



CHACA

Journal

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

ACN 004 677 570

October 2017 Volume 52 Number 5



Two of the many stunning automobiles at the Caribbean Gardens club display day



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

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

Meetings

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

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

Club Newsletter

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

Journal Closing Dates

Nominally 2nd. Wednesday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

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

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

Webmaster

webmaster@chaca.com.au

Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

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

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



CHACA CPS Eligibility Criteria

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

See Page 18.

Notice To All Reciprocating Clubs

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

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Mention their ad in our Journal
when dealing with them***

OCTOBER GENERAL MEETING

The October 26th General Meeting will be our Annual General Meeting. Come along for a natter and a cuppa, and look back on the club year that has been, working towards another successful year full of club meetings and events.

We do have a need for more volunteers, so please see if you have time to help out the committee in any way.

Brian Garrett, President

PRESIDENTS REPORT

Its Annual General Meeting time again and I do hope that not only do you come along to the evening but that you find some way of participating in the running of the club in 2018.

If a committee position is not in your future then please volunteer to organise a run or two.

Hopefully there will be more emphasis on run & pub events for next year which from all the feedback I have received is still the preferred type of day out for our members. With the right help that target can be achieved.

A great day out at Caribbean Gardens on the 1st of October. Twenty eight club cars arrived and along with the participation of the VDC it was a very enjoyable day.

I did not get to see each vehicle in detail as these events require a fair bit of running around but I must admit it did help my fitness level.

This year the vehicle award winners were selected on member votes and, as of this time, I have not counted those votes so I can truthfully say I do not know which vehicles inspired the members most on the day.

I noted the many public visitors admiring the cars during the day but the Yellow Peril was invaluable in dragging in the younger V8 set. I am sure they all wanted to do donuts out in the car park with it. (an activity I do not understand)

Of course, as I am a much more sophisticated driver than the Yellow Peril owner, my interests leaned more to Noel Collivers 55 Rolls Royce or David Pipers Jensen Interceptor.

Overall the quality of cars that attended was very high and members can be very proud of what was presented to the public. Congratulations to you all and it fostered keen interest from the public in CHA-CA's activities.

Happy Classic motoring and I look forward to catching up at the AGM.

Brian Garrett

UPCOMING CHACA CLUB EVENTS

October. 26th. Thursday. Annual General Meeting at VDC Clubrooms.

November. **12th Historic Commercial Vehicle Show, Yarra Glen Racecourse**

23rd. Thursday. General Meeting at VDC Clubrooms.

26th. Sunday. Presentation day at VDC clubrooms.

CHACA Presentation Day and fully catered lunch. All welcome.

Bring your partner and a Classic. Price per head to be advised.

DEFT B COURSE AT CLUB ROOMS, NOVEMBER 23RD

How many of you have seen those Defibrillators in shopping centres and wondered what you would do in the event of someone collapsing and obviously desperately needing help?

Well, this is the night that the mystery surrounding those devices will be revealed.

We are hoping to obtain a demo defibrillator for you to practice on and, if so, you will find out just how easy they are to use.

This is our General meeting night and we will be having a defibrillator refresher course conducted by Rob Evans and an assistant. Rob is a Mica Ambulance Officer.

Bring along a pillow that you think may need resuscitating and be prepared for an enlightening, fun and informative half hour or so.

Eddie Reynolds



CHACA PRESENTATION DAY & LUNCHEON SUNDAY 26TH NOVEMBER 2017

All members are welcome to our Presentation Day and Luncheon at the Club Rooms Unit 8, 41 Norcal Road, Nunawading. Arrive from 11:30 for 12:30 lunch

A two course fully catered lunch will be provided along with wines and soft drinks.

Safe parking is available so bring your Classic car or bike and if so inclined suitable period dress is welcome..

Booking essential. Numbers limited.

Tickets \$25 per head. Payment by cash, cheque, or bank transfer payable to Classic & Historic Automobile Club of Aust.

BSB 083-323 Account # 564206872

If paying by bank transfer please insert "lunch" as reference

Bookings to Brian Garrett no later than 17th November.
5 O'Donnell St, Viewbank, 3084.

