



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 226

March, 2019

OUR BIG DISPLAY



Just a part of our display at the AOMC organised RACV British and European Motoring Show.



Associations Incorporation Registered Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
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EastLink Great Australian Rally Website: www.greataustralianrally.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas
on 19th September, 1997**

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can now be found on Page 9.

March 2019

Sunday 31st The ABCCC will be at the Federation Picnic – A Federation Event. Bill Allen (03) 9846 2323
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby.

April 2019

Thursday 11th Tour of Mahindra Aerospace Facility – An ABCCC Event. Graham Talmage 0419 399 752
Or, a visit to the Latrobe Regional Art Gallery (Mahindra Tour – Maximum of 20 People).
Venue – Latrobe Regional Airport, Traralgon, Victoria.

Sunday 14th Lunch at Pakenham Racecourse – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Pakenham Racecourse, Tynong.

Sunday 28th Gippsland Roaming – An ABCCC Event. Heather Cannon (03) 5659 0264
Start Venue – The Pelican Café, South Gippsland Highway, Tooradin, Victoria.

May 2019

Sunday 5th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – TBA.

Sunday 19th The Big M Run – An ABCCC Event Geoff and Judy Birkett (03) 9755 1772
Our event for National Heritage Motoring Day.
Meet at McDonalds, Canterbury Road Bayswater – Melway Page 64; Reference: G1

June 2019

Sunday 7th to Monday 10th Hamilton Queen's Birthday Rally – HDVV & CDC Inc. Tony Pettigrew (03) 9739 1146
The ABCCC will be participating in this rally.
Venue – Hamilton, Victoria.

Sunday 23rd A Rather Exceptional Run – An ABCCC Event. Bryan Tootell 0412 549 906
All Will Be Revealed Close To The Day.

July 2019

Sunday 7th A Visit To A National Trust Property – An ABCCC Event. Greg Anglin (03) 9876 3293
Venue – TBA.

Sunday 21st The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – Killara Estate Winery, Corner of Sunnyside Road and Warburton Highway, Seville East.

August 2019

Thursday 1st to Wednesday 14th ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Please Note: There are, due to cancellations, two places available.

Saturday 31st Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003
Venue – TBA.

September 2019

Sunday 15th The Much Anticipated Sliding Pillars Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – Lunch In Toolangi.

Sunday 29th Power Works Visit – An ABCCC Event. Tom Cannon (03) 5659 0264
Featuring Lunch at 'Hydewood', Boolarra South. Location – Morwell, Gippsland.

October 2019

Sunday 13th Mystery Run – An ABCCC Event. Russell Simmonds (03) 9801 2783
Venue – TBA.

Saturday 26th to Sunday 27th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko & Graham Talmage (03) 5169 6626
'Gardivalia Festival of Gardens and Events' within the Baw Shire. hydewood@bordnet.com.au
A Weekend of Open Gardens.

November 2019

Sunday 10th A Winery Tour – An ABCCC Event. Marj Pepper (03) 9216 1600
Venue – TBA. Mobile No. 0407 392 330

Friday 22nd to Sunday 24th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
Touring – Yarrawonga Area.

December 2019

Sunday 8th Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 97395 1146
Venue – TBA.

EDITORIAL NOTES – Issue N^o. 226

This month my notes are, mostly, a triple-pronged pronouncement:

1. From this edition forward, items for inclusion in the magazine will only be accepted in the Microsoft Word format. Such format can go back to Microsoft Word 97 – they can be easily converted to the latest version here.

The reason for this request is because some items have been arriving *via* E-mail with the result that they can be extremely difficult to transpose into a MS Word version of our magazine, before it arrives at the Adobe PDF stage. It is very perplexing how some items get into my E-mail inbox, but simply copying and pasting them, in some cases, simply does not work. Fonts change, spelling checker default changes and even paragraphs change of their own volition. So, please, send me event information as Microsoft Word attachments on E-mail messages – otherwise, they will not be used. Older versions of MS Word can be changed, on this PC, to the latest version of Word, unless they came out of Noah's ark – that could be slightly difficult.

There have been instances where I have resorted to printing an E-mailed message, completely retyping it and scanning photographs, only to find that, even with a high-resolution scan, the photo results in a bunch of non-useable squares (pixels). This whole activity can be very time consuming.

2. All photographs for inclusion must be sent as attachments in the form of JPEG images. The latest version of MS Word has excellent facilities for placement in the magazine document. In addition to that request, please ensure that the photographs to be inserted are of reasonable resolution, 1 mb per photo as a minimum is requested.

In recent times, photographs have arrived in my Inbox, all very well – however my PC does not have a clue as to how they can be opened and viewed. That is probably my fault, because I am not at all into smart things, iPads, iPods, tablets and such. So, please, only JPEG images (photos)!

3. From April, 2019 all material for inclusion in the coming edition of *Your ABCCC News* will need to be at the editorial desk prior to the first day of each month. In the past, it was the 14th of each month, but that has not worked too well for us, hence the change of deadline.

In recent times, there have been far too many, "Can you squeeze this in?" late requests. It came to a head with the previous March 2019 edition morphing into the February 'B' edition. Very likely, some will see that as a bonus, but the episode was quite traumatic for a magazine editor and resulted in an instant '*executive decision*' being made.

Remember, if these declarations and requests are embraced, then matters will be much easier for an incoming Editor at the next Annual General Meeting. Helpful hands lighten the task!

An upgrade to the editorial personal computer has meant that the MS Word facility is constantly upgraded as a part of the MS Office 365 suite, provided the subscription is kept current. The confounded system appears to be intent on placing documents up in a cloud somewhere. So far that has been avoided, but *Your ABCCC News*, could arrive with a resounding thunderclap, if an incorrect key is clumsily pressed.

Our club is happy to promote the events of other organisers and clubs, and, due to some comment, it has been decided to include such worthy events as a separate *Other Motoring Events Directory*, located *after* our Coming Events notices. Unlike our own *Events Directory*, which always appears from the top of Page 3 onwards, the '*Other Motoring Events*' will appear on different pages, depending on magazine content and if it all fits together.

Don't forget that we have some great events coming up, be sure to lodge your bookings with the organisers as early as possible. It is also time to start preparing your motor car for the Hamilton Rally in June. As a starter, make sure that the battery connections are clean and sound. While accomplishing that vital part of preparation, make sure that chassis earthing posts are clean and tight. A sort of domestic science activity!

