



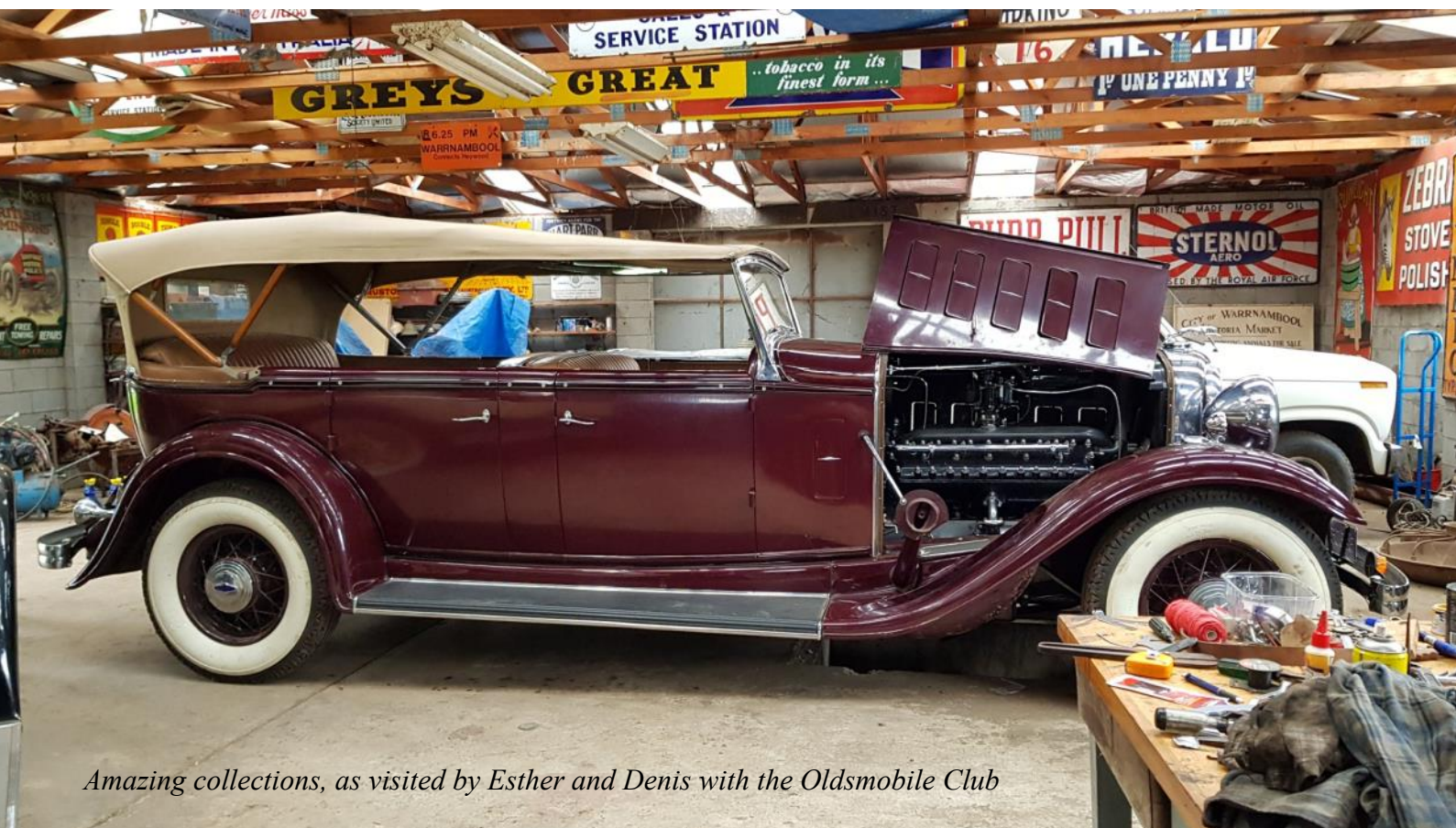
CHACA

Journal

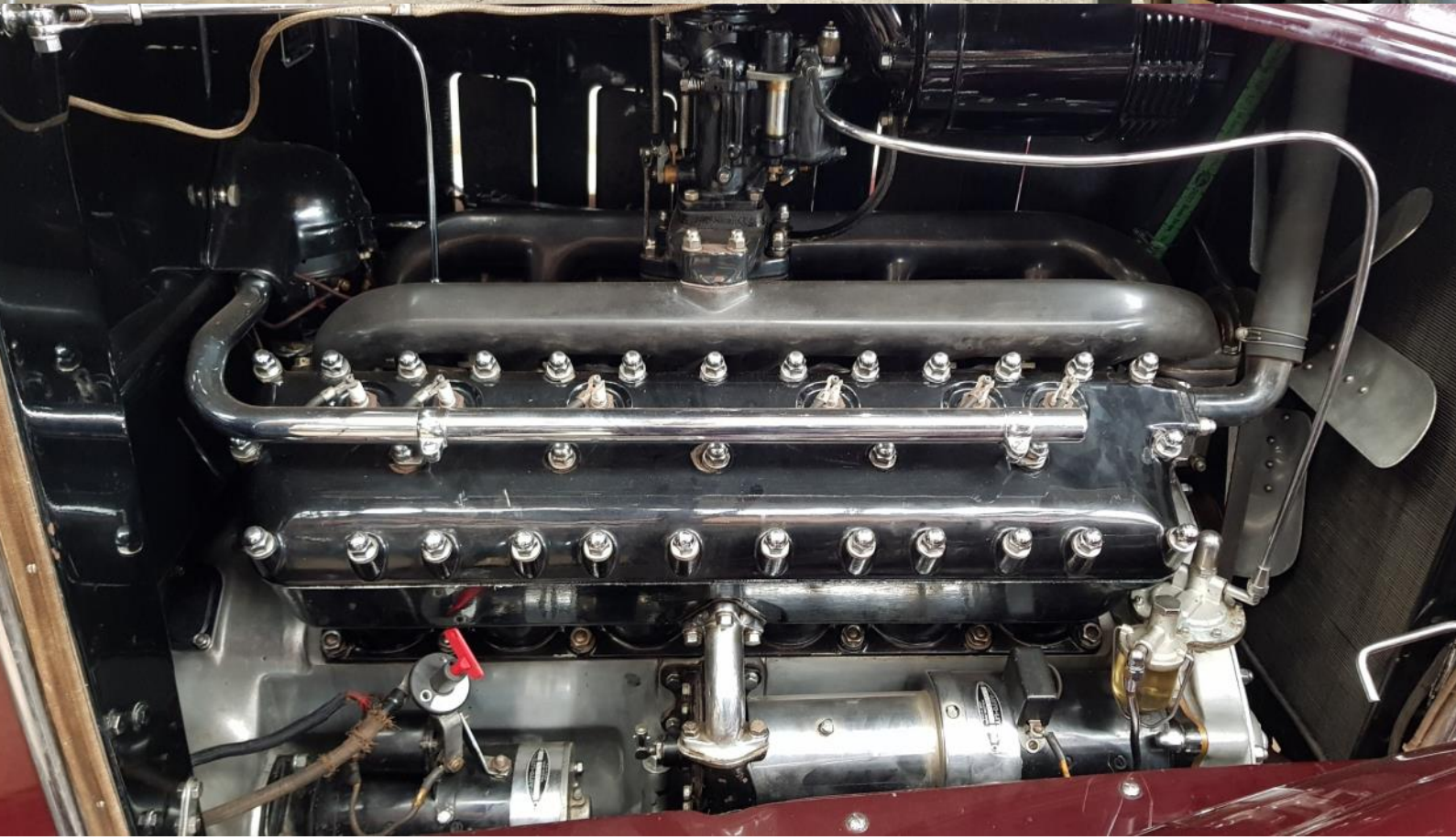
The official magazine of the
Classic & Historic Automobile Club of Australia

ACN 004 677 570

September 2018 Volume 53 Number 4



Amazing collections, as visited by Esther and Denis with the Oldsmobile Club



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 & Dennis Healy (AOMC) and Brian Garrett (Federation).

