

CLUB TORQUE

All American Car Club of Cairns Newsletter



A U S T R A L I A

OCTOBER 2010

Please address all
Correspondence to:

The Secretary,
P.O. Box 13N,
North Cairns
Qld. 4870

**Club meetings are held at
Yorkeys Knob Community
Hall, Wattle St on the last
Sunday of the month at
10.00 am.**

**Membership fees
(annual, Due in Sept) \$45**

President
Kelvin Moore
Ph. 40581217
Mob. 0427581217
bigkel55@hotmail.com

Vice President
Trevor Brooks
Ph.0409 489714

Secretary
Coral Mclean
Ph 0427 580001

Treasurer
Paula Partington
Ph. 40553152

Events Co-ordinators

Amanda & James Fullerton
PH. 40451646
Mob. 0417 451676

Property Officer
Helen Nancarrow
Ph 40381276

Newsletter Editors
Brian Foster
Ph.40 343 517
IBM42@bigpond.com.au

Bruce Nancarrow
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PRESIDENT'S PAGE.

This is going to be my last Presidents Report . With the A,G,M on the 26th of September a new committee will be in place from that time on .

As many members possible are needed to attend the meeting to put their preferences forward for new committee members and also to vote in the chosen few that will steer the club into the future. (with the support from the members of course)

On the subject of the Cairns Auto Spectacular , the club fee of \$100 entry for club members to display their cars has been paid , so if you are thinking of going along your entry fee has been paid for you , Several people have showed interest in showing their cars inside and have been given the OK by the show committee, I think there might be a spare space inside for one car . and if any of you wish to show your cars outside in a separate display that is also covered by the \$100 club fee.

I would like to thank the committee members and all members for their help & support over the past 13 years ,especially those of you who have travelled to Kurramine beach , Charters Towers & other weekends away ,, (even Alice Springs & the USA,)

Life long friends have been made over the 13 years the club has been going,

All you need to do is come along & get involved & get to know people , & the next thing you know you are on the way to the USA with a bunch of like minded people .
ITS ALL GOOD ..

THANKS EVERYONE ,, KEL.

Thanks KEL.

UNDER NEW MANAGEMENT!!!!!!

**DON'T FORGET COMBINED CAR CLUB ELLIS
BEACH BAR & GRILL KROOZE FIRST wed of every
month , Arrive when you like , 6th OCTOBER, 2010
ARRIVE ANYTIME, BUT KITCHEN MAY CLOSE
AT 8 .30 PM.**

Look out for SPEED CAMERA'S ,, KEL.

All American Car Club of Cairns – Minutes of Meeting 29th August, 2010

Meeting opened: 10.20 a.m.
Attendees: Per attendance register

Apologies: Hans, James & Amanda, Ann Power, Brian & Joy, Roger & Cybill, Demalza Stone, Kristie Partington.

Visitors: John & Emily Reid

Acceptance of Minutes from previous meeting: Moved by: Helen
Seconded by: Trevor

Business arising from last meeting: Nil

Secretary's Report:

Incoming correspondence: Suncorp Bank Statement, Flying Doctor magazine, Military Vehicle Newsletter Townsville, Bearing Chatter - August

Outgoing correspondence: Club Rego letter Dario Zanetta

Treasurer's Report:

Monies Incoming: Subscriptions

Monies Outgoing: Hall Rental, Club Liability Insurance, Rob Healey 12mths Club website fees, Qld Combined Historic Car Clubs Subscription.

Newsletter Editors Report: All good, Send in anything of interest.

Events Co-Ordinator: As per Events page in Magazine

Acceptance of reports: Mover: Trevor
Secunder: Ross

General Business: Older Style club shirts for sale - \$20 each, Photographers gave a talk about their photo shoots and products they can offer club members – club will pay the \$100 fee for club display at Cairns Auto Spectacular.

Helen has t-shirts, caps, stickers.

