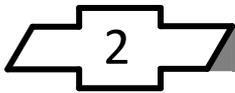


The Hot Ones

July 2021



Official Newsletter of the
55-56-57 Chevrolet Club of Victoria



Committee 2019 – 2020

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Membership

Full membership to the 55-56-57 Chevrolet Club of Victoria requires that you own a Chevrolet vehicle (of any year or model) and attend three meetings or club outings before becoming a "Full Member".

New membership fee is \$85 - new members receive a club polo shirt, stubby cooler and car club sticker. Renewal fees are payable at the August meeting and are currently \$60 per year, for both metro and country.

Associate Membership is open to those who do not currently own a Chevrolet but would enjoy our Club and its activities.

Meetings

First Wednesday of every month. (No meeting held in January) Starting time is 8:00 pm.

The Pines Learning Centre. 520 Blackburn Road, East Doncaster. Melways reference: 34 / D5

(The hall is directly behind the Pines Shopping Centre & The Pines Learning Centre is clearly sign posted)

Bank Details

Bank, CBA, Branch, Clayton (Vic)

Account number: 10087066

BSB: 063 121

Club Address

Address for club correspondence is: 55-56-57 Chevrolet Club of Victoria, PO Box 423, Hastings, Vic. 3915

Website: www.567chevclub.org.au

Information: info@567chevclub.org.au

Presidents Report

G'day Members

Sorry for this newsletter being a bit late.

There might not be much going on in car club land lately but it's been pretty busy in the Peterson household. About three weeks ago Lois slipped on wet paving in the local shopping centre; the paving was covered in leaves and Corella's crap which made it very slippery.

A badly torn hamstring resulted which required a couple of weeks on crutches along with a few trips for scans, physio, etc with me playing nursemaid (not very well I might add!) After getting back on her feet Lois then had her old pacemaker/defibrillator replaced requiring another lengthy recovery period, again with me playing nursemaid – hopefully getting a little better at it now! Then we had computer problems and seems we have lost some information, we now know that just saying we must do a backup is probably not good enough!

As Lois has said we are having a lunch run in August (if Covid restrictions permit) to Beverage, hopefully this will allow more members north of the city to join in and us Southerners' get a good cruise to blow the cobwebs off!

Also we are planning an anniversary for the club later in the year, it was actually our 40th birthday last year but with all the corona virus restrictions were unable to celebrate it. Hopefully later this year (read: warmer weather) we will be able/allowed to do so. We will return to Bundoora Park where it all began. Further details coming soon.

See you at the August meeting – we hope! But with Dan “the Lockdown King” back at the helm who knows!

Stay safe and healthy.

Stay safe and healthy

Cheers Steve



Meeting Minutes

Hi Members,

With the current restrictions regarding gatherings our meeting room is still closed.

Letters From The Editor

Hi everyone,

Our cover photo features Burnie's 57 Black Beauty in the 80's, bottom photo features Tony, Ross, Will and Glen in the 57 Chev convertible.

Hope everybody is coping with this latest and unwanted lock down. Looks like that Covid is here to stay and we need to learn to manage and live with it.

Good to hear Lois is getting better, having the misfortune of slipped on a wet pavement and also having a pacemaker change over.

Once again, to our club members, if you have any interesting stories of current or future builds and or other projects in the pipeline that would make interesting reading, please submit.

Drive carefully and stay safe.

Cheers

John

Newsletter Advertisement

\$70 for ¼ Page

\$100 for ½ Page

\$140 for Full Page

*Advertisements are for 1 year. They can be altered or changed prior to the newsletter going to print

LOIS'S LINES

Hello to everyone.

Once again not a lot to write about seeing we have not been out & about as much as we would have liked. Firstly I must apologize to the guys. At our May meeting I thought it was unusual that they were all having a cup of tea whereas they mostly drink coffee. It wasn't until I was cleaning up when it was mentioned to me I should check the coffee jar. The coffee was solid & grey. Yuk! It looked disgusting. The coffee had not been used for over 12 months. No, I didn't think to check it. Obviously they were all being true gentlemen by not making a comment. I must remember to get a new jar before our next meeting.

CONGRATULATIONS to Michael & Vicky Kibblewhite on the arrival of their new grandson Mason Vin born on July 7. We send our congratulations also to Matthew & Sarah on the arrival of their first born.

CLUB RUN.

Our next run is planned for August 22nd. We will be cruisin` to Beveridge for lunch in the local pub. All details will be in next month's newsletter.

