



# CHACA

## Journal

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

ACN 004 677 570

Sep 2020 Volume 55 Number 4





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

## **Committee**



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



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



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



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



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



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



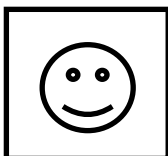
**Membership Secretary:**  
Kevin Churchill  
membership@chaca.com.au  
Mob: 0412 802 177 (Erica)



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



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



**Committee Member:**  
John Mason  
(TOP SECRET)

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

## **Meetings**

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

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

## **Club Newsletter**

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

## **Journal Closing Dates**

Nominally 2nd. Thursday each month.

## **Journal Nights**

Normally 3rd. Thursday every month.

## **Website**

The Club's website [www.chaca.com.au](http://www.chaca.com.au) is updated regular-ly and features Club History, Club Promotions, an Events Calendar, a full Journal for downloading and many photographs of Club Events.

## **Webmaster**

webmaster@chaca.com.au

## **Archivist and Historian -**

Margaret Griffin - 5977 6649

## **CHACA Life Members**

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

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

## **Notice To All Reciprocating Clubs**

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



## **CHACA CPS Eligibility Criteria**

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

**See Page 18.**

## PRESIDENT'S REPORT

Our on line General Meeting on the 27<sup>th</sup> August was a success even though we were down on numbers. Perhaps a reason for the low numbers was the fact that a very strong storm came through not long before the due meeting time and put power out to many areas of Melbourne.

Even so the members that were at the meeting enjoyed the night and in particular the presentation by Shane Taylor of his model car collection. Shane has a seriously professional collection of mainly American and Aussie cars. The layout and garage dioramas were very well done and were the result of over 20 years collecting. We also got to look at his full size cars and the problem of space to house everything which I think all of us experience.

Thank you Shane for your time and effort.

As much as I would love to recommence face to face meetings the COVID lockdown prevents that, and it does not look like changing any time soon. This situation inconveniences those members without the facility to join online meetings. I think however that these types of meetings are going to increase in numbers in the future for all clubs. Even the workplace will change and greater numbers of people will work remotely. Certainly the younger generation have no fear of online meetings and I must admit there are some advantages. For instance on a cold rainy night it would be great to just stay warm in front of the computer and watch the progress of a meeting that you had planned to join live. I know that VDC are installing equipment into the clubrooms to enable on line streaming of meetings. This type of streaming will not enable you to be interactive with others at the meeting but at least you will be able to see and experience the meeting events. Country, interstate and overseas members would gain significantly from such an arrangement.

For the older members that are reluctant to get involved with computers I implore you to take some steps towards getting familiar with basic computer equipment. It doesn't have to be a PC, the same can be accomplished on a tablet or a smart phone. Joining a meeting is just a couple of clicks and away you go.

Most councils and seniors clubs run free basic computer and tablet training sessions so don't think you are the only one and feel embarrassed. There are plenty of members out there with the same fear of computing but once you have reached the basic knowledge level a whole new world opens up.

By the time this Journal reaches you we may know when the lockdown level is going to be reduced. Once we know that we can make plans for future meetings such as the Annual General Meeting. If the State Government is not going to make it easy for us to have meetings for the foreseeable future then we will have to conduct the AGM online and other meetings will also be conducted online.. We will keep you informed as this progresses. I think we will be able to reintroduce runs first. They may be number limited but at least it will give us some level of social gathering.

Stay Safe & Well  
Brian Garrett



© marketoonist.com



## Cheap crock to classic



As I skim through the long list of faults with “the ol’ girl” sitting quietly and patiently in the shed, I can’t help but wonder if it’s all worth it. The car that once did the rounds every day, cost very little to buy and similarly cheap to maintain, had been left idle for a couple of years pending ‘restoration’ one day after the modern, safe, and sensible car inevitably appeared on the drive.

But then, as the warm spring sun broke through the solemn morning clouds, the classic shark-nose of my beloved BMW lit up, it’s last hurrah of 80’s chrome sparkling beneath the dust, and the blue on the famous roundel glowing like Azurite. I took a hard look and realised this is why I’m trawling through this list. This is why I’m spending every free hour I have to fettle, improve, and refresh something that most of my nearest and dearest tell me is ‘junk’. I’m doing it because I absolutely love her!

My name’s Chris, and this is where I’m at. I have a passion for cars that my peers call an illness. If I’m not at work banging timber together, you’ll find me in the garage, or on the driveway in, on, or under something with four wheels. I particularly love shark-nose BM’s, being lucky (or unlucky perhaps) to own a couple of them over the years, including a ‘baby six’ 82’ 520i as my first car. Contrastingly, a passion for old British stuff is strong too. A couple of old diesel Land Rover’s in the shed can support this, along with the pools of oil under them. However the car interests don’t end there, and running a 2CV one day, or at the other end of the scale, a Jensen Interceptor would come under the ‘dream’ category of vehicles that get bookmarked on various online auto-traders.







Anyway, back to the BMW. For those nerds out there this particular car is an E28 535i. What is it that I like about a high-mile, beige, slightly rotten 80's box? Well it's an E28! Personally, I think they're one of the best looking models from their 20<sup>th</sup> century back catalogue, and definitely an underdog. In the last 10 years or so they've become so valueless (M5 & M535i excluded) compared to the E30's and E24's, making them a fantastic cheap classic purchase. And in regard to the sublime M5 & dog-leg geared M535i – they've only recently blown up in value. Regarding my old friend, I love the quality of the build, the attention to detail, the solidity, and frankly whilst driving

every day, the apparent reliability. Once warmed up the 'big six' purrs, providing ample power, and the factory Bilstein suspension complements the perfectly balanced chassis, giving sharp handling and a planted yet supple ride. Future plans for the car revolve around changing the only thing that I feel lets the car down – the automatic gearbox. While it allows graceful wafting around town to be had, personally my dream is to 'break the shackles' and give the car a new personality thanks to Getrag's 260 gearbox. Other than that, it's about keeping the car as original as I can.