Mike Allfrey – Jupiter, Bringer of Jollity!

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name

Car

Model

Year

No new members to welcome this month.

Gordon Lindner– Membership Secretary.

EASTLINK GREAT AUSTRALIAN RALLY – LEFT-OVERS

During our post-rally stocktake we discovered that the following items have not yet been returned:

- 1 off Fluorescent green vest.
- 4 off Plain fluorescent orange vests.
- 4 off Direction pointer (finger) boards.

Can those who know the whereabouts, or still have them in their possession, please return them to me. Thank you.

Maxine Pettigrew.

AOMC NEWS

Notes from the February Delegates' Meeting held on Monday 25th February 25, 2019

There were 111 delegates in attendance representing 87 clubs. Meeting commenced at 7.30pm

AOMC President Keith Mortimer reported that over 1,000 vehicles attended the British & European Motoring Show at Yarra Glen Racecourse yesterday. He acknowledged the hard work done by Iain and Maureen Ross, Graeme Moody, Robert Mihelcic, Wheelers Hill Lions Club, 60s-80s Holden Club, Philip Johnstone and the RACV in organising and presenting the show.

Guest Speaker: Guy Allen, Editor of *Unique Cars* magazine. Guy Spoke about the production of the magazine which has 13 issues per year and includes about 100 pages of advertisements. He noted that there has been a seismic shift in the industry in living memory. In its heyday, 60,000 copies were printed of each issue, and there were teams of specialists putting everything together from journalists to compositors to printers. Now they only produce about half that number of copies, and everything is done electronically. Guy now produces two website articles per week and about 10 facebook posts. His company, though, has chosen to stick with a printed copy even though sales are decreasing. He noted that the pictures that appear on the cover tends to affect the sales of that particular issue, so they need to trend spot and follow the market to maintain sales. Most copies are sold off the shelf at newsagents, rather than by subscription. Guy pointed out that mailing was an expensive proposition. He also noted that the number of newsagent outlets is also diminishing as well. Several questions and comments from the floor were complimentary of the way Guy's magazine represents the movement. There was a discussion about the issue of regular roadworthy checks, and both Guy and Daryl Meek (RACV) pointed out that statistics from around Australia prove that regular RW checks do not affect the accident rate.

Treasurer: Angelo D'Ambrossio reported that currently the AOMC has \$180,778 in its accounts.

Correspondence: Wolseley CC wrote re tax office ruling that a clubs non-member income (such as advertising in a newsletter) over \$416 is taxable. Angelo responded that he is seeking clarification on this scenario and will report back.

Presidents Report: Keith Mortimer noted that this is an election year and it is timely for the movement to take political action over the Luxury Car Tax and Asbestos in imported vehicle issues, which are both having detrimental effects on car importers. A letter to the relevant ministers has been drafted and circulated, and Keith urged clubs to encourage their members to sign a copy of the letter and send to the two ministers named. A copy of the letter will be posted on the AOMC website. <https://www.aomc.asn.au/current-issues>

Daryl Meek (RACV) then took the floor and spoke about the work of the Australian Historical Vehicles Interest Group (AHVIG), which has sent in a submission to the Federal Government on the LCT issue. They are now looking at the asbestos issue and the National Vehicle Standards that are under review. Several points of concern are that any vehicle over 25 years old and over 3.5 tonnes is banned from being imported into Australia. Also, all vehicles imported need to be on a register of approved vehicles. Daryl and Doug Young had a meeting in Canberra with government officials, and they appeared to be receptive.

Protection of moveable cultural heritage: The Act has been reviewed, and no changes to the act but some rule changes. The major win is that a vehicle does not need to have a specific date or value to be considered significant under this act, so any vehicle considered to be of significance will need a special license before it can be exported. Daryl asked if anyone thinks that a significant vehicle is about to be exported dubiously, please get in contact with either the AOMC or himself.

Australia Day in Domain. Great success with 100 vintage vehicles. Dept. Of Premier & Cabinet have agreed to increase the number of vehicles allowed into the domain for future displays.

American Motoring Show: Graeme Moody reminded everyone that the event is on Saturday March 23rd at Akoonah Park in Berwick. Gates will be open from 8:00 am for display vehicles. Graeme emphasised that volunteer assistance is required on the day to make the event work, and clubs were asked to consider supplying volunteers. All details and a site map are on the AOMC website.

National Motoring Heritage Day: Due to Historic Winton taking place on the weekend of 17th – 19th May, the AOMC will be holding its NMHD event the following week at Yarra Glen racecourse on Sunday May 26th. Entry is by gold coin donation, which goes to the local CFA who will man the gates. Rick Cove (*Gippsland Historic Automobile Club*) pointed out that NMHD is still on May 19th, it is just the AOMC event that has changed.

Aussie Car Show: Will be held on Sunday August 25th at Yarra Glen and will be sponsored by the RACV. Will be open to all Australian made classics.

VicRoads/CPS: Iain Ross reported that the proposed review of the VCPS has been put off to later this year, but we still do not know what it entails. Several delegates raised issues that club members have had with VicRoads, Iain will follow up on these issues.

Engine Number Records: Philip Johnstone recounted several of the searches he has undertaken recently. One person had a Kombi van that he tried to get information about, even writing to Germany, but no luck. Came to ENR service and found all the details he needed. Also, a Kawasaki motorcycle that Philip confirmed details of that the owner said now proves that it was used in Mad Max movie.

Joe Galea (FE/FC Holden) noted that today is 100 years since Holden Motor Body Works Ltd was registered in South Australia, 25th February, 1919.

Meeting Closed at 9:45 pm.

Mike Allfrey, from the AOMC – with thanks.

