



CHACA

Journal

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

ACN 004 677 570

Oct 2020 Volume 55 Number 5



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



Secretary: Brian Garrett
secretary@chaca.com.au
President: Brian Garrett
info@chaca.com.au
Mob. 0400 166 762 (Irene)



Vice President: James Allan
jamesmgballan@gmail.com
Ph. 03 9729 6729 (Colleen)



Treasurer: Fred Eakins
treasurer@chaca.com.au
Ph: 03 9735 1151
Mob: 0408 343 409 (Chris)



Editor: Tony Tang
editor@chaca.com.au
Mob. 0430 290 719



Property Officer:
Eddie Reynolds
editor@chaca.com.au
Mob: 0429 142 460



Technical/CPS Officer:
Barry Smith
technical@chaca.com.au
Ph: 5985 9220 (Rosslyn)



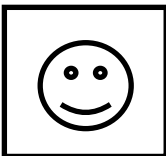
Membership Secretary:
Kevin Churchill
membership@chaca.com.au
Mob: 0412 802 177 (Erica)



Webmaster: Rolf Zelder
webmaster@chaca.com.au
0403 289 477



Committee Member:
Ray Griffin
raymar77224@bigpond.com
Mob: 0409 216 273 (Margaret)



Committee Member:
John Mason
(TOP SECRET)

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 wel-comed.

CHACA is a Disabled Friendly Club with fully paved park-ing 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 emergen-cies 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 sub-mitted 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 ex-pressed 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 regular-ly 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 Chris-tie, Ray Nichol

In Memoriam : Fred McGeary, Norm Watt, Don Main, Ian Davey, Tom Lambert, Eddy Dobbs Snr, Col Patience, Gor-don 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.

PRESIDENT'S REPORT

As notified in our September Journal the committee have decided to hold the CHACA Annual General Meeting on the 26th November 2020 commencing at 8PM. This meeting will be a Zoom Meeting and all financial members are welcome to attend. The annual report will be summarised at this meeting and will also be published in the November Journal.

All positions on Committee will be available for the 2020/2021 year and I encourage members to submit their Nominations on the forms supplied with the Journal. Please send completed forms to the Secretary, Brian Garrett at 5 O'Donnell St Viewbank 3084 or by email to secretary@chaca.com.au before the end of October.

The September General Meeting was very enjoyable with both the general discussion, and also Ray & Margaret Griffins presentation on the various artefacts they have collected over the years. I am quite sure Ray has not disposed of anything since his childhood. What dedication.

We had 21 members on line including Geoff & Lisa Odgers from Echuca. It was great to catch up with Geoff and Lisa even if we were all jealous of the freedoms they had up there over what we were suffering down here. This is one of the great advantages of on line meetings. It enabled our country members to join in and be part of the discussions and frivolity. We hope to see more of these members joining in.

Still no planning for gatherings yet even though we are getting close to being released from jail, and in addition most of the events planned for the first quarter of the year by organisations such as AOMC etc are still up in the air. As soon as something gets sorted out and firmed up we will let you know.

One of my life hates is finding out that a car I purchased has had unqualified modifications to the electrical system. When I purchased a Fiat X1/9 two year ago I found the previous owner had modified the lighting circuit and the cooling fans circuit. It took me ages to track down the problems and correct the wiring back to original. Likewise I have been annoyed that my Fiat 130 intermittent wiper system has never worked since I have owned the car. Thinking it was just the device the Italians called the "Intermitter Relay". I set to work to identify and confirm this item was at fault and get a new part. Oh dear! Not that easy. The previous owner had also tried to correct this problem and in an unqualified way changed many wiring connections in his attempt. Not only did he not fix the "Intermitter" but he also disabled the two speed function of the wipers which I had not attempted to use previously. Unqualified mechanical alterations can usually be quickly identified and corrected but electrical wiring system problems can lead you to seeking psychological assistance. I have a background in aviation instrumentations and electronics so this definitely assists in systematically going through the systems, but just the same it can be daunting as well as physically demanding as most of the wiring is up under the dash or in the console.

Oh well, we are in the old car business after all and they tell me these sort of challenges are character building. Grrrrrrrr!

Stay Safe & Well
Brian Garrett

Recent changes to the Club Permit Scheme

October 2020

The Road Safety (Vehicles) Regulations 2009 will be replaced by the Road Safety (Vehicles) Interim Regulations 2020, which will take effect from 4 October 2020.

The new Regulations include the following changes that apply to the Club Permit Scheme.

Use of Club Permit vehicles

The vehicle operated under the Club Permit must not be used for hire or reward for the carriage of goods or freight or to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Club conditions

VicRoads may, from time to time, vary or remove a condition that an approved vehicle club must comply with. Internal review rights apply.

Club Permit number plates

When applying for a Club Permit, the applicant will now be required to pay a fee for the issue of standard Club Permit number plates (\$38 for two number plates, or \$19 for one number plate).

Requirements of club membership

To be eligible for a Club Permit, the club member will no longer need to be a 'financial' member of an approved club; they will simply need to be a 'member' of an approved club.

Obligations of Club Permit holders

A Club Permit holder must notify VicRoads within 14 days after a change in vehicle details or modification of the Club Permit vehicle.

New permanent or temporary operating conditions

VicRoads can now impose, vary or remove permanent or temporary operating conditions on a Club Permit if the vehicle does not meet the standards for registration. Internal review rights apply. For example, a vehicle with non-compliant headlights may have a condition of no driving at night.