Stay safe & hopefully see you again soon

Cheers Lois



LONG BEACH SWAP MEET



Sunrise at Long Beach



We all liked this one
- maybe a 55 Dave?



\$37,000 (US)



LONG BEACH SWAPMEET

I've got withdrawal symptoms not having been able to go to the US since 2019 and not likely to get there for a while yet. So in despair I trawled through photos from previous trips and came up with a few reminders of better days. (Not sure if it helped or made the symptoms worse!)

Long Beach swapmeet is great, being a lot smaller than Pomona swap it is easy on the feet and you can get it done in a couple of hours – depending on how many trips back to the car with your goodies, get there early to catch the bargains and the car corral is always worth a look with many cars for sale and a lot just there for show. Then head to the local diner for a well earned feed.



LONG BEACH SWAP MEET



BIG BLOCK
\$80,000



'57 150 2 door, 406 SBC, 5 spd Tremec, \$42,000



327 A, 4 speed. \$28,000



Pickups on Parade

LONG BEACH SWAP MEET



LONG BEACH SWAP MEET



Gotta finish with a Gasser!



Vehicle Standards Information 33

June 2021

This information sheet supersedes all previous copies of VSI 33.

Guidelines for modifications to vehicles operated under Victoria's Club Permit Scheme

This Vehicle Standards Information sheet provides guidelines to ensure the safety and compliance of modified vehicles operated under Victoria's Club Permit Scheme (CPS).

These guidelines describe modifications that are permitted without VASS certification.

Scope

These guidelines apply to all motor vehicles (other than street rods) operated under, or applying to be operated under, the CPS as established by Chapter 3, Part 3.4 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Only the more common modifications are addressed. Where indicated, and in the case of modifications not included in these guidelines, the requirements of Vehicle Standards Information (VSI) 8 – *Guide to Modifications for Motor Vehicles*, will apply to club permit vehicles.

A street rod means a vehicle that has been modified for safe road use and that:

- has a body and frame that were built before 1949; or
- is a replica of a vehicle the body and frame of which were built before 1949.

A street rod can be distinguished from other pre-1949 modified vehicles by virtue of it:

- looking like a traditional Hot Rod style of vehicle
- having been built and certified in accordance with the *National Guidelines for the Construction and Modification of Street Rods in Australia* as published on the Commonwealth Department of Infrastructure, Regional Development and Cities (DITRDC) website
- having been authorised by the Australian Street Rod Federation.

Vehicle age categories

General

For the purposes of these guidelines club permit vehicles are divided into three categories based on their date of manufacture:

- built before 1949
- built after 1948 and before 1969
- built after 1968.

Carry-over provisions

For the purposes of these modified vehicle guidelines, a vehicle model that was first released for public sale before 1949 that continued in production essentially unchanged beyond 1948 may be treated as if it were a pre-1949 model until completion of the model run by the original vehicle manufacturer.

However, a vehicle model first released before 1969 that continues essentially unchanged beyond 1968 may only be treated as if it were a pre-1969 model if all of the following criteria are met:

- evidence, in the form of an Australian compliance plate, previous registration history or a Vehicle Assessment Signatory Scheme (VASS) Approval Certificate, of the vehicle's compliance with any applicable Australian Design Rules (ADRs) has been supplied; and
- if any modification carried out on the vehicle does not affect, or have the potential to affect, compliance with any applicable ADR; and
- the vehicle was manufactured before 1973.

Guidelines

General

For a modification to be acceptable the vehicle must continue to comply with the applicable standards for registration. Victoria's Standards for Registration are set out in Schedule 2 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Further, the modification must not adversely affect the vehicle's structural integrity, its handling characteristics for safe use on the road, exhaust emissions or evaporative emissions as applicable.

The modifications set out below may be considered approved modifications provided they have been carried out in accordance with the specified guidelines. Modifications not mentioned, or not otherwise addressed by VSI 8 *Guide to Modifications for Motor Vehicles*, or that exceed any stipulated limits are deemed assessable modifications and will require certification by a VASS Signatory. In particular, it should be noted that the *Approved Modifications* listed in VSI 8 apply to all vehicles.

Where a modification involves fabrication or welding, all such work must be carried out in a professional manner. Any structural welding must be carried out by a competent person and be carried out with correct joint design with proper consideration given to parent metal type and gauge, and to the selection of the welding process.

Terminology

VASS Approval Certificate

A VASS Approval Certificate is a certificate issued by a VASS Signatory accepted as evidence that a vehicle meets the standards for registration, that any modifications comply with relevant published guidelines and have not adversely affected the vehicle's structural integrity, handling characteristics, exhaust emissions or evaporative emissions. As such a VASS Approval Certificate forms part of the documentation required to unconditionally register a modified vehicle.

Era

The term "of the era" in relation to equipment such as engines, transmissions, drive axles etc means:

- for a vehicle built before 1949 – any such equipment typically fitted to vehicles designed and manufactured before 1949 but includes essentially identical equipment manufactured after 1948 that utilises technology and materials that were in general use before 1949
- for a vehicle built before 1969 – any such equipment typically fitted to vehicles designed and manufactured before 1969 but includes essentially identical equipment manufactured after 1968 that utilises technology and materials that were in general use before 1969.

Significant power increase

The term "significant power increase" in relation to replacement engines is based upon a comparison of manufacturer's published maximum net power figures and means the greater of a 30kW power increase and:

- for engines up to 2000 cc – a 40% increase in power
- for engines from 2001 cc to 3500 cc – a 30% increase in power

- for engines over 3500 cc – a 20% increase in power.

In the case of modified engines, the above figures can only be applied when the modified engine's maximum net power is known or can be estimated. The fitting of alternative carburettor(s), extractors or an alternative ignition system may result in some power increase, but an increase resulting from these modifications on their own would usually not be considered significant.

However, when combined with higher compression ratio, a modified cylinder head, larger valves, performance camshaft etc, they would be very likely to result in a significant power increase. Similarly, fitting forced air induction to a V8 engine would be considered to result in a significant power increase.

Vehicles built before 1969 may be fitted with a supercharger with no more than 5 psi boost to an engine.

If in any doubt, a VASS Signatory should be consulted.

Previous modifications

An existing CPS vehicle that has, at some time in the past, undergone a modification that is an assessable modification according to these guidelines, does not have to be re-certified to retain its permit provided:

- evidence of Australian registration history in its current modified condition can be supplied; or
- evidence in the form of a VASS Approval Certificate (or interstate equivalent or an engineering assessment report issued under Victoria's earlier Recognised Engineering Signatory Scheme) relating to the modification, can be supplied; and
- the vehicle has not been subjected to further assessable modification.

Imported vehicles

An imported vehicle, for which admission to CPS is being sought, must have Australian registration history or a copy of the Vehicle Import Approval issued by issued by DITRDC.

An imported vehicle without registration history that was built after 1968 requires a VASS Approval Certificate demonstrating compliance with any applicable ADRs.

An imported vehicle without registration history that was imported under the Specialist and Enthusiast Vehicle Scheme (SEVS) requires RAWs import certification.

An imported vehicle that has undergone an assessable modification that has not been previously registered in its modified condition in Australia must be issued with a VASS Approval Certificate. Refer to VSI 3 *Conditions for Registration of Imported Vehicles in Victoria* for further information.

Left hand drive vehicles

For left hand drive vehicles, refer to the requirements outlined in VSI 18 *Left Hand Drive Vehicles & Vehicles Converted to Right Hand Drive*

Engines

Note

Fitting a replacement engine can increase axle loads. It is the owner's responsibility to ensure that the load capacity of an axle is not exceeded. If the load capacity of an axle cannot be determined any increase in the mass supported by that axle must be limited to 10%.

Replacement engines

Vehicles built before 1949
Pre 1949 vehicles fitted with engines almost universally require some changes to the mounts. Any unmodified engine of the era may be fitted provided that:

- it can be accommodated in the space originally provided for the engine without structural modification (save for engine mount bracketry)
- the mass supported by an axle of the vehicle does not exceed its rated load carrying capacity
- if the mass supported by an axle is increased by more than ten percent, it can be demonstrated that brake balance and effectiveness has not been adversely affected.

Vehicles built after 1948 and before 1969

Any unmodified engine offered as an option by the vehicle manufacturer for that model may be fitted. Any additional equipment fitted to the vehicle as standard equipment by the manufacturer with that engine option must also be fitted.

Any unmodified engine of the era that is of the same configuration and that does not result in a significant power increase over that of the original (or of that of any optional engine offered by the vehicle manufacturer for that model) may be fitted provided:

- it can be accommodated in the space originally provided for the engine without structural modification (save for engine mount bracketry)
- the mass supported by an axle of the vehicle does not exceed its rated capacity
- where the mass supported by an axle is increased by more than 10% it can be demonstrated that brake balance and effectiveness has not been adversely affected.

Vehicles built after 1968

VSI 8 requirements apply.

Modified engines

Vehicles built before 1949

Minor modifications such as fitting alternative carburettor(s) or ignition systems etc. are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase and that involve the use of more modern (i.e. after 1948) components or technology will require VASS certification.

Vehicles built after 1948 and before 1969

Modifications such as fitting extractors, alternative inlet manifolds, alternative carburettor(s) or ignition systems etc are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase will require certification.

Vehicles built after 1968

VSI 8 requirements apply.

Transmission and final drive

Vehicles built before 1949

Any transmission, differential, or drive axle (including brakes) of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item comes from a vehicle of equivalent mass and power
- in the case of axles, fitment uses the vehicle's original pick-up points for suspension etc.
- axle flanges, drums or hubs are not re-drilled for alternative wheel mounting
- if the brakes from another vehicle are included as part of the modification it can be shown that the effectiveness and balance of the vehicle's braking has not been adversely affected.

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration.

Vehicles built before 1969 (including pre-1949 vehicles)

Any transmission or differential of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item is adequate for the mass and power of the vehicle
- axle flanges, drums, rotors or hubs are not re-drilled for an alternative stud pattern; and if the brakes from another vehicle are included as part of the modification, it can be shown that the effectiveness and balance of the vehicle's braking system has not been adversely affected.

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration so long as it bolts up to the same location as the factory crossmember.

Replacement live axles that were not offered as an option for the vehicle must not be fitted unless approved by a VASS Signatory.

Vehicles built after 1968

VSI 8 requirements apply.

Bodywork changes

Vehicles built before 1969

(including pre-1949 vehicles)

For vehicles based upon a separate chassis, bodywork changes typical of the era are permitted without certification, so long as the vehicle's general appearance is in accord with vehicles of that type with a similar date of manufacture, and that any replacement bodywork meets the VSI 29 *Drivers Field of View Requirements* for vision, and does not present any additional hazard to pedestrians or other road users. Different materials may be used.

Vehicles built after 1968

VSI 8 requirements apply.

Brakes

Vehicles built before 1949

Modifications may be made to mechanical drum braking systems to improve efficiency such as:

- changing the method of operation
- changing the coupling of actuation controls
- the use of alternative materials
- the fitting of proprietary brake kits or components from other vehicles of similar or greater mass
- fitting of an alternative solid front axle, including brakes, from a vehicle of similar mass and track dimension and utilizing the original vehicle's suspension pick-up points.

All components must be of a design and materials of the era and that the applicable braking performance standards required by the standards for registration can be met.

It is strongly recommended that you seek advice from a VASS Signatory prior to commencing work on your vehicle's braking system.

Vehicles built after 1948 and before 1969

Any braking system offered as an option by the vehicle manufacturer may be fitted provided it is fitted in its entirety. Similarly, a braking system offered by the same manufacturer for a later model vehicle of equal or greater mass may be fitted provided it is fitted in its entirety and provided its fitment does not involve any cutting, drilling or welding of any brake, hub, suspension or steering component.

Commercially available hydraulic brake upgrade kits may also be fitted provided:

- the replacement braking system meets the provisions of the General Requirements section of Code LG of Vehicle Standards Bulletin 14
- the kit has been manufactured by an entity that is subject to laws governing product liability
- the kit has been marketed as suitable for a particular make/model/year of vehicle
- comprehensive fitting instructions are provided
- the kit is fitted in accordance with the instructions provided
- fitting the kit does not involve drilling, cutting or welding of any brake, hub, suspension or steering component.

Vehicles built after 1968
VSI 8 requirements apply.

Fuel systems

Relocation of fuel tank

Vehicles built before 1949

An original equipment or replacement fuel tank may be relocated on the vehicle provided:

- the tank is securely mounted
- the filler is located on the outside of the vehicle
- the tank is located so that it cannot be contacted by the road surface in the event of a flat tyre
- that if the tank is within 75 mm of an exhaust pipe, suitable heat shielding is provided
- any apertures created to allow for the installation of the fuel tank are suitably sealed to prevent the entry of exhaust or petrol fumes into the cabin of the vehicle
- any replaced or extended fuel lines comply with the relevant provisions of VSI 8
- that fuel tank venting is considered to ensure that the tank does not pressurise due to replacement items such as fuel filler caps, which are not designed to be vented.