TEN RULES FOR THE GENTLEMAN MOTORIST

1. A gentleman motorist recognises only two speeds – a moderate tootle and a fair old lick.
2. The gentleman motorist eschews mundane traffic manoeuvres, and instead errs on the side of the impressively flamboyant.
3. The selection of a vehicle should be based on the shininess of its metalwork, the voluptuousness of its design and its pre-1973 vintage.
4. Never venture behind the wheel of a car unless in suitable attire accompanied with goggles and a pipe. It is impossible for a gentleman motorist to wear too much tweed.
5. Always greet members of the constabulary with a distant respect and avoid endearments such as 'My dear', or 'Me old china'.
6. Never take the names of Stirling Moss, Alfred Dunhill, W.O. Bentley or Alec Issigonis in vain.
7. A gentleman regards the laws of the highway merely as a starting point on which to build his own artistic theories and extemporisations.
8. Treat fellow road users with the utmost courtesy even if most of them are hapless fools. A gentleman's motto is 'I doff therefore I am'.
9. A gentleman must make a study of car mechanics, but only to the point where he is able to convincingly fake expertise beneath the bonnet.
10. Remember the days of the London to Brighton Veteran Car Run, Silverstone Classic and Goodwood Revival and keep them holy.

*From 'The Gentleman's Guide to Motoring – With Thanks.
by Vic Darkwood – Published by the Automobile Association.*

EVENT REPORTS

WHAT WE HAVE BEEN DOING

RACV BRITISH AND EUROPEAN MOTORING SHOW – Sunday 24th February, 2019

At last the British Motoring Show is regaining some form of purity and, thankfully the 'Classic Showcase' title has been dropped. The Yarra Valley provided glorious sunshine for this important event, the temperature reaching 30 °C and good shade being a premium – oh, for the spreading chestnut tree! Our club was, this year, the only club with an exclusive display area, and it soon spilled over into the area for Jowetts, fortunately mine was the only one present, so all of this worked out well. Other clubs had to 'make do' in display areas allocated to their marques.

Knowing where our location within the display area was, and understanding the dust raised from the roadway, my Jupiter still carried the dust from Cruden Farm, except of course for the windscreen that was the only concession to cleanliness on the day. It was soon noted that some very shiny motor cars, in a very short amount of time, were just as dusty as my Jupiter, but there was some satisfaction in having saved precious water.

Right: It was a very pleasant surprise to see a group of Daimler SP250s neatly lined up on display.

Noting the super-blue sky and sensing that the day was of the sort that would warm up in the afternoon, I decided to take a gentle walk around the display area. Soon a six car line up of Daimler SP250s was spotted. The photograph shows only five, but one drove off while waiting for the crowd to move out of camera view, Thus there were five! This was a remarkable gathering of SP250s and, curiously the one that usually is the only representative of this model, was not present this year. British luxury cars were well represented, with large numbers of Rolls Royce, Bentleys, Daimlers, Rovers, Armstrong Siddeleys, Aston Martins, Morgans, Austin-Healeys, M.Gs. and Humbers, along with other Rootes Group vehicles were also noted.

As my walk continued, it was gratifying to see good turnouts of Austin, Morris and Standard/Triumph cars, and also from the European sector, there was a lovely display of Lancia motor cars at the top end of our roadway. Frankly, hectares of modern BMW, Volvo and Mercedes Benz motor cars do not generate much excitement for me. At my time of counting ABCCC cars, there were twelve present. At the top end of our display, there was a Chrysler PT Cruiser, one of ours?

It was a most enjoyable day, meeting motoring enthusiasts not seen for some time. Overall, vehicle quality was really good. All too soon, it was time to head for home, in 30 °C-plus heat. There were numerous traffic crawls, but the coolant temperature gauge never showed more than the thermostat's opening temperature. Thank you, AOMC!

Mike Allfrey.



WHAT WE ARE ABOUT TO DO

FEDERATION SCORESBY PICNIC – Sunday 31st March, 2019.

This Event, sponsored by the Federation of Veteran Vintage and Classic Vehicle Clubs (Victoria) Inc., and hosted by the Dandenong Valley Historic Car Club Inc., will be held at The National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria.

We have arranged for a site to be allocated inside the Centre for ABCCC Members and all Member vehicles, 25 years and older will be admitted free from 10:00 am.

Please ensure that you bring along either a copy of our Magazine, your Membership Card or Name Badge to ensure that you gain free entry. Only clubs affiliated with the Federation will have free entry. Marshals, hopefully, will direct you to our site which will be clearly marked with our banners etc.

This is a day for the whole family, especially the grand children, and will feature a free raffle for all display, vehicles (To be drawn at 1:00 pm), working steam displays, animal farm and train rides, trophies for six categories and on site catering.

Please contact me at E-mail: billterriallen@gmail.com or, Telephone (03) 9846 2323 by the 24th March, 2019 to let me know if you are coming.

Bill Allen.

TOUR OF MAHINDRA AEROSPACE FACILITY – Thursday 11th April, 2019

We currently have fourteen booked for the tour of the Mahindra aerospace facility, so we can only take another six as we have a limit of twenty people for the actual tour of the aerospace facility, you can however opt to have a wander around the Morwell Regional Art Gallery accompanied by Kate Senko.

Please make your own way to the Latrobe Regional Airport, 75 Airfield Road, Traralgon. Please park in the terminal car park. Morning tea will be available from 9:45 a.m. in the airport lounge.

The tour of the aerospace facility will commence at 10:30 a.m. for approximately 1 hour, after the tour is completed we will regroup in the airport lounge and make our way to Narkoojee Winery for a 12:00 noon wine tasting session or tour.

Entree of pizza to share will be served at 1:00 p.m. however, due to the limited size of the kitchen we have to pre order our main meal which will be a choice of chicken, beef or pasta, I will E-mail out the main meal menu approximately two weeks prior to the event, to allow you to make your choice. The cost of the meal will be \$40 per head and drinks will be at bar prices. It has been requested that we all bring our classic cars along for a photographic session adjacent to the vines.

Please ensure those who have already booked, and those intending to book, forward their E-mail address to hydewood@bournet.com.au so I can forward you the menu to select your choice.

Graham Talmage 0419 399 752

PAKENHAM RACECOURSE, LUNCH AND RACE DAY – Sunday 14th April, 2019

We will meet at McDonalds, Corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills, any time after 9:30 am for Coffee or Breakfast, departure time is 10:30 am for a 50 kilometre drive along country roads.

Our \$40.00 Reserved Dining Special Luncheon includes: Racecourse entry, Racebook per person, 2-course meal (main and dessert), one complimentary drink. Please bring your Classic Car as we will be having a Car display in the Courtyard, Tintops to park in Public Car Park.