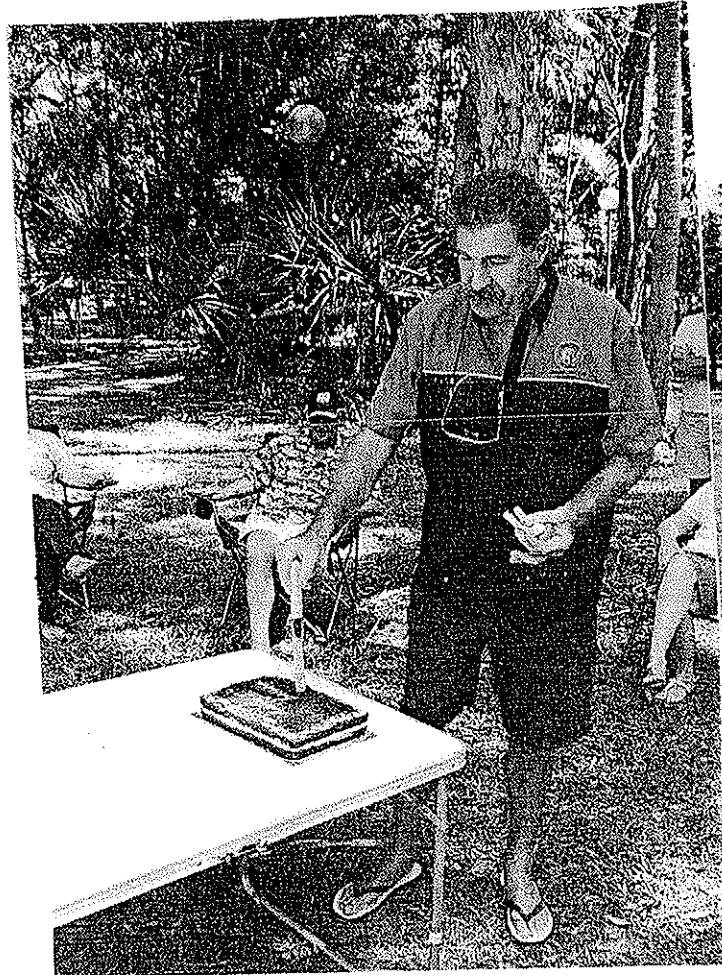
Edith has Lotto

Raffle – Fathers day hamper – won by John & Emily Reid.

Meeting Closed: 11.00.am.



\$7500-00 was handed over to the PCYC from money raised by the Swap Meet. Funds will be used for training programs for Autistic children

