

CLUB TORQUE

All American Car Club of Cairns - Newsletter



Inside this edition:

President's report
Minutes from the last meeting
Coming events
Plus lots more...

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Please address all correspondence to:

The Secretary
All American Car Club of Cairns (Inc.)
PO Box 13N
North Cairns. QLD 4870

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

Membership Fees \$45.00
(due each September)

President

Robert Hall
0417 059 061
hall_rob@bigpond.com

Vice President

Trevor Brooks
0401 141 395

Secretary

Bob Cane
0404 721 288

Treasurer

Aaron Pointing
0407 452 018

Events C-ordinator

Andrew Jacomos
0427 916 955

Property Officer

Vacant

Newsletter Editors

Rob Healey
4034 3517

Bruce Nancarrow
4038 1276
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Presidents Page

A change is as good as a holiday....so they say. Your club now has an *almost* entire new committee. (Trevor is into his second term as Vice President)

First and foremost, a big thank you to the departing Committee members who have tirelessly given up their time to make the club what it is today. It has been a mammoth effort by all of those concerned. Once again, on behalf of ***all*** club members.....thank you and well done.

I make assurances to all club members that your new committee will be acting in the best interest of the club. We don't intend to re invent the wheel, but there may be some changes along the way. Any feedback, whether positive or negative will be listened to and acted upon as circumstances permit.

The club is in a good position financially and with the help of some others, I intend to provide a projected budget for the financial year which will be posted in an upcoming newsletter. This is to show members where their club fees go and how funds are dispursed.

The awareness of our clubs existence is increasing daily due to the commission of our website. (thanks Rob Healey). It is in this area that the club intends to grow. Increased awareness will lead to an increase in membership which in turn will benefit all.

The club put on a modest display at the recently held Autospectacular. I thank those that supported the event by entering their cars and I also thank those members who supported the event by their attendance through the gate. I was fortunate to win Best GM and Geoff Young won an encouragement award for his Mustang. The display put on by the club was well received and again shows that our club is well respected in our local community.

Safe cruzin' to you all, and remember

"if you don't know where you are going...you will probably end up somewhere else"

Cheers

Robert

All American Car Club of Cairns – Minutes of Meeting 26th September, 2010

Meeting opened: 10.20am

Attendees: Per attendance register

Apologies: Scott, Ann Power, Joy, Eddie & Jo, Kim Parker, Cristina.

Visitors: Andre, John Forrester

Acceptance of Minutes from previous meeting: Moved by Trevor
Seconded by Bob Nicholls

Business arising from last meeting: John & Emily Reid application into Club accepted.

Secretary's Report:

Incoming Correspondence: Bank statement, Bearing Chatter, Receipt for Affiliation fee from Qld. Historic Motoring Council, Letter from CAMS, Shannons Flyer, Quick shades flyer, Gold Coast Auto club autorama.

Outgoing Correspondence: Club rego letters – Paul Swirsky, Bob Aller.

Treasurer's Report:

Monies Incoming: Subscriptions

Monies Outgoing: Newsletter, Club entry fee Cairns auto spectacular.

Newsletter Editors Report:

This is the last one we will be doing.

Events Co-Ordinator report:

Club runs as per magazine, New committee to decide whether October meeting will be at the Yorkey's hall or at Will Parkers car show in Atherton.

Acceptance of Reports: Mover: James
Seconded: Russ Parker

General Business:

Gleam Machine trophy presented to Dale & Lou Salinas. Helen asked for interest in attending the fete at Peace Lutheran. Static display wanted for 23rd October 3-7pm

Helen has t-shirts, caps, stickers.

Edith has Lotto

Raffle – Auto One \$40 voucher.

Meeting closed 10.52am.

Annual General Meeting

AGM Open 11.15am

All committee members stand down and all positions are again available to be filled. New committee members are encouraged.

President:

Nominated: Robert Hall ACCEPTED
No other Nominees.

