November 2017

Circulated to MVVC members and reciprocating clubs.

Not for Sale.

The Official Monthly Newsletter of M.V.V.C. Inc.

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EVENTS DIRECTOR
Peter Lyttle
0428 345 862

EVENTS COMMITTEE
Don Carr, Phil Roeszler, Alan Newton, Veronica Blanch.

PERMIT SCHEME OFFICER (VIC)
Ken Andrews
0409 386 082

Asst PERMIT SCHEME OFFICER
Shane Downes
0408 214 642

REGISTRAR (NSW)
Bob Jones
0409 351 190
trishrob@bigpond.com

EDITOR
Brent Gowers
0417 300 914
cbjpba@gmail.com

PRINTER
Dennis Jacka

FEDERATION REPS.
Graeme Skinner
03 5023 8017
0428 256 275 AH

Ken Andrews
0409 386 082

ATTENDANCE RECORDER
Kevin Telford

LIQUOR LICENSEE
Brent Gowers

PROPERTY OFFICER
Jan Collins,
03 5024 6970

CARETAKER
John Sandford,
03 5023 4447

CATERING COMMITTEE
Gail Bullock
0400 308 844
Leonie Lyttleton
03 5023 8017

WELFARE OFFICER
Jan Collins,
03 5024 6970

LIBRARIAN
Alan Hassett

HISTORIAN
Ian Hinks.
03 5024 5248

PUBLICITY OFFICER
Royston Lloyd
(see membership officer)

BUILDING COMMITTEE
Don Carr,
Phil Muir,
Alan Newton,
Phil Roeszler.

For information of members and guests:
alcohol is not for sale prior to or during meetings.
Committee / licensee

Click on the links below to view the Federation and SMA websites

M.V.V.C. Inc is a proud member of “The Federation (Victoria)” &
The New South Wales Southern Motoring Association Inc.

THE BULBHORN
Official Newsletter of the MVVC
Postal Address PO Box 1301 Mildura 3502
Email 2014mvvc@gmail.com
Website www.doncmvvc.com

CLUB MEETINGS
Held on the first Friday of each month, except January.
Start Time: 8.00pm Wilkinson Hall,
Cnr William Street & Burns Street,
Gol Gol N.S.W.

A beautiful Simca Aronde 90A Sedan at this years Bay To Birdwood Run.
Owned by Club members Robert & Ina Stapley.
See story on Page 6.
Our New South Wales members (not participating in the trial log book scheme) are reminded that when the Psyche Pumps or the Red Cliffs Steam Railway are open to the public, they are a nominated club run. Likewise all district market days are a nominated club run.

**Calendar of district Market Days:**

- 1st and 3rd Saturday - Farmers’ Market at Jaycee Park, Hugh King Drive (8am-12pm)
- 1st Sunday - Red Cliffs, 2nd and 4th Sunday - Mildura, 3rd Sunday – Merbein
- Visitors and members of other car clubs are most welcome to join our Club events.

**November 2017**

**Friday 3rd**  
Club Meeting at 8:00pm

**Sunday 5th**  
Static display at Red Cliffs market from 8:30am.

**Tuesday 7th**  
Melbourne Cup day. Ouyen Farmers Market – Street Parade and Static Display. Travel independently to Ouyen and meet at the R Pattinson Hostel (Nursing Home) at 10:00am to take residents in the street parade before returning them to the nursing home. We then return to the trotting track for a static display and to enjoy the rest of the day.

**Sunday 12th**  
Visit to Cabarita Lodge. Display of restored horse drawn vehicles and other memorabilia, admission to museum is $5.00. Lunch can also be provided at cost of $15 per head. Meet at Lock 11 car park for departure at 10:30am to the museum in Dow Ave, Cabarita, from there we drive to Cabarita Lodge for lunch. We need accurate numbers for catering purposes so, if you wish to attend, please ensure your name is on the sheet (circulated at this meeting).

**Saturday 18th**  
Bendigo Swap Meet.

**Sunday 19th**  
Bendigo Swap Meet.

**Sunday 26th**  
Run to Euston Club. Allan Newton is organising this run and will extend an invitation to the Robinvale club to join us. Allan will need to know how many members are planning to attend, so please put names on the circulated sheet. Meet at the Club Rooms ready for departure at 11:00am sharp.