Notice To All Reciprocating Clubs

Please address your magazines to

The Secretary

LPO Box 72, Bittern Vic 3918

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, Barry Smith, Jim Kerr, Dale Allen, Roy Pepprell, 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.



CHACA CPS Eligibility Criteria

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

See Page 18.

***Support our advertisers!
Mention their ad in our Journal
when dealing with them***

SEPTEMBER GENERAL MEETING

General Meeting 27 September 2018

Come join us again for a General Meeting, a hot cuppa, and good yarn. Feel free to bring any evening tea to share, or any stories or events info of interest to the club!

Hope to see you there!

Brian Garrett

PRESIDENTS REPORT

Well I am amazed,,,,, after my last month request in the Presidents Report for members to step forward and volunteer for a committee position I was inundated with offers – NOT

Where are all those intelligent upright members that have something to offer to the club? Come on guys & girls. Put up your hand and join the committee group. I promise you will have fun.

What a wonderful presentation Brian Churchill made at our last General Meeting. The Rise & Fall of Detroit. Absolute eye opener. Good thing Melbourne has other industries or we could have gone the same way when the motor industry closed its manufacturing doors here.

Thank you Brian and thank you Kevin for organising.

I have come to the conclusion that a large proportion of Victorian motorists have no interest in driving, respect for other drivers, or improving their skills, I am staggered at the lack of plain courtesy on the road and complete lack of spacial awareness some drivers have.

I have been driving a car (licensed of course) for 58 years and I am sure the standard has been deteriorating over the last 20 years only. Is it a function of the ease with which a modern car can be driven, or perhaps licences are being supplied in Corn Flakes packs now?

All of this supports the need for the next generation of autonomous cars and for me it can't come soon enough. It will remove the risk associated with the lazy and dumb drivers out there. The driving enthusiast will still be able to enjoy a day of motoring but without the worry of that skill deficient lot. I better have a cup of tea and calm down!

We are now in the last quarter of the club year with some interesting events coming up. October 14th is our annual show & shine & judging day at Caribbean Gardens.

In November 11th we have the Historic Commercial Vehicle show at Yarra Glen. Once again we have been invited to display our vehicles in a special area. It's a great day. Bring the kids/grandkids as they will love it.

Finally in November we have the Presentation Luncheon on the 25th. When bookings open get in early as this one always reaches maximum seats quickly.

The big one we are planning to attend in January is the Great Australian Rally on the 20th. This will be held at Cruden Farm, Langwarrin and as a club we will be making a major effort for this event. More info to come but book this one into your calendar.

Safe Motoring

Brian Garrett

UPCOMING CHACA CLUB EVENTS

- | | |
|-----------|---|
| September | 16 th . Sunday. Run to Toolangi Pub. |
| | 27 th . Thursday. General Meeting at Clubrooms. |
| October. | 14 th . Sunday. Caribbean Gardens. Judging Day. (Brian Garrett) CR |
| | 25 th . Thursday. Annual General Meeting at Clubrooms. |
| November. | 22 nd . Thursday. General Meeting at clubrooms. |
| | 25 th . Sunday. Presentation Day & Lunch at Clubrooms. |

CHACA COMING EVENTS

CHACA DISPLAY & JUDGING DAY 14th OCTOBER 2018

The CHACA annual Display and Judging Day is on again. Put Sunday 14th October into your diaries.

Once again we will be holding this event at Caribbean Gardens, 1280 Ferntree Gully Rd, Scoresby. Public Judging for the Club's Annual Awards will take place on this day.

All members and cars welcome so get out the polishing cloths. There is a very small entry fee at the gate and those with a pension card get an even smaller fee. Bring the family as there are plenty of activities other than admiring great classic cars.

Areas 1 and 2 are adjacent to the Food Hall, toilets, and close to the Market buildings. Same place as last year. Please try to enter the display area **prior to 10.00am**. All members and cars welcome

Public Judging for the Club's Annual Awards will take place on this day.



HISTORIC COMMERCIAL VEHICLE DISPLAY DAY SUNDAY 11th NOVEMBER 2018

Once again CHACA has been invited to display our vehicles at the Historic Commercial Vehicles Display at Yarra Glen Racecourse.

This is a great event with some amazing very large vehicles on display. CHACA members get a reserved area for our display. The only restrictions are that all vehicles need to be in position by 9am and no departures before 3pm. Food and drinks available on site.

When you arrive make sure you advise the marshals on the gates that you are part of the CHACA vehicle display. They will then direct you to the correct area.

CHACA END OF YEAR LUNCH & PRESENTATION DAY SUNDAY 25th NOVEMBER 2018.

Always a great event, with a fully catered two course sit down lunch and presentation of annual awards, and those vehicle trophies from the Judging Day in October.

This event is held at our club rooms where there is plenty of safe parking. Arrive any time from 11:30. Lunch served at 12:30

Bookings for this event are essential. Prices still to be confirmed but will be similar to last year.

If you want to get in early, bookings to:

Brian Garrett. 0400166762 bjgarrett@optusnet.com.au

CHACA AGM NOMINATIONS

As usual we need to publish the nominations received for the 2018/19 AGM so I have listed below the nominations received and position.

President: Brian Garrett
 Treasurer: Fred Eakins
 Technical Officer: Barry Smith
 Membership Secretary: Kevin Churchill
 Property Officer: Eddie Reynolds
 General Committee: James Allan
 Rolf Zelder
 (Includes Social Media)
 Tony Tang

Positions yet to be filled:
 Vice President
 Secretary
 Activities Officer
 Editor
 Special Activities Officer
 Publicity Officer

Regards
 Brian Garrett

To clubs as addressed

We are desperately looking for suitable vehicles to fill these years in the Cavalcade to Bendigo on Saturday 22nd September.

Please forward this information to club members who may be able to assist with suitable vehicles for this event.

Interest participants please email imgross@bigpond.com for an "Expressions of Interest to Participate" form.

Thanks
 Iain Ross

Years required:

1919	1941
1983	1994
2001	2008
2009	2011
2012	2018



Sunday 21ST October 2018

Goulburn Valley FINS & FENDERS CAR CLUB

Tatura Show n' Shine

Cars, Motorbikes, Trucks, Stationary Engine Display, SES Demonstration
 Kids Entertainment: Jumping Castle & Face Painting, Ice Creams, Coffee, BBQ & Live Music & MORE!!

\$5- Entry Vehicle & Driver
Gold Coin Donation for Passengers/General Public

Trophies Awarded over several Categories

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Tatura Racecourse, Tatura VIC
Gates open at 9am

VENUE

Serpy no dogs

THE TATURA HOTEL

Enquiries: Email: GVFinsAndFenders@gmail.com
 With thanks to our Major Sponsor.

37th Annual  Display Day

HISTORIC COMMERCIAL VEHICLE DISPLAY

YARRA GLEN RACECOURSE

SUNDAY 11th of Nov. 2018



Admission: \$10 - Kids under 14 Free
 Saturday Night Meal \$30 Camping Available: \$20

Food Stalls, Rocker Cover Racing, Children's Amusements, Outside Vendors, Face Painting, Live Music & 'Touch a Truck'

For bookings call: Shane: 0409 541 494 Cindy: 0427 684 989
 Allan: 0425 718 191 Jeff: 0408 181 816

Bookings for meals are essential. Bookings are to be completed by 5th November.
 Saturday: Entry available from 3pm 10th November.
 Sunday: All vehicles in position by 9am and stationary until 3pm.

DAIMLER SP250: THE SCUTTLE-SHAKE SPORTS CAR THAT HELPED

By DrJohnWright
Shannon's Club Website
03 August 2018

Arguably, Daimler's first and only sports car was one of the company's two or three most important post-war vehicles. The V8-powered fibreglass SP250 made its public debut in the US on 4 April 1959 as the Daimler Dart. On one level launching the car in North America made absolute sense because Daimler management believed that this would be its largest

market. But it was a disappointing car in some respects and the naivety of the company's bosses almost beggars belief. Did none of them read American motoring magazines or even popular magazines such as *Look*? No-one had an inkling about the Dodge Dart and the obvious corollary that Chrysler held rights to the name.

This was the first problem. The car was hastily renamed 'SP250' after its chassis designation, 'SP' for Sports and '250' denoting the capacity of its superb new compact V8 engine and Dodge's Dart remained uniquely designated.

The second problem was that this Daimler roadster was, to most eyes, almost unbelievably ugly.

The third problem was that while its designers had looked rather too closely at the Triumph TR3A in conceiving Daimler's only sports car, the design inspiration was all too obvious. But unfortunately the shape was less resolved, a mish-mash of themes with vague hints of the trans-Atlantic; perhaps its most logical precursor was the equally ill-conceived Austin A90 Atlantic?

Daimler created its first four-speed manual gearbox for three decades, modelling it closely on the Triumph's. It even boasted the same kind of skittish high speed handling, while the scuttle shake of early SP250s was even worse than the TR's.

But at least the Daimler had four-wheel disc brakes and was among the pioneers here (along, of course, with Jaguar). In a 1962 *Wheels Road Tests* (number four, last quarter, 1962) listing of cars available on the new car market, the SP250 is one of only four models with this technology, the others being the Jaguar Mark 2, Daimler Majestic and Renault Caravelle. (The E-Type was yet to be released locally.) Daimler actually beat Jaguar with four-wheel disc brakes standard on the Majestic



from 1958.

Daimler rushed the SP250 to market with production beginning in September 1959. The Jaguar E-Type was still in the future, although 1960 turned out to be Daimler's final year as an independent manufacturer.

Before discussing the SP250 further, a brief recap of the proud Daimler brand is appropriate. The marque is named for the same German gunsmith Gottlieb Daimler, who was born on 17 March 1834 and whose surname posthumously preceded the hyphen-Benz. (That agreement was signed on 1 May 1924. It was an 'Agreement of Mutual Trust' between Benz and Daimler Motoren Gesellschaft founded by Gottlieb Daimler and Wilhelm Maybach. The former died in 1900 and Maybach had sold out by 1907.)

After Gottlieb Daimler's death, a strong link between the German and British Daimler companies was lost. By the end of 1904 the company was re-worked and became the Daimler Motor Company Limited.

From very early on, the Daimler company formed an association with the British Royal Family, supplying this celebrated institution with its first car in 1900, by which time Daimler's annual production was 150 units, always remembering that any car was still a very rare sight, even in the US. King Edward VII awarded Daimler the Royal Warrant in 1902 to supply cars to the British Monarch and it was not until the mid-1950s that this privilege was taken from Daimler and bestowed on Rolls-Royce.

Early Daimler models had some success in motor racing, in the days when either large cars with very powerful engines or extremely light models enjoyed most of the success.

In September 1910 Daimler was taken over by

BSA (established 1861). In 1931 BSA also took over the Lanchester Motor Company Limited, which led to synergies between the Daimler marque and Lanchester, renowned for its superb engineering.

But it is the postwar years that are most relevant to the Daimler SP 250. Emerging from mayhem into the infamous era of austerity where some 90 per cent of British automotive production was exported, Daimler was one of several proudly independent small British manufacturers. Other included what I might call the A-team (AC, Allard, Alvis and Armstrong Siddeley), Bristol and Lea-Francis.

Each of these makers had carved out a niche in the inter-war years. But they were embarked upon a completely different venture. There was one predatory animal out to kill or consume them. Its name? Jaguar.

Daimler initially fared better than some of these others, secure in its role of official supplier to the Royal Family. But internal troubles loomed in the form of Sir Bernard Docker (Daimler Chairman from 1946) and his wife Norah. On 3 February 1949 Docker married Norah Collins, who had been twice divorced. This alone was enough to raise eyebrows in that era when memories of King Edward VIII's 1936 abdication remained fresh and the Church of England would not permit divorced people to marry under its jurisdiction.

Lady Norah Docker soon created a major stir in the industry. She inspired the creation of a special edition of the company's prestigious Sedan de Ville which was called the Golden Car. Its black duco boasted 7000 small gold stars. All parts normally chromed were gold-plated and the seats were covered in golden cloth. There was a cocktail cabinet with golden picnic crockery.

While this effort doubtless appealed to some of those who had retained their wealth through World War Two, many were appalled by the excess in an era when food rationing and strict limits on the supply of petrol continued to apply.

A tradition of extravagant Motor Show specials ensued but the Dockers' extravagance was to result in disgrace. They spent £8000 of company money – about three Daimlers' worth – for their 1954 Paris Salon wardrobe. But the final straw seems to have been the £2000 it cost to ship two special cars (the

Golden Zebra and the Stardust) to the marriage of Prince Rainier and Grace Kelly in 1956. Sir Bernard was sacked on 30 May, while still in Monaco.

The Royal Family transferred its allegiance to Rolls-Royce. Many friends of the Dockers never bought Daimlers again and the company was in a reasonably parlous state.

Meanwhile, BSA had taken over Triumph Motorcycles in 1952 and some new executives were at hand. Jack Sangster, who had initiated the move against Docker, became his successor. Engineer Edward Turner became managing director.



By this stage, Daimler, somewhat like Armstrong Siddeley (AS) was caught in a pincer movement with Rolls-Royce above and Jaguar below. Jaguar almost single-handedly accounted for the cessation of AS car manufacture, although some poorly conceived cars also helped.

Edward Turner quickly planned two all-new state of the art V8 engines, with the smaller 2.5-litre unit intended for a sports car. Although Daimler had created some higher performance models including the rakish 1953 Conquest roadster, it had never attempted an unmitigated sports car.

The larger 4.5-litre engine reportedly developed more torque than could be measured on Daimler's in-house dynamometer. It was fitted to the limousine and a special Major variant of the big Majestic saloon.

Early examples of the SP250 were poorly built and developed a matching reputation. Even The Autocar (later just Autocar), a patriotic journal usually very subtle in any criticisms (especially of British cars) reported in its October 1959 test:

Glass-fibre bodies, though far from being new, are still something of a novelty, and that of this first production right-hand-drive SP250 requires much greater rigidity and attention to detail finish...on all



but the smoothest roads there is considerable steering wheel shake, and some body flexing. On two occasions of fast cornering to the left the driver's door flew open...