Robert Hall is PRESIDENT

Vice President:

Nominated: Trevor Brooks ACCEPTED
Nominated: Andrew Jacomos ACCEPTED
A show of hands in the majority voted for Trevor Brooks.

Trevor Brooks is VICE PRESIDENT

Secretary:

Nominated: Bob Cane ACCEPTED
Aaron Pointing DECLINED
Rob Healey DECLINED
John Partington DECLINED

Bob Cane is SECRETARY

Treasurer:

Nominated: Aaron Pointing ACCEPTED
No other Nominees

Aaron Pointing is TREASURER

Events Co-Ordinator:

Nominated: Andrew Jacomos ACCEPTED
No other Nominees

Andrew Jacomos is EVENTS CO-ORDINATOR

Newsletter Editor:

Nominated: Rob Healey DECLINED
James Fullerton DECLINED
Fiona Jacomos DECLINED

NEWSLETTER EDITOR position vacant

Property Officer:

Nominated: Les Brown DECLINED
No other Nominees

PROPERTY OFFICER position vacant

AGM Closed: 11.45 am



Positions Vacant (Expressions of interest sought)

1. Newsletter Editor.

This position is vacant as Bruce and Brian have stood down. It can be a rewarding position for someone who wants to become more involved in the club. Be the first to know what's happening and help promote the club. Unleash your creativeness, c'mon, we need your help!!.

2. Property Officer.

This is a vacant position within the club. You can make a difference by helping sell club shirts, caps, stickers etc. Perhaps you have some new and innovative ideas with respect to the clubs merchandise. Help promote your club and become our new Property Officer, don't be shy, I know you want to do it.

Contact any committee member to express your interest.

What's your favourite Corvette?



First Generation – C1 (1953 – 1962)

Second Generation – C2 (1963 – 1967)

Third Generation – C3 (1968 – 1982)

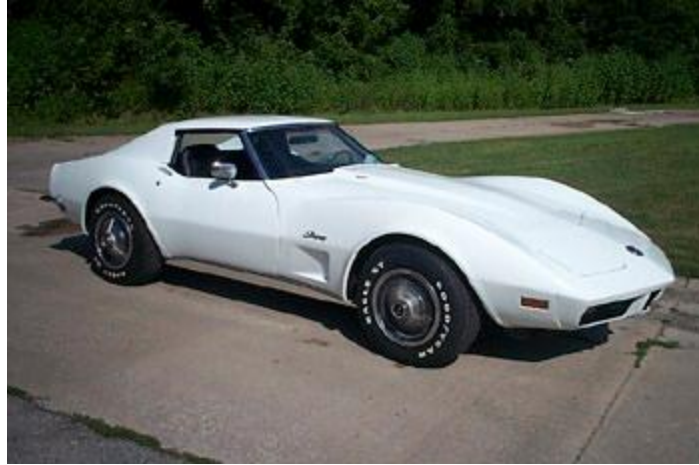
Fourth Generation – C4 (1984 – 1986)

Personally I like the Third Gen....

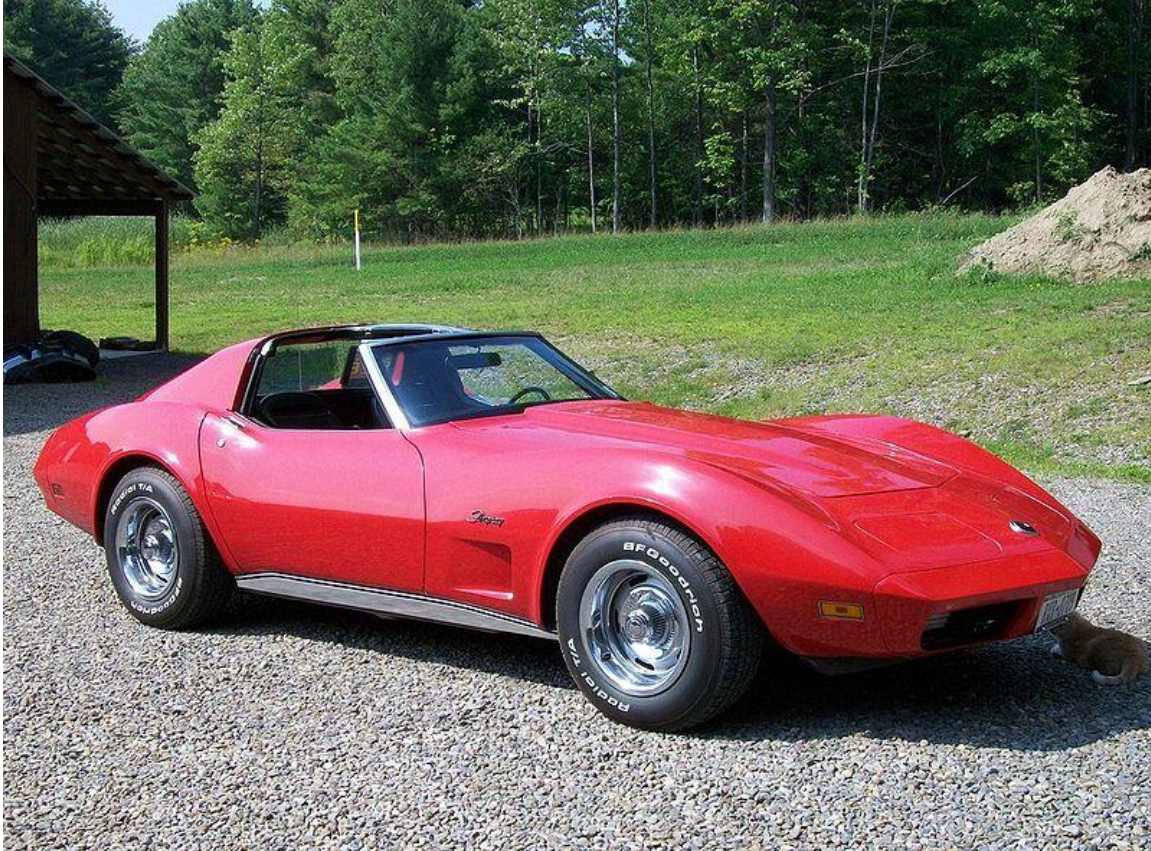
Source: Wikipedia.

The third generation Corvette, patterned after the Mako Shark II concept car, was introduced for the 1968 model year and lasted until 1982. C3 coupes featured the first use of T-top removable roof panels and were sold in record numbers despite changes due to EPA regulations and the fuel crisis of the 1970s. It introduced monikers that were later revived, such as LT-1, ZR-1, and Collector Edition. The Corvette's 25th anniversary was celebrated in 1978 with a two-tone Silver Anniversary Edition and an Indy Pace Car replica edition. It was the first time that a Corvette was used as a Pace Car for the Indianapolis 500.

Engines and chassis components were mostly carried over from the C2, but the body and interior were new. The 350 cu in (5.7 L) engine replaced the 327 cu in (5.36 L) as the base engine in 1969, but power remained at 300 bhp (224 kW). 1969 was the only year for a C3 to optionally offer either a factory installed side exhaust, or the all-aluminium ZL1 427 cu in (7.00 L); The special big-block engine was listed at 430-hp (320 kW), but was reported to produce 550 horsepower (410 kW) and propelled a ZL1 through the 1/4 mile in 10.89 seconds.