The permit holder will be notified and sent a *Certificate of approved operations* if this occurs.

A Club Permit holder must not use a Club Permit vehicle to which a temporary or permanent condition has been applied without carrying the *Certificate of approved operations* in the vehicle.

Reassignment of a Club Permit

A Club Permit can be re-assigned to the surviving spouse/domestic partner when the permit holder is deceased. The surviving spouse/domestic partner of the deceased will also need to be a member of an approved club. An application must be made by the authorised representative within 90 days after becoming the authorised representative.

For more information visit vicroads.vic.gov.au



THANK YOU

Ralph Provan

May 7th 1934 ~ June 9th 2020

Best Wishes Lois Provan



We are extremely grateful for your love and thoughts after the sudden passing of Ralph. He will be missed by us all, however we find much comfort in the wonderful memories and legacy he has left

behind. With Love & Thanks

Lois, Jenny, Suzanne, Michelle, Rodney & their families.



A labour of love, or a love to labour (maybe)?

The motor vehicle was purchased from a chap in Boronia in early 1988 and I suspected that the restoration job was becoming too serious for him. Apart from body on running gear and a motor loosely assembled, the rest was all in boxes or loose parts which required multiple trailer loads to get it home to Vermont South. Although most of the mechanical and cosmetic parts were included in the sale, there were a couple of serious problems, some of which came to light later, with the minor ones realised during the purchase and accepted and others which I feel were either an oversight by the previous owner or a deliberate cover up.

When I got the car home to my workshop it was completely examined with lists and programmes set over the next few months to commence the restoration work. It was decided that a body off chassis was the best way to go, with all the front clip removed so that the engine could be assembled and tested properly for running. During this stage we understood that the block was from a 1939 car which is 2 years later & a 3 1/16" bore. We finally understood why the previous owner could not get the motor running properly as during this running process, water was coming out of the exhaust which indicated that there was a leak somewhere and on pulling down the motor we discovered that the motor had been bored out on all eight cylinders to the later bore size of 3 3/16" plus oversize, thus breaking through the water jacket and of course the block scrapped and another one was found and bought from a Club Member at Morwell which in fact is a 1942 block and 3 3/16" which has been bored to .030" oversize.

During the engine rebuild, the block was hot tanked, sand blasted, retanked, main caps fitted, torqued to spec., main bearing tunnels aligned to allow the head faces to be machined parallel. The block then bored to .045" oversize. Each piston was measured after correcting a circlip groove problem and relegated to a particular bore which, after again hot tanking, was honed to suit. The cam shaft was straightened, reground and niterided to a timing of 25-65-65-25. Cam shaft journals were ground .005" undersize. Semi finished cam shaft bearings were fitted to the block and align honed to suit.

At that stage, the valve seats were recut and dressed, the block was hot washed and dried and taken to the "clean room" for further assembly. The crank shaft and all moving parts were statically & dynamically balanced. The con rods resized, checked for length, straightened & rebushed.

A new complete 60lb oil pump was found, dismantled, checked and fitted. Heads used are cast iron 6.5:1 compression ratio (nominal) with .020" removed to clean up. All combustion chambers had been volume equalled and the inlet and exhaust ports had been smoothed and matched to the gaskets. All parts, both static and moving, were crack tested and balanced. Parts used in the engine rebuild were all bearings, bushes, seals (N.O.S. Ford script), new rear main seal housings (N.O.S. Ford script), 60lb oil pump (N.O.S. Ford script), pistons (N.O.S. Ford script), timing gears (N.O.S. Ford script), adjustable cam followers, Iskenderian valves (N.O.S. Ford script), valve guides/springs, collets, caps and guide clips (N.O.S. Ford script), fuel pump shaft (N.O.S. Ford script), oil pump drive gears (N.O.S. Ford script), inlet manifold and exhaust manifold have been aluminium sprayed, engine has accessory oil by-pass filter (R4P), exhaust manifolds are curved (Pilot type) with a twin system deleting the balance pipe.

Other work carried out on running gear, etc., was the rear axle fitted with new wheel bearings & hub seals, but centre not touched, front axle fitted with king pins, spring bushes, wheel bearings & seals. Chassis mounts were fabricated to adapt a later front axle to the 1937 chassis using telescopic type shock absorbers & a new upper bracket made to bolt to the chassis for each side.

The cable brakes were scrapped to use 1939 hydraulic type system. Brake master cylinder and wheel cylinders were all stainless sleeved and appropriate hoses obtained and lines routed to suit the dual exhaust system. Radius ground linings replaced and drums machined to match. The radiator was recored and truck type water pumps are used which have a sealed bearing rather than the oiled bushing. An electric fuel pump has been used in the fuel system behind a cover to the left hand rear wheel and lines routed accordingly as the fuel pump is there for emergency purposes and for petrol priming prior to starting. A heat shield is fitted to divert exhaust heat. Fuel pump and carburettor were fully overhauled with kits.

As far as electrical is concerned, the distributor was rebuilt, condenser altered to suit 12 volt ballast resistor ignition starter, starter fitted with brushes and bushes and remaining 6 volt generator rebuilt to obtain 12 volt. Small panel to right hand side of steering column now contains the switches and warning light for the turn indicators and fuel pump. The headlights fitted with Q1 globes with front indicator assemblies fashioned to fit into headlamp buckets in front of the reflector. The gauges were altered & amended either with resistors or other methods to suit 12 volt supply.

