting sedans and limo's to sports cars which invariably came to a sticky end.

- The main object of the Club was to help the members in their efforts to preserve cars of the nominated period – even if they were, even then, considered to be pretty awful examples of motoring appliances. You must realise that they were an important part in the daily motoring life of many people. If you consider the number of the makes and models of cars which we have never had in the Club and which seem to have completely disappeared in this, we did not do well. And this is understandable because who would want to drive around anywhere in a Standard 8 or 10 (let alone a "Standrive") when they could have (then) a cheap old Ford or Chev, and for about twenty quid more you could buy an Olds or Dodge.

- The standard required of cars eligible for the Club was that they should be presented as they would have been 'on the Showroom Floor' when new. Fitted accessories were to be those available as Optional Extras or such generic things that one could buy such as wind deflectors, fog lights, windscreen sunshades, radios, etc. Not a lot of sources for them either; mainly Repco or Motor Spares, and that was about it.

- The three main clubs actively assisted their members with information sessions about restoration, lubrication, painting etc., and many members became very proficient in rebuilding their cars in just about everything except upholstery – but

for that we had the brilliant Fred Mc. Geary.

I was a CCA member for many years, and while some of the cars they include I feel are included for their looks rather than their mechanical excellence, on the whole I feel they have the correct definition. It is hard to fault their reasoning. Just bad luck yer ol'man didn't have one to hand down.

-The socio-economic situation in Australia that resulted in the makes and models of cars we have to choose from, being what they are, is reasonably simple but lengthy to explain. If I ever write a book about old time motoring I'll include it.

*Jim Kerr*

## OLD HABITS DIE HARD

It's claimed that this is a true story – I can't vouch for it but who cares? – it's an amusing story, true or not ... supposedly from the Manchester Evening Times.

Last Wednesday a passenger in a taxi heading for Salford station leaned over to ask the driver a question and gently tapped him on the shoulder to get his attention.

The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate window.

For a few moments everything was silent in the cab. Then, the shaking driver said "Are you OK? I'm so sorry,

but you scared the daylight out of me." The badly shaken passenger apologised to the driver and said, "I didn't realise that a mere tap on the shoulder would startle someone so badly."

The driver replied, "No, no, I'm the one who is sorry, it's entirely my fault. Today is my very first day driving a cab

I've been driving a hearse for the last 25 years.

1926 Buick owned by Nelson Bros - Footscray



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*More trivia:- On the 1st. of October, 1949, registering of L.H.D. vehicles ceased; except for "special" vehicles. My 1948, left-hand-drive, 7-passenger Chevrolet was first registered at the end of July, 1949. Just got in! Regards, Ed Bourke.*

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### COME AND SHOW OFF YOUR RIDE FOR FREE AT OUR 60TH ANNIVERSARY!

The Geelong Revival Motoring Festival brings over 500 cars and motorbikes to show to over 40,000 visitors on Geelong's Waterfront for the festival that is rapidly becoming Australia's largest historic motoring event. Be part of this huge motoring festival by showing your car and go in the running for prizes and trophies. Most car shows are designed for certain car scenes. It is uncommon to see classic, modern, performance, European and domestic vehicles at the one event. The Geelong Revival Motoring Festival has united the automotive community by inviting all kinds of vehicles to be displayed in the Shannons Classic Motorshow – including yours!

Seeing as it's our 60th Birthday, to celebrate we've decided this year entry is completely FREE! We expect entry demand to be high this year, so we encourage you to get in early. Registration closes Friday 21st October.

Come and help us celebrate the festival's 60th anniversary along Geelong's picturesque waterfront! If you have any questions about the Shannon's Classic Motorshow please contact us via:

**[motorshow@geelongrevival.com.au](mailto:motorshow@geelongrevival.com.au)**



## MY BIGGEST FEAR WITH THE CLUB REGO SCHEME....

*Interesting read in **Unique Cars** the other month. Dave Morley has written and presented some interesting pieces, this one no less. Not holding back on how he sees it either:*

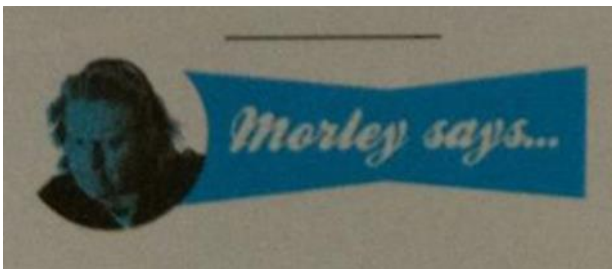
### CAR-SPIRACY THEORY

I may be cynic, or maybe this is what happens to you with six generations of Australian bloodline all resulting from a forbear being a guest of the establishment and sent to Tasmania for seven years.