In 1971, engine compression ratios were lowered for low-lead and unleaded fuels, and reduced power ratings resulted, excluding the big-block LS6 454 which reached its power peak of 425 bhp (317 kW). Sales dropped sharply for the model year, down nearly 60%, to 17,316. GM moved to the SAE Net measurement in 1972 which resulted in further reduced, but more realistic power ratings than the previous SAE Gross standard. The 1972 model's base 350 cu in (5.7 L) was down to 200 bhp (150 kW). 1974 models had the last true dual exhaust system which was dropped on the 1975 models with the introduction of the federally mandated catalytic converter. As a result, engine power plummeted with the base ZQ3 engine producing just 165 bhp (123 kW), the optional L82's output was reduced to 205 bhp (153 kW), and the 454 big-block engine was discontinued. Gradual power increases after 1975 peaked with the 1980 model's optional L82 producing 230 bhp (172 kW). Styling changed subtly over the generation until 1978 for the car's 25th anniversary. The Sting Ray nameplate was not used on the 1968 model but Chevrolet still referred to the Corvette as a Sting Ray, and 1969 (through 1976) models used the "Stingray" name as one word, without the space. In 1970 the body design was updated including fender flares, and interiors were refined including redesigned seats. Due to the government regulation, the 1973 Corvette's chrome front bumper was changed to a 5-mile-per-hour (8 km/h) system with a urethane bumper cover. The optional wire-spoked wheel covers (left) were offered for the last time in 1973.



1974 Corvette Stingray Coupe

In 1974 a 5-mile-per-hour (8 km/h) rear bumper system with a two-piece, tapering urethane bumper cover replaced the Kamm-tail and chrome bumper blades, and matched the new front design from the previous year. 1975 was the last year for the convertible, (which did not return for 11 years) and Dave McLellan succeeded Zora Arkus-Duntov as the Corvette's Chief Engineer. For the 1976 models the fibreglass floor was replaced with steel panels to provide protection from the catalytic converter's high operating temperature and the Stingray nameplate was dropped after 1976 ending 13 model years where the names Corvette, Sting Ray, and Stingray were synonymous. 1977 was last year the tunnelled roof treatment with vertical back window was used, in addition leather seats were available at no additional cost for the first time. The black exterior colour returned after a six-year absence. The 1978 model introduced the fastback glass rear window and featured a new interior and dashboard. Corvette's 25th anniversary was celebrated with the Indy 500 Pace Car limited edition and a Silver Anniversary model featuring silver over gray lower body paint. All 1979 models featured the previous year's pace car interior and offered the front and rear spoilers as optional equipment.

Buick Wildcat- Test Drive by Rob Healey

While at Charters Towers I arranged with John Partington to sometime have a drive of his gleaming red 1965 Buick Wildcat. Just after I arrived for the July monthly club meeting John strode up to me and said, **"Come on, let's get this over with"** ! WOW- I was excited!!



The classy and attractive Buick Wildcat was Buick's first real performance car. Initially in 1962 it was produced to be more of a luxury sports coupe than muscle car. Soon, with a range of options and improved handling and suspension, the Wildcat boasted both luxury and performance.

John gave me the keys and I sat in the drivers seat. The car had been converted to Right Hand drive and the safety belt was a single lap strap. I adjusted the mirrors, John showed me the Pedal parking brake, which wasn't on and I put the keys in the ignition switch on the dashboard. One short turn of the key and the Buick purred to life, it was immediately obvious that this motor was in good condition.

I put the auto trans into reverse, and the Buick began easing slowly backwards, even though I had my foot **on** the brake. I pressed the brake harder to make sure I could stop, then eased off and very gently backed out of the parking bay.

The steering ratio was big, like the car, several turns lock to lock. Once on the road everything felt quite normal until I braked for the main road T junction. I haven't used drum brakes for many years and I'd forgotten how different they are to discs. The power assist was working fine but I had to apply more brake pressure than usual to stop. We turned right onto the main Yorkeys road and I kept the speed around 35mph.

As I was getting used to the car, John told me that the drum brakes are massive - 12"x2" front and rear. The front drums are finned aluminium, the rear drums finned cast iron and weigh 30lbs each. As far as John knows they are the largest drums every made for a passenger car.

With roadworks holding up the traffic near the servo we turned right onto the dump road, then turned around at the roundabout and headed back. The road there is narrow and I had expected a large car like this to fill up the lane, but it didn't feel huge to drive, I knew exactly where the sides of the car were. John urged me to give it some gas, and the 3 speed auto changed firmly as the big 401ci V8 motor accelerated 4 tons of American Musclecar down the road. The brakes pulled the car up firmly before we joined the main road and all too soon my test drive was over.