For any other fuel system modification, VSI 8 requirements apply.

Vehicles built after 1948
VSI 8 requirements apply.

Wheels and tyres

Vehicles built before 1949

Having regard to the fact that not all original equipment tyre sizes are currently available, alternative rims may be fitted provided:

- they are of a form of construction and made of material(s) typical of rims fitted to vehicles of the era
- any reduction in rim diameter is limited to the next smallest size for which suitable tyres may be obtained or to a size originally fitted to a vehicle of the same period and type
- the rims provide adequate clearance around suspension, steering and brake components.

Tyre section width may be increased by up to 30% above that of the original equipment tyre or the most narrow available tyre width where no option exists within 30% width of OEM fitment. Tyre aspect ratio must be at least 70%. Rim width may be increased to any of the rim widths listed in the Tyre and Rim Association of Australia Manual as suitable for the chosen tyre size provided the tyre and rim combination does not foul any part of the body suspension, steering or brake components at any position of suspension travel or steering movement, and, when in the straight ahead position, the guard or bodywork of the vehicle covers the full section width of the tyre.

Note

Where a tyre size is not listed in the above referenced Manual, rim width increase should be limited to 25% above the vehicle's original rim width.

Adequate ground clearance must be maintained.

Vehicles manufactured after 1948
VSI 8 requirements apply.

Steering

Vehicles built before 1969
(includes pre 1949 vehicles)

A change to steering mechanism type (e.g. a change from worm and sector to rack and pinion) must be VASS certified. However, alternative similar steering components sourced from, or intended for, a vehicle of equal or greater mass than that of the subject vehicle may be used, provided the original equipment manufacturer's (OEM) pick-up points are utilised, and that any tie-rod or drag link end tapered joint has a taper that matches that of the component to which it is attached. Original steering geometry must be preserved (linkage lengths, pitman arm lengths, steering arm lengths etc).

Conversions from left hand drive to right hand drive will require VASS certification unless they are to a vehicle which was originally manufactured with provision of mounting points and OEM parts to facilitate manufacture in either configuration and such mounting points and appropriate OEM components are used.

Vehicles built after 1968
VSI 8 requirements apply.

Roll bars and roll cages

A vehicle for which admission to the CPS is being sought that is fitted with a roll bar or roll cage, will require (unless evidence of prior certification can be provided) either:

- VASS Approval and national Motorsport Organisation, recognised by VicRoads
- VASS Approval complying with VSI 8 requirements.

The above requirements also apply to an existing CPS vehicle that is to be modified by fitting a roll bar or roll cage.

For further information

Further information is available on the VicRoads website: vicroads.vic.gov.au or by calling VicRoads on **13 11 71** (TTY **13 36 77**, Speak and Listen **1300 555 727**).

44TH. HISTORIC WINTON

Over the weekend of 22nd and 23rd of May 2021 the 44th Historic Winton race meeting was conducted after being cancelled due to Covid in 2020. Unfortunately this meeting clashed with our own Mystery Run but for me the decision was a relatively easy one; we were heading to Winton. By my reckoning supported by a pile of old programmes I have missed only the first two meetings held in the late 1970s. More impressively my 31 year old son Justin has not missed a single Historic Winton during his entire life. Good parenting right there!

In the weeks leading up to Winton Justin and I along with a couple of friends booked our tickets on line with fingers crossed that Covid would not again interfere.

I was to drive my Commodore wagon with my grandson Cooper whilst Justin was going to ride his Harley much against my advice. However mechanical gremlins stepped in to stop Justin's plans forcing him to join Cooper and I in the Commodore. I'm sure he felt better about the situation as we passed through Bonnie Doon early in the morning with the outside temperature a brisk minus 3.

We took our traditional position on the fence at turn one just as practice started. Competing cars range from the 1920s through to around 1980 along with events for historic motor cycles and sidecars.

A tour of the pits is also must were you can get up close to the cars and bikes along with their enthusiastic owners. On our stroll I encountered Phil Marinon who was competing in his Formula Ford. Later Cooper and I checked out some of the many vendors stands selling books, apparel, parts and automotive memorabilia. There was also a variety of interesting machinery to be found in the car park.

With the temperature plummeting in the late afternoon we headed back to Melbourne in the heated comfort of the Commodore. Roll on Historic Winton 45.