Phone: 0400166762

Email: bjgarrett@optusnet.com.au



GOSFORD CLASSIC CAR MUSEUM 2017 AUCTION BY PICKLES SATURDAY 28 OCTOBER 6PM-9PM

Gosford Classic Car Museum and Pickles have come together to bring you a classic car auction event like no other in Australia. With more than 60 iconic cars for auction to make way for newly purchased collections for the Museum, bidders and viewers alike will not be disappointed.

Whether you are a collector or enthusiast, you don't want to miss this unique opportunity. Get your tickets today before they sell out and pre-register to bid. Any questions? Make an enquiry using the website or call us on +61 280 528 845

<https://classiccars.pickles.com.au/registration/>



1968 LAMBORGHINI MIURA

The Lamborghini Miura is a sports car produced by Italian automaker Lamborghini between 1966 and 1973.



1971 FORD FALCON GTHO PHASE III

The Phase III GTHO is in incredibly high demand with collectors and investors due to a small production run and fewer than 100 examples remaining.



1988 PORSCHE 959

When it was introduced, the twin-turbocharged 959 was the world's fastest street-legal production car, boasting a top speed of 195 miles per hour (314 km/h).

Location: GOSFORD CLASSIC CAR MUSEUM,
3-13 STOCKYARD PLACE, WEST GOSFORD NSW

The Gosford Classic Car Museum is located in West Gosford, just off the M1, one hour north of Sydney and south of Newcastle.

36th ANNUAL DISPLAY HISTORIC COMMERCIAL Vehicle Show

Sunday 12th November 2017
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 11th November.
Camping available Saturday Night \$20 bookings close 6/10/17 **MUST BOOK!**
Saturday night meal at Yarraview Dining Rooms \$20 available bookings close 6/10/17
Park together - arrive together! See website for details: www.hcvc.com.au

Enquiries:
Allan 0425 718 191
Jeff 0408 181 816

40th ANNUAL BERWICK SWAP

SATURDAY 3rd FEBRUARY 2018

AKOONAH PARK, PRINCES HIGHWAY, BERWICK
No alcohol and no fires
FREE off-street parking

COME ALONG AND BE A WINNER

GATES OPEN

FRIDAY - 1.30pm (sellers setup only) SATURDAY - Sellers 5.00am, Buyers 6.00am
(NOTE: Gates closed Friday night 11.00pm to 5.00am)
Seller Site: \$20.00 plus \$5.00 per person entry Buyers Entry: \$5.00 pp
Site Size: 6.0Mtrs x 6.0Mtrs Children under 14 Years Free

Catering at "Food Court" by Cranbourne Rotary
Berwick Swap Meet presented by the Dandenong Valley Historic Car Club Inc.

GENERAL INQUIRIES:
Roger: 9560 4418
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Ian: 9876 3944
Mob: 0419 312 304

INDOOR SITE INQUIRIES:
Michael: 5998 2330
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HIDDEN IN PLAIN VIEW

During WW II - Lockheed (unbelievable 1940s pictures). This is a version of special effects during the 1940's. I have never seen these pictures or knew that we had gone this far to protect ourselves. During World War II the Army Corps of Engineers needed to hide the Lockheed Burbank Aircraft Plant to protect it from a possible Japanese air attack. They covered it with camouflage netting to make it look like a rural subdivision from the air. BEFORE: AFTER:



The person I received this from said she got back an interesting story about someone's mother who worked at Lockheed, and she as a younger child, remembers all this. And to this day, it is the first pictures of it she's seen. Another person who lived in the area talked about as being a boy, watching it all be set up like a movie studio production. They had fake houses, trees, etc. and moved parked cars around so it looked like a residential area from the skies overhead. Note.... I lived in North Long Beach during World War II, I was 13 years old. (1940) The Long Beach airport was near Lakewood, CA.



There was a large Boeing Plant there. If you would drive down Carson St. going south you could drive under the camouflage netting. I am 85 and had much of my pilot training in Calif. I have been under this net and have seen it from the air. During preflight training I rode a bus under the net and was very surprised as I didn't know it was there. It was strong enough to walk on and they hired people to ride bicycles and move around as if they lived there to make it look authentic. *Warren Holmgreen Jr*

VDC RUN TO KYNETON, SUNDAY, 29TH OCTOBER JOHN & MARGARET DAVIS COLLECTION

Meet at BP Service Centre, Calder Highway outbound, just past Calder Park Raceway.
Melway Map 354 J3.

Arrive at 9.00am to have a cuppa (bring your own or in café) and be ready to leave by 9.30am.

We will travel together to Kyneton and visit members John & Margaret Davis to see their extensive shed and house collection, which includes Cars, Garage items.
Antiques, Clocks and many other items.

This will be followed by a lunch at the nearby Malmsbury Hotel. Numbers are required for the lunch booking.

Please book with Edith Stevenson before Oct 20th. Phone 9333 6419 email edithstevenson@bigpond.com



TINKERING IN THE DIGITAL AGE IF IT'S BROKEN, YOU CAN'T FIX IT

Software is making things harder to mend. Some are calling for a “right to repair”

AS DEVICES go, smartphones and tractors are on the opposite ends of the spectrum. And an owner of a chain of mobile-device repair shops and a farmer of corn and soyabeans do not usually have much in common. But Jason DeWater and Guy Mills are upset for the same reason.

“Even we can no longer fix the home button of an iPhone,” says Mr DeWater, a former musician who has turned his hobby of tinkering into a business based in Omaha, Nebraska. “If we had a problem with our John Deere, we could fix it ourselves. No longer,” explains Mr Mills whose farm in

Ansley, a three-hour drive to the west, spreads over nearly 4,000 acres.

Messrs DeWater and Mills have more and more company. It includes not just fellow repairmen and farmers, but owners of all kinds of gear, including washing machines, coffee makers and even toys. All are becoming exceedingly difficult to fix—which has given rise to a movement fighting for a “right to repair”. In America the movement has already managed to get relevant bills on the agenda of legislatures in a dozen states, including Nebraska. Across the Atlantic, the European Parliament recently passed a motion calling for regulation to force manufacturers to make their products more easily repairable.

Some types of gear, such as photocopiers and medical equipment, have always been hard to mend because of their internal complexity. But what has been the exception is now becoming the rule, says Nabil Nasr of the Rochester Institute of Technology. Even a John Deere tractor comes with millions of lines of software code, controlling everything from the engine to the armrests. Mobile devices, for their part, are getting ever more densely packed to make them smaller and able to accommodate new components. When iFixit, a website for repair information, analysed Samsung’s Galaxy Note 8, which started shipping on September 15th,

it found that the device was mainly held together with glue. This gets rid of fasteners, but makes repairs more difficult.

Manufacturers are also increasingly erecting less tangible barriers to mending. Leased equipment and devices under warranty have always been out of bounds, but firms now regularly ban tinkering

with a product’s software. In its “License Agreement for John Deere Embedded Software”, for instance, the company retains ownership of the software programs. It also refers to the Digital Millennium Copyright Act, a controversial piece of legislation that makes it illegal for customers to circumvent copy protection. But dodging it can be necessary to develop di-



agnostic tools for electronic devices.

Firms also withhold technical information, proprietary repair tools and spare parts. Mr DeWater has to rely on manuals from iFixit, on self-made tools and on refurbished or copied parts. He can also tap into a global network of repair shops which exchange information about how to fix the latest mobile devices. “We sometimes even ship a device to China if we know that a shop there can fix it,” he says.

In the future, repairability is likely to become even more of an issue, says Kyle Wiens, iFixit’s chief executive. Not only do firms want customers to use authorised dealers, but a growing number of products are also no longer stand-alone devices, but rather delivery vehicles for services that generate additional revenues. Smart speakers such as Amazon’s Echo are a case in point. The e-commerce giant may even lose money with the device, but it helps to sell other products and collects reams of data about users. These can be used for additional services or to target advertising.

Strings attached

Similarly, wearable technology such as fitness trackers would be much more expensive to consumers if manufacturers did not believe they could monetise the data they collect. If owners could easily tinker with such devices, that could sever the

profitable links between product, service and data, which may make manufacturers' guard them even more jealously.