Road & Track in early 1960 were a bit more positive. Get rid of the scuttle shake, said the tester, and 'we think the Daimler will be a very desirable sports car'. In the UK the SP250 was some 15 per cent dearer than an Austin-Healey 3000 and in the US it was only a few dollars less expensive than a 1960 Corvette roadster.

The SP250 has always been a rarity in Australia. It was easily the most powerful roadster on the local market in 1962. In the final quarter of 1962 (before the MGB or E-Type went on sale here), the price was £1995, compared with £1627 for the Triumph TR3A, £1540 for the Sunbeam Alpine and £950 for the Austin-Healey Sprite. The Sunbeam Rapier (£1477) and Volvo P1800 (£2655) were other comparable models. Both the TR3A and the Volvo made exactly 100 brake horsepower, while the Volvo alone exceeded this figure with its 140.

Few cars other than the American V8s, the Jaguar Mark 2 3.4 and 3.8 and the Valiant boasted more power and all of these weighed a great deal more than the Daimler roadster's 940kg. Interestingly, Wheels offered a brief summary for each car⁵ listed in its chart – the Daimler's was 'stark and fast'!

Regardless, it was almost too late for the venerable Daimler company. Sir William Lyons, keen to obtain more manufacturing space in Coventry, entered negotiations with BSA to purchase Daimler. On 26 May 1960 a deal was concluded: Jaguar now owned the oldest automotive firm in Britain. But it seems probable that his strongest motivation was not acquiring the old name but the extensive factory of one million square feet, which doubled

Jaguar's plant area.

Just three months later Armstrong Siddeley ended car production; within a short period two of Jaguar's erstwhile rivals were removed from the equation.

Lyons soon learned some unpalatable facts about the Daimler operation. The Majestic Major had just gone into production but sales were a mere 10 per week (compared with 60 Mark IX Jaguars and 415 Mark 2s) and the six-cylinder Majestic was being run out. Then when Jaguar looked at the US market where the SP250 was being sold, it was found that the Daimler name was not registered, leaving the company potentially open to litigation from Daimler-Benz – one would have thought that after the Dart-naming fiasco, someone might have learned a lesson!

Early on, Sir William instructed his celebrated test driver Norman Dewis (who had set the XK120's Jabbeke speed record) to evaluate the SP250. Dewis found the chassis far too weak. The report read in part:

With a load applied by hand at the rear end of the rear wing, the door opening can be closed or opened approx. 5/16th of an inch [eight mm] Windscreen mounting – there is considerable movement at the top screen. The pillar can be moved over one inch (25mm) by hand.

The resin content of the fibreglass was 75 per cent, where Jaguar reckoned 40 should be the maximum. 'This will, of course, have the effect of seriously weakening the fabric of the material'. Out of 366 SP250s delivered, only 61 had been sold by the end of financial year 1959-60. Later, many of the unsold cars were shipped back to Coventry where they were effectively rebuilt as B-specification models. Better news came with strong sales of double-decker buses (Daimler being the world's big-

gest manufacturer of these) and armoured cars.

The 'B-specification' cars of 1961 had a stiffer chassis and body, adjustable steering column, better seats and full-width bumpers with overriders. But by this stage Sir Bill only had eyes for the gorgeous E-Type, introduced in March 1961 where it was the undisputed star of the Geneva Salon. (Lyons had argued against showing the car at Earls Court in October 1959, believing such a sensation might backfire. He mentioned 'gold-plated ashtrays and mink-trimmed foot-warmers and all the other gimmicks that abound at Show time' in an ill-disguised reference to the Docker Daimler specials! Lyons' biographers Phillip Porter and Paul Skilletter say that initially Lyons was not drawn to the E-Type but changed his tune after imagining a fixed-head coupe variant, the model initially having been conceived as a convertible only.)

A C-specification was introduced in 1963 with a standard heater and cigarette lighter but just 256 were made.

So the largely unloved SP250 was discontinued in 1964, while the Majestic Major (an absolute rock-etcher of enormous mass but still capable of 125 miles per hour, the same as the much vaunted Jaguar Mark II 3.8-litre manual) continued as the true flagship of the Jaguar-Daimler range. As is well known the SP250's gem of a V8 powered a Daimler-branded version of the Jaguar Mark II and this car was a strong seller. (This was after – believe it! – consideration had been given to installing this smaller V8 in a rebranded Vauxhall Cresta: that would have shocked more than a few traditional Daimler customers!)

(Interestingly, Sir William apparently explored the idea of installing the 4.5-litre unit in an updated Mark X, but decided against the idea, probably because he wanted his dearest Jaguar to have an engine designed in-house.)

As for the SP250, it has been too easy for many people to dismiss it out of hand. But from B-specification it began to morph into a pretty impressive car. The engine was always its undisputed trump card. Remembering that the SP 250 was

launched in 1959, 18 months before the E-Type, its performance was extraordinary for the time.

Road tests on both sides of the Atlantic recorded acceleration from zero to 60 miles per hour in less than 10 seconds and a top speed in excess of 120. The Daimler was clearly quicker than the Austin-Healey 3000 that managed just 114 miles per hour. The engine had aluminium cylinder heads with fully machined combustion chambers. Compression was 8.2:1 and maximum power was 140 horsepower. It happily revved past 6000rpm.

In my Classic Garage feature on the Jaguar E-Type, I described it as being the culmination of 1950s design, looking towards the future. The Daimler SP250 constitutes the other book-end. Launched in 1959 and despite its very advanced small capacity V8 engine, Daimler's only sports car looked back squarely to the 1950s rather than towards the future. Its crude live rear axle and scuttle shake were reminiscent not only of the Triumph TR3A and its predecessors but also of cars such as the square-rigger MG Midgets (most famously the TC, TD and TF) and the Morgan (that clever brand whose future was always going to be the past somewhat reimaged). Even its fibreglass body concept was shared with earlier cars, most notably the 1953 Chevrolet Corvette. Naturally, the Daimler SP250 has its followers and as the twenty-first century progresses it seems likely that enthusiasm for this most unusual of post-war Daimlers will only grow.



<https://www.shannons.com.au/club/news/daimler-sp250-the-scuttle-shake-sports-car-that-helped-scuttle-daimler/>