R.T.O

Gear box was machined to the housing in the areas of lay shaft and reverse idle to correct the wear, inserts fitted to those areas, lay shaft 'O' ring both ends to prevent typical oil leaks, reverse idler 'O' rings one end, bearings and gears and synchro rings had apparently been replaced so I reused. The clutch has a truck type flat fly wheel that was used to promote a better engine response with the light Roadster body and all wear areas were reconditioned and balanced individually so that as the need to overhaul occurs, it will not affect engine balance as long as the components are matched and rebalanced at that time.

Of course, everybody's mind extends to what other works are to be carried out on the mechanical and control side and the list is endless by way of glass, cleaning/painting, repro new items, linkages, restoration of old components, pipes, tubings, hoses, exhaust system, electrical loom and many other items.

Whilst the work was being carried out on the motor, etc., the body was stripped and found to be poorly prepared earlier, then panel beaten where necessary with very little rust found which had been repaired some time earlier, primed, rubbed, etc., right through to the finish black.

Fortunately, this Club Roadster has side curtains and no wind up windows and the doors had survived very well without water sitting down in the bottom caused by cranked window spaces causing water ingress. Assembly took some time along with other minor problems that had to be sorted with the completed car up for Registration in December 1991 after a Certificate of Roadworthiness was issued on 8th November. During the space of restoration time some 8 months were spent on getting the interior completely retrimmed and a hood made. In one of the seat frames that we overhauled, we found a rat skeleton in one of the spring sets, but the frames were good enough to be cleaned up and the old material had a pattern to be able to follow and other photos assisted with the trim design.

This body had some timber framing in it with a sheet metal cladding. Although the 1937 Ford boasted an all steel body, it still contained timber for tacking strips, etc., here and there.

Interestingly, too, part of the original purchase was included a turbo type blower which is still in our stock and never fitted to the car and has now become more of a collectable museum piece.

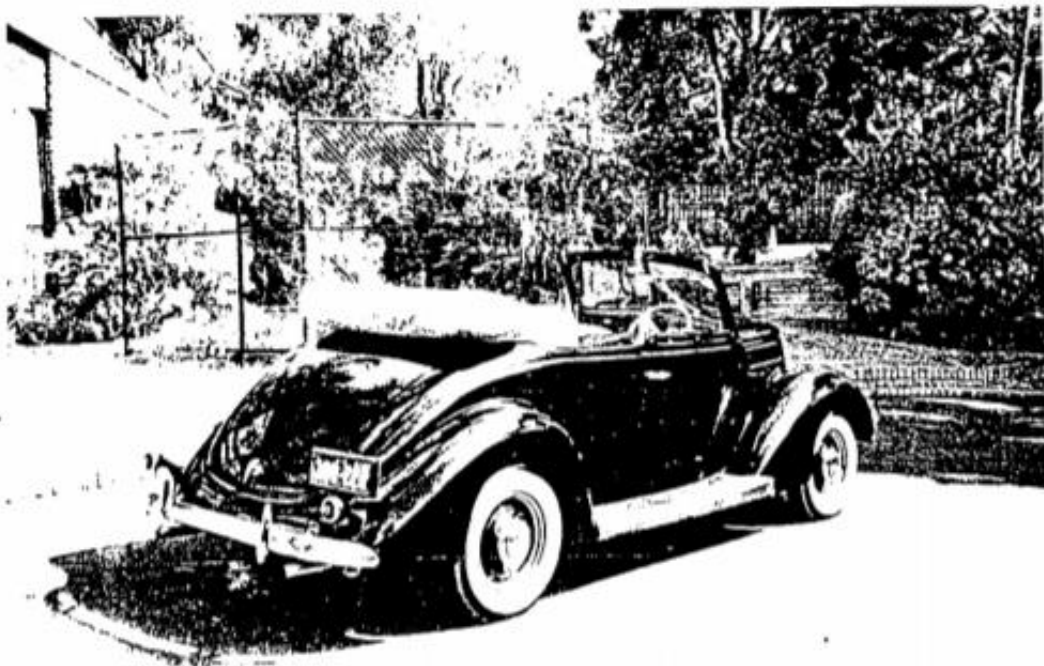
From 1991 through to present, the front sheet metal has been removed twice and put back in place to gain access to pull the engine forward to drop the gear box which was a problem after its initial rebuild, but now seems to be quite sound on the second attempt.

In conclusion, I have ended up with a lovely lightweight Roadster which is very quick on the road, handles well, drives straight, stops well and is a pleasure to drive on a nice day with the top down. Like all our cars, it is on full registration so we feel free to take it out any time and it does get its share of running, including interstate runs during which it has performed dutifully.

There has been two other restorations since. Why do we subject ourselves to such anguish?

Yours in early motoring,

Peter F. Hibbert.



1937 Ford Australian Club Roadster build specification.

VIN No. A21457P. Eng. No. V4907P.

- 1/ 24 Stud Ford engine, 95 HP plus ^{.045}.030" oversize bores.
- 2/ Two hole crank big end journals with two-piece bearings.
- 3/ "Johnson" adjustable valve followers, (lifters).
- 4/ Two new truck type ball bearing water pumps and belt.
- 5/ Later and better glass "visu" filter bowl fuel pump.
- 6/ Correct type fuel carburetor. New kit fitted latterly.
- 7/ Use high octane (98 RON if possible) fuel mixed with a "Valvemaster" anti-VSR additive or equivalent.
- 8/ Full 12 volt electrics and "period" appearance battery.
- 9/ Australian built "Astor" radio converted to 12 volt.
- 10/ Nylothane upper steering column bushing lieu rubber.
- 11/ Dash gauge face could be replaced if a better one sourced.
- 12/ Fuel tank sender float has sunk and needs replacing.
- 13/ Drive shaft torque tube has been modified to 2 piece to enable ease of possible centre bearing replacement.
- 14/ Brakes are all as new with all master and wheel cylinders sleeved with stainless steel, new seals, etc..
- 15/ Vacuum windscreen wiper is sluggish and may need attention.
- 16/ A full mostly authentic tool kit in a matching vinyl roll is in the boot. Jack is incorrect but is as supplied to era cars.
- 17/ A spare set of keys is included with books to suit 1937 Fords.
- 18/ The fabric top folds easily so as to avoid material resting on the body and should stay down at speed. A top cover is supplied and uses the same hood clips to secure. The fabric top has been wet only once and with the side curtains fitted and tucked in, does not allow water into the cabin.
- 19/ A 4 compartment matching vinyl bag houses the 4 side curtains to avoid damage to the clear windows.
- 20/ Recent servicing has been performed but make your own checks on condition and safety of entire vehicle to your own satisfaction. The vehicle is totally undamaged when inspected at despatch. Our insurance cover is lapsed.

PETER HARRIS, 1992

AUSTRALIA'S MOST UNLIKELY CLASSIC 'BOGAN' CARS SKYROCKETING IN PRICE

Commos over C-Classes.

Jamie Weiss Monday 5th October, 2020 published by DMARGE



Normally, when you think about 'investment cars', you think about classic, classy motors. Old Porsches. Rare Aston Martins. E30s, DeLoreans, even G-Wagens. Normally European, always distinctive, and rarely the kind of car you'd be seen dead in a pair of Nike TNs in.

But in a rather unexpected turn of events, some of Australia's most 'bogan' cars are becoming insanely valuable. We're talking VL Commodores, Mazda RX-3s, XF Falcons, Toyota Cressidas and even Geminis – widely considered one

of the dinkiest cars ever sold in Australia back in the day. More modern bogan fare is also seeing huge price hikes, like Nissan Silvias or Honda CRXs and Integras.

So why are some of Australia's most unloved, most notorious or most boring cars suddenly becoming hot property?

DMARGE spoke to Luke Lalor from MOTORbiz in Melbourne, who explained it's all about timing.

"We're seeing a massive movement towards bogan cars... Particularly naturally-aspirated 'pocket rockets' from the 70s to the 90s."

"Holdens in particular are holding their value, partially because of Holden pulling out of Australia. They're just quintessentially bogan. Rotary engined cars are also holding strong, they're so bogan too," he laughs.

It's a weird phenomenon – whilst the value of bogan cars has markedly increased in recent months, their prices remain more accessible to collectors than the prices of more traditional classic car investments. Not to mention many of them beat out other classics on the performance front. They're also not so expensive as to make you worried about actually driving them. Let's face it, if you spend \$715,000 on a classic Monaro, you're hardly going to want to take it down to the shops.

RELATED: Motoring Experts Share How To Pick The 'Classic Cars' Of The Future

Indeed, one of the reasons they're becoming so valuable is because of the bogan connection. Unmolested bogan cars are rare, because bogans like modifying (and crashing) their cars. For example, finding an old WRX that hasn't been stolen, smashed or thrashed is incredibly difficult, so an example in good condition – especially if it's a 2-door model – can set you back more than a new WRX in some cases.

It's also a way of setting yourself apart from the crowd. "It's all about originality," Lalor concludes.

We say let the bogan Renaissance begin.

<https://www.dmarge.com/2020/10/australia-car-renaissance-prices.html>

Which Year is it?

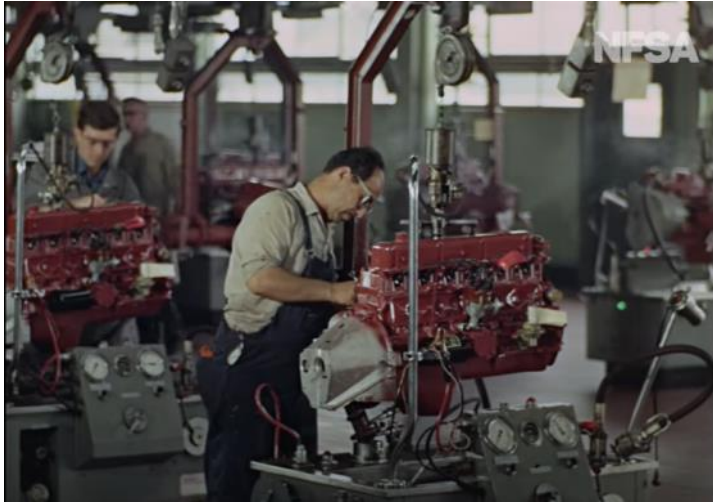
I came across this clip from National Film & Sound Archive of Australia with the title “Life in Australia: Melbourne”. It is very pleasant to watch and I would like to throw a question at our members. Will you be able to identify which year was the footage filmed? (It says on the film description but....that's not the point.) Feel free to write to me with the answer and more importantly, provide the evidence of your answer.