In their defence, firms say that restricting repairs, whether by individual consumers or businesses, helps protect their intellectual property and works on behalf of buyers. Apple, for instance, wants to ensure that consumers do not get hurt by breaking glass from badly installed screens, for instance. If Apple alone can replace the home button, it is to stop hackers from getting familiar with the system that reads people's fingerprints to unlock the phone. Highlighting the dangers, researchers in Israel recently managed to fit smartphones with boot-by-trapped screens, which could be used to log keyboard input and install malicious apps.

Yet the lack of repairability has large drawbacks. Authorised dealers are often far-flung, much more expensive than independent ones and often cannot fix a problem. Barring owners from tinkering also limits innovation. Many inventions in farming equipment, such as circular irrigation systems, were pioneered by farmers. And not being able to easily mend a device, says Mark Schaffer, a manufacturing consultant, contributes to a problem that already plagues many markets, as more products, from smartphones to washing machines, are thrown away rather than repaired, adding to waste and pollution. The share of new appliances sold to replace defective ones (as opposed to first-time purchases) in Germany increased from 3.5% in 2004 to 8.3% in 2012, according to the Öko-Institut, a think-tank. Washing machines, in particular, are hard to fix. The most common problem is that their bearings fail; when these are sealed away in the drum, repairers cannot access them.

To reverse the trend, but also to defend its industry's turf, the Repair Association, a lobby group funded by repair shops as well as by environmental organisations and other charities, wants states in America to pass "right to repair" laws. These would require firms in all industries to provide consumers and independent repair shops with the same service documentation, tools and spare parts that they make available to authorised service providers. The hope is that once an important state passes such a law, the country will follow—as was the case in the car industry after Massachusetts in 2012 passed a right-to-repair law for cars that led to a national memorandum of understanding between carmakers and repair shops.

If no bill has been passed yet, it is because the Repair Association has faced stiff resistance from manufacturers. Apple's strategy here is two-pronged. It has sent a lobbyist to Nebraska, who reportedly warned local politicians that the legislation would make armies of hackers relocate to the state. At the same time, it has made (largely sym-

bolic) concessions—in June it announced that it would send 400 screen-fixing machines to authorised repair shops, so they no longer have to send broken iPhones to central repair facilities. It is also investing in technology that makes it easier to recycle its products, such as Liam, a robot for disassembling iPhones.

Whether such moves will take some steam out of the right-to-repair movement remains to be seen. More likely, it will gather pace. In France, with its penchant for regulation, "planned obsolescence", meaning designing a product for a limited lifespan, is already an offence punishable by up to €300,000 (\$354,000) or up to 5% of the maker's average annual French sales, whichever is higher. Manufacturers must also tell buyers how long their products are likely to last. The government hopes that both rules will push firms to make devices easier to repair.

Spanner in the works

The global assault on repairability highlights a bigger problem, says Jason Schultz of New York University: what it means to own things in the digital age. Together with Aaron Perzanowski of Case Western Reserve University, he has written a book, "The End of Ownership", which describes the many ways in which firms now limit what people can do with the stuff they buy, in particularly the digital sort. "Owners" are often not allowed to resell it, transfer it to another device or mash it up with other digital goods.

Companies have even started to limit what buyers can do with physical goods. Tesla, for example, does not allow its self-driving cars to be used to make money with ride-sharing services such as Uber and Lyft (apparently because the firm plans soon to launch its own such service, called "Tesla Network"). It will be interesting to see what happens if Tesla takes steps to enforce this anti-Uber rule.

At any rate, the watering down of ownership appears to hit a nerve both on the left and the right. "Repair isn't a partisan issue," says Gay Gordon-Byrne, executive director of the Repair Association, pointing out that the right-to-repair bills have both Republican and Democrat sponsors in most states. The two Nebraskans, Messrs DeWater and Mr Wills, give an idea of why this may be. One, a liberal, sees the livelihood of repair shops endangered by big corporations. To the other, more conservative, not being able to repair his tractor amounts to an attack on the "very idea of private property". Together they make a powerful coalition.

Taken from The Economist: Sep 30th 2017

CLUB PRESENTATION DAY, CARIBBEAN GARDENS 1 OCT 2017

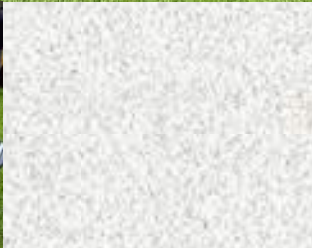


CARIBBEAN

Market



CLUB PRESENTATION DAY, CARIBBEAN GARDENS 1 OCT 2017



GENERAL BUSINESS

Kevin Oates commented on letter in last Journal reputed to have come from Bendigo Club. It related to crackdown by police on H plated vehicles. Article claimed that H Plated vehicles that have modifications should not be on H plates including those that have had steering converted. Kevin pointed out this is not correct. Prior to a 31 Jan 2015 date H plates are ok for those vehicles with some mods. Article is not correct.

Bob Clark mentioned that he had a phone call from someone who has set himself up as CPS expert. Working from a web site. Take care. President suggested that CPS enquiries should only go through AOMC, Federation or Vic Roads.

For Sale Items

Bob Clark wants two Mini bucket seats. Also workshop manual on Mini's
Another member wanted a pre-war Austin Jaeger Speedo. President suggested putting ad in Journal and on web site.

Ken Robinson looking for 1933 Humber work-shop manual.

Guest Speaker:

Duncan Ansell
Barry Smith introduced Duncan Ansell who gave an interesting talk on the history, variations, values and purchasing techniques of Heritage number plates. Various plates owned by Duncan were displayed and Duncan gave some real world indications of the rising values of these plates and the investment opportunities..



Close meeting: 21:00

Club Merchandise

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



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



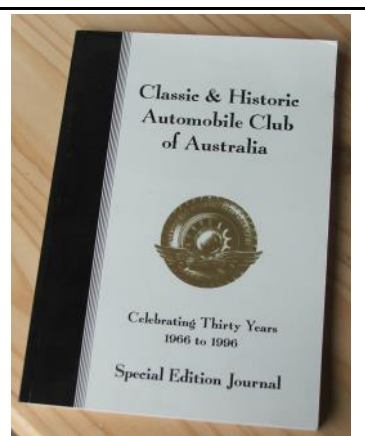
Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00each.



Name Badges..\$10.00



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



Club Decals.
\$2.00 each



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



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



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



Commemorative 50 Year Pen. \$5.00. (in case).

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RACV

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Classic Showcase

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen
Sunday 25th February 2018

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Aston Martin
Austin
Austin Healey
Austin Healey Sprite
Austin 7
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Invicta
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Jensen
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Land Rover
Lanchester
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Lotus
MG
Mini
Morris
Morris Minor
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Seventy years the Jaguar XK 120
Sixty years of the Austin Healey Sprite
Fifty years of the Renault 16

Display cars \$15.00 all occupants included
Spectators \$8.00 RACV card holders \$6
Children free

Gates open:
Display cars at 9.00am
Spectators 10.00am
Club displays encouraged.

For more info contact 03 9890 0524
www.aomc.asn.au/classicshowcase2018
fb.com/infoaomc

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**Childrens'
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Music

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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

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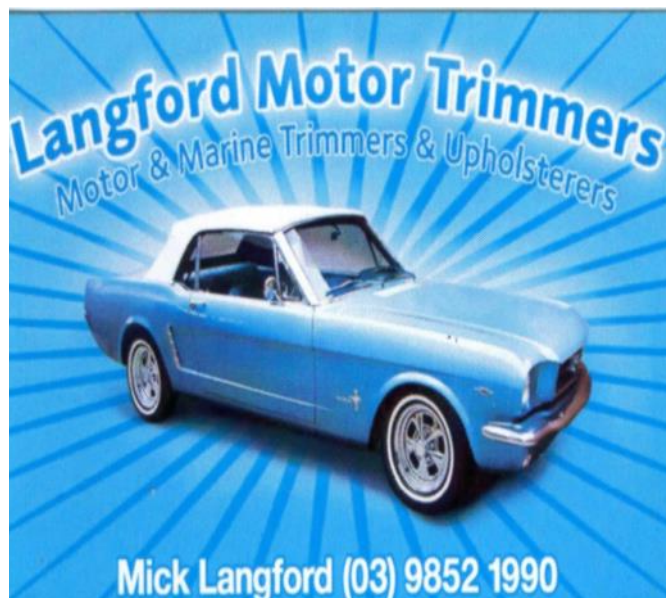
Price \$15.00



Contact John Baker
0419 588 370

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

- 15 Oct Tatura Show and Shine, Tatura Racecourse
Gates open 9am, contact GVFinsAndFenders@gmail.com , Club Phone: 0456 157 083 after hours
- 12-Nov Historic Commercial Vehicle Show, Yarra Glen Racecourse, from 9am, www.hcvc.com.au
- 29-Oct Classics in the Park, Market Day at Berwick Show Grounds Berwick, 8.00am – 2.00 pm
Akoonah Park Mens Shed, Nicholas Bolis, 0417 500 198 mail. nick.jenny@bigpond.com
- 26-Nov Swanpool Swap Meet
ALBERT HEANEY RESERVE, MIDLAND HWY, SWANPOOL ; Site Bookings 5768 2261, at the Swanpool Store
- 2-Dec Whittlesea Swap Meet
- 26-Jan-2018 Aussie Classic Car Show, Yarra Glen
Enquiries: James Allan/CHACA
or 03-98900524 Iain Ross
- 3 Feb 2018 Berwick Swap meet, Akoonah Park, Princess Highway
<http://www.dvhcc.com.au> Roger 95604418 Ian 98763944
- 25 Feb 2018 RACV Classic Showcase 2018,
Yarra Glen Racecourse, Armstrong Avenue
Contact AOMC 03 98900524
<http://www.aomc.asn.au/classicshowcase2018/>
- 15 April 2018 Shannons American motor show
Enquiries 03 98900524



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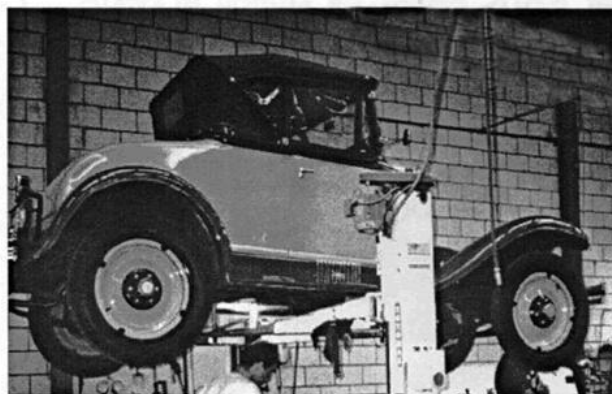
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BUY, SWAP AND SELL

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: Skinned Knuckles. D.I.Y. magazine for the hobby auto restorer. 95 issues from Vol 1, number 1. 1975 > Printed in the U.S. this magazine holds a wealth of knowledge for not only the hobbyist, but anyone interested in matters of Vintage, Veteran & Classic automobiles. Covering such subjects as Electrics, Body Work, Suspension and many more, there are also articles on lost arts such as Lead Wiping, Home chroming etc. Each issue features a history of a well known marque. \$185-00 The lot. Will not separate Contact Reg Dunn 0439 688 229 or luvtofish2@gmail.com (0317)

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

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

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

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

SELL: I have available some parts for a 1939 Plymouth Sedan. These are free to good home.

Front guards. some damage but repairable. Grille, some damage but repairable, Radiator, straight but condition unknown. Bootlid, straight. Phil Randall. 0408 370 764 randall.philipo@gmail.com (0617)

SELL: 1936 Ford Roadster (Brownlee body) unfinished project. Lots of parts, almost complete car. No hood irons. Offers around \$20,000 please. Ken (0412797061) (0817)

SELL: Humber super snipe series 5 auto transmission New tyres New brakes New wind-screen and boot rubbers Runs well, downsizing and have no room No registration \$2000 ONO Patrick Bruce 0408394598 Bittern 3918 (0917)

SELL: 3 1934 HUMBER SUPER SNIPES 80 SALOONS. Rare 1934 Humber super snipe 80 sports. Should be enough parts to complete 2 cars from the 3. 18 original wire wheels, over 30 hard to get brass wheel nuts. Complete head lights, 2 complete engines plus 1 for parts. one complete luggage rack. All gauges etc. Loads more parts for a complete restoration. Workshop manual, colour sales brochures and large a2 lubrication charts. Contact Andrew Carman, Ballarat 0427 158 107, Andrewcarman56@gmail.com, \$12,000.00 (1017)