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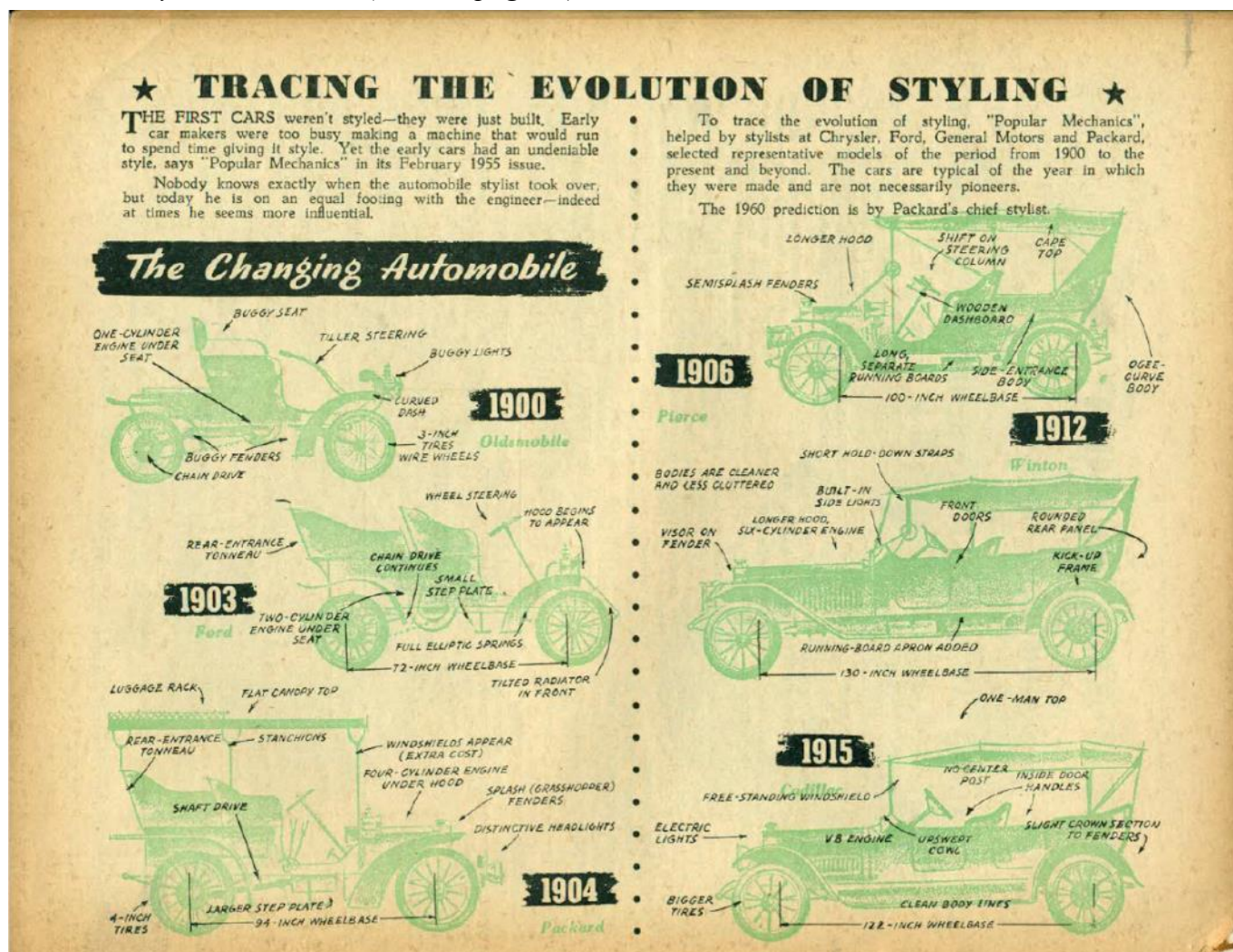
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Provided by Kevin Churchil (see also page 13)



AMAZING PRIVATE COLLECTIONS

In the last fortnight Dennis and I have been able to see some amazing cars and artefacts. These precious possessions, whether cars or artefacts, are parts of private collections.

We have only been able to see these items, because we were invited.

And why were we invited?

Because we are involved in car clubs.

The Buick Car Club visited the third largest collection of Minerva Cars in the world, which is located in suburban Melbourne. This collection also included the chance to view a magnificent display of carved ivory pieces.

Then with the Oldsmobile Club, in Warrnambool for its AGM, we were invited to view a collection of antiques and paintings, a 1903 Oldsmobile and two Lincoln Tourers.

Because some members belong to the Buick Car Club, the Oldsmobile Club and CHACA, quite a few of those present on both occasions, were CHACA members too.

Dennis and Esther Healy



*The Echuca & District
Historic Vehicle Club Inc.*

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Saturday, 13th April, 2019

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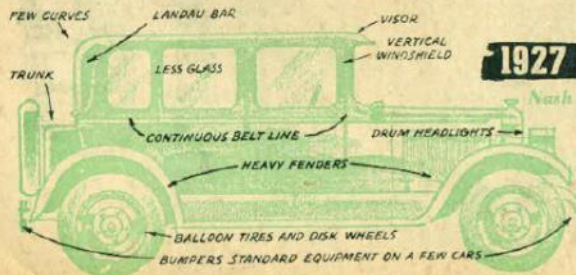
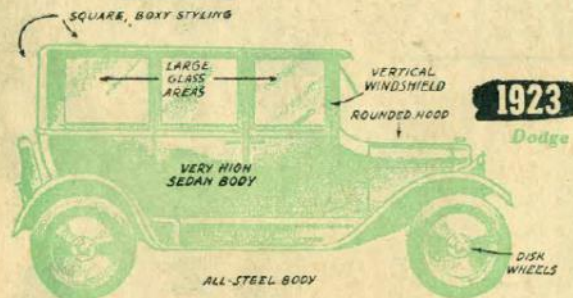
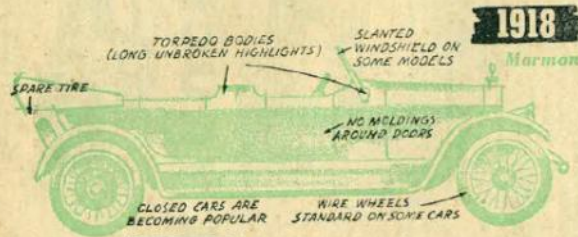
\$500.00 Donated to a local charity



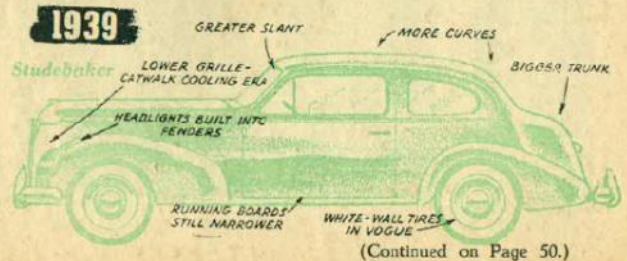
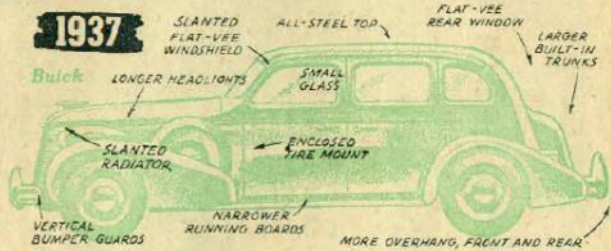
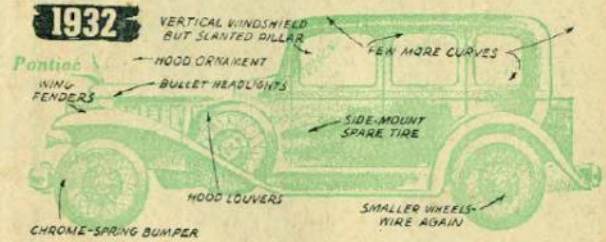
AMAZING PRIVATE COLLECTIONS



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on POST-WAR I MODELS**

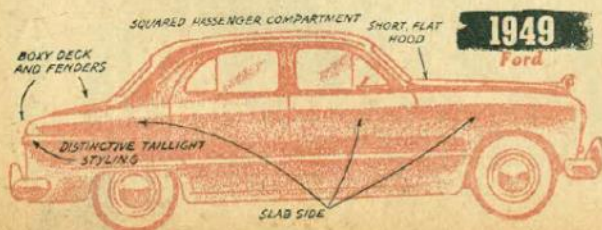
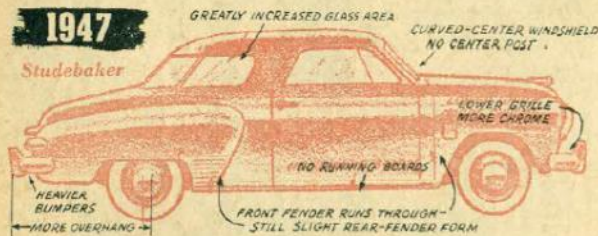
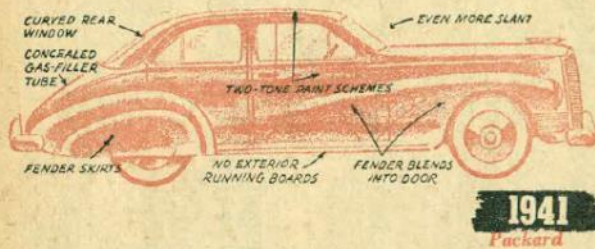