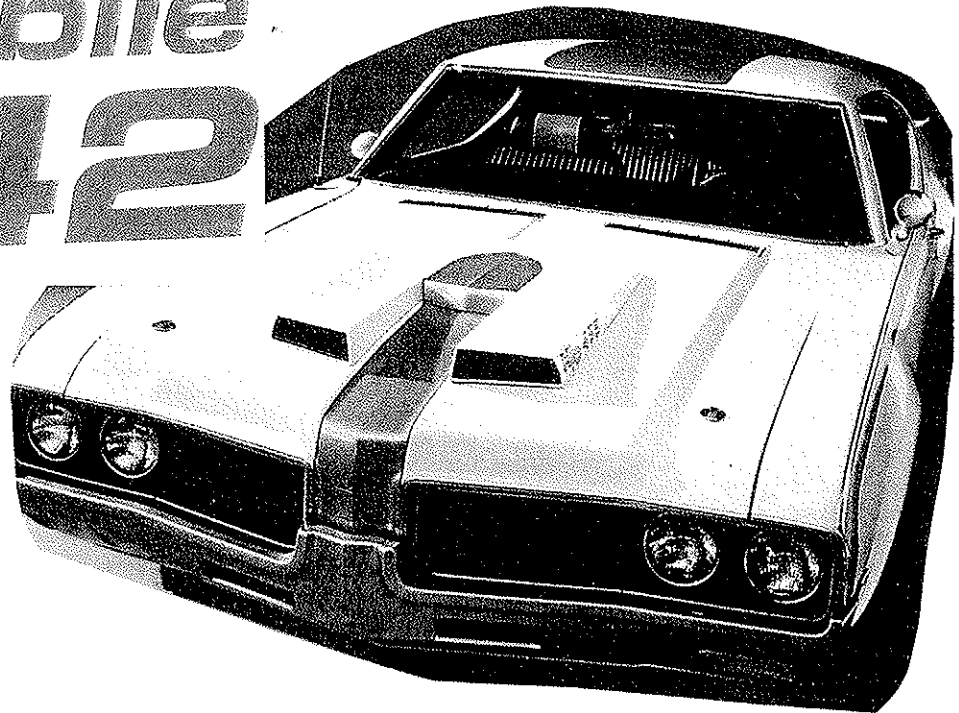


Kel cuts the cake at the club birthday barbeque on 12/9/10



HOLDEN V FORD DAY 12/19

Oldsmobile 442



The 442 was originally a performance package rather than an actual model. The numbers signified a four-barrel carburetor (4), a four-speed manual transmission (4) and dual exhausts (2), with these sporty ingredients offered on Oldsmobile's Cutlass. The recipe for the 442 was to change over the years, but the name stuck and was to become the byword for Olds' muscle cars.

The Cutlass 442 was launched after the Pontiac GTO had paved the way. Oldsmobile wanted a piece of the action, whacking its biggest-hitting power unit into its mid-sized chassis. At 330 cubic inches, this V8 came modified with all the performance equipment specified by police departments for pursuit cars. The deal also included heavy duty shocks and springs plus a rear stabilizer bar.

The first model-year of the 442 was a confused affair, with the package being available on the cheaper F-85 as well as the Cutlass. Oldsmobile hadn't got its marketing strategy together, so less than 3,000 442s were sold in 1964. Not a promising start, but better was to follow...

For 1965, Oldsmobile got its act together with its advertising, which gave the 442 a more youthful image and greater sales success. The performance package was more attractive too, with a new 400 cid V8 replacing the old unit, bringing power up to 345bhp. The new 442 pack also improved on the class-leading handling, with heavy duty shocks and springs, plus front and rear stabilizer bars along with tires.

Clothed in fresh sheet metal, the 1966 model Cutlass 442 emerged with a new option - the first opportunity to have triple carburetors fuelling the engine. The set-up was smooth and lifted power output to 360bhp, while suspension upgrades increased handling standards even further.

The tri-carb option didn't last long, with a GM ban on such set-ups forcing Oldsmobile to seek alternative methods to maintain power output in 1967. They did it with the W-30 package, a "forced air induction system" with special air ducting, plus an uprated camshaft and springs.



*Oldsmobile's
answer to the
Pontiac GTO may
not have been the
first or coolest
muscle car but it
was the real deal*

The Lollies with the Little Hole.

This should make you smile. You have to love little kids.



The children began to identify the flavours by their colour:

Red.....Raspberry
Yellow.....Lemon
Green.....Lime
OrangeOrange

Finally the teacher gave them all **HONEY** lifesavers.
None of the children could identify the taste.

The teacher said, 'I will give you all a clue. It's what your mother may sometimes call your father.'

One little girl looked up in horror, spat her lifesaver out and yelled, 'Oh my God! They're arse holes!'

The teacher had to leave the room!



An old man goes into a drug store to buy some Viagra

'Can I have 6 tablets, cut in quarters?'

'I can cut them for you' said Dan the pharmacist'

But a quarter tablet will not give you a full erection.'

'I am 96' said the old man. 'I don't want an erection.

I just want it sticking out far enough so I don't piss on my slippers.'

Ford Galaxie

The Galaxie has the distinction of having the most powerful engine of the muscle-car era. The Cammer 427 engine was developed for the 1965 car and in its dual-four-barrel carb form was rated at a colossal 675bhp. It was, and probably still is, the most powerful production engine ever made in Detroit. However, it made the Galaxie almost impossible to drive on the street. Too few cars were fitted with it for NASCAR to accept the Cammer as a production engine and Ford reluctantly stopped production. But its reputation stands.

The first Galaxie was launched in 1959. It was big. It was heavy. It was wide. It also came with Ford's first production muscle-car engine, the 352 Interceptor Special V8. Rated at 360bhp, it had a four-barrel carb, 10.6:1 compression, a solid-lifter cam and a dual-point distributor. In 1960 Ford withdrew from the Auto