Anyway, while most State governments are happily dishing out historic registrations for all and sundry to take up the government's generous offer to get your pride and joy on the road cheaply, has anyone stopped and thought that the same friendly government folk did not know in the first instance that you had such a Valuable asset sitting in your Garage? With historic rego they do now!

Would Governments be as blatant as to maybe put a value on your car or as in my case several cars? Then, having established that these assets are very valuable, would they hit you with a tax? Or just maybe they would see these valuable assets as a means of stopping you getting a pension... It could happen: Something you bought for a couple of grand years ago; thousands of dollars spent on it; in storage for many years; now worth big bucks. Would the government now want to get a piece of that action? Bet your bits on it!

**Mike Andrew, E-mail**



JEEZ MIKE, I'd never thought of it like that before. And to be honest, the fact that we never really been all that blessed with anything approaching an asset, I don't really know what does and doesn't qualify as an actual asset under the law. On the surface, a collectible car does indeed comply the literal definition of an asset, that is: ☐ anything that can be converted into cash so maybe your scenario ain't so far-fetched.

Thing is, though, I don't really think the club or historic rego schemes are designed to flush out assets and add them to the ledger. Don't get me wrong I'm the last bloke on earth likely to give the



government any credit for honesty, integrity or truthfulness and I'm damn certain the club-plates schemes do, in fact, deliver the various State governments a bit of a windfall, but it's not in the way you've suggested. See, from what I can see the States with the really healthy permit schemes are the ones that have a whole bunch of tasty old cars out on the roads on weekends. And old cars on the roads means that the fixit trade and the spare parts guys are all doing better business as a result. And that means those fellas A. Are not on the dole and B. Pay taxes. The more they make the more tax they pay (unless you own a mining company, apparently).

Also (and this has been my personal experience) by offering me a club permit at a reduced rate, the government will at least get something out of me on an annual basis. Were I forced to pay full-freight on the yearly registration for all my cars, I'd leave them in the shed and just register one. So the government arguably makes more money by allowing me to run my old dingers on a club permit (I still have a daily car on full-whack rego, of course) because it's getting something rather than nothing. My biggest fear with the club rego schemes is that the dickheads out there will ruin it for those of us who do the right thing. I shudder when I see cars with big blown engines poking out the bonnet, a set of wheeltubs and a pair of club plates hanging off them. There are modified-car rego schemes for machines like that, so do the right thing guys and gals. I'd also hate to think anybody was trying to fiddle their log book, because behaviour like that, too, will give the do-gooders ammo in their constant battle against the concept of anybody else having fun. If you know anybody on a club plate who's doing the wrong thing, take them aside and have a quiet chat. 'Cos if they wreck it for everybody else me and the boys'll be round to play surprise visitor. And we won't be as understanding as the nice men from the government.



Sunday,  
20 November  
2016

MFB MOTORING ENTHUSIASTS CLUB INC.

# Classic Car & Motorbike Day



'MFB promoting motoring safety  
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## FOR THE KIDS

Fire Trucks, Jumping Castle  
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also featuring the

RED HOT

FIREFIGHTERS BAND

**"Red, Red, Red"**

## TIME

9:30am – 2:30pm  
(Display entry from 8:00am)

## PLACE

The Burnley Complex  
450 Burnley St, Richmond

## ENTRY

\$2 Gold coin donation  
\$10 per Classic Vehicle

## FOOD & DRINKS

All day BBQ & Coffee Vendor



MFB Classic Car and Motorbike Day

All proceeds go to **SANDS VICTORIA (MISBARRIAGE STILLBIRTH AND  
NEWBORN DEATH SUPPORT)** [www.sandsvic.org.au](http://www.sandsvic.org.au)