My overall impressions were- big outside, well maintained and more easily manageable than I expected. Thank you John for trusting me with your pride and joy. I enjoyed the drive.



www.americancarclub Cairns.com

Do you remember the introduction to the TV series 'GET SMART', where Agent 86 goes through several security doors and disappears down a lift disguised as a telephone box ? Well that's what our website looks like to a hacker, since I installed extra security measures, following an attack on the clubs website!!



Our system, Wordpress, is highly targeted by hackers because it is the most popular one used. There are sites which list how many successful hacks each hacker has done, so it's like a competition that encourages them.

I spent a few hours trying to unravel the chaos but because these hackers usually leave a 'backdoor', a way for them to re gain entry, the safest thing was to restore the site from a backup taken a few weeks before. We lost a few posts on the forum, not a big problem because the forum is more about communication than history.

Other news: There is now a sub forum for 'SHORT NOTICE CLUB RUNS' follow the information there if you would like to nominate a run at the last moment, make sure it doesn't clash with any other club runs and make sure you put the day and date in the title to make it easy for others to check their run is not clashing with yours.

I've also set it up to show the 5 most recent posts on the landing page which makes it easy to check if there are new posts. We now have 45 members registered which is good progress. Our emailing list is close to 100 members, so if you haven't registered yet, please do. Then when you want to make a comment or post a short notice run, you'll be all set up to do that.



Rob Healey

Please contact me with any suggestions, questions or comments at rob@allaboutweb.com.au

NOTE: I hear complaints much better when they come with a 6 pack of VB hehe

FIVE MUSCLE CARS YOU WON'T SEE AGAIN

These days, it is good to be a muscle car. Ford, GM, and Chrysler, despite their precarious positions in the automotive marketplace, are selling muscle cars left and right. The Mustang, Camaro, and Challenger have rekindled performance enthusiasm in retiring baby boomers and new car nuts alike. The Camaro in particular has been received with unbridled enthusiasm, outpacing its cross-town rivals in both sales and available aftermarket variants.

This begs the question though, with today's emphasis on fuel economy and fiscal responsibility, is there room for muscle cars in the "Big Three's" line-up? Could we see more old names brought back to life? Muscle cars used to make up a majority of the offerings from the "Big Three" in their heyday, could we see an influx of old names returning to the marketplace, infusing the line-up with the mark of heritage?

While there is no way to answer that question definitively, we can safely say there are at least five muscle cars that, for one reason or another, are very unlikely to ever grace a dealer showroom again.

Oldsmobile 442

During its history, Oldsmobile's worst enemy was always its own name. Yet they still managed to put out some very competitive and interesting muscle cars during their peak in the 1960's. The 442 was no doubt the best known of Old's muscle cars, an option package for the Cutlass and F-85 models that eventually became its own model in 1968. The 4-4-2 designation came from the four barrel carburettor, four speed transmission and dual exhaust pipes. Eventually, legendary automaker Hurst even made a modified version of the 442, one of the most desirable collector cars out there today. Why we'll never see it again: Oldsmobile was killed by GM in 2004, costing that company over a \$1 billion in closing costs and shutting the door forever on names like Cutlass and 442.



Plymouth Road Runner

Plymouth, like Oldsmobile, is a brand dead and buried in the annals of automotive history. But it is a brand even better remembered for its outrageous muscle car history. No car better emphasizes this point better than the Plymouth Road Runner. Essentially a re badged b-body, Chrysler paid \$50,000 to Warner Brothers in 1968 to use the name and trademark "meep-meep" horn (which cost another \$10,000 to develop). The Road Runner was no doubt popular among the youth, although the meaning behind the name would no doubt be lost on today's youth. Available with a Hemi engine, it was almost a cartoon caricature of itself, separating itself from the pack not with more power or outrageous looks, but instead, a silly name and horn.

Why we'll never see it again: No Plymouth, no Road Runner, though you can pay just a shade under a \$1 million to get a concept car on eBay.



Mercury Cougar

Mercury has always been rather oddly positioned in the Ford line-up. During the 60's, it was considered Ford's upscale brother brand, while in the 70's it became more akin to a younger sibling of Lincoln with a huge body and lofty price tags. The first and second generation Cougars were based on Mustang body styles, sporting Mustang engines, and were only available with V8 engines (even the Boss 302 was available in the Eliminator package). But in the mid 70's, both Mercury and the Cougar shifted away from muscle cars, and into the entry-level luxury market. The final Cougar came in sport compact flavour, but failed to ignite any passion among would-be buyers before fizzling out in 2003, probably forever.

Why we'll never see it again: Ford has announced plans to import a small SUV from Europe named the Kuga, and there are no plans to expand the Mustang platform into Mercury.



Chevrolet Impala

There is really only one word to describe the Impala; big. Everything about this car has always been big, especially its big-block, SS powered versions. The zenith of Impala styling came in the early 1960s, when it could be had with a 409 big block engine. In the mid 90's, GM returned brought the Impala SS back from 1994 to 1996, based on the Caprice body style and equipping it with the LT1 V8 engine, making the car an instant cult classic before reverting back to front wheel drive format in 1997. It remains iconic in the eyes of many, though relegated mostly to rental fleet duty these days.

Why we'll never see it again: The Impala name lives on, but Maximum Bob Lutz has pledged it will remain a front wheel drive vehicle, crushing the hopes of Impala SS enthusiasts everywhere.



Ford Torino

The Ford Torino was an intermediate muscle car designed as an upscale version of the Fairlane. It was always a quieter muscle car, going through numerous body alterations between 1968 and 1976 when the car line was cancelled, never quite establishing itself as a market performer. Still, there were many high power versions of the Torino, such as the Cobra, King Cobra, and Talladega. Plus, the car gained widespread notoriety for its constant stunt work in the television show Starsky & Hutch, and Clint Eastwood directed and starred in a recent movie named Gran Torino, giving the quiet muscle car a much-needed one up.

Why we'll never see it again: While time hasn't forgotten the Torino, Ford executives likely have. However, there may be a glimmer of hope, as Ford recently announced it was bringing a new Police Interceptor to market in 2011; might a civilian version be named the Torino? It would go with the whole cop theme, after all.



Article taken from Street Legal TV - <http://www.streetlegaltv.com> URL to article: <http://www.streetlegaltv.com/features/car-features/five-muscle-cars-you-wont-see-again/>

Events

Events for November:

Wednesday 3rd November – Kel's Burger Run, Ellis Beach

Sunday 7th November – Meet and Greet your new Committee at Hungry Jacks carpark, Westcourt. Meet at 2pm then afterwards, a cruise along the esplanade.

Sunday 21st November – AACCC Christmas Party. This will be held at the Paradise Palms Resort & Country Club. Commencing at 12 midday. Paradise Palms is off the Captain Cook Hwy, first left after the Kewarra Beach roundabout if heading north. Cost is \$25 per person, children 0-4 are free and children 5-12 are half price.



AACCC Annual Event Calendar

- Mid May – Kurrimine Beach weekend
- Queen's Birthday weekend – Charters Towers Car Show
- End of June – Annual Combined Clubs Sports day.
- 4th July – American Independence Day cruise
- Mid August – Cairns Swap Meet & Car Show
- End of August – Warbirds and Car Show, Mareeba
- Mid September – Cairns Auto spectacular
- 13TH September – AACCC birthday
- End of October – Willies Car Show, Atherton
- Late November – AACCC Christmas Party
- December – Christmas Lights cruise

And remember...the first Wednesday of each month, Combined Club's cruise to Ellis Beach (Kel's Burger Run). Arrive anytime after 5.30pm.

If at any stage on the day of a run/cruise, the weather looks doubtful (rain), please contact Andrew, your Events Co-ordinator or check the website to ensure the run/cruise is still on.