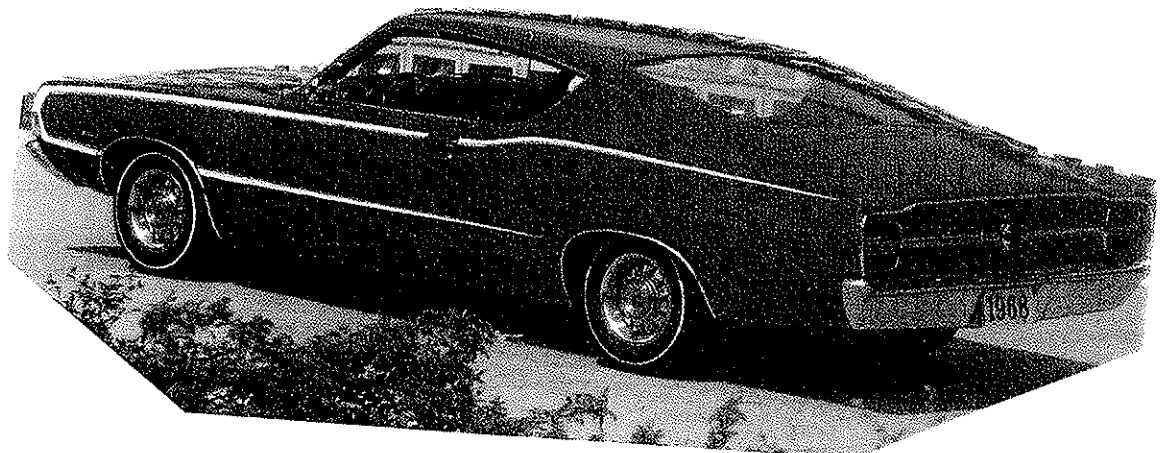
Manufacturers Association's four year ban on stock car racing and almost immediately turned up at the Daytona Speedway with a 360bhp Galaxie Starliner that did 40 laps at an average speed of 142mph. The 1961 Starliner was smaller in size but much bigger-engined. In the middle of the year the 390 cubic inch V8 was available with a triple two-barrel carb rated at a massive 401 horsepower. It pushed the heavy Galaxie to 60 miles an hour in just seven seconds.

Cubic inches counted in the early 60s and Ford came up with the 406 cubic inch V8. With a single four-barrel Holly carb it was rated at 385bhp, and with three Holley dual-barrel carbs it put out 405bhp. Even then it was down four horses on Chevrolet's 409bhp 409 cubic inch V8. The 406 engine was a must to get the big and heavy Galaxies moving in a respectable fashion.

'Rated at a colossal 675bhp it was, and probably still is, the most powerful engine ever made in Detroit.'

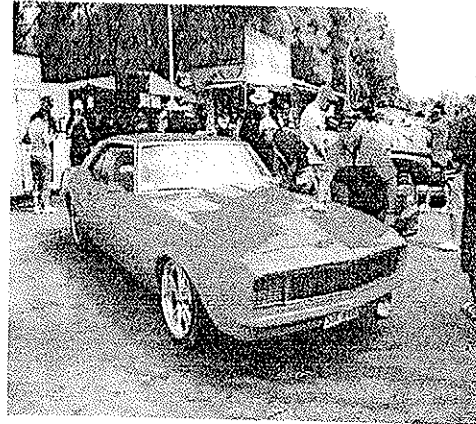
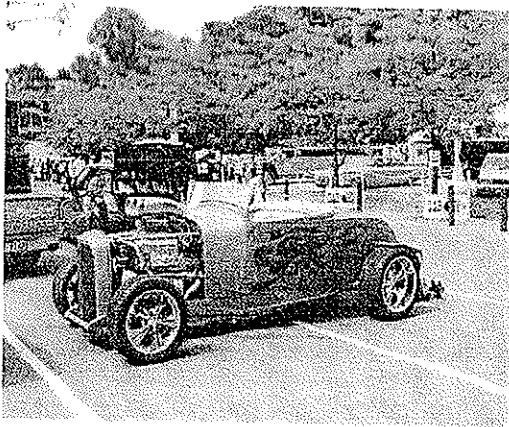


'It was the most powerful muscle car ever made, but the Galaxie's performance didn't translate into sales'



Atherton show and shine

Sunday 31st October Atherton
International Club



STREET MACHINES , HOT RODS AND
MOTORBIKES WECLOME

Sausage sizzle, food stalls; ice cream, coffee, jumping
castle, sand wizard, trade displays, live music.