To register your classic car or motor bike, contact : Rob Lanigan on 0427863123 or [rlanigan@mfb.vic.gov.au](mailto:rlanigan@mfb.vic.gov.au)  
Or Rob Dean on 0418 581 152



## CHINESE GANGSTER MOVIE SHOOT AT BOX HILL TOWN HALL

Jules Ling, from Dogfight P/L, invited several members from CHACA, and other clubs, to bring their cars along to the Box Hill Town Hall, last Thursday, to participate in a shoot for a Chinese gangster movie.

We were there from early afternoon till about midnight, and though it was cold, really cold, they looked after us very well. They provided us with a sit down meal at tea time and lots of hot tea and coffee!

We met the crew and cast and some of the cast had photos taken with our cars.

It was really interesting to see the work that goes into producing just a few frames of the movie.

Jules Ling wrote to thank us for participating.

“Thank you for bringing out your vehicles and for your patience throughout the evening. I hope you all enjoyed your time on set and the eclectic mix of vehicles on display. It was a rare sight to see so many different marques together in the same place and really helped set the scene. It was great to have a chat with some of you.”



Yes it was indeed great to see so many beautiful cars in one place!

*Esther and Dennis Healy*





# CHINESE GANGSTER MOVIE SHOOT AT BOX HILL TOWN HALL



## 澳大利亚经典汽车俱乐部





# CHACA 1950 AND EARLIER EVENT AT CARIBBEAN GARDENS SCORESBY

Sunday 25th September 2016



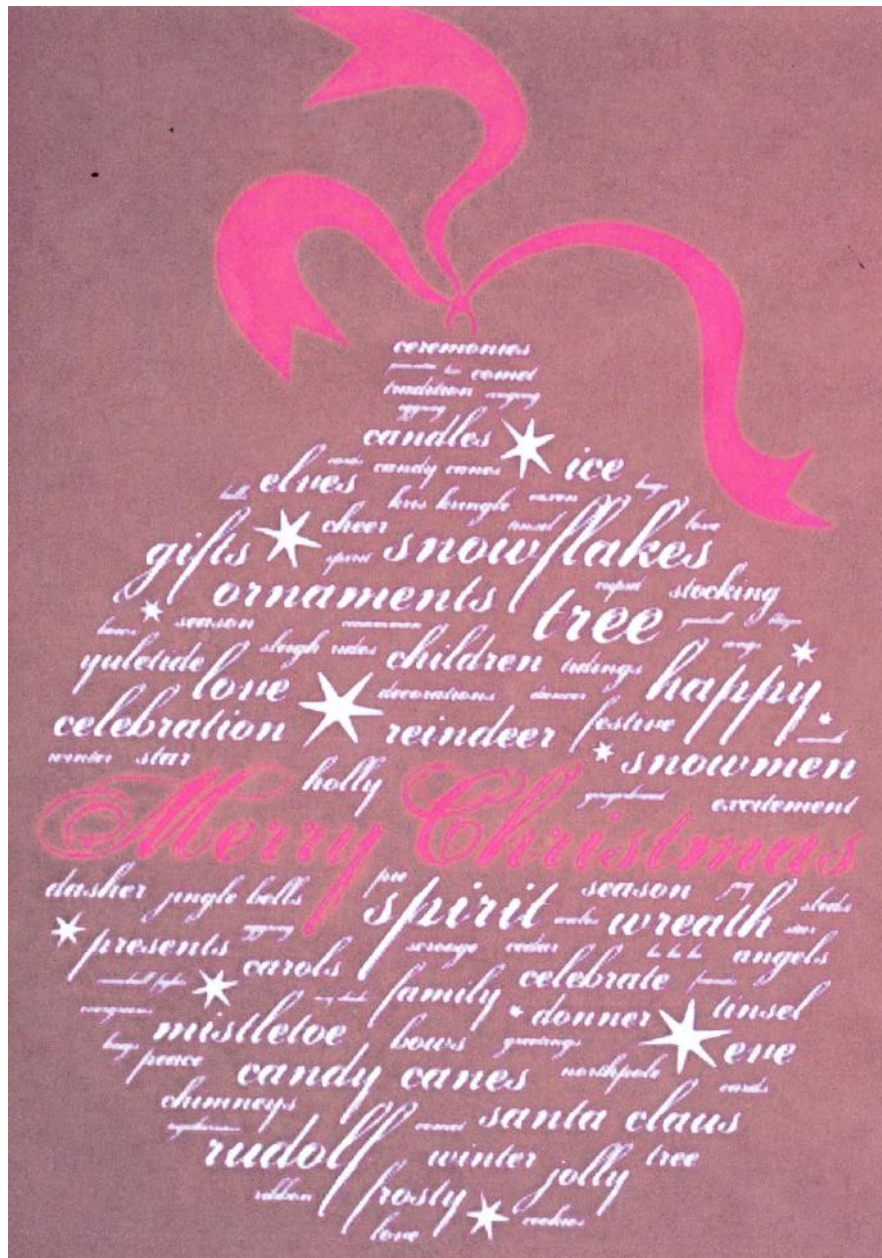
Est. 1965

## CARIBBEAN PARK Market





## INVITATION TO THE CHACA CHRISTMAS CELEBRATION



When Saturday 26<sup>th</sup> November

Time 6.00pm

Where CHACA Club Rooms

Norcal Drive Nunawading

Cost **\$30 per person**

The Club's end of year celebration will be a combined monthly meeting with dinner consisting of a spit roast, including dessert and tea coffee. The monthly meeting will be held during dinner. The monthly meeting has been moved from Thursday 24<sup>th</sup> November to Saturday 26<sup>th</sup> November.

Bookings are essential and payment in advance is required, Payment may be made by direct deposit into.

Club's Bank Account

NAB BSB 083-323

Account Number 56.4.206.872

Please ensure that your name is included with each payment so that each payment can be identified.

Booking Contact

Dennis and Esther Healy

estden@bigpond.com or 04187882



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SATURDAY **5TH** NOVEMBER  
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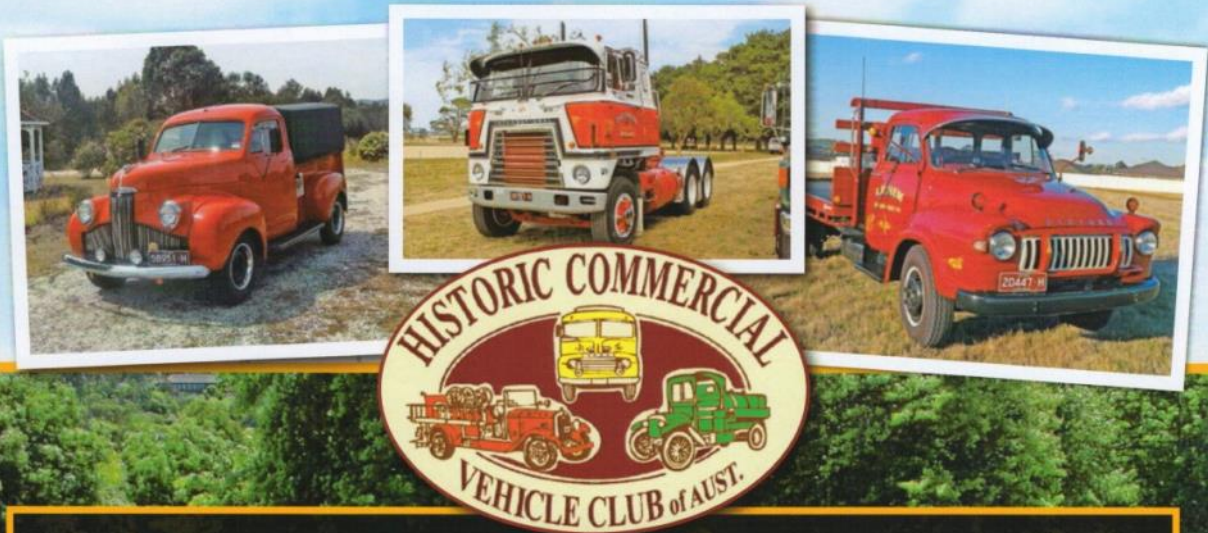
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# 35<sup>TH</sup> ANNUAL DISPLAY **HISTORIC COMMERCIAL** *Vehicle Show*



**Sunday 13th November 2016**

**Yarra Glen Racecourse**

**Admission \$10.00 • Kids under 14 FREE**

**Gates open to Public 9:00am**

All vehicles must be in by 9am and not leave until 3pm.

Entry available from 3pm Saturday 12th November.

Camping available Saturday Night \$20 bookings close 7/10/16 **MUST BOOK!**

Saturday night meal at Yarraview Dining Rooms \$20 available bookings close 7/10/16

Park together - arrive together! See website for details: [www.hcvc.com.au](http://www.hcvc.com.au)



**Enquiries:**

Russ 0409 073 523

Jeff 0408 181 816

## 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](mailto:editor@chaca.com.au)



### CHACA VICTORIA

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Contact John Baker  
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## EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

5-Nov	Classic Yass, <a href="http://www.classicyass.com/">http://www.classicyass.com/</a>
13-Nov	Off Roaders Display Day: Gippsland vehicle collection, 1a Sale Rd Maffra <a href="http://www.gippslandvehiclecollection.org.au/">http://www.gippslandvehiclecollection.org.au/</a>
16-20-Nov	Adelaide Motorsport Festival; <a href="http://www.adelaidemotorsportfestival.com.au/">http://www.adelaidemotorsportfestival.com.au/</a>
25-27-Nov	Geelong Revival Motoring festival <a href="http://geelongrevival.com.au">http://geelongrevival.com.au</a>
29-Nov	Swanpool Swap Meet
5-Dec	Whittlesea Swap Meet

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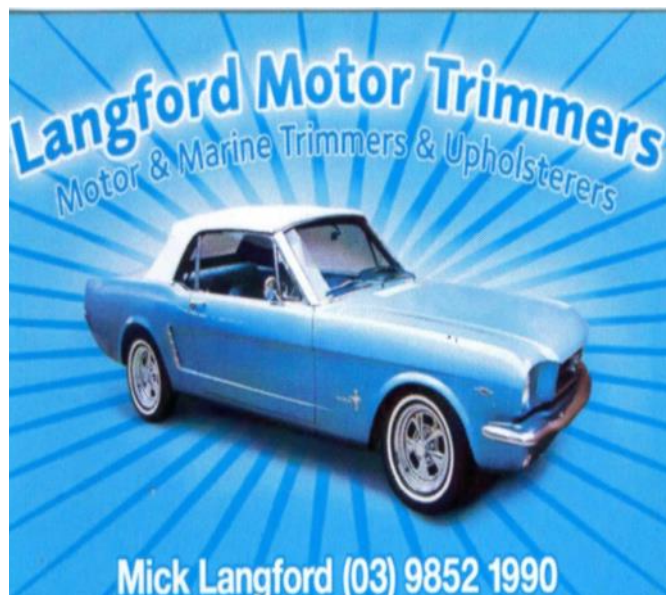
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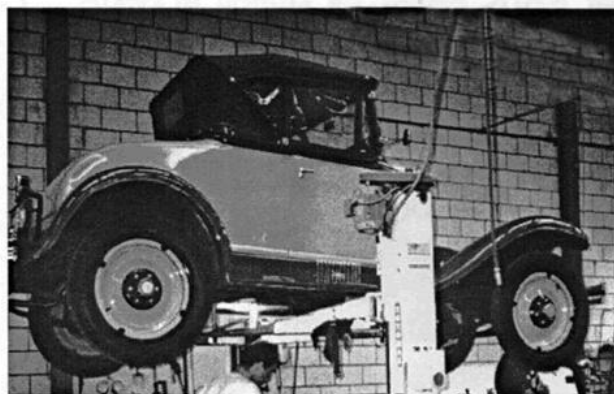
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## BUY, SWAP AND SELL

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:** Valvoline premium oil, XLD 20 -- 50. 2 x 6 ltrs. \$20, wheel cylinders 2 @ \$10 each, Delco 1 3/8", part number 5450072, new, \$20. Lots of 1948 Chev. items, inc. hub caps, interior & exterior fittings, panels, parts etc. Ed Bourke PH: 9544 4147 (0916)

**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:** 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)

**WANTED:** Old telephone box and cast iron fire hydrant. In good condition or requiring restoration. Pay good price.

Old Motorbike sidecar or frame. Any condition. To be modified to transport mobility scooter. 60's Ford Wheels with inflated tyres, any condition to move car around workshop. Any quantity up to 4.

Bob Clark 03-9391 8327 (0616)

**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:** I have for sale a 1969 Chev Impala 4 door hardtop sports sedan. Built right hand drive in Canada. The car is 2 toned gold and creamy white roof, also the seats have been re-trimmed with the original material new carpet. New dash pad, all done by Chris O'Shea. I replaced the 327 motor with a fully reconditioned and balanced 200HP 307 motor bored out .030". The crank was ground to .010-.010 and I fitted a brand new Rochester 2 barrel 2 jet carburettor which is very good on petrol. The motor has done less than 12,000 miles and was carefully run in and is nice to drive. The tail-shaft universals were replaced with new ones that are greasable. I had all wheel brake cylinders and the master cylinder sleeved in stainless steel and re-kitted. The car has air-conditioning but will need re-gassing to get the best out of it. It also has power brakes, power steering, electric windows and front seat. The car has a 12 bolt diff. with 15" tyres and 5 slot 6" rims, trim and caps. It has been in the family for over 30 odd years. It is still on Club Permit. It would be nice for someone to own and drive it. The reason for selling the car:- we have too many toys and no time to drive them all. The car comes with a roadworthy, but only for Victoria. Engine number 30714013K0124 Rego is CH6900 Price \$25,000.00 Bruce Haley.....(03) 9807 0018. (0716)

**SELL:** Original 1954 Humber Hawk, it has a bit of rust on the RH side roof but not bad, all original badges and panels, it would not take much to get it on the road, it has been garaged for most of its life except for the last 2 years which have been spent under a tarp, I think that is what brought out the rust on the roof, inside the car is all original, the front seat needs to be restitched. Regards Rod Bunker 0418387630 (0716)

## 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



## 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



Commemorative 50 Year Pen  
\$5.00 (in case)



Bumper Bar Badge  
\$40.00



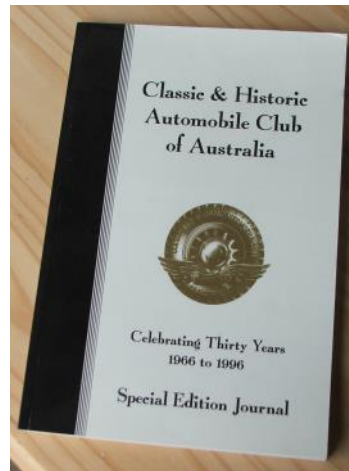
Early Annual Tour  
Badges. \$2.00 each



Club Decals  
\$2.00 each



25 Year Lapel



30 Year Anniversary Book  
\$10.00



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

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 including partial Aluminium surrounds that require restoration
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](mailto:rha41579@bigpond.net.au) (1016)

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Category	Joining Fee	Annual Subscription	Total
Full Member	\$30.00	\$50.00	<b>\$80.00</b>
Joint Membership	\$30.00	\$60.00	<b>\$90.00</b>

### 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 1<sup>st</sup>. 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!**

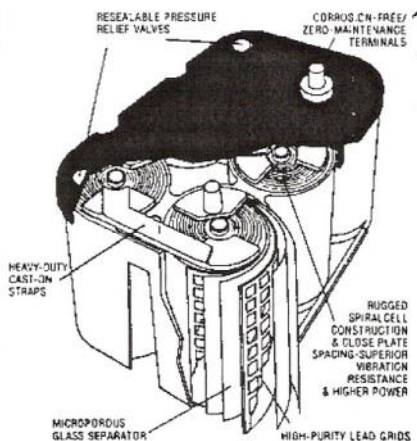
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **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





CHACA 1950 and Earlier Event at Caribbean Gardens Scoresby 25th September 2016

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