If you wish to attend please contact Gordon Lindner 0418 540 920 payment is required 7 days before, so Venue can arrange staff. Payment can be made to ABCCC BSB 063863 A/C No. 10013709 (*include your name*) or cheque, post to Gordon Lindner, 9 Hagen Drive, Berwick, 3806. Gordon Lindner 0418 540 920 ghl40@internode.on.net.

Gordon Lindner.

GIPPSLAND ROAMING – Sunday 28th April, 2019

We will be meeting at the Pelican Café, 85 South Gippsland Highway (M420), Tooradin, at 10:30 am (plenty of parking behind the café). The café is located on left, just over the bridge when travelling south-east. The Tooradin market is on for anyone that wants to come a bit earlier to have a wander around. After a cuppa we will head down the South Gippsland Highway continuing on the Bass Highway taking a scenic detour through Woolamai then stopping for a wander around The Wonthaggi State Coal Mine. Continuing to Cape Patterson where we will take the Coast Road to Inverloch and then back to The Workmen's Club in Wonthaggi for lunch. Please let us know if you would like to come on our run. Heather on mobile telephone: 0477 227 027 or, E-mail: heatoms@yahoo.com.au.

Heather Cannon.

THE BIG M RUN – Sunday 19th May, 2019

We will meet at McDonalds, Canterbury Road Bayswater – Melway Page 64; Ref: G1.

For those of you coming who remember our Cream Sponge Runs, this is the same format without the cream sponges.

Meet at 10:00 am for a 10:30 departure, and get your coffee fix and a sticky bun for morning tea. There is plenty of parking at and around McDonalds. Next door at Red Rooster or further down at Anaconda.

The tour will be an observation run, with all sorts of silly and cunning questions to answer to put you in line for a prize at the completion.

Good roads all the way with plenty of opportunities to show off your special vehicle for National Heritage Motoring Day.

We will finish at a country pub, meals ordered off the board, and drinks at bar prices. We have been assured that vegan and vegetarian options are available.

A pen and a clipboard would be handy, a smile and sense of humour is mandatory.

Please let us know, on (03) 9755 1772, by Wednesday 15th May so numbers can be confirmed with the pub. Look forward to seeing you.

Geoff and Judy Birkett.

THROUGH THE DECADES – Friday 7th to Monday 10th June, 2019

The Rally committee of the Hamilton and District Veteran, Vintage, Classic Driver's Club invites you to join us for our Annual Queen's Birthday Weekend Rally – Touring Victoria's Wonderful Western District.

It should be noted that, due to another event scheduled in the Hamilton area, accommodation could be a bit tight close to the rally. You will need to secure accommodation promptly. There are still some rooms available for us at the Bandicoot Motel, on the Glenelg Highway (Ballarat Road), on left as you enter Hamilton from the east. Should that club booked accommodation fill, then check out the Website: <http://www.hamiltonvictoria.com.au/>.

Rally Programme

- Friday 7th June** PLEASE NOTE THIS DAY IS FOR REGISTRATION
Registration and rally packs will be available between 5:00 and 7:00 pm at the Rally Headquarters – Hamilton Exhibition and Convention Centre (HECC) at the Hamilton Show Grounds, Shakespeare Street, Hamilton. BYO tea, tea and coffee will be available.
- Saturday 8th June** Commencing at 9:00 am, Registration and Rally Packs available at Rally Headquarters.
From 10:00 am to 1:00 pm – Show and Shine Cars will be on display at the Show Grounds. The display will be arranged in the cars' manufacture decades. Rally Marshals will direct you to your parking area.
Lunch will be available at the HECC. – Please order on entry form. Coffee van on site.
There will be a craft and hobby display (if you have something of interest that you could display or wish to sell please contact the organisers).
At 1:00 pm assemble for departure for our afternoon run to a local collection.
At 5:30pm Happy Hour at our rally headquarters. Participants need to be registered for the rally. Light nibbles and a complimentary drink.
At 6:30 pm Join us for a two course carvery meal with official welcome and guest speaker. Drinks will be available at bar prices.
- Sunday 9th June** 9:00 am – Assemble at Rally Headquarters (tea and coffee available).
9:30 am – We will be heading toward Melville Forest.
12:30 pm – Lunch will be at the Melville Forest Hall (boxed lunch) BYO chairs and cups.
1:30 pm – After lunch we will visit a very historic homestead.
Make your own way back to Hamilton.
6:00 pm – Through the Decades Pre-dinner drinks. The bar will be open.
7:00 pm – Dinner will be served. Followed by presentations, awards and entertainment.
Please dress in the decade of your car. Prizes and raffle.
- Monday 10th June** 9:30 am to 10:30 am – We will meet at our clubrooms at the Hamilton Pastoral Museum for a leisurely brunch and farewells.
There will be no official run but some parts of the Museum will be open. You may like to visit the Botanical Gardens, Art Gallery, Ansett Museum, Glen Campe Motor Museum or the adventure playground at the lake before departing.

NOTE: Programme may be subject to change depending on weather and arrangements with landowners etc. Please feel free to photocopy this invitation and share with fellow enthusiasts.

If you have any dietary requirements, please contact us and note on registration form. We will endeavour to make catering arrangements.

A Through The Decades Rally entry form is located on the back page of this magazine for your convenience.

Final advice: Please keep this Rally Schedule for reference. BYO chairs/water bottle/umbrella, coat, coffee cup. Enquiries to Rally Committee Lorraine Wilson on 0427 724 572, or, Richard Neaves on 0488 231 835.

Tony Pettigrew.

INDULGENCE WEEKEND 2019 – Friday 22nd to Sunday 24th November, 2019

For all members who enjoy good food, good wine and good times . . . it's on again – the 2019 Indulgence Weekend.

This year we are going to Yarrawonga/Mulwala on the Murray River. We will be meeting at the Yarra Valley Chocolaterie in Healesville Road, Yarra Glen for an early morning tea, prior to our departure to our luncheon venue in Euroa. After lunch we take the Euroa-Shepparton Road passing through the industrial area of Shepparton and continue via Katamatite to Yarrawonga. Prior to entering Yarrawonga we will assemble at the Police Station for an escort through

the main street where our cars will go on display for a short period of time prior to proceeding to our accommodation. Dinner on Friday evening will be at Club Mulwala where we will have our own dining room.

