

# JOURNAL

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

ACN 004 677 570

March 2014  
Volume 48 Number 11



**Graeme and Audrey Dodson with their 1936 Chevrolet at CHACA's 48th. Birthday run to Gumbuya Park.**

**Coming CHACA Events.**

*Next General Meeting will be on Thursday 27th. March 2014 at 8pm at  
VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading. Melways Ref. 48-G11.*

*Friday April 18th.....Hot Cross Bun Day, Braeside Park.*

*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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### Notice To All Reciprocating Clubs

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

## Meetings

**4th. Thursday** of the month (except December) at VDC Clubrooms, Unit 8, 41 Norcal Road, Nunawading. Mel. 48 G-11.

Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are welcomed.

## 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

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Max Austin, Ray Griffin, Margaret Griffin,  
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr,  
Tom Lambert, Roy Pepprell, Eddie Reynolds, Bob Mantle,  
Patricia Wightman, Peter Galley, John Schuurman.  
**Deceased:** Fred McGeary, Norm Watt, Don Main, Ian Davey  
Eddy Dobbs Snr, Col Patience, Gordon Wightman, John Hunt.

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## Editor's Ramblings

Our last meeting at the VDC clubrooms was the first meeting at the new venue that I was able to attend and I'm happy to report that I was quite impressed with the conditions. The seats were quite comfortable and there was no echoing in the room. Carpeted floors added to the general impression of comfort.

We had a few more ladies than usual in attendance, but....more would be better. After the meeting in particular, it was a great social atmosphere with comfortable seats and lots of talking happening.

I believe, too, that the Club library had several visits by potential borrowers, which was important. If the Library engenders little or no interest we will have to debate whether it is worth while keeping or divesting ourselves of it.

The Library is upstairs, accessible by a lift or stairs, and is well laid out, to the extent that you can see pretty well everything it contains at a glance. There are books on almost every topic, from modest handbooks and magazines to the more elaborate, and expensive, books such as the James Flood collection.

There was no Guest Speaker last month, but it didn't seem to worry members unduly, very few left immediately after the meeting and most seemed to be quite happy to just sit or stand around and talk.

If you haven't been to a meeting since we changed our venue, make it a date for the next one. You won't be disappointed. Parking is good and the area is easily accessed via Springvale Road or Eastlink.

### Next Meetings Entertainment. (Thursday 27th March, 2014)

We are going to have a 'get to know your fellow member' night.

I will be asking a few people to get up and tell us about themselves (only if you wish). Short bio history, work and your vehicles, first car, or anything you think is of interest.

If we can get 6 to 8 members to talk for 2 - 5 minutes each it would be good.

Hoping to see you there

*Ray Griffin Vice President*



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*Members  
please bring a plate of food for the  
general meetings.*



## Coming Event

CHACA Birthday Run, Gallipoli Oval, Marysville.

4th. May 2014.

Leaving Lilydale Lake 10.30am and travelling via Black spur to Marysville.

BBQ meat provided with Tea and coffee.

BYO salads etc.

*Full details with map will be in the April Journal*

## Let's Spice Up Our Meetings!

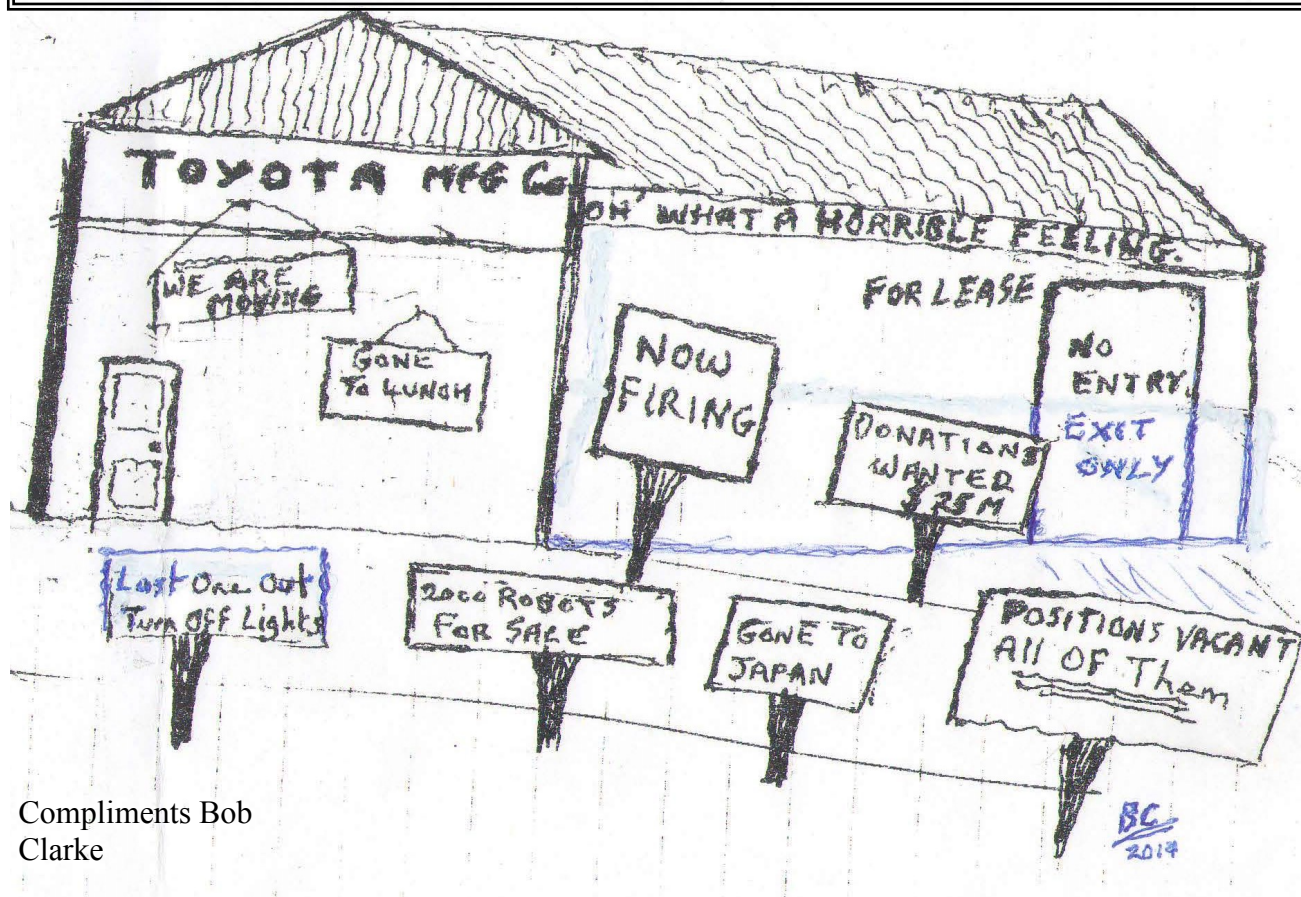
What is the one thing we all have in common? **CARS!** Then let's talk about them at our meetings. We're looking to have a time slot allocated at future meetings (*until we run out of fuel*) for some debates for example *MG vs Triumph TR6* or *Ford vs Holden* or *English made vs American made* vehicles. This is your opportunity to stand up and talk about your vehicle to tell us all why it's better than your rivals in a **fun** way. In order to get this off the ground we will need some members to put their hands up for a 5 - 7 minute talk that we can then "match up" with others or we'll just allow you to convince the rest of us that your car is the "best" - if you're up to delivering both sides of the debate.

### **Are you interested?**

Ring our Secretary Kate Marotta 9756 7828 or email her at [kpmarotta@bigpond.com](mailto:kpmarotta@bigpond.com) if you want to participate.



VS



Compliments Bob  
Clarke



# HOT CROSS BUN DAY

Good Friday – 18<sup>th</sup> April 2014

Venue: Rosella Oval, Braeside Park

This annual event is organised by three clubs; VDC, CHACA and VCCA (Vic) and this year it will be hosted by VDC (Vic).

Free buns, tea and coffee will be provided by VDC (Vic) at Rosella Oval, Braeside Park, Lower Dandenong Road, Braeside Melway Ref. 88, E8

Enter from Lower Dandenong Road. Rosella Oval is the last oval on the left hand side before the exit back on to Lower Dandenong Road. Please note this is a one way circuit.

Starting Time: 10:00am

Facilities: Picnic area, car parking & display, electric barbeques and toilets.

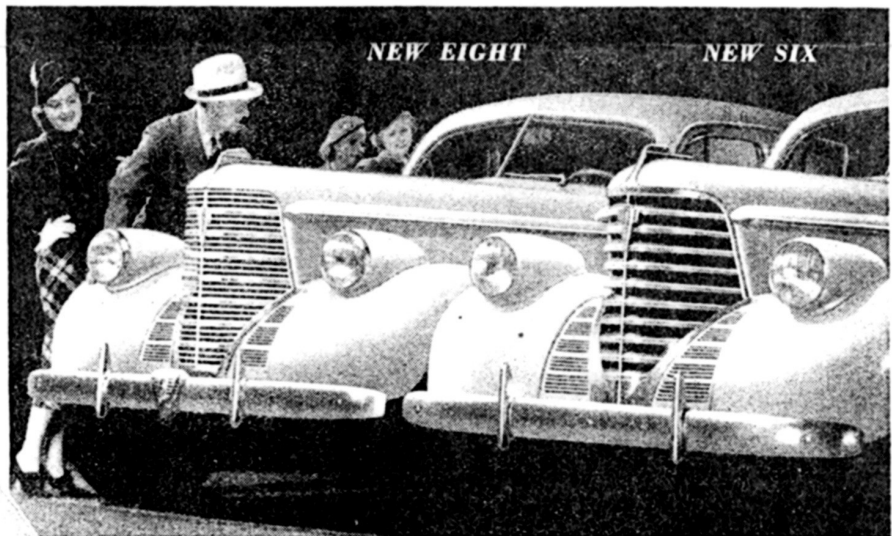
House keeping – no animals allowed, please take your litter home and do not feed or handle the wild-life.

Enquiries: John Rhodes, VDC (Vic) Ph 9879 7460 or (bus.) 9798 8636. mob. 0410 597 460.



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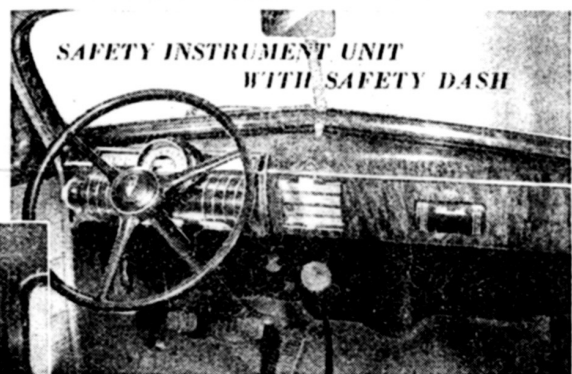


The engineering scoop of the year—Automatic Safety Transmission, optional at extra cost on all models.

(right) Oldsmobile interiors feature new and exclusive provisions for safety. The rounded front seat-backs are heavily padded.