\$3 PER PERSON \$3 PER CAR
GATE OPEN 8.00 AM TILL 5.00 PM

IN AID OF THE CANCER COUNCIL
SUPPORTED BY TABLELAND BUSINESS
CONTACT WILLIE ON 40 955 325

ALL AMERICAN CAR CLUB OF CAIRNS INC

2010/11 MEMBERSHIP RENEWAL FORM

Name.....

Address.....

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Phone.....MOB.....

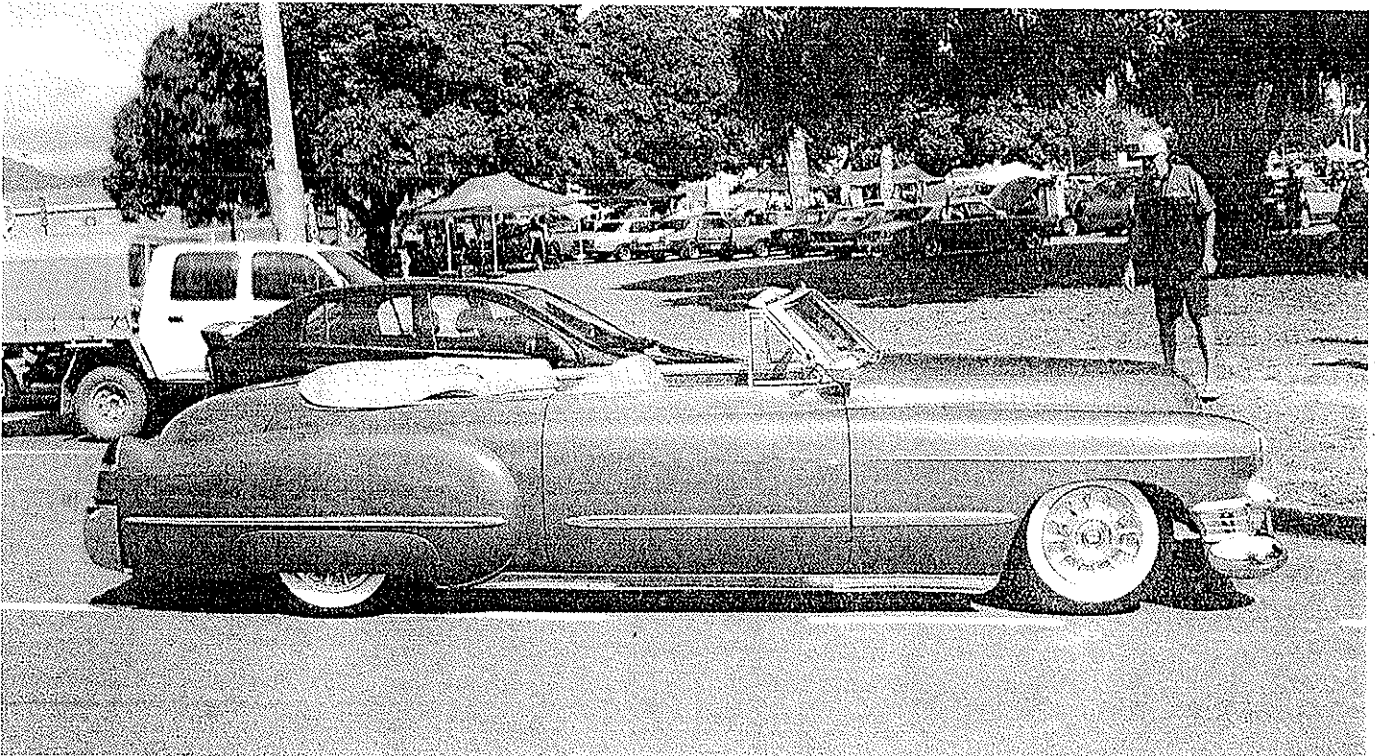
Email.....

If any details have changed since you last renewed please write them on the bottom of this form

MEMBERSHIP FEES:
\$45-00

Send to AACCoF Cairns Inc PO Box 13N North Cairns Qld 4870
Or pay at the September meeting

Office use only: Amount received \$.....Date Received.....



WAYNE LEONARD 49 CADDY
OUTSIDE HOUSE 40787 V FOR 7AY