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GRADUALLY BECAME the
FASHION from 1932 on**

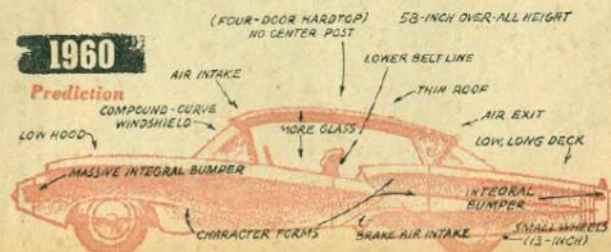
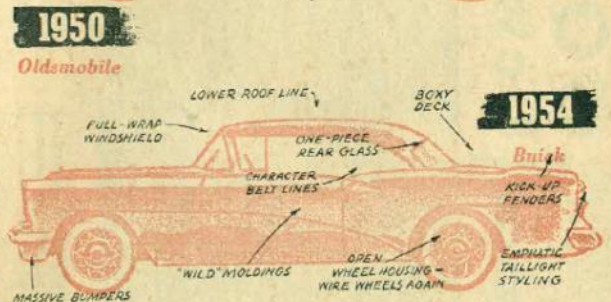
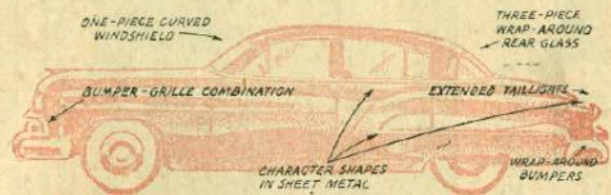


(Continued on Page 50.)

**RUNNING BOARDS were OUT
and ALL-ROUND VISIBILITY
INCREASED in these STYLES**



**BODYWORK with GREATER
CHARACTER, BUMPERS MORE
CARESSING and MASSIVE**



CLASSIC & HISTORIC AUTOMOBILE CLUB of AUSTRALIA MINUTES OF GENERAL MEETING

Held August 23rd 2018
at Norcal Rd Nunawading

Meeting opened at 8:05 pm

The meeting regretted the passing of John Tucker in July.

Guest Speaker. Brian Churchill. Will give a presentation on the Rise & Fall of Detroit

APOLOGIES

Lester & Yvette Cole, Bill & Heather Redpath, Paul & Michael Goethel,

CONFIRMATION OF MINUTES May 2018

Moved: Brian Garrett **Seconded:** James Allan

Business Arising from April meeting Nil

Correspondence

In

Offer of WAYNE Tickets from Transmission Films

Request by John Goldsmith Editor & web site co-ordinator – (Post Vintage Car Club of Tasmania Inc) to reprint Paul Goethel document, Motoring in South Africa.

Invitation to Tatura Show & Shine. Sunday 21st October. Goulburn Valley Fins & Fenders Club

Out:

To John Goldsmith approving use of article

Monthly Reports

Treasurers Report: Fred Eakins

Report as at 2018

Moved: Fred Eakins Seconded: Barry Smith
The Treasurer advised the meeting that the bank has been changed and all accounts have been consolidated into one account

Vice President: James Allan

James thanked the President and wife for the lunch on Sunday and Eddie for organising the Ambulance Museum run. Around 38 people attended.

James asked that members consider a committee position at the next elections.

Membership Secretary: Kevin Churchill

No issues. President asked that members get their renewals in on time. Late returns will effect CPS vehicle permits.

Technical Officer: Barry Smith

Barry advised that he has caught up with all CPS and technical issues since returning from overseas.

Barry asked who was going on the VACC tour to

Bendigo. Organising still seeking vehicles.

Property Officer – Eddie Reynolds

Name badges ordered available.

Biro pens available at \$5 each.

Car badges available at \$40 each.

Library – Kevin Oates

Old Journals available for free. Library undergoing book rationalisation.

Also Kevin mentioned the Hurstbridge Wattle Festival on next weekend.

Web – Rolf Zelder

Asked for more member pictures for web page.

Also market place available for selling or buying.

Quarterly Reports.

AOMC. Dennis Healy. Meeting next Saturday

Federation: Brian Garrett Awaiting minutes from last meeting. Indignation from some clubs regarding Federation and the direction it is taking.

Coming Events

9th September Cruisin for Kids..Avalon to Clunes

16th September. Run to Toolangi Tavern.CR.

Leave from Lilydale Lake.

14th October. Caribbean Gardens. Judging Day.CR

GENERAL BUSINESS

Ray Griffin asked that Kalorama event be continued as a club event next year.

Dennis Healy advised of the Chrome & Coffee event at Ballarat 2nd December.

Frank Mercuri extended an invite to CHACA to attend the Truck Show, Yarra Glen. 11th November

For Sale Items

Bob Clark still has fully restored Mini Clubman for sale.

Close meeting: 8:35 pm

Brian Churchill then made a presentation of the Rise and Fall of Detroit.

The presentation described how the city rose from a small town to a major American city due to the motor manufacturing early to mid 20th Century. It became the fourth largest city in the USA from 1920 to 1970. More recently however, with the loss of much of the motor industry manufacturing, Detroit has declined in size and status. In 2014 there were only 688,000 residents.

This was an outstanding presentation and showed what can happen when a region relies largely on only one business asset.

the reef Brooklands Restorations NATIONWIDE PROPERTY 1800 180 988

SHANNONS NOOSA BEACH CLASSIC CAR CLUB

Classic CAR SHOW

Sunday 30 September 2018
Lions Park, Noosa Heads
8.30am - On
Courtesy Bus to & from THE 'J'

ASTON MARTIN DB5

Proudly supporting the SUNSHINE COAST PROSTATE CANCER SUPPORT GROUP

30th ANNIVERSARY

FEATURING ALL BRITISH MARQUES

NOOSA JEWELLERS, RARE SPARES, RACV Noosa Resort, Tyrepower, SOWENS, performax, KENNARDS HIRE, RISSELL SPARK/PANEL, NOOSA CIVIC, SCHNEIDER MOTORS, NOOSA, Bendigo Bank



East Gippsland Historical Automobile Club Inc

PO Box 964
Bairnsdale Vic 3875

eghac.org
A 00501814

CLAIMING THE DATE

MELBOURNE CUP WEEKEND

2nd to 6th November 2018

Please join us once again and enjoy our tri-annual East Gippsland Gallop.

Come in your Veteran, Vintage, Classic or Post-Classic vehicle and join in the fun.

Register your interest now with our Rally Director, PO Box 964 Bairnsdale 3875

or Rick Cove : rickcv@wideband.net.au

Roger Burke : newford58@bigpond.com

Glen Burrage : carsndogs@dodo.com.au

Entry forms will be available in July

Entries close Friday 5th October 2018

PLEASE LIST THIS ON YOUR CLUB'S CALENDAR NOW

IMPORTANT INFORMATION.