I have attached a series of clips from the film as clues. The completed file can be found on YouTube https://youtu.be/TC7D5T_m_-k or simply search Life in Australia: Melbourne.

Editor

Tony Tang editor@chaca.com.au





PETER'S 1949 MERCURY



PETER'S 1949 MERCURY



**. CLASSIC & HISTORIC AUTOMOBILE
CLUB of AUSTRALIA
ON LINE GENERAL MEETING
27rd AUGUST 2020
MINUTES**

Meeting opened at 8 pm

Present: Members on line. 21

Apologies: Michael Goethel, Adam Lambert.

**CONFIRMATION OF MINUTES AUGUST
2020**

Moved: Brian Garrett

Seconded: Barry Smith

Business Arising from August meeting

Nil

Correspondence

In: Nil

Out: Nil

Monthly Reports

President.

President reported that the AGM has been set for November 26th at 8PM. The AGM will be conducted as an on line Zoom meeting.

Applications for committee positions are included with the Journal.

Treasurers Report:

Report as at 16th September 2020

General Account.

Term Deposit

Total Funds

Moved for Acceptance: Brian Garrett

Seconded: James Allan

Technical Officer: Barry Smith

CPS renewals to be forwarded to Brian Garrett while in lock down until further notice..

Membership Secretary: Kevin Churchill.

Three membership enquiries.

Membership fees for 2020/2021 will be halved from the normal amount.

Membership renewals out next week. Must be paid by 31st October. If a CPS vehicle member fees must be paid at the due date.

Dennis Healy asked what the club constitution states on what is a "member". Vic Roads are changing the rules on what they consider a club member.

Brian Crocker advised that members should not drive a CPS vehicle without being currently financial. Affects both prosecution and insurance.

Property Officer – Eddie Reynolds

Eddie tests Aust Post by sending a Journal to himself. Delay in postage variable.

Property still in storage at clubrooms.

Quarterly Reports.

AOMC. Dennis Healy.

Last AOMC on line meeting John Lewis and Shane Ellis prevented from attending by Dept of Transport..

Proposed fine for not completing Log Book has been disposed of and back to a fine for driving an unregistered car.

AOMC not anticipating a lot of activity early next year.

No change on Asbestos rules

Luxury tax still under discussion. Meeting with Federal Minister planned.

Events for next year cannot get insurance for Covid19.

Federation: Brian Garrett

No report

General Discussion

Barry Smith described the progress on fitting an electric starter to his De Dion Bouton. Ring gear and starter fitted.

Paul Goethel advised that his Porsche 911 is back on the road and registered after four and a half years resto.

Tony Tang advised he has purchased a Toyota MR2 AW11.

Shane Taylor advised that he has located a considerable number of owners/service manuals for British & European cars such as MG, Ford, Rovers Jaguar etc. Contact Shane Taylor if you want a book.

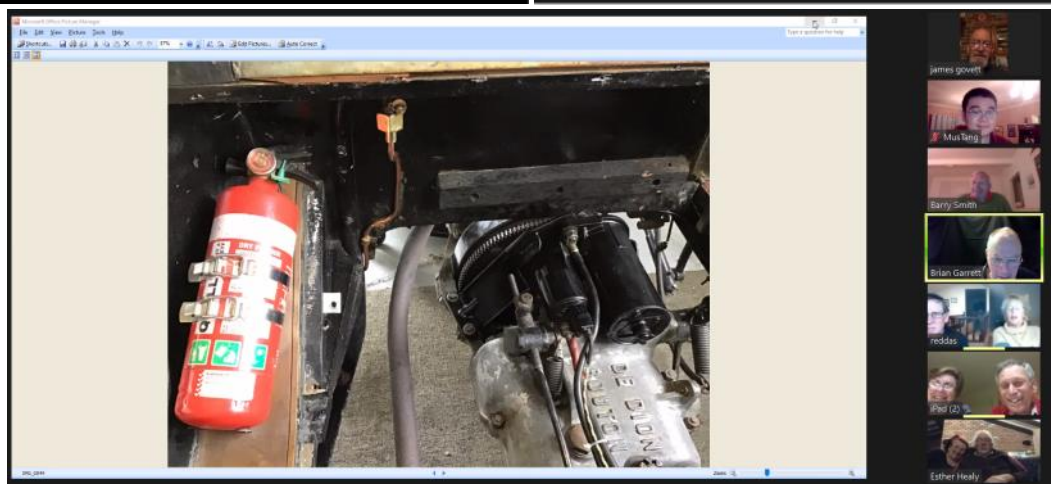
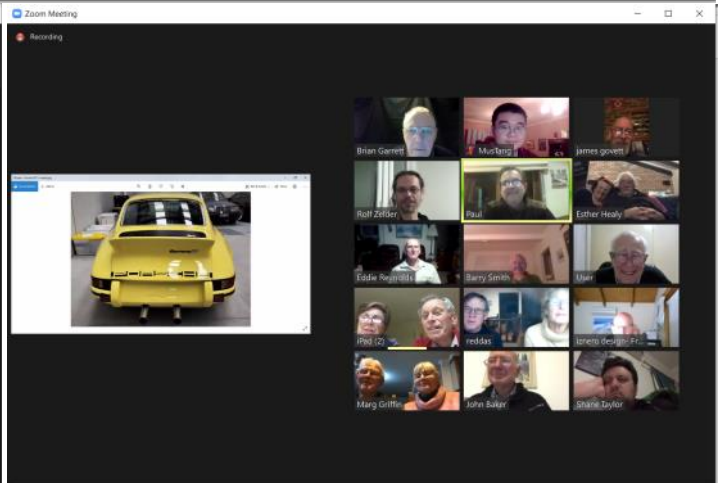
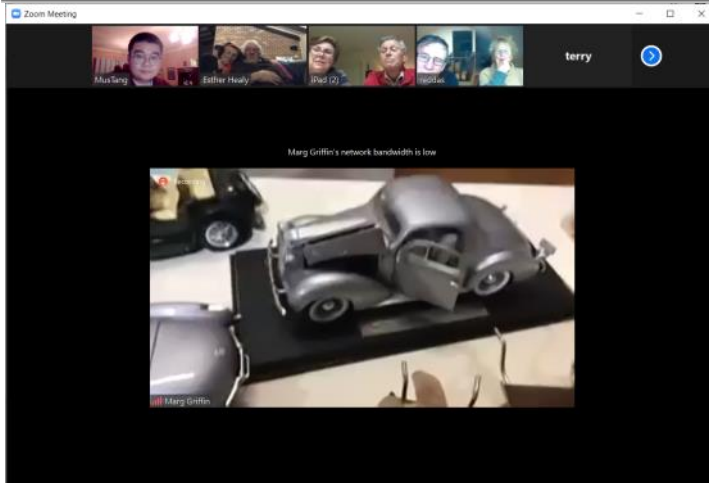
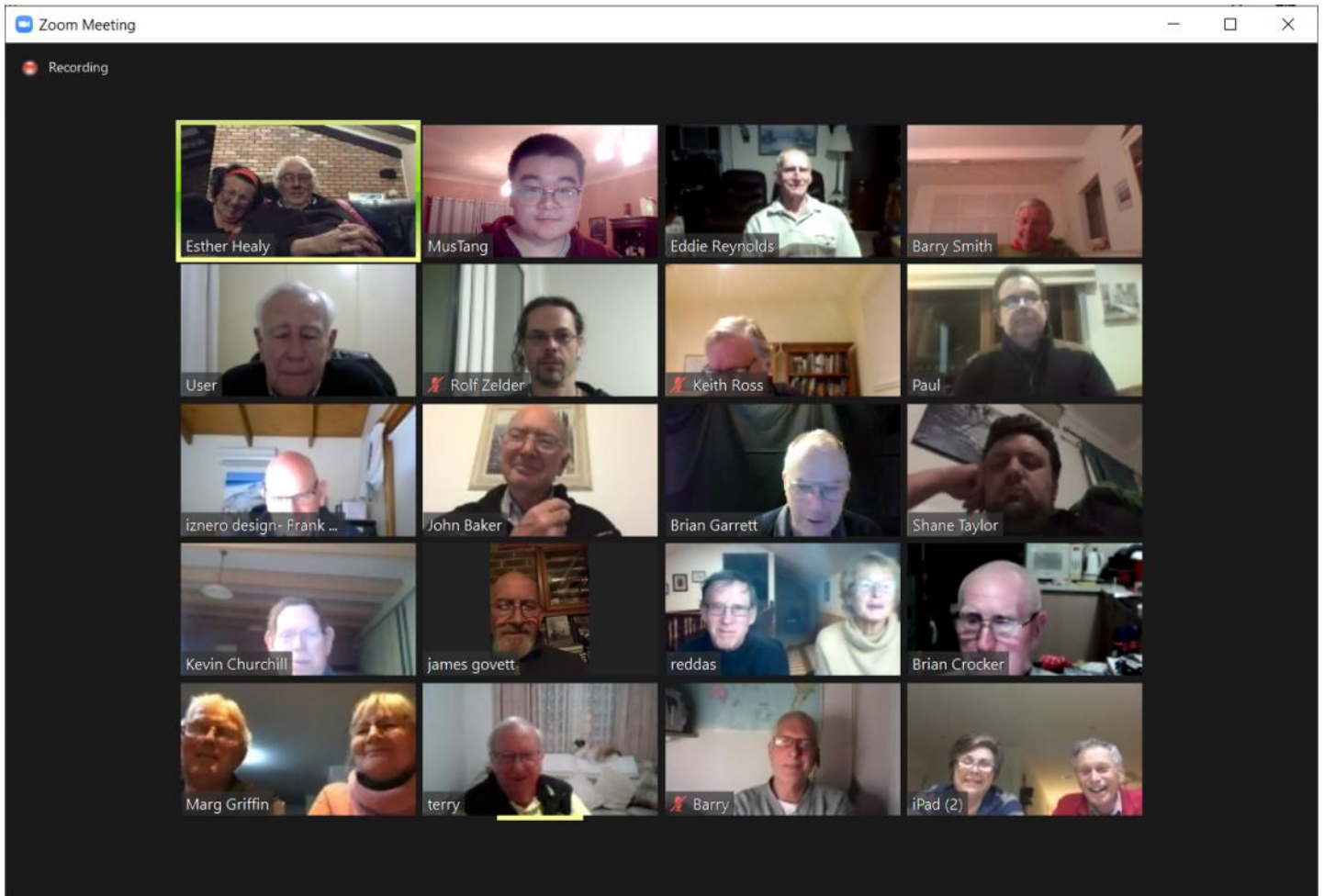
The list is on the CHACA facebook page.

Close meeting 9:30 pm

Artefact presentation by Ray Griffin.