I decided it was time to get my 86' E28 out of retirement and back on the road. To date, there's only a couple of things left to do, one of which is to fix rust in the sills caused by an inattentive previous owner deciding to jack up the car from wherever it suited them... utter pillock. During the process of "making good", I decided it'd be nice to find a respectful and passionate club to become part of, so after some ringing around here I am.



I hope everyone is keeping happy & healthy during these testing times. However if there's one upside to being stuck in lockdown, it's that I've got the time to complete that list, and have the car ready for when we have our first post Covid meet. I don't know about you guys & girls, but I'm thoroughly looking forward to it!

Christopher Lipp



**The following submission is from Bob Clark and is an extraction from the Studebaker journal The Turning Wheels.**

Generally speaking domestic passenger car tires manufacturers before 1965 model year were manufactured with 90% aspect ratio. That means the sidewall was 90% of the tires cross-section width, not the tread width.



The tire size number had a decimal point in it, such as the common Studebaker sizes 6.40-15 and 6.70-15. The larger size had a section width of 6.70" and a sidewall height of 6.04". If you multiply the sidewall height by two and add the rim diameter to the sum you get the tire outside diameter. Tread width varies by brand but was always around 4.5"

Starting from 1965 and into the 70s, common tires were made with an 80% aspect ratio. The decimal point was dropped from the size marking. Hence a 775-15 was in reality a 7.75-15: the replacement size for 6.70-15. This tire size would have a 7.75 section width and an 80% aspect ratio. For example,  $7.75 \times 0.8 = 6.2 \times 2 = 12.4 + 15 = 27.4$ " outside tire diameter.

Again tread width varied with brand but it was usually around 5" wide. However it was difficult to measure tread width accurately because 80% aspect ratio tires also got wrap around treads, meaning the tread edges were rounded not squared off like earlier version tread design.

Around the same time tires were made with letter designations in the size. The higher the letter, the higher the load carrying capacity, and the larger the size. These tires were made with aspect ratios of 78%, 70%, and 50%. The 775-15 from above was about equal to an F78-15. There was a lot of confusion, so letter sizing was dropped after about 10 years.

Sometime in the 70's metric size designation started to appear. They became industry standard during the 1980's.

The same criteria apply to tires with metric sizing. The first three numbers are the section width in millimetres. The next two numbers are the aspect ratio. Next is a letter denoting the type of carcass construction: D denotes diagonal bias ply, B denotes bias belt ply, and R denotes a radial ply construction. The last two numbers are the wheel size in inches.

There is also an optional prefix denoting type or class of vehicle for which the tire was designed. P is for passenger car, LT is for light truck, and T is for temporary spare and ST denotes special trailer.

As an example the original 6.70-15 or F78-15 replacement is P205/75R15. To compare tire diameters the same formula is used.  $205\text{mm} \times .03937$  (converting metric to inch) = 8.07 (section width)  $\times .75$  (aspect ratio) =  $6.05 \times 2 = 12.1 + 15 = 27.1$ " approximate tire diameter. As usual tread width varies with manufacturer but is about 5.5".

OPEN DAILY 10 AM TO 10 PM

OFFER ENDS SATURDAY, MARCH 7

# Kmart auto center

A member of the Kmart Group, serving you with integrity for over 40 years.

## OUR FIRST LINE\* FISK TIRE!

**FISK  
CUSTOM  
360  
30 MONTH  
GUARANTEE**

- ✓ FULL 4-PLY NYLON CORD BODY
- ✓ TUBELISS
- ✓ LONG WEARING 12.32" TREAD
- ✓ SAFETY
- ✓ WEAR-AROUND TREAD DESIGN
- ✓ 3-PLY, 4-ROOPE TREAD DESIGN
- ✓ FOR BETTER TRACTION

# 10<sup>97</sup>

6.90-13  
Blackwall, tubeliss  
Plus 1.78 (total)  
Extra tire and make  
it off your car.

### CHECK THIS OTHER FISK TIRE BUY

FISK

## SPRINT GT

WIDE  
OVAL

- FULL 4-PLY NYLON CORD • TUBELISS
- OVER 61/8" INCH WIDE TREAD • WHITEWALL

# \$19

WHITWALL TUBELISS	OUR PRICE	OUR PER 100 LBS. WEIGHT
6PD14 (P15)	\$19	2.31
6PD14 (P15)	\$20	2.31
6PD15 (P15)	\$24	2.32
6PD15 (P15)	\$31	2.48
6PD14 (R15)	\$30	2.73
6PD15 (R15)	\$38	2.73
6PD15 (R15)	\$48	2.90

SPR14 (R15)  
Whitewall, tubeliss  
Plus 2.31 (total) Extra tire  
and make it off your car.  
Under no way off your car.

BLACKWALL TUBELISS	OUR PRICE	PLUS FED. EX. TAX
SALE	SALE	SALE
6.90-13	10.97	1.78
6.95-14	12.97	1.94
7.35-14	14.97	2.04
7.75-14	16.95	2.17
7.75-15		2.19
8.25-14		2.33
8.25-15	18.97	2.36
8.55-14		2.53
8.55-15	20.97	2.53
8.55-15		2.57

**Why Wait?  
CHARGE IT!**

Get your Fisk tires at Kmart. For more information, call 1-800-368-3688.



### To Review:

To calculate outside tire diameter: (Section width x Aspect Ratio x 2) + wheel diameter

### To calculate revolutions per mile:

Tire diameter x pi (3.1416) = circumference in inches.

Divide by 12 to get circumference in feet.

Divide 5280 (1 mile) by circumference in feet = revolutions per mile.