Tim Perrin



44TH. HISTORIC WINTON



ALL HISTORY WINNER



Shannons American Motoring Show 2021

Sunday 26th September 2021

MESSAGE FROM THE PRESIDENT:

This event will go ahead if COVID conditions at the time allow.

A decision will be made three weeks prior to the date of the event.

All display vehicles will need to be **pre booked** via Trybooking.

Note all occupants of display vehicles need to be nominated and included in the booking process.

Bookings via Trybooking:

All spectators will be required to check in on entry via QR code or manually.

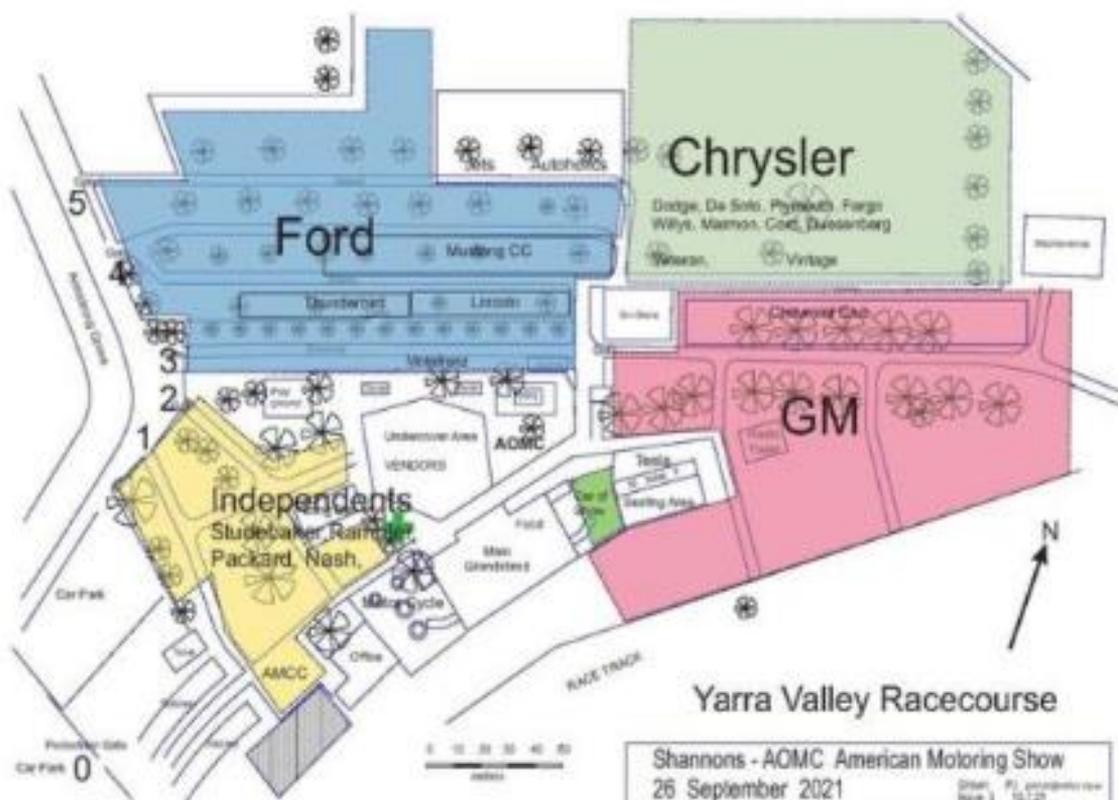
Club displays are encouraged.

Trade stall opportunities are available (view map below).

Event updates will be available at aomc.asn.au or on our [Facebook page](#).

Event enquiries can be made to 0473 832 277

Map:



American Motoring Show



Sunday 26th September 2021
Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Proudly presented by: Association of Motoring Clubs

- Veteran • Vintage • Classics • Customs • Muscle Cars
- Fifties Fins • Sixties Cruisers • Modified •
- Hot Rods • Commercials •



Gates Open
Display Cars 9:00 am
Spectators 10:00 am

Admission:
Display Cars \$15.00 includes all occupants
Spectators \$8.00
Children Free

Enquiries: Iain on Mob: 0473 832 277
 For updates, maps and information see website: www.aqmc.asn.au Facebook: fb.com/infoaqmc
 Association of Motoring Clubs 21 Rosalie St, Springvale Vic 3171
 ABN: 90 979 750 693

IMPORTANT NOTE: Due to Covid requirements, admission to this show is by pre-booking only, via trybooking. Drivers and passengers must all be pre registered through this facility. To register and pay for your booking, go to trybooking at:

Heidi's Hot Rod & Harley Cruise!