Breakfast on Saturday and Sunday will be in the bistro at the club where we will have our own reserved area. Saturday morning we will be collected by coach for a tour of the local area visiting wineries and other places of interest including Max's Motor Museum at Corowa. Saturday night will be our famed BBQ by the pool.

Registrations for this event are now open and, if you wish to be part of the fun, please contact Peter McKiernan on 0407 876 023. Please note: This event is restricted to classic vehicles only – no moderns. The cost for this event will be approximately \$250.00 per person or \$500.00 per couple. This will be confirmed once all quotes have been received.

Peter McKiernan.

OTHER MOTORING EVENTS DIRECTORY

March, 2019

Saturday 23 rd	Shannon's AOMC American Motoring Show Venue – Akoonah Park, Berwick, Victoria.	AOMC Office – Contact Graeme Moody (03) 9558 4829
Sunday 24 th	64 th Kalorama Rally – Vintage Drivers' Club Inc. Venue – Kalorama Community Reserve, Mt. Dandenong Tourist Road, Kalorama.	Iain Ross 0409 027 392

April, 2019

Saturday 13 th	Echuca Show and Shine This event will form a part of the Echuca Swap Meet and will feature a section for lady drivers.	Val Cosway valerie.cosway@bigpond.com
Sunday 14 th	Kurth Kiln Heritage Festival – Friends of Kurth Kiln. They are asking for some display cars. Display at the corner of Beenak and Soldiers Roads, Gembrook.	Val Markey-Lane 0417 327 811 Tore Pannuzzo 0413 941 502

May, 2019

Friday 17 th to Sunday 19 th	Historic Winton – The Austin 7 Club Inc. Celebrating sixty years of the BMC Mini! Venue – Winton Motor Raceway, Winton Near Benalla, Victoria.	
Sunday 26 th	National Motoring Heritage Day – The AOMC Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.	Secretary (03) 9558 4829.

July, 2019

Sunday 14 th	Bygone British Brands – Gippsland Vehicle Collection An all-day event. Display at the Maffra Shed, 1A Sale Road, Maffra, Victoria.	Leigh Shields 0429 164 763 Sue Lawrence 0428 456 614
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October, 2019

Saturday TBC	The Croydon Hills Men's Shed Car Display – A Supported Event. Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria.	Mike Allfrey (03) 9729 1480
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Special Note: This 'Other Motoring Events Directory' lists only those events NOT organised by the ABCCC. There have been other events placed in the original directory and, some of these have overlapped our own events. There have been concerns raised about non-ABCCC events appearing to out-promote those that our club has organised for its members.

THE 2003 ANDAMOOKA OPAL SAFARI

There has been a request for a reprint of the article that described our opal mining trip to Andamooka in 2003. Well, due to a policy that doesn't throw out most things, here it is – again!

It was a very close decision as to whether we took the Jupiter or the Rover on the 2003 ABCCC Opal Safari, due to the Rover boasting more carrying space, it won the day. The fact that it is more dust proof also helped to make the decision. The Jupiter's miniscule boot and the limited amount of weight that the luggage rack could carry, meant that it would be difficult to carry the mining and survival kits as well as two weeks' worth of clothing etc. A visit to the Miner's Den at Mitcham secured a suitable pointed pick with a broad blade that would dig out a heap of opals from our mine. As the salesman said, with mining it was as well to maintain an optimistic attitude towards the end result.

This we did.

The Rover was serviced by Lance Dixon's workshop three days before our departure date, Saturday 30th May. The group met at the entrance to Calder Motor Raceway and we soon set off for morning tea at Marong near Bendigo. As soon as we arrived there, the ABCCC Catering Trailer was put into action and we enjoyed fruit cake, biscuits and thermos coffee. Here we got together properly and found that the following people were taking part in the safari:

Pat & Frank Douglas (Wagon Master)	Mercedes Benz 450SEL with Catering Trailer
Val Jefferyes	In Frank's Car
André Maayen	In Frank's Car (Visitor from Holland)
Bill Bonner	Toyota Bus
Carl & Wayne Gibson	Ford Falcon AU (Meat Wagon)

Lyn & Ray Higginson
Terri & Bill Allen
Sue & Mike Allfrey
Wendy & Ray Hudson
Joan & George Chrystie
Maxine & Tony Pettigrew
Aurora & Don Johnson
Jenny & Paul Caro

Mercedes Benz 450 SEL
Rover P6B
Rover 75 Club
Ford Zephyr Sedan (1953)
Ford Zodiac Ute (1957)
Holden Statesman
Morgan (As far as Mildura)
Volvo (Joined Safari at Broken Hill)

During the trip Val and André moved from vehicle to vehicle. The drive up to Mildura was easy and we settled in to the Kar Rama Motel for the night. The Catering Trailer was set up and cooking commenced just as darkness descended. It was a pleasant evening and we sat around discussing the day's events. Breakfast was provided at the trailer and then it was off on the lonely Silver City Highway to Broken Hill. It was a few kilometres before our lunch stop that we saw a magnificent eagle sitting on a dead branch by the side of the road. Slices of buttered bread and sausages made a good lunch, with the thermoses providing the tea and coffee.

We arrived in Broken Hill in the afternoon, found the Outback Lodge Motel and settled in. Members of the Broken Hill Veteran and Vintage Car Club had met Frank, Carl and Tony some kilometres south of the town. It was here that the dog appeared, it seemed as if this dog had been abandoned to her fate by the side of the road. Frank was asked if she was his and he responded that he had never seen her before! The dog came back into town with them, the Safari had an additional member, and she was soon given the propitious name, Opal. But, some also believed that she answers to 'Pebbles'.

It was in the motel grounds that we thought we had found the cause of a hiccup in the black Zephyr's performance. There was a large piece of dirt in one of the petrol pump's check valves. A quick test drive revealed that Zephyr pumps can handle dirty fuel with ease. Next morning the distributor was rebuilt and from then on, there was no holding the car back. She went like the wind!

Dinner this evening was at the Sturt Club and we were joined by members of the Broken Hill Veteran and Vintage Car Club. At our table we were joined by Bob Preston from the host club. It was good to make contact with the club members at Broken Hill. After dinner, we all went to the garage of Bruce Lord, to view his collection. It was said that Bruce has more than eighty interesting cars. It wasn't a garage, but it was a huge shed in which you could have easily parked your dirigible! And, it wasn't just one shed, there were two – full of restored and original vehicles. Also, there were some more cars stored out in the open at the back. Some of us expressed the desire to come back for a proper look.