Ray and Margaret made a great presentation of the artefacts that they have collected over many years. They included model cars, petrol station objects and signs, wood working tools, number plates, kids toys etc. The collection was extensive and would have done justice to a museum. We thank Ray & Margaret for their time and preparation of the display.

The Technical Bunch



Helsinki or bust

Halfway round the world in these old bangers? You'd be mad to try it...

By JOHN MCCOMBE

(.....Continued)

Rex Hewett and Gerard Gordon were the other two crew members. Rex lived within walking distance of Ian and he had already put in many hours on the Dodge's restoration. Gerry Gordon was an old friend of Ian's from the binding intimacy of a Brisbane share-house in the 1970s. The trip was on. So began meetings and four-state email traffic covering vehicle documentation, visas and permits, route research, equipment lists, accommodation options, travel time estimates, climate and weather, communications, health, budget and currencies. Rex, who had trained as an economist after working as an electrician, became trip treasurer, setting up accounts, cash cards and record-keeping.

With a crew of five and the two vintage cars loaded to capacity with tools and spares as well as a long-range fuel tank taking up most of the back seat space in the Dodge, a back-up vehicle became a necessity to fit in swags, tent and -camping gear. Ian's car dealer cousin found a suitable car, a well-loved nine-year-old Toyota LandCruiser with over 300,000km already on its turbo diesel motor.

We took the major decision to split the trip over two years. The distance and low speed would have meant being unable to avoid severe winter weather over the 20,000km journey, most of it over interior northern hemisphere terrain. We would start off in the northern spring and travel until July, then look for safe car storage in Kazakhstan. An early start the following year would also, we hoped, avoid the worst of the desert summers in Uzbekistan and -Turkmenistan, and from there we would follow the warmer weather north. The quickest route would have taken us north through Kazakhstan into Russia but we were taking the Silk Road route and Ian was drawn to a return visit to Tbilisi in Georgia.

We debated getting UHF or CB radios for each vehicle but abandoned the idea to avoid any critical intrusion into sensitive frequencies in -foreign countries. This decision was reversed for the second leg in 2015, but until then we coped with mobile phones and local SIM cards. We even managed to track down a filmmaker to test a longshot scheme to defray costs by selling our story. He was keen but when he spun his outline to his regular network there was less enthusiasm: Hmm, some old blokes driving a couple of old cars across the world? Don't think it'll fly, Orville.

The Vietnamese government made one -decision for us. They would no longer allow right-hand-drive vehicles to enter their country. No exceptions, no "special fees", no business contacts could get around it. So the original plan to go from "Hanoi to Helsinki" became "Bondi to the Baltic", and the cars were shipped to Bangkok instead. This change of name, while alliteratively cute, revealed our geographical ignorance and earned us a chiding from our Finnish hosts. As we were to discover, Finland is washed on the south by the Gulf of Finland and on the west by the Gulf of Bothnia. The Baltic Sea provides the shoreline for Estonia, Latvia and Lithuania. They are called the Baltic States. Finland is not one of them.

After 20,000km from Thailand across Central Asia to Finland, Bill's dogged little Whippet had survived six months' driving with regular overheating, broken springs, permanently severed shock absorbers, makeshift exhaust repairs, loosened wooden wheel spokes, slashed inner tubes, and many fuel, carburettor and electrical fixes.

We had started at sea level and climbed up to 3800m, sometimes spending days above 3000m. We had rugged up against sleet and snow and sweated in desert temperatures reaching 50 degrees Celsius. And



On the road in Kyrgyzstan

we had been lucky enough not to have a single road accident.

People along the road had shown delight at the sight of the vintage cars and rallied to help whenever we had a problem with navigation or mechanics, asking only for the chance to take a photograph or sit behind the wheel. There was never an excessive charge despite the significant difference between our means and theirs.

Driving out of Kamyshin in Russia we picked up a young hitchhiker, Sergei Vorontsov, and finding that he had more English than we had Russian, he became a valuable crew member for the next week. He wrote a blogspot for us mostly in English: When we got acquainted I asked the guys about the purpose of their journey and why they travelled by historical cars. The answer was: 'Just for fun.' I was deeply struck.... I was astonished by the fact that they were able to move around a lot of countries without knowing local languages. And, of course, I was astonished by their cars. It was a real holiday on the highway. When we were passing by the towns, they attracted like a magnet people with cameras. They made everybody happier, and it was unforgettable to go by such cars!

I am very glad that I have met them. The main things I have understood for myself is that it's not important where you are from – Russia, Australia or any other country, we are all people and we live on the one and the same planet and the only difference between us is language, but this difference will disappear soon.

Edited extract from *Bondi to the Baltic* – two antique cars, a few old mates, 20,000km across Eurasia. By John McCombe (Wild Dingo Press, \$32.95), out now.

<https://www.theaustralian.com.au/weekend-australian-magazine/to-the-finnish-line-vintage-cars-head-for-helsinki/news-story/86c7398b2b38441172792552449a0136>

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: 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*

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

Online Club Permit Renewals



VicRoads is launching new digital functionality that will enable Club Permits to be renewed online from 31 July 2020.

How to renew a Club permit online

You can renew a Club Permit online with a myVicRoads account. If you don't have a myVicRoads account, go to www.vicroads.vic.gov.au to find out more.

Simply upload the signed renewal and make the payment. This new online service removes the need for Club Permit holders to visit a Customer Service Centre or to renew via mail.

