



CHACA

Journal

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

ACN 004 677 570

October 2021 Volume 56 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



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

Meetings

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

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

Club Newsletter

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

Journal Closing Dates

Nominally 2nd. Thursday each month.

Journal Nights

Normally 3rd. Thursday every month.

Website

The Club's website www.chaca.com.au is updated regularly and features Club History, Club Promotions, an Events Calendar, a full Journal for downloading and many photographs of Club Events.

Webmaster

webmaster@chaca.com.au

Archivist and Historian -

Margaret Griffin - 5977 6649

CHACA Life Members

Ray Griffin, Margaret Griffin, Barry Smith, Jim Kerr, Dale Allen, Eddie Reynolds, Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman, Kevin Churchill, John Christie, Ray Nichol

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

Notice To All Reciprocating Clubs

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



CHACA CPS Eligibility Criteria

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

See Page 18.

CHACA ANNUAL GENERAL MEETING

25 TH NOVEMBER 2021

COVID permitting CHACA will be having its Annual General Meeting at 8 pm on the 25 th November 2021.

This is a month later than normal but the COVID situation has forced the delay. Come along and participate in the last meeting for the year.

PRESIDENT'S REPORT

Once again we had our General Meeting via Zoom. This was the September meeting. The October General Meeting will also be via Zoom as the State does not intend opening up before then, nor will we be able to use the clubrooms under the proposed steps to come out of lockdown.

This make it very disappointing for members that do not have the means of connecting via Zoom and I understand the angst this situation brings. Not much we mere mortals can do about it.

The Annual General Meeting is still planned for the Thursday 25th November. Let's hope conditions have improved by then so the meeting can go ahead.

At the September Zoom meeting Kate Marotta put up her hand to look after the event co-ordination. Also Michael Guy and James Govett indicated they would assist where possible. I thank those members for coming forward and I know their support in this way will assist greatly in the running of the club and make possible members having enjoyable events to attend.

We are still missing many of the Committee positions but the above is a great step forward.

Our esteemed Editor, Tony Tang is desperate for photos of members, cars or CHACA events of the past, as the complete lack of club activities has created empty spaces in the Journal to fill. If you have some pics preferably in electronic form please send to the editor at editor@chaca.com.au Or in hard copy you can mail to The Editor, LPO Box 72, Bittern, Victoria 3918

Now, for educational purposes, this year is the 50th Anniversary of the introduction of the Fiat 130 Pin-in-Farina Coupe. I know all members just wish they could have one of these fine motor cars but as there were only 4500 ever built that may not be possible so my commiserations to those that miss out. Rolf Zelder believes that his Chev Corvair Spider is the greatest car ever built but he is grossly misinformed. Those with learning and taste know the 130 was. (Let the discussion begin)

Safe Classic Motoring
Brian Garrett

Some News & Updates

INCOMPLETE CLUB PERMIT APPLICATIONS

VicRoads has been receiving an increased number of application for club permits for which the Club permit application or Vehicle eligibility and standards declaration for Club Permit vehicles form was signed by the appropriate club official but the permit applicant or vehicle details sections of the form were not completed. Because the form was not completed, VicRoads was unable to complete the club permit transaction.

It is of concern to VicRoads that club officials are signing applications or eligibility declarations that are incomplete and handing them back to permit applicants. Not only does this place clubs at considerable risk as incorrect or false details could be added after signature, but it also creates concern about the club's processes and the ability of the club to uphold the integrity of the club permit scheme.

VicRoads is monitoring the submission of incomplete forms and should clubs continue to provide applications or forms that are signed but without all details being completed, the approval of clubs to participate in the club permit scheme may be revoked.

I trust club will ensure no further applications or forms are provided to members for submission to VicRoads without all details being completed.

John Lewis

Principal Practice Advisor – Registration and Licensing

NOTICE OF DECISION : Road Safety (Vehicles) Regulations 2021 Review.

After consideration of the submissions in accordance with section 11 of the Subordinate Legislation Act 1994, I have decided to proceed with the making of the proposed Regulations with the following amendments:

- Maintaining the eligibility for club permit registration at 25 years (there was consideration of increasing the eligibility to 30 years).
- Reinserting regulations relating to the Hazardous Area Authority. These requirements are to remain in the proposed Regulations until corresponding amendments are made to the Bus Safety regulations 2020.
- Amendment of penalty amounts for certain offences under the proposed Regulations.

Other minor, miscellaneous, and technical amendments.

The following regulatory requirements have also been omitted from the proposed Regulations.

However, I intend to implement these reforms through amendments to the proposed Regulations after the proposed Regulations Commence:

- Regulations which would have required vehicles over 15 years of age to be recorded on the written-off vehicles register when classified as a statutory write-off or a repairable write-off.
- Requiring light vehicles or light trailers with a fixed gas fitting to present a gas certificate or gas compliance plate at the time of registration of that vehicle or trailer.

•

Amendment of the eligibility for registration concession by charitable or benevolent organisations.

Dated 8 September 2021

THE HON. BEN CARROLL MP
Minister for Roads & Road Safety.

Pininfarina classic car driving simulator tipped to sell for \$200,000

The ultimate lockdown boredom buster is headed to auction – driving gloves sold separately.

Tom Fraser

Said to virtually replicate the experience of driving a classic car, a one-of-nine Pininfarina Leggenda eClassic simulator is headed to auction and is expected to sell for up to \$220,000.

At its St Moritz, Switzerland event, RM Auctions will offer the first of nine simulators, which is designed by iconic Ferrari design partner Pininfarina and The Classic Car Trust, and hand built at Pininfarina's factory in Cambiano, Italy. The auction house is selling the simulator without reserve and expects a final hammer price of between CHF120,000 - CHF150,000 (\$AU175,000-\$AU220,000).

Users of the simulator can drive their favourite cars on virtual roads and race tracks at some of the most iconic locations throughout the world. Accessible members' routes include circuits including Spa-Francorchamps, Nurburgring Nordschleife, Brands Hatch, a 1960s-inspired Monza, as well as a series of hill climb road routes.

The simulator borrows design language from Pininfarina's Cisitalia 202 sports car of the 1940s and features extremely intricate detail befitting of its eye-watering price.

Fitted to the simulator is a Nardi woodgrain steering wheel, manual gear stick with three-pedal configuration, and a Marrone Tobacco shade of Connolly leather that lines the cabin. The exterior shell is painted in Argento Vivo, a period colour combination of the vintage era.

The sale comes with three years' membership to the eClassic Club, which grants users access to an online community of classic car enthusiasts. Training sessions, races, or informal group drives are organised through the platform. The buyer will also get the chance to have their choice of classic car scanned and modelled into the game.



It's perfect buying for the classic car enthusiast stuck in lockdown on the Australian eastern seaboard – what better way to get back into the thrill of classic motoring? If you're in the mood for spending, the auction begins on 17 September 2021.

[https://](https://www.drive.com.au/news/pininfarina-classic-car-driving-simulator-tipped-to-sell-for-200000/)

www.drive.com.au/news/pininfarina-classic-car-driving-simulator-tipped-to-sell-for-200000/

1984 FERRARI 400I – PROJECT PROFILE

BY CHRIS POLLITT <https://www.carandclassic.co.uk/magazine/1984-ferrari-400i-project-profile/>

No car is exempt from becoming a project, and that's evident here, as we present you with this week's project of choice – an actual Ferrari. The reality for any old car is that the prospect of becoming a project is never really all that far away. All it takes is a brief moment of no use, a moment that can soon turn into an age. Life is busy, and often, old cars that need attention fall low on the list of priorities. Certainly, that's what has happened



here. This Ferrari, a stunning and incredibly rare 400i with manual transmission, was bought with the best of intentions, but sadly they haven't come to fruition.

Unlike so many 'project' cars though, this one is available. You can take it on and bring it back to life, which is a refreshing alternative from the norm. We observe so many classics sitting forlornly on driveways or at the back of garages that, despite the uttering of the words "I'll restore it" we know will sit there forever more. So while this Ferrari may indeed be a bit down at heel right now, at least it's here for the taking, to be bought and rejuvenated. And you should, because this oft overlooked model is truly representative of one of Ferrari's finest hours.

WHAT IS IT?

What we have here is a 1984 Ferrari 400i. This model starts back in 1972 with the Ferrari 365 GT4, which was a large, 2+2 powered by a 4.4 litre Ferrari V8. The car was a bold departure for Ferrari in terms of the style, and because of that, affections were hard won. However, for those brave enough to take the plunge and invest their cash in one, the rewards were vast. The car had impressive pace, it offered exceptional handling and thanks to the brilliant work of Pininfarina's Leonardo Fioravanti, it was a handsome treat for the eyes, too.

Over the years, the model evolved into what we have here, a 400i Series 2 (though this wasn't the final model, as there was the 412 of 1979). This car boasted the same V12 engine, but this time with Bosch K-Tronic fuel injection. With 306hp on tap, it would get all the way to 149mph with ease.

The 400i saw some visual changes from the earlier cars such as body coloured venting, a body-coloured rear light panel and a new interior. Though at its core, it was largely the same car as it had always been; tubular steel chassis, double wishbone suspension, front and rear anti-roll bars and of course, that quad-



cam V12 engine. The bodies were steel with fibreglass floors, and were built entirely by Pininfarina in Turin before being sent to Ferrari in Modena for final assembly.

This car, which is one of the last of its kind being a 1984 model, is exceptionally rare for a number of reasons. Firstly, there is the fact it is right hand-drive, of which there are very few. Furthermore, it's a manual transmission car. Only 422 of these were built, and of those, fewer than 30 were right-hookers. A very special car indeed.

WHY IS IT A PROJECT?

The vendor states that they spent a great deal of time looking for a car in this specification, but sadly, after finding one, the reality is the car has sat for a year with no progress. As such, the always tough decision has been made to move the car on to someone who can bring it back to its former glory.

They go on to state that this is one of 28 right-hand drive cars, and of those, one of eight series two cars, making it very special indeed. It does run and drive, but it's not on the road and there is strong advice to give the car a mechanical overhaul before it gets there. From what we can gather, the Ferrari needs a complete mechanical service. There is no mention of the car's status before the current owner got it, but given its last MOT was in 2010, it's safe to say it's not done much. Further investigation into the car's past reveals that it had some structural work done early in 2009, as it failed for a number of reasons before passing an MOT. This is something you'd need to inspect. Sadly, beautiful though the 400 is, it was always prone to rot in the sills and lower pillar areas.

Other highlighted issues were with the brakes and with some of the suspension components, so you can expect to need to renew all that for peace of mind.

Finally, there is the bodywork, as the vendor states that some of the lacquer has started to go cloudy. Given that this car's body is steel, you want to get on top of any paint and corrosion issues before they become serious.

It's a big list of stuff, but with an indicated 46,000 miles, that manual 'box, reams of service history and even the factory tool kit (that's about a grand on its own), it's a car well worth saving. It's a bit down on its heels, granted, but it doesn't strike us as being a lost cause. Far from it in fact.

FIVE THINGS TO LOOK FOR:

1) Corrosion

The car has had welding in the past, which isn't a surprise given they weren't all that well protected. However, you need to be sure it was done to a decent standard and that it was suitably protected from further corrosion.

2) Electrics

The vendor states that the electrics are untested, so expect some issue to arise here. These old Italians have fragile looms, so something will have broken somewhere. Time to get familiar with the multi-meter.

3) Paperwork

The Ferrari comes with stacks of history apparently, so have a paw through it and see what's been done over the years. It might help convince you to buy the car, and it will also give you an idea of how well it has been treated in the past.

4) Trim

Trim is hard to find, both internally and externally. The exterior looks to be present and correct, but still check for broken fixings etc. Also, check the interior for water damaged panels, worn or wet carpet and rips in the seats – repairs will be a specialist job.

5) Engine

The engine is the all important bit, and let's be honest, why you're thinking about buying this. The V12 is a wonderful unit, and parts are still available, but this is no Pinto. A full service will be expensive, a full rebuild could be five figures. Check it over for leaks, damage, smoke, anything nasty.

WHAT SHOULD YOU DO WITH IT?

Given the rarity of this Ferrari, the only way to go would be that of a full restoration. Done right, and done to an exceptional standard, this car could – if the mileage is correct and the service history is rich in information – be a £80-90,000 car. But, there is a lot of work to do to get there beforehand, make no mistake. But if you take that plunge, and if you get the right people on it (there are multiple places at Bicester Heritage, for example, who would LOVE to work on this) it could be a truly remarkable car, and one that does the impossible – stands out, even against other Ferraris. That's quite special.





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Poster by Terragrafix 0419 874 299 ~ Images Courtesy Chris Carter & Neil Hammond

MG Car Club Victoria venue of the first Victorian & Australian Hillclimb Championship - 1938 Clintons Road Christmas Hills



30th Anniversary



ROB ROY HISTORIC & CLASSIC HILLCLIMB 31 OCT 2021



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Competition Commences 9.30am

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

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



General Enquiries

Event Director - Wayne Rushton 0412 339 934

Competition - John Kelso 0417 398 606



1986 Mercedes-Benz 300SL Roadster: owner review

Owner: Nathan

What we love

- Timeless design
- Robust build quality-it's very solid
- Comfort
- Lighter front end compared to heavy V8's of early cars
- Colour Combination
- Last of the series cars updates

What we don't

- Fuel economy-can drink quite a bit
- Parts can be expensive
- Steering could be more direct
- Hardtop fitment can be fiddly-and you can't have it on for too long



The R107 SL is the fourth generation in the lineage of models that have spanned nearly 70 years since 1954 starting with the W198 300SL Gullwing and the W121 190SL. Launched initially in 1971, it launched a new design language for the brand that would echo throughout the model range of Mercedes-Benz throughout the 70's and 80's. It retained the same modus operandi as the W113 Pagoda before it with a removable 'dished' hard top and stowable soft top however sported a more aerodynamic shape and shared underpinnings with the '8' W114/W115 200-Series cars.

The design was penned in 1968 under the guidance of Friedrich Geiger and production of the R107 ran for 18 years with the design not materially changing throughout that time – it was the second longest running passenger car to be built ever by Mercedes-Benz. There were minor updates to the car throughout this time, namely in 1979 with major updates to the interior that happened across the Mercedes-Benz range and again in late 1985 for MY1986 cars. These updates were included from the larger S-Class models to the brakes, suspension and steering as well as minimal styling changes with recessed flush door handles, different alloy wheels and a front air dam that signifies earlier cars from the final models.

My experience with the R107 came from an early age – my grandfather had a Signal Red 1987 560SL for about 14 years until he upgraded the car in 2002. I have many memories of this car from when I was a kid, riding on the back luggage shelf as you could in the 90's. I love the design of it – for many people it's synonymous to the Mercedes-Benz brand. Many people think of this car when you say 'Mercedes-Benz' and they were featured throughout popular culture from the 70's right through to the 90's. So, for a long time I'd wanted to buy one and I didn't seriously start looking until about a year ago. Then I found this car – it's a Signal Red 1986 300SL.

From the outset I was quite against buying a non-Australian delivered car, however having looked at many examples for a solid year, I came to realise that really there was no difference – Later cars were galvanised and were pretty on par in terms of issues that the Australian cars had and were the ones to get. This car was owned by a couple who had owned it for over 20 years and had imported it to Australia from the UK in the early 2000's. It hadn't been driven much in the last five years only covering less than 1,000 miles in that time and it was very original with low mileage. Upon seeing that it had all the books and service history from new and after getting it checked up on a hoist by a mechanic, I was sold on it – and also the fact that it looked exactly the same as the one my grandfather had!

I didn't know how I would go with it being a 6-cylinder rather than the usual V8 that you find in most of these cars – however I was pleasantly surprised. While it's not a monster like the V8's it's powerful enough, and it'll comfortably cruise all day long on a long drive. The 3.0-litre M103 straight six produces about 140kW and 260Nm of torque and is smooth. This is aided by the fact it has a 4-speed automatic, which for the time was rather advanced given most cars still only had three speeds at best. 0-100km/h sprint takes about 9.5 seconds.

It also runs on 98RON fuel, benefitting from the fact that the M103 in this car was designed from the outset to run on unleaded fuel, so no real hassles with additives or special maintenance which is great. The thing that surprised me the most was how much this car doesn't feel like a 35 year old car to drive – it's quite comfortable and easy to live with, which is a real testament to why they stayed in production for so long. You have to remember this car was effectively designed in the late 1960's so it's pretty incredible when you think about it. What helps this is that the cabin is compact – which by comparison to the overall size of the car is quite perplexing. You don't realise how compact it is until you get inside, but it's by no means an effort to drive at all.

As I'm doing a rolling restoration on the car, I made sure I did my research in terms of parts availability. Given these cars globally are quite popular and are now becoming collectible, parts are relatively easy to get – mostly from the UK. Having a good specialist helps as well when it comes to the more complicated bits however this car is relatively easy to work on, because it's very much like an older car: everything is washers, Hex bolts and screws so really all you need most of the time is a socket set and a screwdriver – and that's the fun part!

My SL is a very special car to me, but it's also a reminder of when the slogan "Engineered like no other car" was synonymous with the Mercedes-Benz brand. These cars are rare in Australia with less than 2,000 examples delivered here between 1972 and 1989, and it has such a wide appeal with both young and old and is a real head turner. It's definitely my forever car and it wears the same plates that my grandfather had on his first Mercedes today.

<https://www.drive.com.au/reviews/1986-mercedes-benz-300sl-roadster-owner-review/>



2018 TOOLANGI RUN



2018 TOOLANGI RUN



Why this busted-up old Subaru found in a barn after gathering dust for 10 years sold for as much as a Ferrari at auction

- A battered old car gathering dust in a barn has sold for \$490,000 at auction
- Highly-prized Prodrive Subaru Impreza spent 10 years in a barn in Victoria
- Car's true identity and value only revealed when he tried to sell vehicle on
- Subaru was untouched from the moment it was retired from racing in 1996

Charlie Coe for Daily Mail Australia



An old car gathering dust has sold for \$490,000 after experts discovered it was one of legendary rally driver Colin McRae's World Rally Championship Subaru.

The Prodrive Subaru Impreza spent 10 years sitting in a barn in Victoria with its owner completely unaware he had a lost piece of rallying history. The car's true identity and value was only revealed when he tried to sell the vehicle and had it assessed by experts.

They found the car was driven by both the late McRae and fellow rallying legend Carlos Sainz during the 1994 World Rally Championship season.





© Lloyds Auctions/Mega

The Subaru was untouched from the moment it was retired from racing in 1996, despite going through three different owners in the years since.

The most recent owner stored the car in a barn and hoped to get between \$10,000 and \$14,500 for the off-roader when he sold it.

But experts at the International Classic Automobile Authentication and Rating System discovered the true identity and value of the car after six months of investigations and provenance checks to verify its authenticity.

'This is a truly rare and breathtaking barn find - you won't see another one quite like it,' an ICAARS spokesman said.

The Impreza is one of only 63 commissioned from Subaru by the British Prodrive team for the WRC during the mid-90s.

The car is also the first to wear the famous L555REP number plates.

It is still fitted with its original 2L turbocharged boxer engine and six speed manual gearboxes and is completely unrestored.

The car also has its original blue racing livery and bears all the wear and tear of competing in the WRC. The car was sold to an unnamed collector when it went under the hammer at Lloyds Auctions.



© Lloyds Auctions/Mega

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OF AUSTRALIA
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**Entries at www.fordcoupe.club/events
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Supported by:



Mildura Rural City Council

2021 MUSTANG ROUNDUP



FEATURE DISPLAY
3RD GENERATION MUSTANGS



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NOVEMBER 2021**
10am to 3pm
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JUST CARS



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

For further questions, please contact the committee.

www.chaca.com.au

Associated Clubs:

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

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

Secretary: Jenny Myers,
Mobile 0403 678246
PO Box 749, Wagga Wagga, NSW 2650
Meetings: *First Monday of the Month,
at Astor Motel, corner Baylis and Edward St
Wagga Wagga 7.30pm.
Guests and visitors are welcome.*

Morgan Country Car Club

Secretary: Tony Nelson, Phone: 0403 152 474
PO Box 428, Albury, NSW 2640
Meetings: *At Clubrooms on Jindera Sports
Grounds, First Tuesday of every month 7.30pm.*

Classic & Historic Automobile Club of Australia Sydney Inc.

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

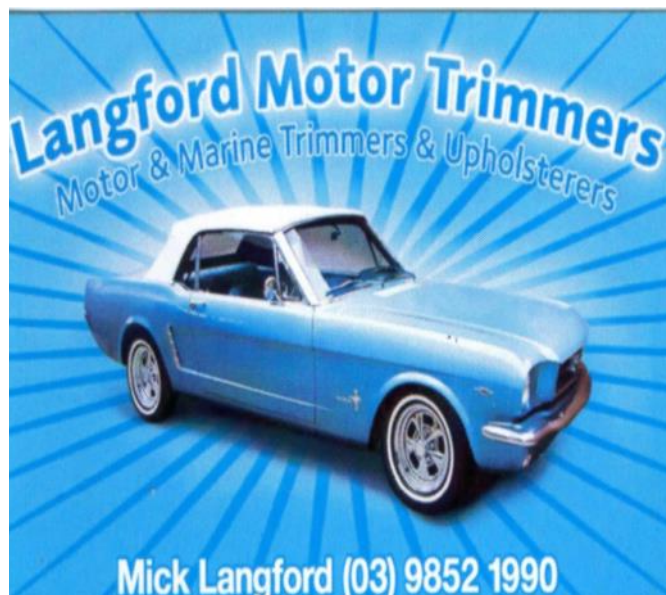
Email: annecampbell3@bigpond.com
Meetings: *All Sunday meetings start at 2pm.
Members may arrive from two hours prior to
meeting times to have meal and chat.*

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: David Alsbury PO Box 514 Caboolture,
Qld.4510. Mob 0468 361 490
email: secretary@chacc.com
Meetings: *1st Sunday of Month (February to No-
vember) meeting at Sundowner Hotel Motel Car
Park - 8/14 Aerodrome Road Caboolture at 8.30
am for 9.00am start.
We also have Monthly Wednesday midweek runs
Ring for details*

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

- 17th Oct The Best of Ballarat Rally; Ballarat Airport
- 29th Oct Rally of the Valley 2021; Shepparton Victoria
- 31st Oct Point Nepean Heritage Motor Show; Point Nepean Quarantine Station
- 31st Oct Historic Rob Roy Hillclimb; Smiths Gully / Christmas Hills
- 5th Nov Historic Sandown; Sandown Park, Springvale
- 21 Nov HTA Reunion; Mildura Victoria



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BUY, SWAP AND SELL

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

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

SELL: 1949 RARE Mercury Convertible Coupe in standard form.

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

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

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

The mercury can be viewed at Vermont South, Victoria.

Current club registration is not transferable.

Asking price can be discussed at the viewing.

Peter Hibbert. 0419 800 122.

peter_hibbert@bigpond.com (0220)

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

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

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

to webmaster@chaca.com.au

Thank you Rolf (0820)

SELL: Willys Jeep Engine. Tornado 230.

Complete with Clutch Housing, Generator, Distributor, Carburettor,

Manifolds, Water Pump and Fan. No Starter.

\$200.00.

Eddie Reynolds. 0429 142 460.

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

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

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

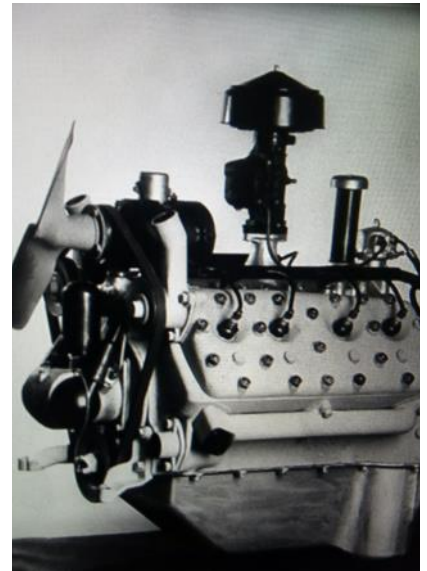
I am in Mooroolbark and work in Eltham, I could drop them off if in the general area.

Ian Taylor

iantaylor.1@bigpond.com

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

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



Ken's Joke of the Month

She hurried to the pharmacy to get medication, got back to her car and found that she had locked her keys inside.

The woman found an old rusty coat hanger left on the ground. She looked at it and said, "I don't know how to use this". She bowed her head and asked God to send her some help. Within 5 minutes a beat up old motorcycle pulled up, driven by a bearded man who was wearing an old biker skull rag. He got off his cycle and asked if she needed help.

She said, "Yes, my daughter is sick and I've locked my keys in the car. I must get home. Please, can you use this hanger to unlock my car?"

He walked over to the car, and in less than a minute the car was open.

She hugged the man and through tears said, "Thank you God, for sending me such a very nice man". The Biker heard her little prayer and replied, "Lady, I am not a nice man. I just got out of prison yesterday. I was in prison for car theft".

The woman hugged the man again, sobbing, "Oh, thank you God!". You even sent me a professional!!".



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

Joint Membership – Husband/Wife, partner etc..

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

Club Permit Scheme Renewal of Permit.

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

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

FOR New Applications/renewals: Contact Barry Smith,

14 Jacqlyn Avenue, Rye Victoria, 3941

Email: rozbar@bigpond.com

PHONE: 5985 9220, MOB: 0408 440 240

To all Permit Plate Holders

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

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

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

Photos for Club Records

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

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

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

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

CPS Handbook

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

VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.

Club Merchandise

The following items are for sale to members.

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



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



Name Badges..\$10.00



**25 Year Lapel Badge
\$2.00**



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



**Lapel Badge
\$5.00**



**30 Year Anniversary Book
\$10.00**



**Club Decals.
\$2.00 each**



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



CHACA Pen. \$5.00 each.



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



FRAME FOR YOUR CAR

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

\$15.00 each

Please contact editor to provide information.

editor@chaca.com.au



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