We set off next morning along the Barrier Highway and crossed into South Australia at Cockburn (Co'burn?) where the Rover was photographed. Then it was on to the little town of Mannahill for morning tea at the trailer. Our drive then took us to Peterborough where we stopped for a café lunch. Onwards to Orroroo where we had a small diversion to look at the historic railway bridge over Pekinga Creek. A wrong turn really. Then it was on to picturesque Quorn of railway fame. After travelling via Hawker to our overnight stop at Rawnsley Park Station where the accommodation was in cabins of the very comfortable type. The sunset on the Chase Range of hills was a vivid red glow and it was too quickly gone before the camera could be brought to bear. The sunrise over Rawnsley Bluff was also sensational on the second morning there.

The facilities at Rawnsley Park Station were absolutely tailor made for our purpose. In addition to the cabins, there was a large community room with an attached kitchen area. The Catering Trailer was set up alongside this building, and we cooked on the barbecue plate and made further use of the kitchen facility.

For our 'free' day, we drove into the Wilpena Pound resort area and paid our park fee. We then walked through the gap, along a creek bed, into the Pound. It was a lovely walk to the Hills' homestead, which has been restored, but was not open for a quick look. There was plenty of information about the Hills family and all of their hardships of those times when land was first cleared and crops were sown. Then came severe droughts that forced the pioneering family to abandon the homestead to its fate. From here we had a fairly steep climb to the Wharanga Lookout – this gave us our first impression that we were really in Wilpena Pound. It was too big for an overall photograph. From the lookout we had a good view of the other side of Rawnsley Bluff and to St Mary's Peak to our right. It was a perfect day for walking and viewing the area. We did try some unsealed road touring to Parachilna, but were hounded so terribly by impatient four-wheel drives, that we gave up the fight and turned back. The actual road surface was quite good, but the thrown up stones and dust combined with tailgating were just too much to endure.

After our day of 'rest' we headed down to Port Augusta where wine stocks were replenished at the local bottle shop. The bus hired from Adelaide, driven by Bill Bonner, was met here. After lunch on saveloy sausages boiled on the Catering Trailer's stove, right on an intersection, we tackled the drive to Spud's Restaurant at Pimba, through Woomera and on to Andamooka. It was a very easy drive, through mostly nothing, but the road was extremely good with minimal traffic. There were a few road trains and caravan outfits that needed overtaking with caution with respect to their length and speed. It was on the stretch to Woomera that there were some road works with a 25 kph roadwork speed limit. Being aware that this could be a Neville Rann Revenue Highway (like our Steve Bracks' Revenue Highway north of Yea) the posted limit was adhered to in the Rover. This frustrated a four-wheel drive who tried to overtake us on the wrong side of the witches hats, but was foiled by the works staff who pulled him over. Another four-wheel drive, coming the other way, ignored the man with his flag and was pulled over and admonished by a large burly type! The impatience in the midst of all that wide open space by some drivers is amazing.

Our arrival at the Andamooka Opal Fields was announced by large mullock heaps left by opal miners. It was like driving into an alien landscape – vast areas of mullock heaps with corrugated iron huts and buildings dotted amongst them. We

arrived here in mid-afternoon, were soon introduced to our mining expert, Alex Mendelsohn, and were soon settling into the Opal Hotel Motel. We had the two storey building to ourselves and parked our cars in the adjoining carport. This is where they stayed until we had finished our opal hunting activity.

Our first objective was to set up the Catering Trailer in Alex's carport, sort out our stock of food and getting the water heater and refrigerator units functioning. Lighting was provided by the Higginson Electric Light & Sound Company. The intention was to have most of our meals while in Andamooka around the Catering Trailer. The exception were two evening meals, in total fairness, one at the Opal Hotel and the other at Steve's Tuckerbox. Both establishments provided us with exceptionally good meals.

Our first day in the opal fields dawned bright with a clear sky and a cool breeze. While the contractor with the D9-G Caterpillar bulldozer was being organised for us by Alex, Ray Higginson took on the coach captain's role and Frank was our tour guide. Our Toyota bus was seen touring all over the Andamooka area as we visited such attractions as the Andamooka International Airport, the Andamooka retirement village for dog-tired motor vehicles, the local hospital, miners' old homes set partly into the ground, the Andamooka Yacht Club and all of Frank's lore of thirty-plus years of experience of being a part of Andamooka. We were also taken to examples of open cut opal mines and to a vast underground mine operated by Bob the Bobcat Operator. This was truly interesting and an entire day could have been spent listening to Bob explain his own technique for mining underground in these ground conditions. As we focused our torches in Bob's great caverns and tunnels we were literally eyeballing the ocean bottom that had been laid down some 65,000,000 years ago. This was the level where opal was most likely to be found. Inside this impressive mine, it was very dusty with dust like fine white talcum powder, and also, very easy to get lost. It was while we were underground that we fully understood why Bob showed us some of the mine's exit holes – to get a feel for where our bus was parked – in case we came out of an escape hole. Down inside, it was a real rabbit warren, but on a large scale.

Our next port (so far from the sea?) of call was the ultra-modern township of Roxby Downs, the town created for the workers at the Western Mining Company's Olympic Dam project. We visited a theatre to view a promotional film about the entire Olympic Dam project. Already I was more in favour with Andamooka with all of its own charm. Roxby Downs seemed as if it had been plucked out of a major city's suburbia. Andamooka is unique.



Above left: Getting the feel, inspecting someone else's opal open-cut, just before making our first cut. The main impression was that we had to think BIG for our mining operation.

Next morning the Caterpillar D9-G arrived at our mine site, it was fuelled and then, with an almighty push and a cloud of white/pink dust, the first bite of our mine was taken out and pushed to one side. For me, this was all interesting stuff, I have a weird liking for the smell of a hardworking diesel engine mingled with that of hot hydraulic fluid. The bulldozer operator, Brian McFarlane, kept his huge machine working until it struck a fairly stubborn layer of rock. The blade could not break it up, so the pair of big ripper teeth on the back of the bulldozer were set to work. Backwards and forwards, then criss-cross in both directions and finally, diagonal rips were taken. Effectively, the bottom of our open cut mine should have looked like a Union Jack! All the while, Alex was keeping an eye out for opal sign. The work continued all day and, once through the rock layer, some fairly moist spoil was dug out. This, we were informed, was good sign for opal. We left Brian to his task and retired for dinner at the Catering Trailer.