Important information:

Requirements to renew a Club Permit remains the same

The renewal must be signed by an authorised officer of the club/association to declare that the permit holder is a current member of that particular club/association. The Club Permit renewal must also be signed by the Club Permit holder.

Proof of payment

When a Club Permit is renewed online, the receipt must be printed and kept with the log book they received with renewal. The receipt may need to be produced as proof of payment.

Changing period of use

If the Club Permit holder wishes to change the period of use from 45 days to 90 days or 90 days to 45 days, the renewal cannot be processed online.

Langford Motor Trimmers
Motor & Marine Trimmers & Upholsterers

Mick Langford (03) 9852 1990

seats • carpets • convertible hoods
tonneau covers • headlinings • boat seats

mick@langfordtrimmers.com.au

20 Greenaway St, Bulleen Vic 3105

ph: (03) 9852 1990 mob: 0409 211 559

www.langfordtrimmers.com.au

BILL ELDRIDGE
MECHANICAL REPAIRS

Club Member

VINTAGE & CLASSIC
ALL MAKES -ALL MODELS

- All mechanical work
- Engine reconditioning
- Panel work & Repairs
- Full Restorations
- Water Pumps modified
- Clutch & Brakes

"When better cars are (re)built, Bill will (re)build them"

Factory 20, 166 Bridge Road, Keysborough Vic. 3173

Telephone: (03) 9798 8636
A.H. (03) 9798 1995

BUY, SWAP AND SELL

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

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

SELL: Variety of Tail Shafts for 1936 Dodge, Holden and misc. others. Some are Ball and Trunion type. Nothing over \$10.00. 1/2 a dozen "boat anchors" (Dodge Motors) 3 1/4 and 3 1/8 bores. Also very cheap.
Eddie Reynolds. 0429 142 460 or (03) 9770 1231. (0219)

SELL: Orig. early-Holden wheel brace with rubber tip & 6V coil with GMH pressed into the casting. 5-ton truck bottle jack.
Rolls of black industrial-type rubber, 4- feet wide x 1/4- inch thick. New.
Rubber mats, 21 inches x 14 inches. New.
Tension wrench with metric & imperial gauges.
New. Domestic-type 18-inch, 3-speed, heavy-duty electric fan. New.
One pair of Delco wheel cylinders, 1 3/8-inch diameter, No. 5450072. New.
Large assortment of items for 1948 Chev. car.
Bridgestone tyre, size 245/70 R16, 111S.
\$100. New. Reasonable offers accepted.
Call Ed 9544 4147 Oakleigh (0419)

SELL: I have two, a left and right side front quarter glass windows, with the small thumb lock with a small spring loaded push in lock button, I'm not sure if they are for an early model, single spinner, Ford Customline, about years 53-56, or may be early model Holden model FC.
Attached above is a couple of photo's.

If anyone is interested or knows somebody that is interested please give me a call on my mobile, number 0409525587 Barry Schultz (1019)



WANTED: Old Glass and Ceramic wares, Bottles, Vessels, Containers, Jars, etc.
Pay tens, hundreds, even thousands for the right item. Marble Bottles, Ginger Beers, Demi-johns, Soda siphons, Spirits, Beers, Ceramic label Milk and Lemonade bottles, Chemist pot lids, Jars, early Australian pottery, Signs, Tins, etc.

Phone John on 0413 314 196.
Or email jraymondh@hotmail.com (1119)

SELL:
1949 RARE Mercury Convertible Coupe in stand-ard 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)
See Photos on Page 12 & 13

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)

Ken's Joke of the Month

Jacko, from Goulburn way, is feeling terrible and goes to the doctor. "Sorry," says the doctor, "I have some bad news. You have Yellow 24, a really nasty virus. It's called Yellow 24 because it turns your blood yellow and you usually only have 24 hours to live. There's no known cure, so go home and enjoy your final precious moments on Earth....".

So Jacko trudges home to his wife and breaks the news. Distraught, she asks him to go to the Goulburn Soldiers Club as he's never been there with her before. They arrive at the Bingo and with his first card he gets four corners and wins \$35.

Then, with the same card, he gets a line and wins \$320. Then he gets the full house and \$5,000. Then the National game comes up and he wins that too, getting \$7,800.

"Son," says the bingo caller, "I've been here 20 years and I've never seen anyone win four corners, a line, the full house and the national game on the same card. You must be the luckiest bastard on Earth!".

"Lucky?" Jacko screams, "Lucky? I'll have you know I've got Yellow 24".

"Well, I'll be buggared", says the bingo caller, "You've won the meat today, too!".



ActonPrint
GROUP

9729 4500

Joe Cremona

70 Woodlands Drive
Braeside VIC 3195

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

AUTO SURPLUS

- VETERAN VINTAGE -

AUTO PARTS

- CLASSIC MODERN -

QUALITY BRANDS AT COMPETITIVE PRICES

Brake & Clutch | Electrical & Ignition | Engine Bearings
Filters | Fuel & Oil Pumps | Gaskets & Seals | Pistons & Rings
Steering & Suspension | Timing | Valves | Water Pumps



Amx

BEST

Carter

CLOYES

COUNTY

GMB

HASTINGS

JP Performance

JP PISTONS

KING

M&M

MELING

perma-seal

PTZ

ROLLMASTER

RYCO

SEALED POWER

USMVA

www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566 | sales@autosurplus.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

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

\$15.00 each

Please contact editor to provide information.

editor@chaca.com.au



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.