Please make your accommodation bookings in the Bairnsdale area now as there are other events in the Bairnsdale area that weekend and many motel rooms have already been booked by other concerns.

AUTO SURPLUS

Auto Surplus supplies parts for cars, trucks, tractors, forklifts and stationary engines.
We specialise in engine, suspension, brake and clutch, electrical and rubber components.

VETERAN • VINTAGE • CLASSIC • MODERN

Surplus stock bought. We recondition water pumps.
Australia's largest range of loose piston rings.

- Pistons & rings (sets & loose) • Pumps (water, oil, fuel)
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Chrysler Restorers Club Of Australia Vic Inc.
Proudly Presents

CHRYSLERS At CARIBBEAN

SUNDAY 21st OCTOBER 2018

Caribbean Gardens

Entry to the gardens only costs \$2.50 Per Adult and \$1.00 Per Child U13 & aged pensioners
Over 1000 stalls, computer market/swap meet, rides, BBQ, restaurant and kiosk
Caribbean Gardens, Stud Road (cnr Ferntree Gully Road) Scoresby.
www.caribbeangardens.com.au

Judging categories include: Best Veteran or Vintage, 1931-1942, 1946-1954, 1955-1960, 1961-1968, R&S, AP5-AP6-VC, VE-VF-VG, VH-VJ-VK, CL-CM, 1968-On Muscle Car, Best Modified, Best Original Un-restored, New Age MOPAR, Charger, PT Cruiser, 300C, Chrysler Cousins & Club Trophies.
Cars may enter from 9:00am and those wishing to be judged MUST be present by 10:30am.
Awards presented at 1:00pm.

www.chryslerclubvic.org.au

E-TYPE ZERO: ELECTRIC E-TYPE JAGUAR GOING INTO ‘PRODUCTION’

No, we're not trying to sell you more E-types, or electric cars for that matter. However, the interesting prospect here could be, that the manufacturer, Jaguar, themselves, could be offering a complete electric motor and battery assembly which could be retro-fitted into an E-type.... And replaced by the original engine again, whenever you'd like!

Renew Economy Website
Bryce Gatton, 24 August 2018



After the buzz over the recent British royal wedding car being an EV converted E-type jaguar, Jaguar have just announced that they will offer restored and electrified E-type jaguars to the public.



To be called the ‘E-type Zero’ and using components from the new all-electric Jaguar I-Pace, they will either restore and convert old E-types to sell, or take an owners pride and joy and bring it both back up to pristine condition AND make it future ready (plus probably rather more reliable) with the installation of an electric drive train.

Lest owners and aficionados of the iconic model worry that the E-types are being in some way ‘butchered’, Jaguar assures in their press release that the work will be done in a way that ensures “the EV conversion will be fully reversible”.

No pricing has been announced – but the restoration and conversion will be done at the same workshop where Jaguar already offer the ground-up restorations termed ‘E-type Reborn’ in Coventry, England, so it certainly will not be a cheap affair.

Specifications are at this stage general, but Jaguar suggest the E-type Zero will have a range of around

270km with a 40kWh battery that recharges in 6 – 7 hours. Instrumentation is designed to slip into the old positioning without modification to the structure, and will include an optional touchscreen infotainment system.

External changes are limited to swapping in LED headlamps and a charging port in place of the old fuel filler. Interestingly, Jaguar say that the completed vehicle with electric powertrain has a similar weight and dimensions to the previous petrol engine and transmission, so vehicle handling will be close to that of the original car.

So if you are interested in turning your Jaguar into a silent daily driver without the ubiquitous oil leaks and infamous unreliability of British cars from that era: Jaguar is now taking expressions of interest

from potential E-type Zero clients. Deliveries of the first electric E-type Zeros are expected to start from mid-2020.

<https://reneweconomy.com.au/e-type-zero-electric-e-type-jaguar-going-into-production-18027/>



ADDITIONAL FOR SALE ADS RECEIVED

Via e-mail:

Hi Eddie

Decided to write to you first to see if you're the correct contact for the following?

My father passed away on the 13th August (103) and has left my brother and myself a daunting task of at least 70 years of collecting. Amongst all this, is numerous motor parts including several motors and I just thought that maybe someone within the club may be interested before we need to dispose of it all.

Included is some older parts of a Chevrolet, 2 door with dickie seat, I believe year is 1946, wheels, axles, panels and doors etc., all of these have been out in the weather so not sure on their condition.

Several part motors, a complete, Ford Custom-line engine including gear box, Morris Mini motor complete.

Unfortunately a flood recently went through the garage where these motors are located and they may have some water damage.

As to their value I don't know and some may be worth nothing to very little, but I am happy to discuss any offer made.

All items are located in Blackburn.

I need to get this cleaned up urgently so if anyone is interested they will need to contact me quickly via one of the contacts listed below. If interested in the motors they will need to provide lifting equipment.

Is it possible to email this out to all members as this would get attended to a lot quicker if anyone is interested.

With thanks, regards

Barry (CHACA member)

BR & CL SCHULTZ

yesseppi@bigpond.com

H: 03 98866320

M:0409525587

To: The Humber Car Club of Victoria

Dear Sir,

I am writing to you in the hope that you can make this information available to any of your members who may be interested.

As per the attached photos, we have what we believe to be a 1946 Mk 1 Humber Super Snipe (backgrounds cropped to obscure surrounding vehicles). The vehicle belonged to my late father, Robert Mearns, and was last registered by him around 1970. Since then it has been sitting outdoors and is in poor condition. There is considerable rust damage below the front windscreen and in other locations where there was an accumulation of leaves over the years. It is located in Seymour, Vic and is for sale for \$750 ONO.

We also have two P4 Rover 75 saloons ("cyclops") circa 1950 and a Mercedes Benz 170s, minus engine, radiator, grill and headlights, circa 1950.

Regards

Malcolm Mearns

Mob: 0414 575700

malcolm.mearns@datacol.com.au

Pictures below:



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.

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.

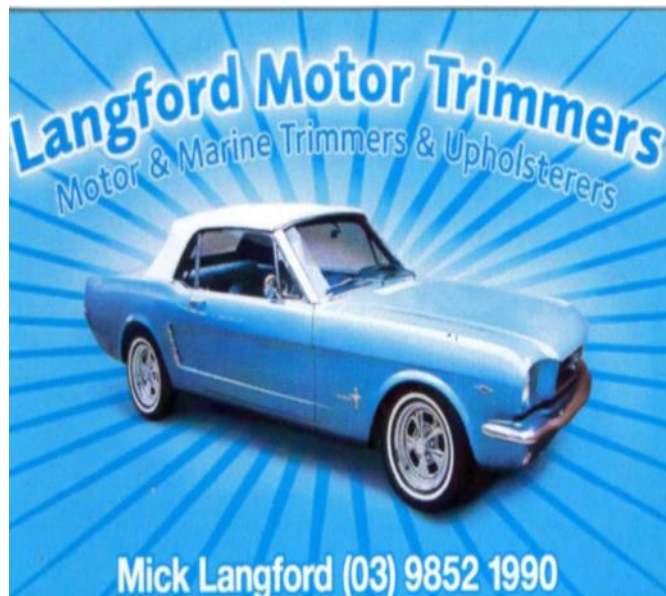
Secretaries: Anne Campbell, 0414 521 521
38 Wattle Crescent, Glossodia NSW 2756 .
Phone 02 45765872
Email: annecampbell3@bigpond.com
Meetings: *All Sunday meetings start at 2pm.
Members may arrive from two hours prior to
meeting times to have meal and chat.*