SELL: I am in serious need of a serviceable steering box for 'Hazel' my 1959 Series I Hawk. Hans Paas Email: hansjpaas@gmail.com

WANTED: I have the rear doors off our 63 super snipe parts car available to any member who wants them. A bit of rust along the bottom, but glass is still there. Nick Chippett Email: tatertransport@gmail.com (1017)

 **Manningham Tende Beck Scout Group**

**FOURTH ANNUAL
SHOW & SHINE**

CAR SHOW

Sunday, 26 November 2017



**Cars & Stalls from 9:00AM
Show opens at 10:00 AM**

Exhibitors & Trade Store Enquiries Welcome

Gold coin donation, all proceeds directly to Scouts with disabilities and special needs

Cnr High Street & Doncaster Rd Doncaster Vic

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 **Aussie Classic Car Show**
"Cruise to Yarra Glen"

SHARE THE PASSION

Friday 26th January 2018
Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

The show for all the great Aussie makes Holden, Falcon, Valiant BMC and those lesser known Aussie vehicles

Trophies for outstanding vehicles
Trophy for the best Aussie Muscle car
Club displays encouraged
- The best display will receive an award.

Refreshments, music, kids entertainment, trade stalls!

 fb.com/infoaomc

 **Enquiries 03 9890 0524**
www.aussieclassiccarshow.com.au
Promoted by Association of Motorists Clubs
All proceeds from this event are returned to the motorist movement
www.aomc.asn.au/aussiecarshow2018



Ken's Joke of the Month.

An elderly Florida lady did her shopping and, upon returning to her car, found four males in the act of leaving with her vehicle. She dropped her shopping bags and drew her handgun, proceeding to scream at the top of her lungs, "I have a gun, and I know how to use it! Get out of the car!". The four men didn't wait for a second threat. They got out and ran like mad.

The lady, somewhat shaken, then proceeded to load her shopping bags into the back of the car and got into the drivers seat. She was so shaken that she could not get her key into the ignition. She tried and tried, and then she realized why. It was for the same reason she had wondered why there was a football, a Frisbee and two 12-packs of beer in the front seat. A few minutes later she found her own car parked four or five spaces farther down. She loaded her bags into the car and drove to the police station to report her mistake. The sergeant to whom she told her story couldn't stop laughing. He pointed to the other end of the counter, where four pale men were reporting a car jacking by a mad, elderly woman described as white, less than five feet tall, glasses, curly white hair, and carrying a large handgun. No charges were filed. The moral of the story? If you're going to have a senior moment.....make it memorable.

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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 Barry Smith Ph: 5985 9220 Mob: 0408 440 240

Barry Smith 14 Jacqlyn Avenue, Rye Victoria,3941

Joint Membership – Husband/Wife, partner etc..

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

Club Permit Scheme Renewal of Permit.

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

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

FOR New Applications/renewals: Contact Barry Smith,

14 Jacqlyn Avenue, Rye Victoria,3941

Email: rozbar@bigpond.com

PHONE: 5985 9220, MOB: 0408 440 240

To all Permit Plate Holders

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

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

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

Photos for Club Records

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

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

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

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

CPS Handbook

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

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

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

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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: Sue Cade, PO Box 1560, Bairnsdale Vic. 3875, Phone: 03 5153 1226

e-mail: CHACRL.secretary@bigpond.com

http://chac-rl.org/

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

Morgan Country Car Club

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

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

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretaries: Anne Campbell, 0414 521 521

38 Wattle Crescent, Glossodia NSW 2756 .

Phone 02 45765872

Email: annecampbell3@bigpond.com

Meetings: All Sunday meetings start at 2pm.

Members may arrive from two hours prior to meeting times to have meal and chat.

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Peter Rohan PO Box 514 Caboolture, Qld.4510. Phone (07) 32041371, mob

0407752632 email: secretary@chacc.com

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



A stunning Ford Thunderbird at the Caribbean Gardens club display day

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