*All cool bikes
Welcome!*

Saturday, October 30, 2021

Start: Waurm Ponds Bunnings Car Park, meet 11am, depart noon.

End: Meredith Hotel, where you're invited to stay for a meal. Trophy presentation and raffle draw from 1pm.

Cost: \$5 entry, gives you the chance of Best Car or Best Bike trophy.

Info: Craig Issell, 0438 284 253

Hello, my name is Heidi and I am fundraising to attend a volunteer camp in Scotedesco in South Australia. I am really looking forward to it and helping out in the Indigenous community. Thank you in advance for your support!



ASRF SANCTIONED



Wanted/Buy/Sell

For Sale:
 Vintage Air Gen 11 mini, A/C, heater, demister unit.
 Brand new not used, comes with control panel, hot water switch and accessories. \$1000.
 Jeff Wilson, 0475 609 961.

Buy:
 I'm after a 1957Bel Air two door hard top, concourse restored car.
 Very genuine inquiry.
 Vince Colagiuri (Sydney based)
 Mobile: 0458 220 169

For sale:
 Datsun 260C power Steering Box
 Price \$2000.00.
 Tony Anastasio

Wanted:
 VL Commodore Nissan 6 Cylinder Engine or Just the bottom half.
 Ian Barnes 0402 082 685

567 CHEV CLUB METAL MAN-CAVE SIGNS \$25.00

Benalla based member Jeff Wilson has designed this cool sign for your man-cave or shed.
 The sign is 530mm x 230mm x 2mm thick (heavy duty!)
 They are bare metal so you can let it rust for the ratrod look or paint it in your favourite colours and designs.
These are for sale at \$25 each.
 If you want to order one of these exclusive and unique signs contact Steve on 0407 831 017 or speterson@bigpond.com



Wanted/Buy/Sell

Wanted:

5,6,7 RHD steering column & steering box. Contact:
Ross Anderson 0438 557 704.

Wanted:

tall deck (10.2" deck height). Big Block
Chev engine. 502 cubic inch or bigger.
Contact: Barnsey 0402 082 685.

WANTED

Gear linkages for a 1957 L/H drive
column to power glide auto.
If parts are available I will arrange pick
up.
Contact: Dennis 0416264070

For Sale:

3 sets of brand new personalised Victorian
number plates.
HOTCHV, MYCHVY, CHVE-55
All 3 have white letters/numbers on red
background with a white border.
\$1,000 per set of plates. Contact: Peter 0417 350
793 or Email: hotchev1955@gmail.com

WANTED

Stock 1956 chassis. Contact Steven
0415 615 766 (NSW)

Buy:

5,6,7 Bench seat, any condition. Contact Ian Barnes
0402 082 685

Merchandise

Base Ball Jackets: Black with dark grey stripe around collar and sleeves- \$140

Layer Jackets: Black with front embroidered - \$80
 Black with front and back embroidered - \$95 >New!!!

Rugby tops: Adults - Navy (red for ladies) with Denim Collar - \$55
 " " **Kids** - Navy or Red with Denim Collar - \$40

Polo Shirts: Black with Bow-Tie emblem on collar & sleeves - \$30

Ladies Club Shirts in Mid-Blue available in short or ¾ sleeve
 Cherry Red shirt available in cap sleeve \$45 ***Two designs available. Sizes 6 to 26.**

All tops now available with your name embroidered on them. (\$10 extra)



Stubby Holders - \$5.00
 Ring or see Lois for available sizes



Hats - \$15



Left: Emblem

Right: Stubby Holder



Below: Ladies Shirt (cherry red and Mid Blue)



Right and above: Front and back Baseball Jacket



Above: Polo shirts (all members receive one when they first become members)

Below: Rugby Shirt



Above: Layer Jacket >New!



Rohan Hutson

(03) 54807350 0419 514 327

sales@australianautoair.com.au

www.australianautoair.com.au

40 Hume St, Echuca 3564
Victoria, Australia

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- Dakota Digital Products Installed
- American Auto Wire
- Thermo Fan Controllers
- Electric windows

We supply & install:

- Insurance Approved Immobilisers
- Car Alarms
- Central Locking
- Cruise Control
- Window Tint
- Parking Sensors

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