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*

EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

- 23-28 Sep You are invited to join the 2018 National Veteran Tour which is currently being organised by the Newcastle Branch of the VCCA (NSW).
- 7 Oct AUSTRALIAN NATIONAL SHOW AND SHINE EUROA, Euroa
- 20 Oct Studebaker & Packard Show & Shine, Further details contact Michael Pink 0438116335
- 21 Oct Chryslers at Caribbean Display Day
- 21 Oct Tatura show and shine, Tatura Racecourse, gates open 9am, GVFinSandFenders@gmail.com
- 28 Oct Paws in the Park, Show & Shine Classic and Vintage Car Display, 40 Robertson Street Gisborne. Walk with your dog through Botanical gardens
- 2-6 Nov Tri-annual East Gippsland Gallop , Register your interest now with our Rally Director, PO Box 964 Bairnsdale 3875
- 10 Nov Chrysler Restorers Annual Show 'N' Shine & Movie Night , Movie 8.30 PM *Plus some rare Chrysler footage*, 115 South Gippsland Highway, Dandenong
- 11 Nov Historic Commercial Vehicle Display, Yarra Glen Racecourse
- 2 Dec Show Us Ya Wheels, Numurkah Showgrounds, Tunnock Rd; Numurkah, Vic, On display will be around 500 Cars, trucks, buses, motorbikes, street cars, modifieds, hot rods and more.
- 20 Jan Great Australian Rally, The Great Australian Rally "rallying for a cure" has grown to become Victoria's largest veteran, vintage and classic car rally.
- 2019 ECHUCA SWAP MEET ROTARY PARK, ROSE STREET , ENQUIRIES: 0456 010 665, echucaswap@outlook.com
- 13 Apr 19



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ALL MAKES -ALL MODELS

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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: Humber super snipe series 5 auto transmission New tyres New brakes New windscreen 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)

WANTED: I am in serious need of a serviceable steering box for 'Hazel' my 1959 Series I Hawk.

Hans Paas Email: hansjpaas@gmail.com

SELL: 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: tater-transport@gmail.com (1017)

SELL: Austin A40 Sedan \$7500, Grey, 29755H Rego, Chassi No IG4523257 Engine No 435-964, Unleaded Motor, Workshop Manual Mornington Peninsula 0408175610 (1117)

SELL: 1956 Austin A50 Sedan, Cambridge Special, Burgundy and Cream, \$9,500, Chassis 101LL Engine No IH178324A, Fog Lights, Modern CD Radio, Owners Book, Workshop Manual, Spare set of tyres, spare engine and gearbox, Rego 15213H, Mornington Peninsula 0408175610 (1117)

SELL: 1933 Austin 10 Sedan \$6,500, Burgundy with Black Guards, CH4254 Rego, Engine No

IG26601, Workshop Manual, Spare motor, gearbox, wheels, radiator etc. Mornington Peninsula 0408175610 (1117)

WANTED: I would like to buy a fuel / air ratio (mixture) tester if someone has one floating around that is no longer being used. In the good old days, most workshops had a portable tester to check fuel air ratios by sticking a probe up the exhaust pipe and going for a test drive. VANE instruments used to make a very neat unit about six inches by four inches with suction cups so you could stick on windscreen while driving. Ray ray.linden @bigpond.com (0118)

SELL: I have a large collection of Piston Rings and Ring Sets of all sizes and widths from 2¼" to 4¼". Oil rings, Cast Iron rings, Segmented rings and Compression rings., etc. All N.O.S. Ralph Provan: Phone (03) 5792 1375. (0418)

SELL: Tandem Trailer. A heavy duty large tandem trailer in very good condition with both electric and ride-on brakes, near new 6 tyres including two mounted spares. Easily opening spring loaded ramps to drive on, front wind/stone deflector, electric winch with near new battery, lights and registered. The trailer has lived indoors all its life.

The trailer has been specially built for a large and heavy vintage or veteran car, but will easily transport other more modern vehicles. The trailer tows very easily behind a 4x4, is very stable on the road and is great for long trips. It has filled in floor so can also carry a large amount of spares etc. Asking \$6,800 ono. Please call Paul on 0412 534131 (0418)

WANTED: Right side Holden body badge. (Lion facing right). This photo shows two Holden body badges, one for the right side of the car and the other for the left so that the lion always faces forward.

If anyone has a spare badge like the upper photo and could spare it I would be very pleased to hear

ActonPrint
GROUP 

9729 4500

Joe Cremona

70 Woodlands Drive
Braeside VIC 3195

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

Ken's Joke

A couple who work at the circus go to an Adoption Agency, but the social workers there raise doubts about their suitability to care for a child.

The couple produce photos of their 50's motor home which is equipped with a beautiful nursery.

The social workers are also doubtful about the quality of education the child would receive.

"We've arranged for a full-time tutor who will teach the child all the usual subjects, along with French, Mandarin and computer skills".

Then there are doubts about raising a child in a circus environment.

'Our live-in nanny is an expert in paediatric care'.

Finally they are satisfied, and ask, "What age child are you hoping to adopt?"

"It doesn't really matter, so long as he fits in the cannon".

memories.

The doctors that told Stephen Hawking he had two years to live in 1953 are probably dead.

If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.

Many animals probably need glasses, but nobody knows it.

If you rip a hole in a net, there are actually fewer holes in it than there were before.

If 2/2/22 falls on a Tuesday, we'll just call it "2's Day". (It does fall on a Tuesday)

100 years ago a Twenty Dollar bill and a Twenty Dollar gold piece were interchangeable. Either one would buy a new suit, new shoes and a night on the town. The Twenty Dollar gold piece will still do that.

Provided by Peter H

Some astute observations!

Do twins ever realize that one of them is unplanned?

What if my dog only brings back my ball because he thinks I like throwing it?

If poison expires, is it more poisonous or is it no longer poisonous?

Which letter is silent in the word "Scent," the S or the C?

Why is the letter W, in English, called double U? Shouldn't it be called double V?

Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.

Every time you clean something, you just make something else dirty.

The word "swims" upside-down is still "swims".

Intentionally losing a game of rock, paper, and scissors is just as hard as trying to win.

100 years ago everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

Your future self is watching you right now through



Provided by Kevin Churchill

**STAFFORD
STREET
MOTORS**

25A Stafford St
Huntingdale 3166 VIC
03 8555 0777

- Modern and classic vehicle specialist
- Manufacturers handbook service

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



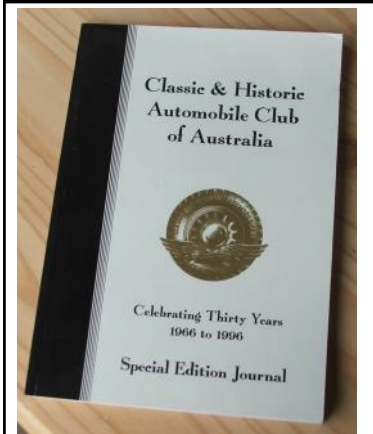
25 Year Anniversary Badge....\$5.00
(65mm. diameter)



Lapel Badge
\$5.00



Early Annual Tour
Badges. \$2.00 each.



30 Year Anniversary Book
\$10.00



25 Year
Lapel
Badge
\$2.00



Club Decals.
\$2.00 each



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



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



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



CHACA VICTORIA

Unisex Reversible Vests now available

Sizes S-M-L-XL-2XL-3XL-5XL

Price. \$40.00 ea

CHACA caps.

Price \$15.00



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



Traffic? What traffic!

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