Therefore:

6.70-15 is 746 revolutions per mile

775-15 is 736 revolutions per mile

Wheel width, as measured between the inside bead flanges with the tire removed, and should be equal to or slightly wider than tread width. 775-15 and later equivalent size tires should be used with wheels having a minimum width of 5".

Radial tires must be installed on radial approved rims or wheel failure and loss of control may occur.

### Additional Tire Sidewall Information.

DOT Code:

The DOT (department of transport) code specifies the manufacturer (who made the tire), followed by four numbers in a box.. The four numbers in the box are the week and year of manufacture: 1017 would be the 10<sup>th</sup> week of 2017. 2014 would be the 20<sup>th</sup> week of 2014, etc.

Traction rating:

Traction rating is a letter designation. It could be AA, A, B, or C. AA is the best and C is the worst.

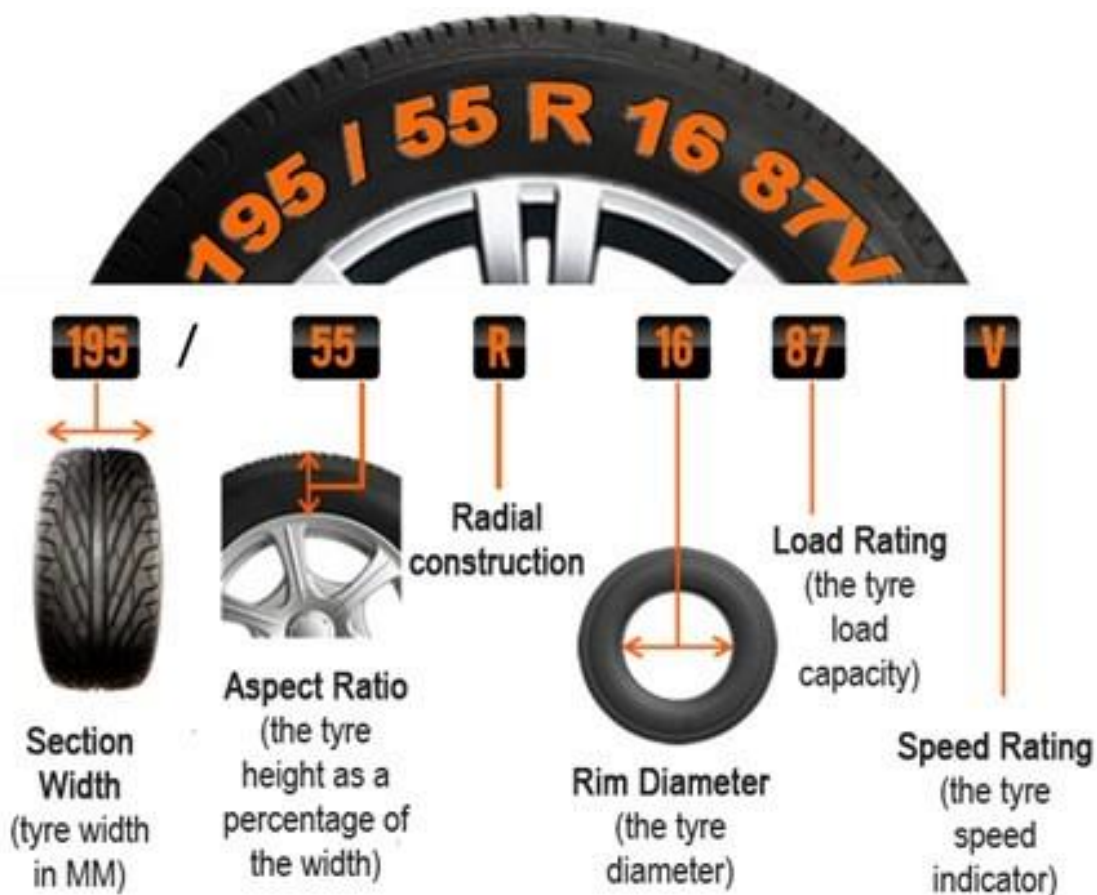
Tread wear Rating:

Tread wear is a three digit number denoting how well the tire will wear, measured against a standard.

The higher the three digit number, the longer the tire should last before it is worn out. A 500 wear rated tire will run more miles before being worn out than will a tire with a 400 wear rating, all other things being equal.

All tire and auto manufacturers recommend inspecting tires at 5 years of age minimum and discarding tires more than 10 years old.

*Photos are from internet — Tony Tang*



## Gooding scores \$34 million result in first overseas auction

**London sale hits records for highest average price per car, with just 14 sold, and highest price for any Bugatti**

By Bob Golfen September 8, 2020

Gooding & Company's first auction outside of the United States, The Passion of a Lifetime sale in London, resulted in more than £34 million (\$44 million) total for just 14 cars out of the 15 offered, plus a world auction record for highest average price per car and the highest price paid at auction for any Bugatti.

The auction of collector cars from a single owner was held at the historic Hampton Court Palace in conjunction with the annual Concours of Elegance. On-site attendance was limited because of pandemic restrictions, with much of the bidding done online or by phone.

The average price per car was £2,432,064 (\$3,151,607), with eight cars selling for more than £1 million (\$1.3 million). All results include auction fees.

The highlight of the auction was the sale of the unique 1934 Bugatti Type 59 Sports, which became the most valuable Bugatti ever sold at auction at £9,535,000 (\$12,356,000), even with it falling slightly short of the pre-auction estimate "in excess" of £10 million (\$13.1 million).

Another fabulous Bugatti, the 1937 Type 57S Atalante, was next highest, sold for £7,855,000 (\$10,179,000), followed by a 1928 Bugatti Type 35C Grand Prix, sold for £3,935,000 (\$5,099,000). A 1971 Lamborghini Miura P400 SV Speciale sold for £3,207,000 (\$4,156,000).