Next morning we had breakfast early, so early in fact that it was still partly dark. As we glanced back towards the motel, the sky was a vivid dark blue and there was a single bright star shining over Andamooka. Unfortunately, there were no three wise men bearing gifts of opal! Our day's bus tour would take us to Marree for lunch and see the sights in that area. The Higginson Charabanc Company took us over to Roxby Downs and then we took the dirt road virtually due north, to meet with the Oodnadatta Track. Having Ray as our coach captain was, for we first-time Outback visitors, a rewarding experience because Ray is very knowledgeable about the South Australian Outback. All the way we had good commentary about the area we were passing through. We saw several kangaroos and eagles along the way. After a couple of hours travel, it was ladies to the right and gents to the left. We had arrived at our morning tea stop. A table was set up in the road and we enjoyed fruit cake, biscuits and coffee – out in the middle of nothing! There was marginal tree cover, for the ladies, on our right, otherwise it was flat to the horizon all around us. At the famous Oodnadatta Track we turned right and followed the old narrow gauge Ghan route to Marree. We passed the very bottom edge of Lake Eyre South and soon came into Marree for our lunch stop. This was the Outback proper, all the famous names were on the road sign boards and these places were vast distances away too.

We sat down in the newly renovated dining room in the Marree Hotel and enjoyed a good lunch, along with a very welcome West End Draught. The bus trip had been fairly dusty due to a leaking rear door seal and a hole in the floor so, the beer was even more welcome. Ray took us a small way along the rightfully famous Birdsville Track, for a special photo shoot. We then set off back to Andamooka by the same route as we came along. Out there, there is not much choice! On our way home, we were overtaken by fast driven four-wheel drives in clouds of dust and stones. It was quite amusing when we caught and overtook a couple of them while the vehicle was up on a jack having a punctured tyre changed. It was a good example of the tortoise and the hare story. The gibber stone country that we were driving through features extremely sharp stones that can very easily slice through a tyre's sidewall.

Next morning we were back at our mine site and the search for opal intensified, all of the sign was good and we were all keen. A hydraulic excavator was brought in and it was used to take nibbles at the 65,000,000 year-old sea shore level. We were looking for large pebbles with ancient fissures in them which would have, over time, trapped moisture and chemicals that had passed through the overburden to form opal. Frank and Alex gave us all good advice on how to identify likely candidate stones for our exploratory hammers. Brian would carve away at the seabed face for a few minutes, then we would scabble down into the hole and work on the face with our picks. Once the spoil had been thoroughly investigated, the excavator took another bite at the face and our work repeated. Many stones and pebbles were carefully examined and broken open. Some hammers lost their heads and some pick points simply mushroomed upon striking hard rock. Down in our mine it was quite warm as we worked, but up on the top of our mullock heap, there was a lovely fresh breeze. It was when looking down from the top that the enormity of the mine site could be really appreciated. While working the bitten off face, the local flies soon found us. They really loved our Aeroguard!

During the previous days a group of us had found a site for a camp fire night and firewood was gathered from the small dead trees around the area. We settled on a flat clay pan that had once served as Andamooka's airfield, but this facility was moved when it achieved international status. The Catering Trailer was towed to our site by the bus and the site was set up. Once again we were in the capable hands of the Higginson Electric Light & Sound Company with both light from a small generator and hi fi sound using a stand-alone microphone. The idea was that we should all put on a bit of an act. Frank started the ball rolling by asking us in turn to guess what colour he was thinking of. After going around the group a few times and passing through the BRG and Nipple Pinks, we all gave up. It was some shade of purple, the actual name of which now eludes me. Then it was the turn of the comedians amongst us, Jenny Caro started this with a couple of good jokes, Ray and Frank gave us a few bush type yarns and, obviously, most of us had not yet had enough to drink, because it then went a bit quiet. The camp fire burnt well and gave out a good warmth to the chill evening air. Then it was time to look at the stars. The night was absolutely clear with a waxing moon giving some light. The stars of the Milky Way were brilliant. The Southern Cross, in this absolute darkness, was very easy to identify.

It was then that Bill Allen's Rover P6B's starter motor decided that enough was enough and quit. This entailed some heavy negotiating with repair centres in Roxby and Port Augusta *via* a very erratic mobile phone hook-up. The starter motor was sent to Roxby and there it sat. It was retrieved when we were on our way to Andamooka Station and it was decided that Paul and Jenny would, as they were leaving a day early to head home to Queensland, take it to an auto electrical workshop in Port Augusta. This was the ABCCC version of the RACV swinging into action. The auto electrician had promised to repair the starter motor and send it up to Roxby Downs on the next bus that arrived at 2:00 am next morning. This was the morning that we would be leaving Andamooka. We took an excursion in the bus to view the Andamooka Pistol Club's premises located well out of town.

We also took a look at the vast area of salt that is Lake Torrens. Here on the 'shore' there was a large warning sign which was obviously written with a touch of that wonderful Australian humour. It told us to only swim between the flags, not to piddle in the lake but to use the Andamooka Golf Club toilet facilities, and so on. What a shame that it had been vandalised by shooters and signature scratchers. Another humorous twist was 'Nessie' in the form of large tyres let into the salt!

We had been invited to a barbecue dinner at the Andamooka Station Homestead. This entailed a thirty-two kilometre drive along the homestead's driveway. Once there we had a super meal, Carl Gibson had obtained some excellent tee-bone steaks, Maxine and Pat had made a really nice fresh salad and the homestead contributed a very tasty potato and onion bake. We dined under the stars to the sound of a Lister diesel engine powered generator. It was quite a thought, here we were at the northern end of a 1,200 square-mile pastoral lease, literally miles from anywhere and there in the shed was a Lister engine, manufactured in Dursley, Gloucestershire, just a few kilometres from where we lived in England. We had a lovely evening around that fire of old fence posts in interesting conversation with Barry the Station's manager and his wife. In all that loneliness, we must have been quite a crowd.

Next day work continued on the opal project and in the late afternoon decided that maybe an extra day in the Barossa Valley on our way home would be a good idea. Thus it was that Alex and Ray came to be in Roxby at 7:00 am to collect the starter motor. It was soon installed into Bill's car and worked well.