Once again, the new Oldsmobile Six and Eight are setting a new style trend for all America to follow.

(right) All instruments are grouped in a compact Safety Unit. The dash is free from protruding control knobs and buttons.



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# STEP AHEAD WITH OLDSMOBILE HANG UP A RECORD YEAR

MOTOR AGE, December, 1937

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Courtesy Ralph Provan



## STUDEBAKER—THE FINAL CAR

In a recent article, I mentioned that December 2013 marked the fiftieth anniversary of the end of production of Studebaker vehicles in the USA.

Following the final shutdown on 20th December management had decided that the very last car down the assembly line would be retained for inclusion in the Company Museum Collection. This collection included a vast array of milestone vehicles, prototypes, design concept vehicles and various horse drawn vehicles dating back to the origins of the company in 1852.

Many of those final production cars were unsold or cancelled orders. (The public were hesitant to buy an orphaned car). However, that final car was a current order, scheduled for delivery to Moselem Springs, Pennsylvania. The company could ill afford to cancel a sale, so were presented with a dilemma. This final car was a rare beast, being a two door hard top sedan (Daytona) Bordeaux Red with cloth insert vinyl seats, air conditioning, R1 high performance package, including T10 four speed transmission with floor shift, stabiliser bars front and rear, traction bars (track rods), Dana 44 twin traction diff, front disc brakes, dual circuit braking, whitewall tyres, full cover wheel caps, front and rear over-riders, tachometer and 160 mph speedometer, etc. etc.

A search of the various storage areas for cancelled orders turned up a near identical car of the same colour, but without all the rare R1 high performance gear. A decision was made and at the end of production, this car was walked down the assembly line, receiving a total swap of components to become a twin to the museum car. The ring-in was duly sent off to Pennsylvania and the last car went into the museum, where it resides today with only four or five miles on the clock.

But the story doesn't end there. In 1988 I purchased a '64 R1 Daytona H/Top shortly after a friend imported it from Pennsylvania, USA, in extremely original condition. As all the records and files of the Studebaker Corp. had been saved, it was possible, for a small fee, to obtain a replica triplicate of your car's production order.

Imagine my surprise when, upon receipt of the production order, there were in fact two production orders, both with the same serial number. The first was dated October 1963 and confirms all of the rare high performance package as previously outlined.

The car remained a one owner right up to shortly before coming to Australia. It's never been smashed, never even a paint touch up, although the paint work has absolutely no shine and the upholstery is disintegrating due to age.

Some feel that this car is in fact the true last car produced by the factory, while others class it as a factory clone.

Either way, it's a rare beast.

Courtesy Bob Clarke



The '64 R1 Daytona hardtop is displayed in the museum in front of a highway billboard which features a four door cruiser.

The last Studebaker to roll off the assembly line in South Bend, this 1964 Lark Daytona is on display at the Studebaker National Museum downtown.

**Articles in this section have been sourced from club newsletters.**

### How Modified is Original?

By Gary Zimmer

*Article sourced from R&S Chrysler Valiant Car Club of Vic newsletter*

How original you keep your car is in the eye of the beholder and as much a matter of practicality and personal taste, or lack of it. There are strange people who get classic cars and basically mess them up. I am not talking about a bolt in engine swap, but serious butchery involving lots of oxy cutting. My usual reaction if I was offered one for sale would be to ask the owner if he still has the piece of bonnet that was chopped out for the

tunnel ram manifold.

Some state governments are a bit sillier than others.

Queensland have always been the winners here. Once they simply wouldn't let you do things to a car, like fitting disc brakes on the front of an early Valiant, even though it is a bolt in job, their lack of logic was that the car never originally had discs.

These days you can do such things, but you need to find a proper engineer who will rivet a small blue certification plate on your firewall. In Victoria they seem a bit more sensible, and the reasoning seems to be that if it came in a later model that shared the same body structure, then it is ok if it is a bolt in job and done right. So that leaves the door open for an 8 (appearing in the VC model) disc brakes from VE or similar, boosted brakes, power steering and so on.

Personally I do prefer to keep my cars as original as possible but it is just not possible to be concours original. Just a few examples:

1: Tyres. You can't get new tyres like those made 50 years ago, and you certainly wouldn't want them. A Holden I once bought came with 4 Dunlop Aquajets, more commonly known as Aquaplanes, that was 1980. New tyres have more friction, it means that your brakes are effectively undersized.

2: Brakes. Once there was this wonderful stuff called asbestos which made great brake pads or shoes, but because some mechanics like to blast

the stuff everywhere with compressed air while inhaling deeply, asbestos is no longer available. The brake industry have been trying ever since to find something that works as well, they have metallic pads that ruin your discs, organic ones that make a lot of black dust, and so on. New non-asbestos brake materials mean that your car is not going to behave like it did with asbestos pads.

3: Engine. The biggest change here is the disappearance of leaded gasoline. The simple cure is hardened exhaust valve seats. Not a modification that you could see or know has been done. If you rebuild an engine, blocks typically have a couple of lives in them with overboring. A 225 with a 0.02" overbore is now 227 cubic inches, but that makes no difference to performance.

4: Shock Absorbers. A bit of a misnomer, the springs actually absorb energy from bumps, the shocks are dampeners, their purpose is to eliminate the continual bouncing motion. In the old days shocks were very different to today, current ones are double acting which means they work in bounce as well as rebound ("up" as well as "down") and have gas pressure inside to stop the oil foaming. Great for racing, not really needed for city traffic jams, but we have modern



***Original? Course it's original! Built it myself!***





**Articles in this section have been sourced from club newsletters.**

### **A Lot On Our Plates**

*The following is an interesting conversation from the pages of Unique cars.*

Hi folks. Club rego. What a can of worms. In researching what the rules are in different states, it quickly became apparent that there are numerous rules and regs, with some similarities, but many differences.

The most basic element, that seems to be uniform across this wide brown land, is the need to be a member in a car club and to be approved at that level.

Now, talk to any rusted-on car club guy, and you'll quickly hear that numbers have swelled appreciably in recent times. All of a sudden it's remarkably attractive to join a club. The amount of sausages going on the barbie at the monthly meetings, however, has remained a little constant. Yep, the same people are turning up. All these keen newbies have other things to do, it seems.

You don't have to be Stephen Hawking to deduce from all this that there are people joining clubs just to get a piece of the lessened cost of club permit rego. Of course, the clubs are well aware of all this and most have placed a restriction on eligibility.

You need to attend a set number of events, wait twelve months. You get the drill. And that's as it should be.

I also hear of some individuals who refrain from filling out their log books, taking advantage of the strong possibility that they will not be pulled over. As if there is not enough time to fully enjoy a classic or collector vehicle under the scheme (in Victoria, it's 90 days). It may surprise those doing this, that, if they do happen to be pulled over, they will be done for being unroadworthy and unregistered. Like, a really big fine. Of course, any insurance is null and void as well. All to gain one

day on their permit. Pretty flippin' dumb. There are other scams going on, but I don't want to highlight those too much. The clubs are awake to them and have put in place schemes to weed these people out.

All this chicanery is not just the move of a pretty unscrupulous person, but it puts in danger the whole scheme. Yes, people rorting this system could have a dramatic effect on those of us that do the right thing. You see, for the most part, these schemes are not totally written into legislation. Look closely, and you'll find they are 'pilots'. If Plod engages the Sarge over a donut and reports that he's been seeing a bit of this lately, and it happens at a few stations, it won't be long before the next sweaty politician looking to move a few seat rows forward at work grabs hold of it, tosses a big hissy in the house and, hey presto, you have tabloid news. Then the half hour, double digit IQ appealing 'current affair' swines will be all over it. What happens then?

Yep. The 'pilot program' is rescinded.

Anyway, I reckon the club rego thing is very, very good. It allows multiple vehicle ownership without paying full rego on each to use them. It has kept many cars on the road that might have returned to the soil otherwise. I respect the system and play to the rules. As do you, I am sure. So, if you hear of someone doing the wrong thing, have a whisper in his shell-like, to suggest he may just be part of the total dismantling of a very good setup and he is peeing on your boots. A good thing is a good thing. Let's work to keep the club rego setup alive and well. That way, everyone wins.

**Greg Leech**

**Unique Cars #354**



*Compliments.....Peter Hibbert*



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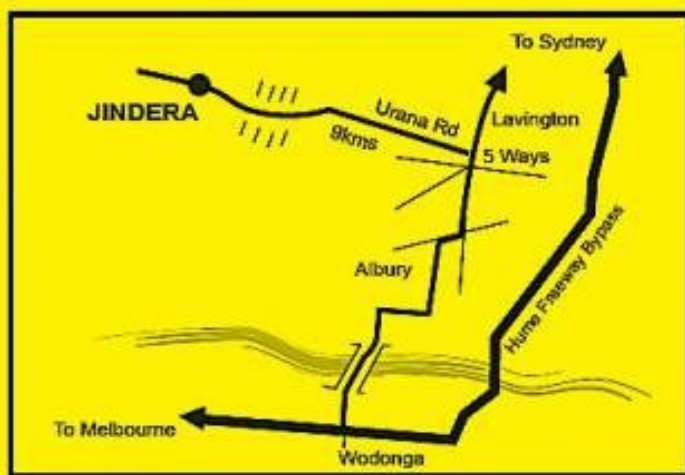
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Western District Historic Vehicle Club Inc.

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Penny, a city girl, marries a Yorkshire dairy farmer.

One morning, on his way out to check on the cows, farmer John says to Penny, 'The insemination man is coming over to impregnate one of our cows today. I drove a nail into the rail above the cow's stall in the barn. You show him where the cow is when he gets here, OK?'

So then the farmer leaves for the fields.

After a while, the insemination man arrives and knocks on the front door.

Penny takes him down to the barn. They walk along the row of cows and when she sees the nail, she tells him, 'This is the one...right here.'

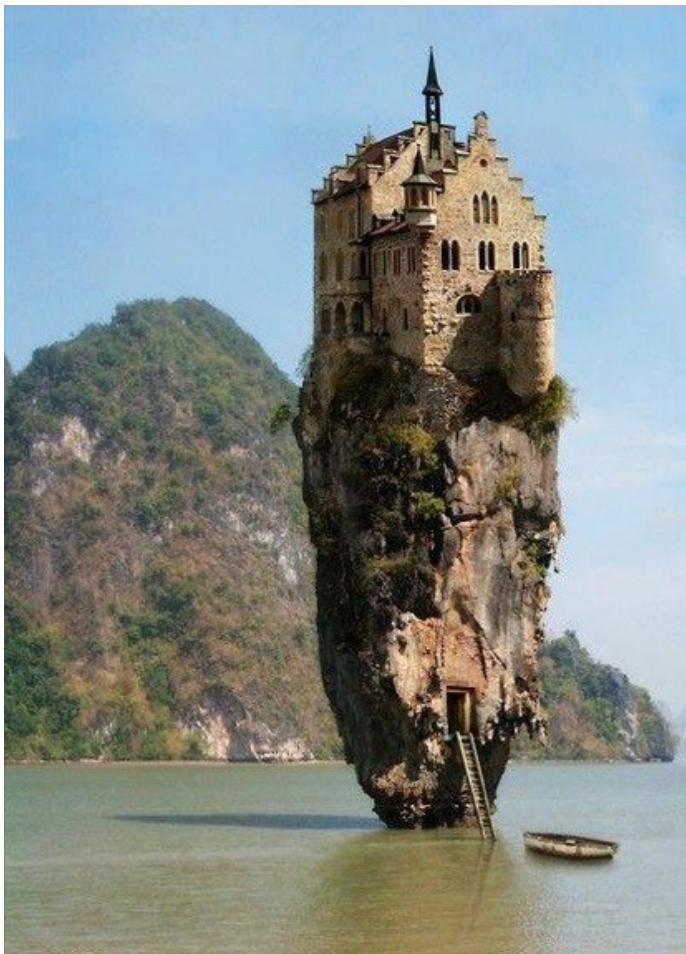
Terribly impressed by what he seemed to think just might be another ditzy blonde, the man asks, 'Tell me lady, how did you know this is the cow to be bred?'

'That's simple; by the nail over its stall', Penny explains very confidently.

Then the man asks, 'What's the nail for?'

She turns and starts to walk away and with complete confidence, says over her shoulder, .....

***'I assume it's to hang your trousers on.'***



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Attention, Historic Vehicle Enthusiasts,

Please see the attached info on the 2014 Historic Winton. We are inviting free entry into the Shannon's Classic Car Park Display of any vehicles in the following listing celebrating an anniversary. Please advise of other collectible vehicles including historic motorcycles and cyclecars which you would also like be considered for display.

110 years of Hispano Suiza, Rolls Royce, Rover, Crossley  
100 years of Dodge, Willys-Knight, Aston Martin, Maserati  
90 years of Bentley Le Mans victories, Bugatti Type 35, Frazer Nash  
80 years of Simca, Citroen Traction Avant, Chrysler Airflow, Lagonda Rapier, Austin 7 Ruby  
60 years of Borgward Isabella, Ford Thunderbird, Alfa Romeo Giulietta Sprint  
50 years of Ford Mustang, Sunbeam Tiger.

Other Classic and Collectible or Historic Commercial vehicles will be able to park in one of the other Display Areas. Separate entry for display vehicles and trailers is via the gate in Fox St . Public parking is further along off the Hume Highway entrance.

Some of the display vehicles will be selected on the Sunday to participate in Display Laps of the circuit.

Please advise by email the number of attending display vehicles so that passes can be sent out.

Regards,

John Shiells  
Display Co-coordinator  
Mobile 0403228559  
Email, [john@protronic.com.au](mailto:john@protronic.com.au)

[http://www.austin7club.org/newwinton\\_files/historic\\_winton.html](http://www.austin7club.org/newwinton_files/historic_winton.html)

PS

Want a free weekend ticket to Historic Winton in return for a couple of hours of assistance on either Sat 24 OR Sun 25 May 2014? Volunteer helpers are needed for lots of jobs, such as on the entrance gates to the competition paddock and traffic control within the competition paddock. Please email [historicwinton@hotmail.com](mailto:historicwinton@hotmail.com) with your mobile number. See you there!

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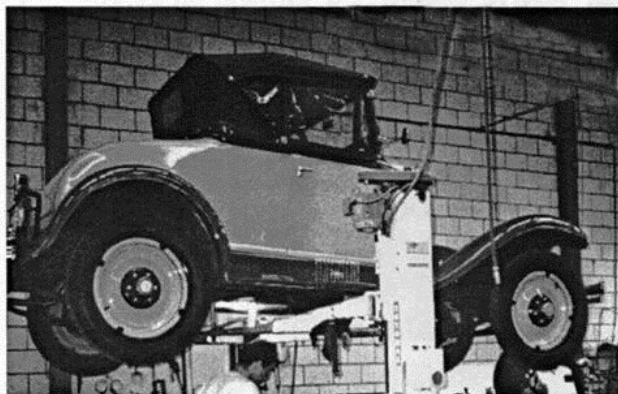
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*"When better cars are (re)built, Bill will (re)build them"*

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**Mobile: 0425 815 849**

**Fax: (03) 9458 2741**

**Email: gears@coljen.com**

**Factory 3/45 Kolora Road  
Heidelberg West, Victoria 3081**

**CLASSIC & HISTORIC AUTOMOBILE  
CLUB of AUSTRALIA MINUTES OF  
GENERAL MEETING**  
**Held on 27th February 2014 at VDC Club  
Rooms Norcal Drive Nunawading**

The meeting opened at 8.10 p.m.  
Mr James Allan welcomed those in attendance to the February meeting of CHACA.  
Mr. Allan advised that he would chair the meeting in the absence of both the president and vice president.

Mr Allan introduced Kate Marotta who has joined the committee and has taken on the role of Club Secretary.

**APOLOGIES:** D & M Landells, H & T Alger, M & R Griffin, E Chaplin, K Churchill, A & R Arkcoll, P Marotta

**Moved:** I Hanks **Seconded:** D Healy **Carried**

**New Members and visitors:**

Visitors: Tony Murray, David Trounson, and Keith Ross

**CONFIRM MINUTES OF January 2014  
MEETING**

**Moved:** Ian Hanks **Seconded:** B Clark  
**Carried**

**BUSINESS ARISING FROM December  
2013 MEETING**

None

**CORRESPONDENCE**

Inwards: Door Defender- re: magnetic high density foam bumper (in Journal)

Rotary Club Ferny Creek Thank –you.

(Framed – in library)

Info 6<sup>th</sup> Annual Holden Street Car Show 6<sup>th</sup> April in Dandenong

Info CHACA Morgan Country Club Swap Meet 30<sup>th</sup> March Jindera (19 km north of Albury)

Rare Spares re: loyalty program – [Barry Smith following up](#)

**OUTWARDS**

RACV- Club Partner Organisation- wishing them well but declining the offer to participate at this stage.

Confirm that correspondence be approved

**Moved** D Healy **Seconded:** P Barker  
**Carried**

**BUSINESS ARISING FROM  
CORRESPONDENCE**

(i) None

**TREASURER'S REPORT**

Dennis Healy advised receipts for the month of January 2014 were as follows:

Receipts : \$.802.00

Payments: \$444.64

Balance: \$6576.08

**Moved:** D Healy **Seconded:** Ian Hanks  
**Carried**

**MONTHLY REPORTS**

**President** – Kevin Churchill

Is away on holidays

Mr Allan referred to his committee position which is organising the club rooms on behalf of CHACA. He also commented that there is now a computer in the library. He acknowledged Doug Gorham for donating a book via Vin Forbes.

**Vice President** – Ray Griffin

Unable to attend due to Fire fighting duties

**Technical Officer** – Neville Thomas Kunnel

Mr Kunnel commented that the CPS was going smoothly.

He still requires photographs of vehicles.

He advised members to ensure that he had signed the CPS renewal form before going to Vic. Roads.

He also advised that members must attend 2 meetings or runs per annum.

**Membership Secretary**

Mr. Smith advised the meeting, that he was receiving about 5 enquiries a month from prospective members, with 2 new members this month.

**Activities: Club Runs**

Mr Peter Barker advised the meeting that he was assisting the committee by taking responsibility for coordinating the club's events' calendar and he thanked those members who had volunteered to conduct events throughout the year.

He read out the runs that are scheduled for the months to June. These will appear in the next Journal.



The next run is to Charlie's Auto Museum at Arthur's Seat on the 16th of March. :  
The following run is the Good Friday Hot Cross Bun Run to Braeside.  
Other activities are as per the current Journal.

### **Editor**

Mr Reynolds advised that he will remain as editor for the remainder of this year as no one has volunteered for the position. He also advised that Rene Gielen is assisting by proof reading the Journal.

### **Property**

Mr Reynolds pointed out that name badges could be purchased for \$10.00 and that he was taking orders.

Mr John Baker advised the meeting that CHACA caps were available in maroon or black at \$15.00 and vests at \$40.00. He will take orders for the caps.

### **QUARTERLY REPORTS**

**AOMC** Mr Bob Clark attended the recent meeting and read out a lengthy letter from the Federation to the AOMC in response to a suggested merging of the Associations.

**FEDERATION** Mr Brian Garrett gave an overview of the two bodies that represent the historic car movement to Government. He advised that Vic. Roads is creating a new document outlining the CPS scheme. He also stated that the Federation wants modified vehicles to be on a separate plate system. Vic. Roads is looking at this.

Mr Garrett also advised the meeting that CHACA had set up a sub committee to set guidelines for modifications acceptable to the club. Members will be given the opportunity to review the draft guidelines.

### **Cars & Parts for sale or wanted**

Ian Hanks requires 9 inch by 6 inch square radio speaker face plates.

### **GENERAL BUSINESS**

A discussion took place regarding the composition of the sub committee that has been formed to draft the modification guidelines. Members made comments

regarding the types of modifications that may be acceptable.

The raffle was drawn. Winners were B Haley, R Betts, V Pace and D Bonsor.

**Next Meeting Thursday 22nd March 2014**

**MEETING CLOSED AT 9.33 P.M.**



An advertisement for Langford Motor Trimmers. It features a blue classic car, possibly a Ford Mustang, parked on a blue background with radiating lines. The text "Langford Motor Trimmers" is written in a large, stylized font at the top. Below it, in a smaller font, is "Motor &amp; Marine Trimmers &amp; Upholsterers". At the bottom, the contact information "Mick Langford (03) 9852 1990" is displayed.

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)

## Events & Swap Meets of Interest to Club members

30th March	RACV Classic Showcase Flemington Racecourse, 03 0890 0524
30th March	18th Annual CHACA Morgan Country Car Club Inc. Swap Meet Jindera Recreation Ground. PH: Andrew 02 6021 8627 MOB 0427 218 627
13th April	Shannon's American Motor Show, Flemington Racecourse 03 9890 0524
10th May 2014	Geelong Bay City Swap Meet, Geelong Showgrounds Melway 452 E10



### LEAD REPLACEMENT - UPPER CYLINDER LUBRICANT - MEASURED QUANTITY DELIVERY BOTTLE

For all who need to add lead replacement (LR) to their ULP when filling their machine. This amazing bottle not only stores the LR (500ml in bottom chamber) - but ensures that the correct quantity is put into your tank matching the quantity of ULP taken on. The upper chamber is marked externally in 10 ml gradients -10ml to 100ml. By squeezing the bottle the correct amount of LR is forced into the upper chamber to the desired level. Only the pre-determined LR amount goes into the tank. No more clogged up plugs with excessive LR use. No more risk of damage to your precious motor through under use of LR. Dimensions 24x11x4cms \$25.00 including postage. Order by email - [jervisread@ozemail.com.au](mailto:jervisread@ozemail.com.au) or Mobile 61 (0) 412 258 998 Payment - by VISA or EFT to my nominated BSB/Account No - TBA on request. Or PayPal - using the email address.

*Robin Jervis-Read*





## The Demise of Miss Henrietta by Jeff Albon



**On Tuesday 11th. February, 2014**, Jeff was reversing his 1979 Ford Fairlane 500 out of the garage at his home when he noticed the paint was beginning to blister on the bonnet. Realising that was not a good sign Jeff extricated himself from the Fairlane rather quickly and called the Fire Brigade. They broke the bonnet release cable when trying to open the bonnet, hence the damage to the front of the vehicle when they executed a more strenuous approach. Jeff's letter follows:

*Hi Eddie,*

*Further to our phone conversation, please find enclosed photos which you asked for.*

*The Ford Fairlane 500 caught fire on Tuesday 11th. February and this is what she now looks like. I am hoping to restore her—again! So we'll see how we go.*

**Jeff Albon.**

## 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 Editors responsibility to seek such information.

**SELL:** 1983 KB Ford Laser. Rego. QOQ 700. Registered to end of January. Drives and goes well, only done 450,000 Km.. Rust in floor, fair condition. Will throw in low mileage Laser, same colour, same model in good condition. \$600 or near offer for both. Will separate. Ring Ray 5977 6649. (1113)

**SELL:** 1966 Ford Mustang h/top Coupe Palomino Gold V8, auto, pwr steering, console, new twin exhausts, runs unleaded petrol, low miles, California car, all matching numbers, very good condition interior/exterior CHACA REG = CH3263 M. Taylor 97175732 (0214)

**SELL:** Stan Miller sent this picture in. It is a Graham Crusader for sale in Durban, South Africa.

If you are interested contact Stan Miller for full contact details. (0214)



### WANTED:

I have a Wanted Ad for The Journal : Metal external Sun Visor. Will consider Mesh type.

Pair of Wheel "Spats"

4 Door Handle Scratch Plates

Suitable for 1951 Plymouth 4 Door

Reg Dunn 0439688229 (0813)

**SELL.** I have for sale a collection of water pumps. All are new in original boxes with part no's. and description.

1 pump to suit 1929-34 Chevrolet  
part no. cp3

1 pump to suit 1941-42 Chevrolet part no. cp 43

1 pump to suit 1941-49 Chevrolet part no. cp 43p.

2 pumps to suit Dodge /Plymouth /Desoto/  
Chrysler. part no. cp 11

...the price I am asking is any single pump \$40 or all 5 pumps \$150. If any members are interested.

**Alf Watts.** <[alferd1938@optusnet.com.au](mailto:alferd1938@optusnet.com.au)>

**Mobile.** 0458999130 (0314)

### WONDERFULLY BRITISH ! English Stiff Upper Lip

On a train from London to Manchester an Australian was berating the Englishman sitting across from him in the compartment.

"You English are too stuffy. You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us. Look at me...

I'm ME! I have Italian blood, Greek blood, a little Irish blood, and some Aborigine blood. What do you say to that ?"

The Englishman replied, "Awfully sporting of your mother, old chap!"

### There is a Devil

One evening, a young woman came home from a date, rather sad.

She told her mother, "Anthony proposed to me an hour ago."

"Then why you are you so sad?" her mother asked.

"Because he also told me he is an atheist. Mom, he doesn't even believe there's a Devil."

Her Mother replied, "Marry him anyway, between the two of us, we'll show him just how wrong he is."

Courtesy Russell Kerr



### **Memo ; To all Clubs**

Vic Roads are experiencing delays in processing Club Permit Scheme renewals that are posted to their head office address. Delays are being caused by the current changes in staff arrangements, that will see a large reduction in Vic Roads staff numbers.

It is believed that scheme participants that renew at their local Vic Roads office will not be affected by this delay.

It is recommended that for the time being renewals should be forwarded in person to the branches rather than posted to Vic Roads headquarters.

Regards

**Graeme Jones**

Office Admin

Ph : 03 9555 0133 Mob : 0422 16 88 29

**From:** Chama Scenic Railway

[<mailto:lsr331@hotmail.com>]

**Sent:** Monday, 18 November 2013 11:46 PM

**To:** [webmaster@chaca.com.au](mailto:webmaster@chaca.com.au)

**Subject:** Reference

To Whom It May Concern:

I'm trying to locate one DAVID PATRIDGE who worked for Fred Page at PAGE'S MODEL "A" GARAGE from the 1970s until the 1990s.

Fred, my step-dad, mentored David into the antique car business.

Can you please help me?

Lou Rupnick

PO Box 9

Mountainair, NM 87036

505-847-2510

[lsr331@hotmail.com](mailto:lsr331@hotmail.com)



### **Letter to the Editor.**

Sir,

I am in ownership of a 1915 Madison 6 Touring car. I heard at an Antique Automobile Club of America meet that that person had heard of a Madison for sale in Australia not long ago. If this is so, I would like to contact the owner if known, to commiserate with him. To my knowledge, I have the only Madison in the US.

Thanks for your time

Jim Showers

Email.....[steamcar@frontiernet.net](mailto:steamcar@frontiernet.net)

Could be genuine? (Editor).

### **The Bottle of Wine**

For all of us who are married, were married, wish you were married, or wish you weren't married, this is something to smile about the next time you see a bottle of wine:

Sally was driving home from one of her business trips in Northern Arizona when she saw an elderly Navajo woman walking on the side of the road. As the trip was a long and quiet one, she stopped the car and asked the Navajo woman if she would like a ride.

With a silent nod of thanks, the woman got into the car. Resuming the journey, Sally tried in vain to make a bit of small talk with the Navajo woman. The old woman just sat silently, looking intently at everything she saw, studying every little detail, until she noticed a brown bag on the seat next to Sally.

"What in bag?" asked the old woman. Sally looked down at the brown bag and said, "It's a bottle of wine. I got it for my husband." The Navajo woman was silent for another moment or two. Then speaking with the quiet wisdom of an elder, she said:

"Good trade....."

Courtesy Russell Kerr

Category	Joining Fee	Annual Subscription	Total
Full Member	\$30.00	\$50.00	<b>\$80.00</b>
Joint Membership	\$30.00	\$60.00	<b>\$90.00</b>

#### **CHACA Membership Details.**

**Contact Barry Smith Ph: 9807 6813 Mob: 0408 440 240**

Barry Smith 14 Jacqlyn Avenue, Rye Victoria, 3941

**Joint Membership** – Husband/Wife, partner etc..

**Renewals** – If joined Nov-June, must renew when due on November 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 Neville Thomas Kunnel the Permit together with a copy of your current Membership Card and a stamped self-addressed envelope. Neville will return it to you for you to pay at your nearest Vic Roads Office. You can also see Neville at meetings, **please bring along a copy of the Permit for Club records, also the 3 photos of your Club Permit vehicle/s if Neville doesn't already have them.**

FOR New Applications/renewals: Contact Neville Thomas Kunnel

Email.....[thomas\\_neville@yahoo.com.au](mailto:thomas_neville@yahoo.com.au)

PHONE: 03 8712 3161 MOB: 0422 324 072

1 Val Court, Dandenong, Vic 3175

#### **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 since February 1st. 2011 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

Neville Thomas Kunnel on **Ph: 8712 3161 Mob: 0422 324 072**

#### **Photos for Club Records**

**All members**

***Please send 3 photos of your Club Permit vehicle to Neville (if you haven't already done so).***

1. A 3/4 view of the front right
2. A 3/4 view of the rear left
3. The engine

Size of photos: 6x4 inches or 15x10cm.

#### **CPS Handbook**

The CPS handbook is available from Neville Kunnel 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.***



# TOMORROW'S BATTERY IS HERE TODAY!

## OPTIMA CRANKING



### THE ULTIMATE STARTER

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

- **LONGER BATTERY LIFE!**

In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

- **UNEQUALLED VIBRATION RESISTANCE!**

Vibration is a primary killer of conventional batteries. OPTIMA's tightly wound SPIRALCELL resists jarring and vibration, and eliminates plate shedding.

- **UNSURPASSED SAFETY/ZERO MAINTENANCE!**

Acid can't leak, even if the battery is cracked open. Plus, no corrosion can form on cables, terminals or the vehicle. And you never add water.

- **MORE POWER IN ANY CLIMATE!**

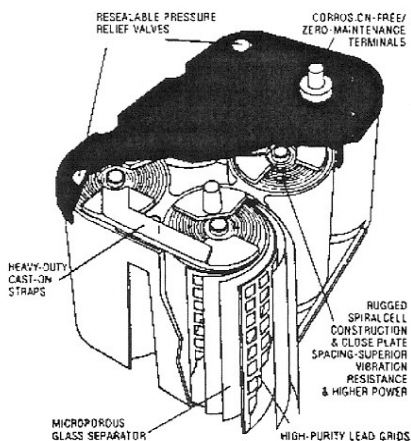
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

- **FASTER RECHARGE!**

Greater plate surface area and lower internal resistance allows the OPTIMA to recharge in less time than conventional batteries.

- **EASY TO TRANSPORT!**

Because the OPTIMA is non-hazardous, it can be shipped by air.



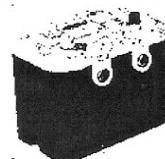
**ONLY OPTIMA'S SPIRALCELL TECHNOLOGY OFFERS THESE BENEFITS**

# OPTIMA BATTERIES

THE ULTIMATE STARTER  
Club Member

## OPTIMA DEEP CYCLE

### THE ULTIMATE POWER SOURCE



- **QUICK RECHARGE!**

The equipment/vehicle spends more time running, reducing down time and improving productivity.

- **FAST ENERGY RESPONSE!**

The OPTIMA delivers peak power faster. There is less capacity reduction with high current loads.

- **CLEAN POWER!**

Consistent, stable voltage throughout the discharge provides better power to your equipment.

- **BETTER CYCLING!**

The unique SPIRALCELL design and chemistry allows the OPTIMA to out-cycle most conventional deep cycle batteries. This means the OPTIMA lasts longer and is more economical for users.

- **COMPLETELY SEALED/ZERO MAINTENANCE!**

With absorbed electrolyte and sealed construction, the OPTIMA won't cause corrosion or leak, even if cracked open. OPTIMA is safer for people, equipment and the environment. And you never add water.

- **UNEQUALLED VIBRATION RESISTANCE!**

Unique SPIRALCELL design is virtually unaffected by vibration and jarring that shortens the life of conventional batteries.

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# www.chaca.com.au

## Affiliated Clubs

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

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

**Secretary:** Wendy Hocking, Phone 02 6931 6200  
Mobile 0429 316 200

PO Box 749, Wagga Wagga, NSW 2650

#### Meetings:

*First Monday of the Month, at Rules Club, Jezza  
Room*

*Fernleigh Rd. Wagga Wagga 7.30pm. Guests and  
visitors are welcome.*

### 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  
PO Box 306 Wentworthville, NSW, 2145.

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:** Jan Beatson PO Box 514 Caboolture,  
Qld. 4510, Phone 07 3267 0363

email: [secretary@chacc.com](mailto:secretary@chacc.com)

#### Meetings:

*2nd Sunday of the Month. Meeting at the Sun-  
downer Hotel car park, Caboolture at 6.30am*





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