The only no-sale of the auction was that of a stunning 1961 Aston Martin DB4 GT Zagato, when bidding failed to reach the multi-million-dollar reserve price.



This 1934 Bugatti Type 59 Sports now hold the record as highest priced Bugatti sold at auction | Gooding photos



The 1937 Bugatti Type 57S Atalante was another top seller





1924 Vauxhall 30-98 Type OE Wensum

Among the six auction records set, including the one for Bugatti, was the highest price paid for any Vauxhall, with the 1924 Vauxhall 30-98 OE-Type Wensum sold for £1,247,000 (\$1,616,000).

“It has been our distinct pleasure to work with our consignor to pass these beautiful cars on to their new owners,” David Gooding, founder and president of the auction company, said in a news release. “Witnessing our team set six records at our premiere UK sale was exhilarating.

“A private collection of this quality is rarely offered for sale anywhere, and we are immensely proud of these exceptional results.”

The 14 cars sold at the Passion of a Lifetime auction, in descending order of price achieved, were:

- 1934 Bugatti Type 59 Sports, sold for £9,535,000 (\$12,356,000)
- 1937 Bugatti Type 57S Atalante, sold for £7,855,000 (\$10,179,000)
- 1928 Bugatti Type 35C Grand Prix, sold for £3,935,000 (\$5,099,000)
- 1971 Lamborghini Miura P400 SV Speciale, sold for £3,207,000 (\$4,156,000)
- 1955 Aston Martin DB3S, sold for £3,011,000 (\$3,902,000)
- 1935 Aston Martin Ulster, sold for £1,583,000 (\$2,051,000)
- 1924 Vauxhall 30-98 OE-Type Wensum, sold for £1,247,000 (\$1,616,000)
- 1919 Rolls-Royce 40/50 HP Silver Ghost Alpine Eagle Tourer, sold for £1,023,000 (\$3,256,000)
- 1955 Lancia Aurelia B24S Spider America, sold for £709,400 (\$919,281)
- 1939 Bentley 4 1/4 Litre Cabriolet, £517,500 (\$670,606)
- 1924 Lancia Lambda 3rd Series Torpédo, £391,000 (\$506,680)
- 1965 Lamborghini 350 GT, £379,500 (\$491,778)
- 1927 Bentley 3 Litre Speed Model Sports Tourer, sold for £345,000 (\$447,070)
- 1959 Lancia Flaminia 2500 Sport, sold for £310,500 (\$402,364)

(All results include auction fees)

Gooding’s next auction is a Geared Online internet sale with bidding taking place October 26-30. For more information, visit the Gooding website.

## THIS 70S SWEDISH SHOOTING BRAKE IS THE CLASSIEST VINTAGE CRUISER IN AUSTRALIA

*Not your average Scandi wagon.*

Jamie Weiss Thursday 20th August, 2020



*Kids these days just don't get it: the 1972 Volvo P1800ES. Image: realestate.com.au*

If someone told you they had a 70s Volvo wagon for sale, you'd be pretty safe in assuming they'd be talking about a 245. The quintessential Volvo, the 245 is boxy, safe and oddball – a great car, but nothing you'd write home about. Some might call it frumpy. A geriatric's car.

But there's nothing frumpy about this fabulous 1972 Volvo P1800ES Manual listed on Carsales in Slacks Creek, Queensland.

This rare and immaculately restored shooting brake, painted in a delightful British racing green (the objectively best car colour, by the way) would make any grandpa smile.

Manufactured between 1961 and 1973, the P1800 is a 2+2, front-engine, rear-drive touring car of which most examples were coupes and a minority were made as wagons. A coupe version of the P1800 was famously the car of choice for future James Bond actor Roger Moore in the hit 60s television series *The Saint*.

Only around 8,000 examples of the P1800ES were built, and it's arguably the finest incarnation of the model. The 'E' in the name stands for Einspritzung, the German word for fuel injection, and the 'S' for Sverige – Swedish for Sweden.

For the first few years of the P1800's lifespan, it was actually made in England by Jensen – makers of the superb Jensen Interceptor V8 GT car. Eventually, once the P1800 had proved itself as a sales success, Volvo moved manufacturing back home to Gothenburg, Sweden.

The Swedish models have slightly more horsepower and more refined construction than the English-made models, and the shooting brake is rarer than the coupe – so this P1800ES is a very special Volvo indeed.



*The interior is very reminiscent of the classic Porsche 911 – that is to say, superb. Image: realestate.com.au*





*The boot has plenty of space for the discerning gentlemen's luggage: golf clubs, surfboards, shopping bags, gold bullion... Image: Carsales*

Pelle Petterson) – one of Italy's finest car designers and head of design at famous coachbuilder Carrozzeria Ghia. The Italian flair is obvious in the P1800's design. Its most noticeable feature, the huge hatch formed from a single piece of glass, remains particularly unique even today. Unlike an Italian car from the 70s, however, this Volvo isn't likely to fall apart at the drop of a hat. Volvos have always been incredibly reliable.

With its original Volvo mudflaps and rims, this P1800ES is one sporty wagon. It's no performance legend, only making around 93kW from its B20 inline-four engine, but with a relatively light kerb weight of only 1,175kg, it's lighter (and more powerful) than a modern Ford Fiesta.

In any case, the point of owning a classic car is not to beat people in the performance stakes. Would your pops be challenging WRXs at traffic lights to impromptu drag races? No, of course not. The kind of classy older gent who owns a car like a P1800ES would be too busy twirling his mustache and engaging in witty repartee with a driving companion to engage in such juvenile endeavours.

No, you'd buy this P1800ES because you know a good thing when you see it. You enjoy the finer things in life. You'll tell people at the pub 'oh, I just drive a Volvo', because you're not a show-off. But when push comes to shove, you'd have the finest car in the parking lot.

Listed for \$65,000, this Volvo might just be the coolest car on sale in Australia right now. And don't you want to be the cool granddad?

Lovingly restored by Alex Minasian Car Audio and Restoration in Brisbane, this car is so perfect; so clean you could eat a full dish of Swedish meatballs and lingonberry sauce straight off the engine manifold.

Volvo have always been innovators when it comes to vehicle technology and this P1800ES is no exception: few 70s-era cars feature fuel injection, and this Volvo also has four-wheel disc brakes, and a four-speed manual transmission with electric overdrive.

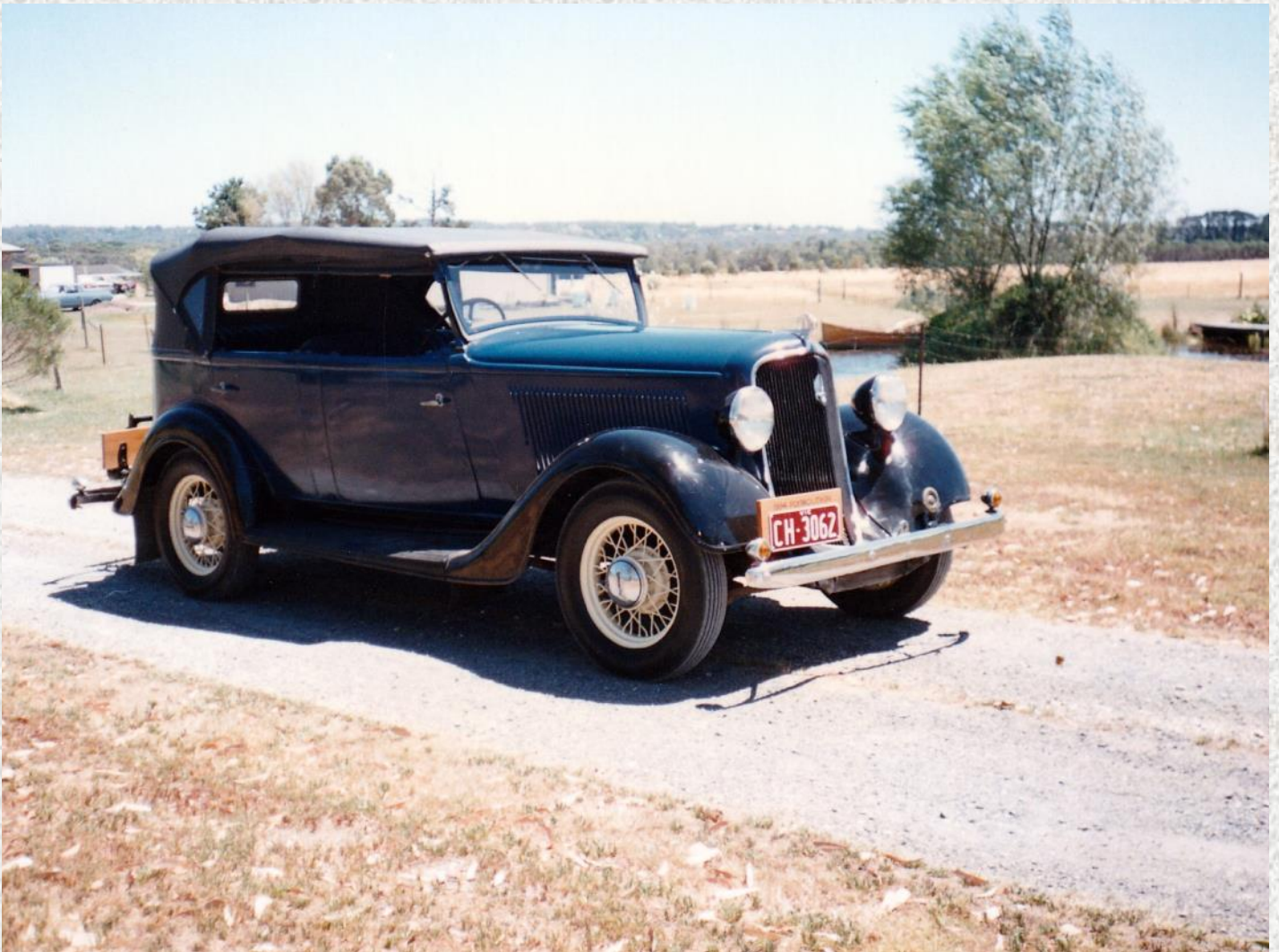
The body was actually styled by Pietro Frua (or rather his student,



*Tidier than the sitting room in your grandparent's house. Image: realestate.com.au*



# YESTERDAY ONCE MORE





# YESTERDAY ONCE MORE





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

**Meeting opened at 7:45pm**

**Present:** 16 Members on line.

**Apologies:** Kevin Churchill, Fred Eakins, John Mason,

**CONFIRMATION OF MINUTES July 2020**

**Moved:** Brian Garrett

**Seconded:** Dennis Healy

**Business Arising from July meeting**

**Nil**

**Correspondence**

**In:** Nil

**Out:** Nil

**Monthly Reports**

**President.**

President reported that the AGM at this time is postponed until details of the lowering of COVID restrictions are made. The AGM can be conducted on line and may be the means used to complete our AGM. The VDC are conducting their AGM as an online meeting.

**Treasurers Report:**

Report as at August 2020

General Account.

Term Deposit

**Total Funds**

**Moved for Acceptance:** Brian Garrett

**Seconded:** Paul Goethel

**Technical Officer: Barry Smith**

Barry advised that two new members have joined CHACA. James Cartwright has rejoined. He has done a total restoration on Max Austin's old Toyota Crown.  
New member Jason Maitland has joined us and he has a 1963 Mercury Marauder Fastback.  
We welcome these new members.  
No issues with CPS renewals at present.

**Property Officer – Eddie Reynolds**

Australia Post advised that deliveries are going to be every second day from now. This may have some effect on delivery of the Journal.  
Eddie is assembling and posting the Journal himself as COVID restrictions are affecting the

normal gathering that put the Journal together.  
We thank Eddie for this efforts on behalf of the club.

**Quarterly Reports.**

**AOMC. Dennis Healy.** Dennis advised that the electronic payment of CPS renewals introduced by Vic Roads seems to be working well.

**Federation: Brian Garrett** No report

**General Discussion**

Members had some free time to discuss various topics after the presentation by Shane Taylor. Peter Hibbert mentioned that he sold his 40 Ford to NSW and his 49 Mercury is for sale. A mint car that some member may be interested in. Peter also mentioned that he has bought a 1990 Mercedes 500SL.  
Of course the opportunity was taken to stir Ray Griffin but as usual Ray gave just as much back.

**Close meeting 8:15pm**

**Model car presentation by Shane Taylor**

Shane Taylor gave us a video presentation of his collection of model cars. Most of his collection are Australian or American large cars and muscle cars. Many are of 1:18 scale and include smaller Matchbox and Hot Wheels cars. The collection can only be described as amazing with the presentation as good as any professional display. The cars such as Mustangs, Falcons, Fairlanes, Movie Cars, Engines etc were all displayed in their respective groups. Complete garage dioramas were set up with working hoists etc were on display.

Shane has been collecting cars for over 20 years and the cars on show were just a small part of his collection.

We thank Shane for giving us an insight to the model car collection world.



## New James Bond movie preview: All the coolest cars

Willian Davis / Caradvice



The film – titled *No Time to Die* – will feature the yet-to-be-released 735kW Aston Martin Valhalla.

A second official preview for the next James Bond film has been released, and it's full of classic and exotic cars.

The promotional clip opens with the iconic secret agent evading a 1994 Maserati Quattroporte IV. The Quattroporte IV, which was offered with a 3.2-litre twin-turbocharged V8 engine at the top end, has never previously featured in a Bond film.

Alongside the expected 1964 Aston Martin DB5, we also catch a glimpse of the yet-to-be-released Aston Martin Valhalla.

Set to go into production in late-2021, the mid-engined Valhalla will be powered by a 3.0-litre TM01 twin-turbocharged V6 engine producing approximately 735kW.

In the trailer the car appears to be situated in a wind tunnel, and it has been speculated that the vehicle's development process may have been integrated into the plot.

A 1985 Aston Martin V8 MkIV, similar to the one driven by Timothy Dalton's Bond in 1987 film *The Living Daylights*, can also be seen.



A collection of brand-new 2020 Land Rover Defender 110s are featured jumping over a hill alongside scrambler motorcycles, while the 2018 Range Rover Sport SVR also makes a brief and spectacular appearance pursuing a 1998 Toyota LandCruiser.

Set to be Daniel Craig's last appearance as Bond in the long-running franchise, the film – titled *No Time to Die* – is now scheduled to hit Australian cinemas in November, 2020.

Watch the movie preview below, and let us know in the comments what else you spotted in the film.

## Helsinki or bust

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

By JOHN MCCOMBE



The vintage Dodge (left) and Whippet on the road in Kyrgyzstan

The 87-year-old Willys Whippet was stopped again, steam hissing from under the bonnet. It had been on the road for less than three weeks of a planned six-month drive and this was stop number six for the morning. We were on a mountain road, almost 3000 metres high, heading for Lugu Hu – Lake Lugu, to us – on the Yunnan-Sichuan provincial border. Bill Amann waited long enough to avoid a scalding then removed the radiator cap and poured in more water.

There was no other traffic and, rare for China, only a few people – mostly women – in the -colourful costume and

expansive headgear of the local “National Minority” people (as the Chinese government terms minority ethnic groups within China). Were these the Mosuo, the matriarchal society of Lugu Hu, who had drawn us onto this remote detour?

Top speed this morning had been 5km/h as Bill worked to coax the car upwards without overheating. Unsuccessfully. It was now clear that there was a chronic leak in the cooling -system. Bill had tracked down a new head gasket for the vintage Whippet before he left Perth but it arrived too late for him to fit. He later explained in a blog post:

I should have changed the head gasket on the wharf in Bangkok but I didn't, so I made the car labour over the ranges through Laos, overheating on some of the long climbs, and me swearing to change the gasket at the first opportunity each time we tipped cold water into the hot engine.

That opportunity had finally come a week earlier in Dali, a well-known tourist destination for locals and foreigners in Yunnan Province, but by then the water jacket damage had worsened. All he achieved was to leave oil and rusty water stains on the street outside our hostel. The leak continued to expand.

Bill had also tried to get a local mechanic in Dali to core the Whippet's radiator. The poor bloke took one look and wouldn't touch it. Either he didn't want to risk damaging such a valuable vintage vehicle or he possibly thought it was only hanging onto life by a thread so didn't want to become known as the man who wrecked the Bondi to the Baltic project.

So here we were, hitching the snatch strap up already with more than five months to go. So how did we get here?



Bill Amann fixing the Whippet along the way. Picture: supplied



Eighteen months earlier I had found myself looking at the freshly painted, bright blue body of Ian Neuss's 1920 Dodge, still on blocks among a scattering of wheels, toolboxes, jacks and shelves of bits and pieces taking up most of the floor and wall space of the small garage off the back lane of his home in Annandale, in Sydney's inner west. I hadn't seen the Dodge in more than four decades. Back then it was the original dirty dark green, with Ian, then studying Geology at the University of New England, rugged up in greatcoat and gloves at the wheel, defying the Armidale winter. Here it was, almost fully assembled after an eight-year rebuild.

"Now what are you going to do with it?" I asked. "I'm going to drive it from Hanoi to -Helsinki," was his simple answer. More questions. Sponsorships? Back-up workshop? Documentary film crew? He just shrugged and pointed to a pair of swags hanging on the wall. "That's all I'm -taking." After a pause: "Would you like to come?"

It took me just seconds to sign up. The excitement and anticipation of the trip overrode my curiosity about the real reasons for such an absurd project and the taciturn Ian volunteered little. It would take many months of travel and many questions before those reasons would be revealed.

It all went back to Ian's 20-plus years working for Outokumpu, a Finnish mining company. Over this time he became close friends with his Finnish managers Risto Heiskanen and Kari Airas and Kari's wife Marja-Leena, who had lived in Australia for 25 years. Kari had also seen the Dodge in pieces and he too had challenged Ian on what he would do with the restored version.

Ian had read and re-read Nicolas Bouvier's cult classic *The Way of the World: Two Men in a Car* from Geneva to the Khyber Pass, about a road trip in the 1950s in a troublesome Fiat with his many reflections on travel, including: "Travelling outgrows its motives. It soon proves sufficient unto itself. You think you are making a trip, but soon it is making you – or unmaking you."

So, when Kari challenged him, he proffered: "I might just drive it to Finland to visit you." Kari raised the stakes with: "If you do that, you could trace in reverse the journey of Finland's national hero, Baron Gustav Mannerheim, in his 1906 expedition as a secret intelligence agent for the Russians, riding horses from Russian Turkestan ... [now Uzbekistan] to Beijing. And I'll organise for you an official public reception by the President of Finland as you make your triumphant entry into Helsinki in a cavalcade of Dodges along Mannerheim Avenue." Tragedy would intervene and Kari could not fulfil his promise, but the seed was sown.

A few months later, when the Dodge was fully assembled, Ian drove me up Parramatta Road to show it off. By then he had talked Bill Amann, an old minerals exploration colleague, into joining his expedition too. Bill also owned a vintage Dodge but eventually decided that his recently acquired Whip-pet would be more manageable for a long drive. In contrast to Ian's meticulous eight-year rebuild of the Dodge, the Whip-pet's preparation was relatively basic; Bill decided to trust his mechanical skills and rely on the simplicity of the car's mechanics – and hoped there would be some help available along the way. However, he was to seriously doubt his judgment on that climb to Lake Lu-gu.



The crew at Mogao Caves in China, on the Silk Road route.

(To be Continued .....)

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



## CHACA CLUB PERMIT SCHEME ELIGIBILITY GUIDELINES

CHACA is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS).

VicRoads has set rules to determine the eligibility of vehicles for the Club Permit Scheme. These may be viewed in the CPS handbook or on the VicRoads website. CHACA has set its own additional requirements for vehicles to be submitted for the CPS using CHACA's authorisation. The additional requirements are in line with the original CHACA charter of vehicle originality and preservation.

The following are CHACA's requirements for Members submitting vehicles for CPS assessment.

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

For further questions, please contact the committee.

# www.chaca.com.au

### Associated Clubs:

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

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

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

##### **Morgan Country Car Club**

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

##### **Classic & Historic Automobile Club of Australia Sydney Inc.**

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

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

##### **Classic & Historic Automobile Club of Caboolture Inc.**

**Secretary:** Peter Rohan PO Box 514 Caboolture,  
Qld.4510. Phone (07) 32041371, mob  
0407752632 email: [secretary@chacc.com](mailto:secretary@chacc.com)  
**Meetings:** *2nd Sunday of the Month. Meeting at  
the Sundowner Hotel car park, Caboolture at  
8.30am*



## EVENTS & SWAP MEETS OF INTEREST TO CLUB MEMBERS

### Online Club Permit Renewals



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

#### How to renew a Club permit online

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

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

#### Important information:

Requirements to renew a Club Permit remains the same

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

#### Proof of payment

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

#### Changing period of use

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

**Langford Motor Trimmers**  
Motor & Marine Trimmers & Upholsterers

Mick Langford (03) 9852 1990

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

[mick@langfordtrimmers.com.au](mailto:mick@langfordtrimmers.com.au)

20 Greenaway St, Bulleen Vic 3105

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

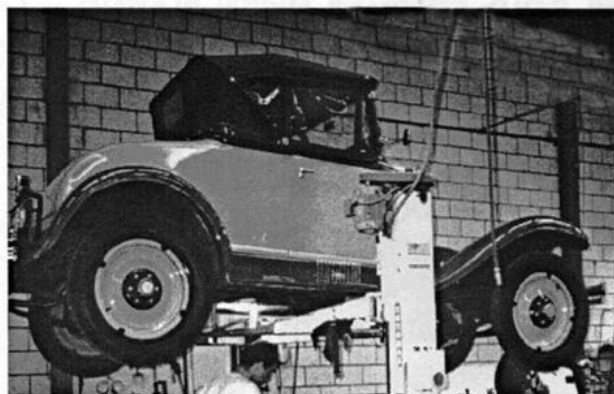
[www.langfordtrimmers.com.au](http://www.langfordtrimmers.com.au)

### BILL ELDRIDGE MECHANICAL REPAIRS

Club Member

#### VINTAGE & CLASSIC ALL MAKES -ALL MODELS

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



*"When better cars are (re)built, Bill will (re)build them"*  
Factory 20, 166 Bridge Road, Keysborough Vic. 3173  
**Telephone: (03) 9798 8636**  
A.H. (03) 9798 1995



## BUY, SWAP AND SELL

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

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

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

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

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

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



**WANTED:** Old Glass and Ceramic wares, Bottles, Vessels, Containers, Jars, etc.

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

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

**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](mailto: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](mailto:webmaster@chaca.com.au)  
Thank you Rolf (0820)

## Ken's Joke of the Month

A kid missed the bus and turned up to school hours late on his pony.

The teacher demanded an explanation.

“Dad went to bed with no pyjamas, Miss”.

“And what's that got to do with anything?”

“Well, Miss, Dad went to bed with no pyjamas on, and at 2.30 this morning we heard a noise in the chook shed. So Dad got the shotgun and we went to look. Dad had the gun and no pyjamas, and Mum and I and the dog walked behind him. We got outside the chook shed and Dad cocked the gun, pushed the chook shed door open and yelled “**Who's there?**” Just then the dog put his cold nose on Dad's bum and I've been cleaning up bloody chooks all morning!”



**AUTO SURPLUS**  
- VETERAN VINTAGE -  
\*\*\*\*\*  
**AUTO PARTS**  
\*\*\*\*\*  
- CLASSIC MODERN -  
**QUALITY BRANDS AT COMPETITIVE PRICES**  
• Brake & Clutch | Electrical & Ignition | Engine Bearings  
Filters | Fuel & Oil Pumps | Gaskets & Seals | Pistons & Rings  
Steering & Suspension | Timing | Valves | Water Pumps


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

**ActonPrint**  
GROUP

**9729 4500**  
Joe Cremona

70 Woodlands Drive  
Braeside VIC 3195

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



### CHACA Membership Details.

Category	Joining Fee	Annual Subscription	Total
<b>Single Member</b> - Printed Journal	<b>\$30.00</b>	<b>\$60.00</b>	<b>\$90.00</b>
<b>Single Member</b> - Electronic Journal	<b>\$30.00</b>	<b>\$50.00</b>	<b>\$80.00</b>
<b>Joint Member</b> - Printed Journal	<b>\$30.00</b>	<b>\$70.00</b>	<b>\$100.00</b>
<b>Joint Member</b> - Electronic Journal (Husband/Wife/Partner)	<b>\$30.00</b>	<b>\$60.00</b>	<b>\$90.00</b>

**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 1<sup>st</sup>. If joined July-Oct. Membership will carry through to renewal date in following year.

### Club Permit Scheme Renewal of Permit.

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

You can also see Barry at meetings, **please bring along a copy of the Permit for Club records, also the 7 photos of your Club Permit vehicle/s if 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)



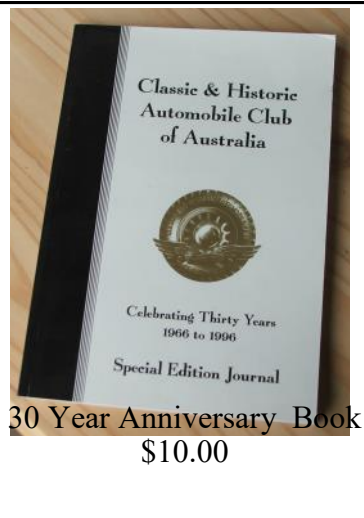
Lapel Badge  
\$5.00



Early Annual Tour  
Badges. \$2.00each.



Name Badges..\$10.00



30 Year Anniversary Book  
\$10.00



25 Year  
Lapel  
Badge  
\$2.00



Club Decals.  
\$2.00 each



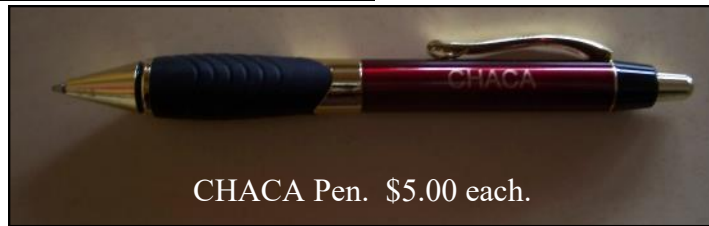
Model Car (Lledo).....\$15.00



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



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



CHACA Pen. \$5.00 each.



## **FRAME FOR YOUR CAR**

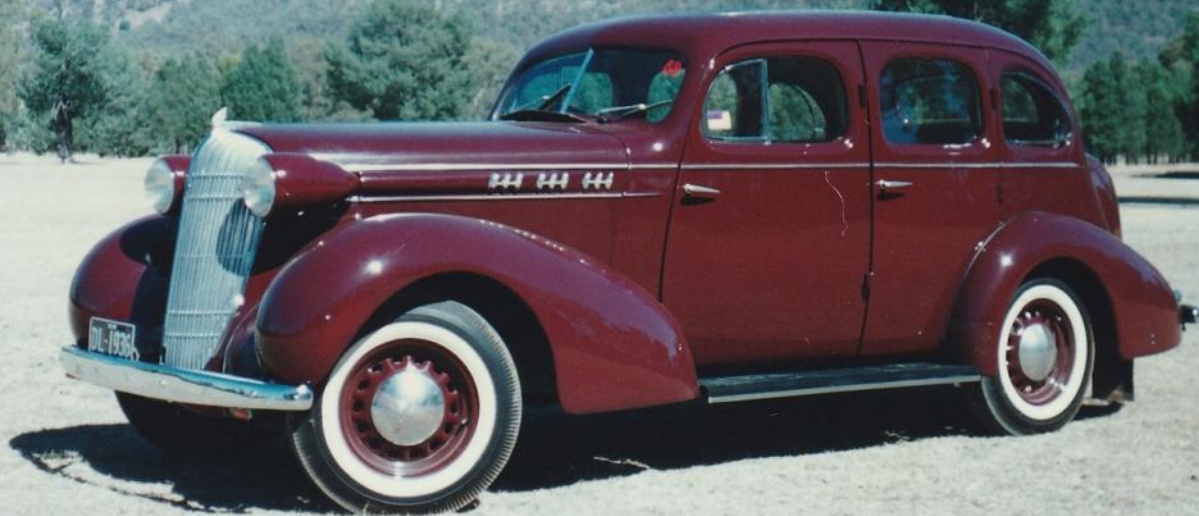
Colored documents with embedded club  
logo is available for your car.

\$15.00 each

Please contact editor to provide information.

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





“NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS.”



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

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



**SHARE THE PASSION**

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

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