We departed from Andamooka with George Chrystie looking wistfully over his shoulder, thinking about the desirable early F-Series Ford ute we had seen resting on a mine site. Next time, George!

Our drive down to Nuriootpa at the northern end of the Barossa Valley was a comfortable one. We had brunch at the Shell Roadhouse in Port Augusta. Bill settled up for his starter motor repair and we all headed south. We had a stop at Clare, looking for antique shops and afternoon coffee. Then the cold squally showers set in and at the Barossa Gateway Motel we shivered. Both evenings we had dinner in the local pub, where the food and service were really good. Our day was spent buying a good supply of port at Grant Burge at Jacobs Creek, morning coffee at Lyndoch and lunch in Tanunda.

Next morning we visited Jowett friends in the Adelaide Hills and viewed good progress on a Jupiter restoration. Then it was on to Mannum to cross the Murray on the ferry, from there it was an easy drive down to Mount Gambier where we stayed at the Avalon Motel. Here we met André's wife Agatha and his son Berry. This family very kindly presented each couple with a little present of Delft ware. What a kind and generous thought! Our thanks to each of you, we wish you a very pleasant tour up to Brisbane! Don and Aurora Johnson were there to meet us too, so it was quite a reunion. We dined that evening at the Commercial Hotel and, I thought, the meal was not a bit as good as those enjoyed there on previous visits. It must be the pokies!

Our last leg home took us through Mortlake, lunch at the excellent Celtic Café and then on to Geelong and the rat race up Geelong Road. We dropped Val off at her place in Croydon and were home at about 4:00 pm, having covered 3,642 ultra-reliable kilometres on the Opal Safari.

A special thanks to Pat, Frank, Alex, Bob, Brian, Carl, Wayne and Ray, you made our trip a truly memorable one. Thanks also to the rest of you for being such good company throughout the entire Safari. We enjoyed it immensely and, feel much richer for the experiences of opal mining and the outback. The little dog, Opal, also enjoyed the trip from Broken Hill onwards and it seems has settled in well here in the south. No doubt she will miss her 'minder', André, who took good care of her all the way.

Andamooka has its own charm and I am sure that we will be back one day, the Outback has worked its magic.

Now, to the burning question, did we find opal? Well, in the best Andamookan tradition, that is entirely, confidential!

Mike Allfrey.

DRINKING PARTNERS

A country yokel walks into the Black Horse pub in Somerset (UK), orders three pint glasses of Georges Best Bitter, and sits in the back of the snug, drinking a sip out of each glass in turn. When he finishes all three, he comes back to the bar and orders three more. The barman says to him, "You know, a pint goes flat after I draw it; it would taste better if you bought one at a time."

The yokel replies, "Well, you see, I have two brothers. One is in America, the other in Australia, and I'm still here in Somerset. When we all left home, we promised that we'd drink this way to remember the days we all drank together."

The barman admits that this is a nice custom and leaves it there. The yokel becomes a regular in the bar and always drinks the same way: he orders three pints and drinks the three pints by taking drinks from each of them in turn. One day, he comes in and orders two pints. All the other regulars in the bar notice and fall silent. When he comes back to the bar for the second round the barman says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your great loss."

The yokel looks confused for a moment, then the light dawns in his eyes and he laughs. "Oh, no," he says, "Everyone is fine. It's me – I've quit drinking!"

And . . .

Mrs. Pete Monaghan came into the newsroom to pay for her husband's obituary. She was told by the kindly newsman that it was a shilling a word and he remembered Pete and wasn't it too bad about him passing away. She thanked him for his kind words and bemoaned the fact that she only had two shillings. But she wrote out the obituary, "Pete died."

The newsman said he thought old Pete deserved more, and he'd give her three more words at no charge. Mrs. Pete Monaghan thanked him and rewrote the obituary: "Pete died. MG for sale."



Tailpiece, a part of our display at Yarra Glen.

HAMILTON & DISTRICT VVC DRIVER'S CLUB RALLY

JUNE 7 – 10th, 2019

Through The Decades

Office Use

Date Received

Entry Number

Receipt Number

Entrant Name:		
Passenger Names:		
Entrant Address:		
		Postcode:
Phone:	E-mail:	
Vehicle Make:	Model:	Year:
Club:		
Registration Fee And Catering	Number	Amount
Saturday Morning Tea At HECC		FREE
Saturday Lunch At HECC <i>Soup / Roll / Slice</i> Adults \$10.00 Children Under 10 \$5.00		
Saturday Night Happy Hour <i>Light Nibbles and a Complimentary drink</i> (extra drinks at bar prices).		FREE (Need to have paid Rally Fee)
Saturday night meal. Adults \$26.00, Children under 10 \$12.00.		
Sunday Lunch (Boxed). Adults \$12.00, Children under 10 \$10.00.		
Sunday Gala Dinner, 3-course meal, alternating meals. Adults \$35.00, Children under 10 \$20.00.		
Monday Brunch, Adults \$15.00, Children \$12.00.		
Registration Fee (Includes 1 Badge)		\$60.00
Any Dietary Requirements?		
Entries Close 1st June, 2019 – Payment Options		
Cheque Payable to Hamilton and District VVC Driver's Club		<input type="checkbox"/>
Direct Deposit to BSB 033-625 Acc. 442870 Hamilton and District VVCD Drivers Club Rally Account. Please ensure you include surname in deposit.		<input type="checkbox"/>
Post or scan and E-mail completed form back to Rally Treasurer Kay Schultz at tk.schultz@hotmail.com or, post to PO Box 174 Hamilton Victoria 3300.		
Total Payment		
<p>Tour Conditions: All vehicles must be registered or on trd plates with the appropriate Log Book and must be road-worthy. The Club reserves the right to alter, amend or cancel tour and whether or not to refund money paid should the entrant fail to attend all or part of the tour. Indemnity: The consideration of my application being accepted I undertake that I will at all times hereafter well and sufficiently indemnify the club and members thereof, their officials, servants and agents against all liability in respect of any actions, suits, proceedings, claims, demands, costs and expenses whatsoever which may be taken or made against the club and the members thereof their officials, servant and agents or incurred or become payable by any of them.</p>		
Signed:		Date: