

JOURNAL

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

ACN 004 677 570

May 2013
Volume 47 Number 12



Vic and Gwen Smola are pictured here with their 1965 Convertible Mustang.

They, along with some 80 fellow CHACA members, attended the Tri-Club Easter Hot Cross Bun Run at Braeside Park. The event was organised this year by the VCCA and was extremely well attended by large numbers of VDC, VCCA and CHACA members.

More details inside this issue.

Upcoming CHACA Events

No Meeting in May

Friday 7th. June

General Meeting 8pm. Deepdene Hall

Sunday 26th. May.

CHACA Birthday Gumbuya Park

Note the change of date for the Birthday run.

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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Vacant

Notice To All Reciprocating Clubs

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

Meetings

1st Friday of the month (except Good Friday & January) at Deepdene Park Hall, Whitehorse Road, Deepdene, Melway Page 46-A8 Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are welcomed.

Members

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



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

Nominally Thursday before the last Friday of each 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.

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Max Austin, Ray Griffin, Margaret Griffin,
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, John Hunt,
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.

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when dealing with them*

Editor's Ramblings

Well, what a night it was: our last General meeting was really something. Some 35 odd members arrived and were duly trained in the art of CPR and given instructions on how to operate the Club Defibrillator.

It's comforting to know that there are at least 30 something members around, hopefully on Club runs or meetings that know what to do in the event that one of us needs resuscitating. Many of us are approaching that age bracket where it is possible that it may happen.

Paramedics Rob Evans and Liz Bailey conducted the training session and it was a sight worth seeing: some members seated around the room while the rest were on their knees in the middle of the hall "resuscitating" pillows. It looked a bit like a prayer session....heads down, bums up as they "listened" for evidence of breathing from the lifeless pillows, then proceeded to bring them back to life..

Nevertheless it went well and I think most members went home feeling a bit more confident about how they would react in a real-life situation.

I forgot to mention that Brian Jacombs arrived at our May meeting with his 1948 Jaguar Mk IV, 3.5 litre saloon. Beautiful looking car. Brian has had it for about 6 months now and there are only a few things to do to it. The timing chain needs replacing and a few other minor mechanical things need attention. Some cosmetic stuff also needs fixing. The car is completely original including the motor. We look forward to seeing Brian on many runs in the future.

Don't forget to bring some loose change with you to the meetings in future. James and Colleen Allan are putting up some good prizes in the raffle. Last month there was an electric jug, sandwich maker, set of 6 mugs and a clock. Don't forget Gumbuya Park for our Birthday Run. This place is great for the kids!

Eddie Reynolds.

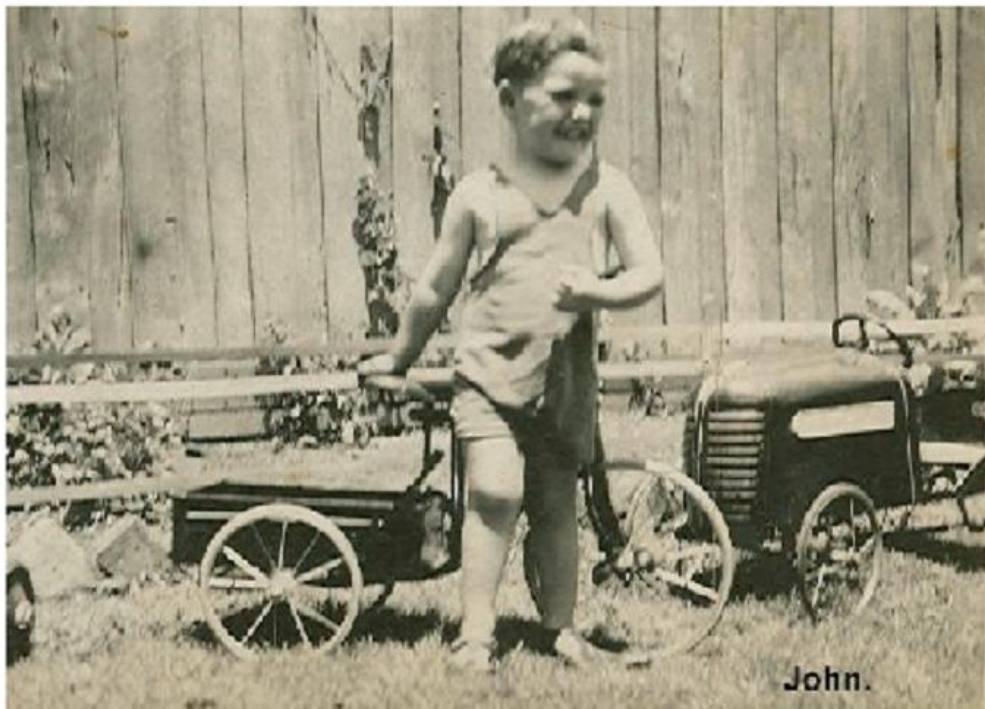
Welfare Snippets

Eric Chaplin wishes to report that he is still alive and kicking after his heart attack some time ago. He was a bit taken aback at how many came up to him at the Easter Bun run and asked how he was and commented that they hadn't seen him around for so long.

Bob Mantle is currently in Epworth Hospital recuperating from a heart valve replacement as of today, 16th. April. Hopefully everything went well. By the time you read this he will most likely be back home fighting fit.

John Christie recently had both eyes operated on for cataracts and he is apparently fit and seeing well again.

My First Car.



John.

John Baker and his first car complete with wire wheels.

CHACA Birthday Run



26th



May



10am.

Meeting Point

The Meeting Point will be at BP Pakenham (Outbound) Truck stop situated on the Pakenham Bypass, Princes Freeway.

Meet at 9.30am for a 10.00am start

Any queries contact Fred Lombardo. Ph. 0417 309 522.

Reserved site, Food available. Lots of rides for the kids.

Kids playground. Toboggans. Walks. 430 acres

Undercover BBQ's available.

Aviaries.

Pony Rides, Paddleboats.

If you go straight to Gumbuya Park, wait for us to arrive in order to get the Club Discounted entry fee of \$5.00 per car plus \$5.00 per head.

(Normally \$16.00 adults or \$12.00 concession)



*Wear your Name Badge for Identification at the entrance gate.
Bring your Seniors Card.*

The Club will supply BBQ Sausages, Rissoles and Side Salads, or BYO meat for cooking if preferred.

To give us an idea of how many to cater for please ring

Kevin on 5983 8981 or

Eddie on 97701231 or 0429142460 or

Gail on 97895532

www.chaca.com.au



Westerfolds Park



Visitor Guide

Situated beside the Yarra River in Templestowe, Westerfolds Park, a key component of Melbourne's open space, offers over 120 hectares of recreational and environmental parkland for visitors to experience and enjoy.

Access to the park

Pedestrian and cyclist access to Westerfolds Park is available at all times. Vehicle entry is available from:

Fitzsimons Lane, Templestowe (Melway 33 G2); or Porter Street, Templestowe (Melway 33 F3). Gates are open 8am to 6pm, extending to 9pm during daylight savings. A 24-hour car park with pedestrian access is available off Fitzsimons Lane.

Dogs are permitted in the park but must be kept on a leash at all times.

Facilities & activities

There are several electric and wood barbecues (wood provided), picnic tables and shelters available at various locations in the park. Fires are permitted only in the barbecues provided, and you are welcome to bring your own small gas barbecue.

Westerfolds Park has three toilet blocks that are all wheelchair accessible.

An adventure playground is available for the children.

The Main Yarra Trail within the park forms part of the 8km of sealed trails located throughout the park.

Try canoeing along the Yarra River and enjoy the view of the rapids from the Main Yarra Trail.

Visit the 'Manor', now home to the Mia Mia Gallery and Café.

History

Before European settlement the whole Yarra Valley area was part of the Wurundjeri tribe territory. In 1847 the area which is now Westerfolds Park was purchased from the Crown.

In the early 130s the Turner Family bought the land and built the 'Manor' in 1938. By the 1950s the growing population had pushed most of the large-scale farmers and orchardists out of the surrounding area, but residential and industrial development did not occur mainly because of the threat of flooding. In the 1970s plans to create a residential estate were strongly opposed by the community and the state government purchased the land in 1973; to meet the growing need for public open space. The park was officially opened in November 1984.



Flora & fauna

The vegetation communities in the park are mainly Grassy Woodlands of River Red Gum and Manna Gum that have survived in small areas of the park. One threatened bird species seen in Westerfolds Park is the Swift Parrot, which plays a significant role in controlling the populations of native insects that feast on the leaves of the native trees. The Powerful Owl has been seen in the park. Westerfolds Park is home to a resident population of Eastern Grey Kangaroos.

Groups

Organised events or groups of 100 people or more require a permit from Parks Victoria. Permits detail park regulations and guide appropriate activities.

Updated May 2011
Australian-made 100% recycled paper

A Run in the Country and a Pub Lunch

The Toolshed Bar/Bistro

Noojee

This month we will be heading to Noojee for lunch. Stopping on the way at Yarra Junction for morning tea at the Upper Yarra Museum. Entry per person \$3.00 which will include a cuppa tea & biscuits. Then onto the Trestle Bridge for a quick look then lunch.

When: Sunday 11th August 2013

Meeting place: Lilydale Lake. Melways 38 G7. 435 Swansea Road Lilydale. 9.30am for 10.00am departure.

We have dispensed with travelling in convoy for this run, in preference for travelling at our own pace. We will regroup at Yarra Junction Museum. This should make for a more leisurely trip avoiding convoying problems. Those who choose to meet at Lilydale are welcome. Members from faraway may take the shortest route to the Museum.

The following direction applies to members leaving from Lilydale Lake.

When leaving park TL at RAB then TR into Hereford Road (C404) TL Clegg Road (C402) Then TR at RAB (B380)

Follow Warburton Hwy B380 to Yarra Junction. Approx 26 Km. about 30 mins travelling.

Entering Yarra Junction there is a sign on the left directing us to Upper Yarra Museum. At the old Railway Station.

The following directions apply to all members leaving from Upper Yarra Museum.

When leaving the Museum TL onto Warburton Hwy then after a short distance TR into C425 then onto Noojee (41 Km) via Powelltown.

At the T intersection TL into Noojee C426. Trestle Bridge is approx half a KLM on the right. Definitely worth a look.

You are able to walk across the bridge. Quite an experience.

TL into main street proceeding along the street past Red Parrot cafe and on passing over the bridge, TR into the

The Outpost Restaurant Toolshed Bar & Bistro. PH 5628 9669 John & Barb Snelling



For catering purposes' would those intending to make the run please contact John Baker at jabaroo@hotmail.net.au or mobile 0419 588 370 - I would like to know the numbers attending by:

Date: 1st August 2013. Please note Restaurant seats 80 people. Menu at Bistro prices.

Would be great to get a full house!

If you are intending to go, please book early.

**May General Meeting featuring CPR Training and Club Defibrillator.
See Editors Ramblings on page 3.**



Classic and Historic Automobile Club of Australia Minutes of General Meeting held 5th of April 2013 Deepline Park Hall, Whitehorse Road, Deepline

The President of the Club, Mr. Kevin Churchill, opened the meeting at 8.05 p.m.

He welcomed those in attendance to the April meeting of CHACA.

The President introduced paramedics, Rob and Liz.

They conducted a training session on CPR and the use of a defibrillator.

All members took part in practising CPR techniques and the use of the new defibrillator.

This training session lasted for approximately one hour.

It was very worthwhile.

Attendance: As per the Attendance Book.

Quorum: A quorum existed for the meeting.

1. APOLOGIES:

Brian Garrett, Bruce and Robyn Haley, Graham Hutchinson, Brian and Loris Sanderson, Bob Mantle and Jim Govett.

Moved: P Cassar Seconded: K Oates

Carried

1a. Visitors and New Members

Justin Kemp (Owns a 1959 Holden, bought new by his grandfather).

2a. CONFIRM MINUTES OF: March 2013 MEETING

Moved: Bob Clark Seconded: Terry Herbstreit

Carried

3. BUSINESS ARISING FROM: February 2013 MEETING

No business arising

4. CORRESPONDENCE:

Inwards / Outwards

Newsletters from other Clubs

Invitation to attend the Euroa Show and Shine

Letter from David Wright, Veteran Car Club thanking us, particularly Eddie Reynolds and Ian Hanks for assistance at the Hot Cross Bun Run.

Confirm that correspondence be approved:

Moved: Dennis Healy Seconded: Barry Smith

Carried

4(a) BUSINESS ARISING FROM CORRESPONDENCE:

Euroa Show & Shine, 6th October. Members will recall that Tony Clota from Euroa Show & Shine spoke to us at the November meeting. We have now been invited to attend that event, either as a Club or as individuals. Plenty of activities for everyone. Start time 8.00 a.m. and \$5.00 admission for show cars.

5. TREASURER'S REPORT:

Dennis Healy advised that since the last meeting receipts totalled \$750.65

Payments totalled \$3483.23 leaving a bank balance of \$10,334.14

Moved: D Healy Seconded: Ray Griffin

Carried

MONTHLY REPORTS:

President— Nothing has changed on the Committee vacancy situation. We still need a Secretary and an Activities Co-ordinator. We are approaching the point where we will need to fill these positions, especially Secretary, by going to a professional organisation to fill that role. This will have the effect of depleting Club funds. We also need an Editor-in-training so that he or she can take over at the end of the year. Again, this is not a difficult job as the layout work is done by others and it has the added benefit of a monthly get together to prepare the final product for mailing. Please seriously think about it and act. Talk to me at any time for

further details of these vacancies. If we can't find volunteers we will use Club funds to pay for the job to be done. They are not hard jobs to do and there are only 6 Committee meetings for the year.

(i) Technical Officer-

Neville Kunnel reminded members to send photos of their cars with the CPS Renewals and to be sure to put their name on the back of each photo otherwise it takes a lot of time and effort to match the photos with the Permit Holder. Garry Gilder asked if photos could be emailed. Neville stated that all photos must be mailed to him.

Membership Secretary-

Barry Smith advised that the Club had accepted four new members this month and that there were six membership enquiries.

(ii) Activities: Club Runs-

The president advised that the Working Horse and Tractor Rally had been a successful event.

The next event is the CHACA Family Autumn National Tour at the end of the month.

CHACA Birthday at Gumbuya Park, Drouin - 26th May
Mid Week Run- to Coljen Gear Cutting and Machining, 23rd June for Morning Tea.

James Allan advised that after visiting Coljen, a BBQ/ picnic lunch would be held at Westerfold Park.

Eddie Reynolds advised that on the 28th of July, Ron and Peter Barker were organising a run to Kinglake.

Eddie also advised that John Baker was organising a Pub Lunch for the 11th of August.

Other activities as per the current Journal.

Editor

(v) **Editor-** Eddie Reynolds advised that he was introducing a new segment in the Journal regarding members' first cars. He asked members to send photos and relevant information to him.

(vi) Property- Welfare-

(vii) CHACA Family Autumn National Tour 28th April to 3rd May 2013-

Vin Forbes made the following comments:

Only three weeks to go to Autumn Tour!

Entries have now closed

The Tour should be a fantastic six days of travelling to Albury.

Remember to bring a thermos and chairs.

The president thanked Vin and John for organising the Tour, stating that it would be the 1st Tour in 12 years and he hoped that there would more Tours in the future.

6b. QUARTERLY REPORT-

A.O.M.C. Bob Clark informed the meeting that the All American Motoring Show was on this coming Sunday at Flemington Racecourse.

(ii) **FEDERATION-** No report. Details in next journal

7 Cars & Parts for sale or wanted –

8. GENERAL BUSINESS-

Bob Clark commented that a good job had been done on the new membership list, but queried why a list of cars was not included as had been done previously.

The president advised that the list of cars was omitted to save both work and paper.

Bob Clarke gave a commentary on the pitfalls of buying and registering professionally modified vehicles, used by disabled persons, in particular with regards to VIC Roads recognising that the vehicle was primarily for carrying disabled persons, thus entitling the owner to an exemption from stamp duty on the purchase price.

James Allan drew the Raffle for the night. The raffle raised \$80.00.

The winners were-

Kevin Churchill-Electric kettle

Gail Evans- Sandwich Maker

Peter Galley- Mugs

Justin Kemp –Clock

The President advised that we have cancelled the May meeting as all Committee Members and a lot of Members who attend meetings will be on the National Tour which ends on the meeting day.

The next Club meeting will therefore be 7th June 2013.

9. CLOSED MEETING AT 10.15 P.M.



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Email: gears@coljen.com

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

LETTERS TO THE EDITOR:

Phil Rye wrote:

Dear Sirs,

I have a copy of an article from your Club Journal dated September 1999, page 18-19, regarding Antar trucks.

I am the owner of an Antar, along with some 100 or so pieces of other plant and trucks associated with the construction of the Snowy Mountains Scheme. This equipment is located at my home in Berridale, N.S.W. I notice that the article mentions that the Author has a copy of the plans etc. for the Crane trailer that the SMA once owned, and I would like to procure a copy of the plans. It is my intention to replicate the trailer at some point to display it with the Antar in my proposed museum, which will also be located in this area. I am happy to pay any costs associated with obtaining a copy of the plans.

Could you please advise if this is possible, and how we should proceed from here. Thank You
Regards Phil Rye

Editors note: I have replied to Phil and I am currently looking for the magazine involved. (The box I think it's in is in the mezzanine floor of my garage, not easily accessible).

My father (Ray Chappell) was a member of this club going back many years and owned numerous vintage and classic cars throughout his life. I am chasing down the present owners of two of his previous owned vehicles .

Firstly:

A Vauxhall Hearse, year I think was 1927. It was black with angels etched in the rear side glass windows and had 2 spoked spare wheels, one in each of the front fenders.

The reason for trying to find the present owner, is I have access to one of the original radiator caps which the car had 2 of, The one I have has a temp gauge built in and is very ornate. Compared to the 2nd plain cap that was used on this vehicle during my father's ownership.

Secondly:

A 1940 Cadillac La Salle painted dark blue, I believe it was in Tasmania the last I heard, and could be anywhere now.

I have the original shop manual for a 1936 Cadillac La Salle which I'm sure the owner would be interested in.

If these vehicles are still registered with this club could you ask for them to contact me please.

Derek Chappell

We are here on earth to do good unto others. What the others are here for, I have no idea.

~ WH Auden

USE OF KEROSENE IN PETROL IN HISTORIC VEHICLES

Interest in adding kerosene to petrol for use in historic cars arose in the early 1990s after the disappearance of 'two star' leaded petrol. Some believed that higher octane four-star petrol could not be safely used in older low compression engines. This line of argument has been overturned, and in fact it is now generally accepted that while 'excessive' octane quality might be a waste of money, it is not harmful in low compression engines. The alternative view, that the greatly increased volatility of modern petrol is to blame for operating problems in older engines, is increasingly accepted. This aspect of modern fuels has been brought into focus again recently over the issue of addition of ethanol to petrol under the EU renewable fuels directive. Ethanol addition increases volatility, so any problems associated with high fuel volatility are not likely to be reduced with fuels containing ethanol.

With this in mind, there has been a renewal of interest in the addition of kerosene to petrol. Kerosene has a boiling range from about 160°C to about 250°C, whereas petrol boils over the approximate range 35°C to 195°C. Problems experienced in older engines, such as overheating, power loss, poor hot starting etc. have been attributed to the increased proportion of low boiling material added to petrol in more recent decades. This is believed to result in vapour formation in the wrong places, thereby upsetting fuel-air ratios, and in the main, causing enrichment of fuel-air mixtures reaching the combustion chamber. Addition of a high boiling material such as kerosene does not affect the 'front end' of the fuel in the sense of preventing low boiling-point hydrocarbons in the fuel from vaporising (low boiling point hydrocarbons in the fuel will boil off and form vapour long before the kerosene starts to boil), but if kerosene is added at 5% or 10% by volume for example, the proportion of the 'front end' components will be reduced by a corresponding amount, and this may be just enough in some engines to alleviate the negative effects of potentially excessive vapour formation. Some owners of historic vehicles report significant benefits from the use of kerosene in this way.

However, the main point about kerosene, which is its higher boiling range, should not be overlooked. The high 'back end' boiling temperatures associated with kerosene may result in incomplete combustion, since a fuel which has not completely evaporated will not burn. Any unburned material will find its way into the sump where it will dilute the lubricating oil. A significant amount of diluent derived from kerosene addition in the lubricating oil would run the risk of lubrication problems, with consequent increased wear of bearing surfaces. There has been some confusion over the use of kerosene blends in historic agricultural tractors, particularly as some of these used car-derived engines. However, in order for these machines to burn kerosene-blend fuels efficiently, a special vaporising inlet manifold was used on the tractor version, to ensure that complete combustion occurred, without the risk of oil dilution. The same engine in a passenger car, if operated on kerosene-blend fuels, will not be so well suited to these blends.

Kerosene addition is likely also to increase the risk of deposits in the fuel system, and may also increase the formation of sooty particulates in the exhaust gas. Overall, while it acknowledges that some historic vehicle owners have suffered from poor engine operation with modern petrol, the FBHVC does not feel able to recommend the use of kerosene in petrol in older vehicles. Instead, the Federation endorses the recommendations contained in a booklet published by the Vintage Sports Car Club, entitled 'Fuel Problems – Use of Modern Petrol in Older Engines' some years ago. These recommendations are felt to address the causes rather than the symptoms of the problem, and are still relevant today. The following suggestions are made in the report:

- adoption of local solutions to reduce heat input to the fuel system, principally from hot exhaust components
- use of insulating gaskets or other thermal breaks between fuel pump and engine and/or between carburettor(s) and inlet manifold
- use of heat shields to prevent heat being radiated from the exhaust system to the carburettor(s) and other fuel system components
- careful routing of fuel feed lines away from sources of heat en route from the tank to the carburettor(s)

These suggestions will be of most value in engines where the inlet manifold and the exhaust manifold lie on the same side of the engine. Engines where carburettors and exhaust are on opposite sides of the cylinder head tend to be much less affected by volatility related problems.

In addition, the condition of the radiator in water-cooled engines should not be overlooked. Old radiators can become really quite inefficient over time with accumulation of scale, debris and sludge on heat transfer surfaces, but the process can be slow and may not be noticed. Chemical flushing can improve cooling efficiency, but in some cases a replacement radiator core may be the best way to restore efficient operation.

It should be remembered that these additives will only protect against corrosion in the fuel system. They do not have any effect on compatibility issues which must be addressed separately. The FBHVC website carries all the information about this.

Reprinted from the February 2012 edition of the AOMC newsletter.

As I hurtled through space, one thought
kept crossing my mind - every part of
this rocket was supplied by the lowest
bidder.
~ John Glenn

Hot Cross Bun Run: Friday 29th. May.

Combined VDC, VCCA and CHACA (Tri Club Run)

As in previous years at this venue there was a formidable number of vehicles attending this event. The outside perimeter was completely filled with cars and a second row was started. The Hot Cross Bun run was organised by the VCCA this year and everyone enjoyed the traditional Hot Cross buns with or without jam. Again it was good to see so many newer CHACA members attend with the result we had over 40 vehicles representing our club.

John Baker arrived enroute to Albury to finalise arrangements for our National Tour. It's a bit of a detour from St. Albans to go to Albury, but maybe he wanted to put in an apology for the Hot Cross Bun run.

Below is a list of CHACA attendees which is probably not complete because some members didn't put their names in the attendance book.

Please remember to seek out the book when you attend a run and print your details clearly. With many members opting not to have their phone number or address in our Club Register, it means the Editor will be unable to contact them in the event of a query regarding any details entered in the attendance book.

Easter Bun Run Attendance

Kevin Oates	1970 XY Fairmont V8
Ian & Jenny Hanks	1969 Capri
John Baker	Modern
Rod Bundy	1954 Daimler
Ray & Margaret Griffin	1934 Pontiac
Brian & Irene Garrett	Datsun 280c
Graeme & Joan Moore	6351 BMW
Eddie Reynolds & Gail Evans	1936 Dodge
John Christie	1950 Holden
Bob Clark	Modern
Noel Colliver	1955 Rolls Royce
Peter Galley	Modern
Ken Leeden	Monaro GTS
Ray & Shirley Nichol	1939 Pontiac
Russell & Lesley Betts	1936 Chev Roadster
Lester & Yvette Cole	1934 Plymouth
Robert Mihelcic	Golf 1987
Colin & Loretta McKenna	1958 Holden
Lance Monaghan	1967 VW
Barry & Gillian Gilbert	1958 VW Type 1
Brian Crocker	1973 Leyland P76
P. Simpson & Marion	1929 Dodge Victory 6
Esther & Dennis Healy & 2 Friends	1939 Buick Road Master
George & Janice Bailey	1938 De Soto
Eric Chaplin	Modern
Stan Miller	Opel Manta
Ken & Margaret Robinson	Modern
Gary & Kris Miles	1938 Chev Sedan
David & Margaret Landells	1978 Ford LTD
Erica & Kevin Churchill	1972 MGB
Mark Apterman	1966 Mercedes
Steve Beardon & Julia Welham	1978 Corvette
Barry & Rosslyn Smith	Modern
Mick & Tina Whiting	1975 450SL Mercedes
Gordon & Catherine Berg	1958 Wolseley
Victor Pace	1970 Triumph P.I.
Fred & Pat Lombardo	Passengers
Fred & (Marie) Le Bon & Cooper	1955 Dodge
James & Colleen Allan	Capri
Jim Govett	Celicia
Gwen & Vic Smola	1965 Convertible Mustang
Terry & Marion Herbstreit	Morris Cooper S
Mark Herbstreit	Rolls Royce Shadow
Pat & Albert Blashki	Modern
Bill Sides	?
Henry & Trish Alger	1935 Dodge Tourer
Norm & Mickey Bradford	1948 Buick

Tri-Club Hot Cross Bun Run , Good Friday. Run by the VCCA this year.



Vic & Gwen Smola with their 1965 Ford Mustang



Erica Churchill, Ken Robinson,
Kevin Churchill and Mark Apterman



Dennis & Esther Healy's 1939 Buick



Noel Colliver's 1955 Rolls Royce



Russell & Lesley Betts' 1936 Chev.
Marion & Terry Herbstreit's 1969 Morris Cooper S
Mark Herbstreit's Rolls Royce Shadow



Norm & Mickey Bradford's 1948 Buick



CHACA's Club Trailer



Toasting the Bride Tina Whiting, with "grape juice"

Tri-Club Hot Cross Bun Run , Good Friday.



Tri-Club Hot Cross Bun Run , Good Friday.



Mick & Tina Whiting's 1975 Mercedes.



Ken Leeden's 1973 Monaro



Trish & Henry Alger's 1935 Dodge

Changes to our Club Calendar

An asterisk (✧) indicates a change has been made.

CALENDAR FOR 2013

✧ MAY	✧ Sunday 26 th .	CHACA Birthday Run. Gumbuya Park.
✧ JUNE	*Sunday 23 rd .	Coljen Gear Cutting & BBQ Lunch. (James Allan).
✧ JULY	*Sunday 28 th .	Kinglake Area (Peter and Ron Barker).
✧ AUGUST	*Sunday 11 th .	Pub Run Organised by John Baker.
SEPTEMBER	✧ Sunday 22 nd .	Woodlands Historic Homestead, Greenvale. and Railway Dennis Healy. <i>Bookings essential by 1st. September.</i>
✧ OCTOBER	*Sunday 27 th .	Tri-Club Picnic, Ferny Creek Oval (CHACA).
	Weekday Sunday 27 th .	TBA Lerderberg Gorge Bob Clark. Federation Square Display Day.
NOVEMBER	*Sunday 10 th .	Garage Crawl Peter Hibbert.
	* Sunday 24 th .	Presentation Day/Annual Luncheon. <i>Bookings essential by 1st. November.</i>
DECEMBER	*Sunday 8 th ?	CHACA Christmas with VDC @ Como Gardens

***An Asterisk (*) indicates runs that score points towards a "Best Attendance Award".
These are mainly suggested runs with dates and venues to be confirmed.***

Events & Swap Meets of Interest to Club members

Sunday 11th May	Geelong Bay City Swap, Geelong Showgrounds
Sunday 19th. May	Cavalcade to Seymour. Motoring Heritage Day. (RACV and AOMC).
Sat/Sun 25/26th May	Historic Winton. Winton Raceway, Benalla PH: 03 5428 2689
Sunday 16th June	Mornington Peninsula Swap Karingal Hub Frankston
21st to 27th July	Swan Hill Vintage & Classic Vehicle Club Inc. 40th year Ruby Rally Entry form at www.federation.asn.au CLOSING DATE 31st MAY
Sunday 21st July	Wagga Wagga Swap Meet. Steve Medlen PH: 0458 454 477 A/H
Sunday 11th August	7th Cobram Swap Meet, All Wheels Show & Garden Travel & Outdoor District Promotion, Cobram Showgrounds.

A Honda mechanic was removing the cylinder head from the motor of a Honda car, when he spotted a well known cardiologist in his garage. The cardiologist was there standing waiting for the service manager to come and take a look at his vehicle when the mechanic shouted across the shop floor. **"Hey Doc, want to come and take a look at this?"** The cardiologist, a bit surprised, wandered over to where the mechanic was working. The mechanic straightened up, wiped his hands on a rag and said, **"So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, put everything back in and when I finished it worked just like new. So how is it I make \$50,000 a year and you make about \$1.7M when you and I are doing basically the same work?"** The cardiologist pondered, leaned over, and whispered to the mechanic..... **"Try doing it with the engine running."**



KEN'S JOKE OF THE MONTH



I am sure your club members would be pleased to learn of our new car parts cleaning service and I would be grateful if you could bring it to their attention.

Fluid Dynamics is known for its quality heat exchangers and oil coolers, but our new Ultrasonic Cleaning tank is ideal for cleaning precious car parts.

Using only gentle yet powerful ultrasonic sound waves assisted by environmentally friendly and safe chemicals (no dangerous acids or caustics) we remove rust, grease, paint and carbon from all precious car parts. The process is quick and inexpensive and does not harm delicate parts.

Although we are happy to clean the smallest part, our tank is big enough to handle engines, transmissions and most body panels.

Greg Johnston of Derby Works, specialists in high-end restorations of Rolls Royce, Bentley and other exotic motor vehicles, recently sent me the following:

Dear John,
Having just collected our 4th consignment, I am writing to express the appreciation of our team at the consistent excellence of your cleaning and de-rust/de-scaling service along with the terrific turnaround times which allow us to get on with our work here with the minimum of holdup. Please pass on our appreciation to your wonderful team.

Kind regards,

Greg Johnston
The Derby Works Pty. Ltd.
Ph: +61 39803 2300
Email: derbyworks@bigpond.com

For more information about our service please go to <http://fluidynamics.com.au/industrial-ultrasonic-cleaning/> or contact me.

Kind regards
John

John Bolton FAICD
Managing Director

Fluid Dynamics Pty. Ltd.

HEAT EXCHANGE SOLUTIONS SINCE 1981
25 Star Crescent, Hallam, Melbourne, Victoria 3803 Australia
T: +61 (0)3 9796 5988 F: +61 (0)3 9796 5777 M: +61 (0)417 360 560
E: jbolton@fluidynamics.com.au W: www.fluidynamics.com.au



Peter & Sandra Hibbert modeling their 1920's bathers on the RACV Fly the Flag Tour.



GOLFER AT THE DENTIST

A man and his wife walked into a dentist's office. The man said to the dentist, "Doc, I'm in one heck of a hurry I have two buddies sitting out in my car waiting for us to go play golf, so forget about the anaesthetic, I don't have time for the gums to get numb. I just want you to pull the tooth, and be done with it! We have a 10:00 AM tee time at the best golf course in town and it's 9:30 already... I don't have time to wait for the anesthetic to work!" The dentist thought to himself, "My goodness, this is surely a very brave man asking to have his tooth pulled without using anything to kill the pain." So the dentist asks him, "Which tooth is it sir?" The man turned to his wife and said, "Open your mouth Honey, and show him....."

Courtesy Vin Forbes

Gripe Sheet

After every flight, each pilot fills out a form called a gripe sheet, to inform the mechanics of problems encountered with the aircraft. The mechanics correct the problem, and indicate on the lower half of the form what remedial action was taken. The pilot reviews the gripe sheet before the next flight.

Here are some maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers.

(P = The problem logged by the pilot.)

(S = The solution and action taken by the engineers.)

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel.

Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

ActonPrint

GROUP

Gary Galvin

TEL: (03) 9729 4500

FAX: (03) 9729 4544

MOB: 0411 606 670

EMAIL: acton@actonprint.com.au

WEB: www.actonprint.com.au

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Auto Surplus supplies parts for cars, trucks, tractors, forklifts and stationary engines.

We specialise in engine, suspension, brake and clutch, electrical and rubber components.



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

- Pistons & rings (sets & loose) • Pumps (water, oil, fuel)
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Western District Historic Vehicle Club Inc.

Get into gear to be at the next great

GEELONG BAY CITY SWAP MEET

Saturday May 11th, 2013

Geelong Showgrounds

Melway Ref 452 E10



Plenty of room for displays
Bargains for motorists,
restorers, collectors, craft
enthusiasts, DIY mechanics etc.



7.00 am Start

Admission for Adults \$5 -- Children free

Outdoor Sites (10m x 6m) \$5 plus \$5 admission charge

** Area for display and sale of Special Interest Vehicles **

Overnight camp sites available, for stallholders only

ATM Facility at Showgrounds

Telephone enquiries - 0417 546 089

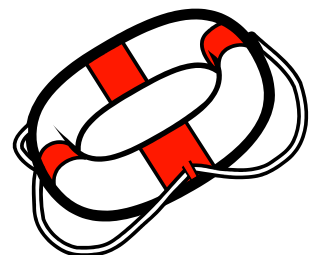
Mail enquiries- WDHVC Box 200 Newcomb Vic 3219

STRICTLY NO DOGS ALLOWED IN SHOWGROUNDS
NO FIRES PERMITTED NO UNAUTHORISED FOOD VENDORS
NO RIDING OF SKATE BOARDS, BICYCLES, MOTOR BIKES OR
RECREATIONAL VEHICLES IN SHOWGROUNDS

PARKING FOR NON -SELLERS WILL BE IN THE
RACECOURSE ADJACENT TO THE SHOWGROUNDS

The only reason they say 'Women and children first' is to test
the strength of the lifeboats.

~ Jean Kerr



66B Marsh Road

Silverdale, N.S.W. 2752

1/04/2013

To The Member's of the **Classic and Historic Automobile Club of Australia**

The Hillman Owners Club of Australia Inc. are hosting the 12th Hillman National Rally over the Easter long weekend 2014 in Bathurst.

We already have entries from Tasmania, South Australia, Victoria, New South Wales and Queensland.

This National Rally is open to all Hillman Vintage Cars from 1907 to 1977, also Commer and Karrier Trucks and Vans.

Can you please pass on this information to any members of your Club that may have a Hillman, Commer or Karrier, We would love to see them at the Rally.

I have a copy of the Expression of Interest and Registration Entry Form Attached.

Come and Experience the Thrill's of The Old Vale Circuit. The Esses, the Dipper, Hell's Corner and Conrod Straight on the World Famous Racing Circuit of Mount Panorama. Come and sample the local Distillery and Winery's, the two Motor Racing Museum's, experience the many Historic Homesteads, Museum's and Gallery's.

Come and experience the Variety of Hillman Cars on show, make new friends and share your knowledge with fellow Hillman Enthusiast's, Hope to see you and your Hillman at the Rally 2014.

Any Enquires, please contact us on;

Wayne or Alice Baxter 02 – 4774-2533

Email address; cyrilannborders@virginbroadband.com.au

Club Website; www.hillman.org.au

Face book; Hillman National Rally 2014

Quasimodo is lounging about in his bell tower at Notre Dame one day when a stranger comes puffing up the stairs and says to him, "I've always been fascinated by the way you ring the bell, can you show me how you do it?"

"Sure," says Quasimodo and, spreading his arms wide, he lurches forward at the huge bell and head-butts it with his powerful forehead. He dodges out of the way as the bell swings backwards and forwards, ringing loudly for several minutes.

"That's fantastic," says the stranger, "can I have a go?" "Of course," says Quasimodo.

The stranger gathers himself up, charges at the bell and nuts it with his head, just like Quasimodo.

Unfortunately, he isn't quick enough to get out of the way as the bell swings back and knocks the man clean off his feet right out of the tower and he lands hundreds of feet below, splattered on the ground.

A crowd gathers and the Chief of Police is called and he gestures to Quasimodo to come down from the tower.

When he has lumbered down the stairs and presented himself to the officer, the Chief of Police asks him:

"Who is this man, Quasimodo?"

Quasimodo stares down at the prone, shattered body on the ground and replies: "I don't know his name but his face rings a bell."



Courtesy Vin Forbes

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.

SALE: The car is 1934, 5 window coupe, one of five executive cars built from Geelong Ford Company. Rego number; 264290
VIN numb; C18XF43 Engine number; C18LF49AVR38392
Rego; expires 5th of November 2012
Price \$70,000.
Regards, Tim. 0408998051 thank you.



1950 MERCURY BLACK RARE LHD SPORTS SEDAN.

Basic restoration to original specifications. Perfect cond`. Original 4" stroke 255 cu." side valve V8 flat head engine. Electric overdrive, all new brakes & running gear overhaul. Complete new \$8,500 tasteful trimming. Carpeted interior. Refurbished stainless steel trim & re-chromed everything. Garage dry stored and used reliably for club outings. Selling with RWC & "US-MERC" Vic` plates if required? All documented history. Call for other e-mail pictures. **\$35,000 OBO.** Call Peter. Mobile 0419 800 122.



SELL: 1955 Dodge Kingsway Custom 3speed. Well known Club car CH2421 very straight, no rust, owned 20 years, with many original accessories and lots of spares, Mopar radio, CD, CB, duel fuel ,reco motor, hardened valves, electronic ignition and more. Sale due to ill health. \$16000. Vin Forbes 0400071067. (0313)

SELL: Two 6 cylinder side valve engines, one No. C101-10670, the other has no engine number. They could be late 20's – early thirties Willys'. \$100.00 the pair. Phone Ray Griffin 03 5977 6649

WANTED: '67 Corolla parts to complete a full restoration. Drivers door lock assembly and window regulator or a complete door. Also a metal sun visor, rear venetian, any new parts, can swap '68—'69 parts if required.

URGENT Bob Clark 03 9391 8327. (1112)

WANTED: 1940'S Chev Lend/Lease tray and seats or truck, to complete restoration. Would appreciate any leads to same.
Ed PH: 9544 4147 (0413)

FOR SALE

Wheel Rims:

- 13 x 7" Hotwires (Qty 4)
- Suit Torana or early Holden
- Excellent condition restored (as shown)
- \$ 700.00 ono

Contact: Bob 0417 149 268



FOR SALE

Engine Crane – Fold away type

Only used once

\$ 195.00

Contact: Bob 0417 149 268

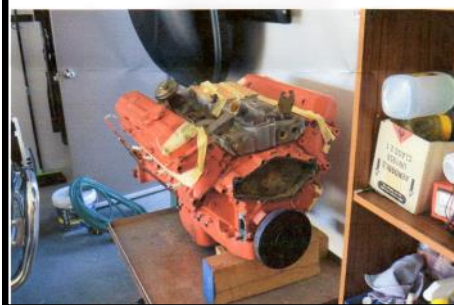


FOR SALE

Holden 4.2 V8 Engine:

- Long engine (as shown)
- Excellent condition (have upgraded car to 5.0)
- \$ 1500.00 ono

Contact: Bob 0417 149 268



Edde

MORNINGTON PENINSULA HISTORICAL VEHICLES CLUB INC.

40th ANNUAL WINTER SWAP MEET

At Centro Karingal Shopping Centre
Corner Karingal Drive and Cranbourne Roads
FRANKSTON



Sunday 16th June 2013



Memorabilia, new and used parts
For veteran, vintage and classic cars
And motor cycles

Buyers enter from 8.00 a.m.

Set-up for sellers from 7.00 a.m. to 8.00 a.m.
Sellers please enter via Karingal Drive, Gate #1
Turning at Safeway Petrol Plus station

Buyers - \$3.00 per person

Children under 14 yrs (accompanied by an adult) free

Sites - \$10 per single site - (2 car parking spaces)
- \$20 per double site - (4 car parking spaces)

No site bookings required

For more information please phone
Wayne Macpherson: 9787 3268
Len Butcher: 5979 1232
Maurie Haydon: 9787 7662
Hugh Kirkland: 9787 4663



Did you ever wonder why there are no dead penguins on the ice in Antarctica ? Where do they go?

Wonder no more !!!

It is a known fact that the penguin is a very ritualistic bird which lives an extremely ordered and complex life. The penguin is very committed to its family and will mate for life, as well as maintain a form of compassionate contact with its offspring throughout its life.

If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into, and buried.

The male penguins then gather in a circle around the fresh grave and sing:

"Freeze a jolly good fellow."

"Freeze a jolly good fellow."

Then, they kick him in the ice hole.



You really didn't believe that I know anything about penguins, did you?

CHACA Membership Details.

Category	Joining Fee	Annual Subscription	Total
Full Member	\$25.00	\$45.00	\$70.00
Concession Rate	\$25.00	\$39.00	\$64.00
Joint Membership	\$25.00	\$50.00	\$75.00
Concession Joint	\$25.00	\$43.00	\$68.00
Country Member	\$25.00	\$40.00	\$65.00
Concession Country	\$25.00	\$35.00	\$60.00
Joint Country	\$25.00	\$45.00	\$70.00
Concession Joint	\$25.00	\$39.00	\$64.00

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

Joint Membership – Husband/Wife, partner etc..

Country Member – Residing outside of Melbourne Telephone District Zone.

Concession Rate – Junior (under 18 years) or Full Time Student or Full Rate Pensioner Members.

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

Club Permit Scheme Renewal of Permit.

Send to 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.**

FOR New Applications/renewals: Contact Neville Thomas Kunnel

Email.....thomas_neville@yahoo.com.au

PHONE: 03 8743 4547 MOB: 0425 823 352

1 Val Court, Dandenong, Vic 3175

*VicRoads queries 9854 2432
60 Denmark Street, Kew 3010.*

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.

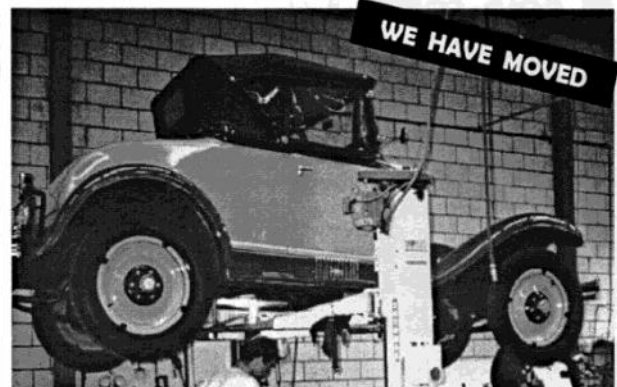
Any queries please contact
Neville Thomas Kunnel on **Ph: 8743 4547 Mob: 0425 823 352**

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VINTAGE & CLASSIC ALL MAKES -ALL MODELS

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



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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.

PO BOX 340 LILYDALE VIC 3140 PH: 1300OPTIMA FAX 039735 1842 EMAIL Graeme@optima.com.au

Sydney Committee Members after their AGM

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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: Herb Simpfordorfer
Phone: 02 6029 2224

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

Meetings:

2nd Sunday of the Month. Meeting at the Sundowner Hotel car park, Caboolture at 6.30am



BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobiles.

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options, like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

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



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