**December 2017**

**Friday 1st**  
Club Meeting at 8:00pm  
The catering committee have requested that members bring a plate to help with the supper as they will be flat out preparing for the Christmas Party on Saturday 2nd.

**Saturday 2nd**  
Observation Run, starting from Spotlight car park at 3:30pm Followed by the Christmas Party at Clubrooms, the meal will be served at 6:00pm sharp. Please bring to the party; a salad to share, a donation for the hamper (in date items only), chairs and picnic sets and a Santa gift ($10 max) for child up to 10 years with child’s name clearly marked. Pay on the day $10 per adult and $5 per child. This cost covers cold meat, sweets, tea/coffee and a ticket in the Ham Raffle. **No B.Y.O. alcohol**, the bar will be open. Give names to Leonie (50238017) by November 20th. Prizes for best Christmas outfits.

**Saturday 9th**  
B.Y.O. picnic tea at the river. Bring chairs, tables etc for a picnic tea starting at 6:00pm on the grassed area near the Tennis Courts. Great opportunity to indulge in take-away.

**Saturday 16th**  
Christmas Lights run, Gaye & Les have very kindly invited us to complete the evening with supper at their house again. Meet at the clubrooms ready to depart as soon as it gets dark. More details at the next meeting.

**January 2018**

**No club meeting this month.**

**Friday 26th**  
Australia Day. Enjoy the celebrations at the Buronga Wetlands starting at 8:00am including a breakfast prepared by the Lion's Club for a very reasonable price.

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The views and or comments expressed in this publication are those of the individual contributor and are not necessarily endorsed by the Club or the current Committee of the Club. Whilst every care is taken to determine the safety of any technical information provided and the accuracy of the information supplied for inclusion in this newsletter, it is printed in good faith and neither the Committee nor the Club accept any responsibility for any inaccuracy, loss or injury incurred by any application of such Information.
Not quite the history and mystique of Hanging Rock, but a lovely tranquil setting for a picnic nonetheless.

Sunday the 15th of October eighteen members headed off to Hattah Lakes for a picnic lunch. The weather was superb and a very relaxing time was had by all. A friendly Kookaburra (pictured left) greeted us and watched us from his branch overhead.

Photos: Liz Wallace & Carolyn Gowers
On Saturday 7th of October
It was a great turn out of Cars and Trucks & Tractors.
Very nice weather, lots of people watching the tractor pull, it was a big day and a great turn out of members of car club all enjoying tractor pull and trucks & tractor Show. Thank you all car club members for supporting TRACS.
From Luke Hudson
South Bound Simca

The week after arriving back from the Marong Picnic, fellow members Robert and Ina Stapley invited me to travel with them up to Queensland to bring home their Simca Aronde P60 wagon. They had taken this car up to the Gold Coast in June for the National Simca Rally. Whilst up there they purchased another Simca, this time a lovely Aronde 90A which they brought home so Robert could get it ready for Bay to Birdwood.

We had a great trip and I enjoyed being a back seat passenger for the week. We were all surprised at how dry the country is for this time of year, and in all my travels around Australia I have never seen so many dead kangaroos. My thanks to Robert and Ina and anyone who attended the Bay to Birdwood this year may have seen both these cars on the run.

Jan Collins

Identifying your early Ford

The identification of Ford vehicles from the sixties through to the eighties is quite easy, if you know what the digits on the chassis and engine number mean.

All Ford falcons up until 1971 have a dual identification system. The VIN number stamped on the body should match the number stamped on the ID plate.

From January 1971 onwards Ford adopted a three way identification system. The body prefix and VIN on the ID plate should match the engine block and the numbering on a front shocker tower.

The serial number prefix used in Australian production is made up of six digits. Eg. JG23KY.

The first letter in the body prefix identifies the country.

- J = Australia

The next letter in the body prefix identifies the assembly plant.

- G = Broadmeadows

The following 2 numbers identify the model of vehicle.

- 23 = Falcon 500 sedan

The next letters in the body prefix identify the year and month of manufacture.

- K = 1970
- Y = February

The coding can establish if the vehicle was originally fitted with a full synchro or partial synchro gear box, with column or floor shift, manual or automatic. It can also establish which motor was factory fitted, 6 or 8 cylinder with high or low compression, as well as what carburettor was fitted.

For further reading on this topic a look at the website below is recommended.


Thanks to Bob Jones for sending in this info.

Brent
The VINTAGE & CLASSIC CAR CLUB BALLARAT presents

2017 PRE ’30’s TOUR

SUNDAY THE 26th OF NOVEMBER.

CATERING FOR VINTAGE & VETERAN CARS, TRUCKS & MOTORCYCLES.
A CASUAL DAYS DRIVE / RIDE IN SCENIC COUNTRYSIDE WITH OTHER ENTHUSIASTS.

ENTRY $7.00 PER PERSON.

TOUR STARTS & FINISHES AT HADDON (15KM SW OF BALLARAT).

ARRIVE FROM 8.15AM AT THE HADDON LIONS PARK FOR A 9.15AM DEPARTURE.

MORNING & AFTERNOON TEA PROVIDED.

BYO LUNCH or TAKEAWAY SHOPS AVAILABLE.

PERIOD DRESS OPTIONAL.

FURTHER DETAILS PHONE:

MARK BORDER 0438 399609
PETER GROSE 0438 346509
MIKE SIMPSON 0419 935147
COLIN SARGENT 5334 8068
The 1904 Napier, two seater car was said to be the first British car to reach 100 mph. It had a six cylinder, (15 litre) engine, developing 190 brake horsepower and boasted a (on track) top speed of 130mph (209 km/h).

It competed in the 1904 Gordon Bennett international race for Great Britain and was recognised at the first British car to exceed 100 mph.

It broke the world land speed record at Daytona Beach, in America in January 1905.

The engine designed for this Napier was the world’s first successful production six cylinder engine.

It competed at race and speed events in Britain and France, but the two wheel brakes on the vehicle proved quite ineffective at speed.

Australian Bob Chamberlain of Chamberlain Tractor fame, reconstructed this historic car, using the original engine and referring to the original drawings held in the London Science Museum.

This lovely car has been exhibited at the famous Pebble Beach Concourse in America where it was judged “the most historically significant vehicle at the event.”

Driven by Peter Briggs, it competed at the Goodwood Festival of Speed (Hill Climb) in 2000, taking out a class win.

The unusual radiator is made up of almost 250 feet of copper tubing, running down the sides of the engine.

It took two people to hand crank the engine, and were in great danger of having broken bones if the engine misfired and kicked back.

In 1907 the vehicle set the 24 hour speed record at the opening of the Brooklands race track in England.

The record stood for 24 years.

Ken Bennett photographed the Napier whilst on Holiday in New Zealand recently.
Insurance Matters

Our Club recently received a letter from Mr Phil Mundie, President of the Southern Motoring Group of New South Wales, (our club is affiliated with the SMG). The letter directly notifies clubs of their requirement to have proper and sufficient insurance cover, to cover the club and its management team (both as a body and individually). It also informs of a trend of an increase in insurance premiums, for those clubs who still insist on members of their club (registrars etc) conducting vehicle inspections on club vehicles, as opposed to a full RWC or Pink Slip. I have added below excerpts from the letter for your information. Brent

“It is prudent for all Historic Vehicle Clubs to carry insurance to protect the Club and its Committee. Most of our clubs already have insurance and some have reported dramatic increases in premiums in recent months. I have now raised the matter with ACMC members and have the following advice to offer clubs.

1. The RMS form 1259 used when registering vehicles on the Historic Vehicle Scheme has a note at the very top of the form which places the responsibility on the registered operator to maintain the vehicle in a safe-for-use condition for the period of registration.
2. Section 3 of the same form provides for the Club’s Responsible Person (Registrar) to certify that the vehicle is in a safe operating condition. There are two parts to section 3. The first half provides for the Registrar to certify that the vehicle is roadworthy. Only clubs that have been included on the RMS list of Approved Clubs for more than two years are able to conduct their own roadworthy inspections of vehicles for the purposes of this section.
   If there is no club roadworthy inspection then a pink slip is required and the Safety Inspection report number must be entered in lower part of section 3.
3. The Responsible Person (Registrar) must then sign the form and affix the club stamp.

There is no doubt that if the club chooses to inspect the vehicle for roadworthiness and certify its safe operating condition in Section 3 of the form then potential liabilities exist for the Club.

Insurance:

1. All clubs running events should have Public/Property Liability Insurance (PLI) and Voluntary Accident Insurance (VAI).
2. Clubs also need to have Officers’ Insurance to protect the club’s officials. When completing and signing forms such as the 1259 HV5 registration form, Registrars need this protection from claims arising from errors especially when certifying roadworthiness in Section 3. In section 4 of that same form the Registrar also has to certify that the vehicle is eligible for the scheme and the registered operator is a member of the club. Almost all our clubs are incorporated which shields individuals to some extent but no one wants to be involved in the legal argument if an action is brought against the club and/or an individual officer.
3. The club is certifying the roadworthiness of the vehicle in Section 3 of that form either by providing proof that the vehicle has a current pink slip (Safety Inspection) or by depending on the club’s own inspection of the vehicle in which case the potential exposure under the Public Liability cover and the Officers’ Liability is greatly increased.

Many of our clubs take “Management Liability” insurance cover (providing Public Liability and Officers’ Liability) through the brokers A. J. Gallagher who have recently advised substantial premium increases for clubs depending on club inspections when completing the section 3 declaration on the 1259 forms.
Gallagher’s have provided clubs with the following explanation:

“If your club undertakes inspections on your own member’s vehicles for certification in order for them to be concessionally or historically registered (such as with the NSW RMS or Vic Roads schemes) then you do not need to advise us. You already have cover within the policy for this.
It is only if your club has appointed members that carry out inspections certifying if a vehicle is roadworthy (such as an inspection where critical vehicle parts are being inspected or certified similar i.e. issuing of pink slips) that you need to complete an extra form an additional premium will apply.
If you are only undertaking inspections for registration requirements then no further action is required, you can complete the renewal documents as per normal (tick no to the question regarding safety checks OR just provide info where you can fit regarding only providing certification for Vic Roads scheme – either is fine)”

This has confused some clubs and may have resulted in them paying the lower premium and thus not being covered for risks associated with their certification of roadworthiness in Section 3 especially where club inspection are involved.

Recommendations:

1. ACMC strongly recommends that Clubs require pink slips rather than depend on club inspections for roadworthiness.
2. NSWSMA committee has considered the matter and recommends that clubs either require pink slips or
3. If they prefer to continue with club inspections then Clubs should take steps to ensure that they have complete insurance to cover certification of roadworthiness.
4. Gallagher’s explanation quoted above may require further clarification.
   a. The first paragraph should probably be interpreted to mean that if you are only inspecting for originality as required in Section 4 then there is no additional charge.
   b. The second paragraph clearly indicates that if you are completing section 3 and certifying roadworthiness by depending on club inspections then extra premium charges apply.
      If you have dealings with Gallagher’s and can further clarify this interpretation please let me know.
5. Clubs should shop around. Apart from Gallagher’s there are several other sources for insurance of this type. While NSW SMA is not recommending any specific insurer we may be able to assist clubs seeking further options.”
In the history of the automobiles, many great names can be traced back to the drive, ambition and ingenuity of one person, who would often keep his (and it was always his) name over the door. Ford, Chrysler, Austin, Morris, Citroen, Benz, Honda, Ferrari. But the name of Sir William Lyons is perhaps overlooked and now less familiar than many others, unfairly, since he gave us one of the greatest brands Britain has ever produced and which has survived – Jaguar.

William Lyons was born in 1901 in Blackpool, then, as now, a traditional seaside resort on the northwest coast of England, well away from the heart of motor industry. His father owned a musical instrument shop, and Lyons was apprenticed to Crossley Motors in Manchester, where he also studied at the technical school. He left Crossley in 1919 to work as a salesman at the Sunbeam dealers Brown and Mallalieu in Blackpool.

In 1921 he met William Walmsley, who was converting army-surplus motorcycles for civilian use and making sidecars to go with them. Lyons admired the sidecars and bought one. Subsequently, Lyons and Walmsley obtained from their fathers a substantial £500 bank guarantee to go into business together.

Their plans were delayed as Lyons was under the minimum age to hold a company directorship, but on his 21st birthday he formed a formal business partnership with Walmsley, called Swallow Sidecars. The first product was therefore not a car but a motorcycle sidecar, shown at left with Walmsley and Lyons himself.

From 1926, Swallow had moved into the production of premium bodies on the chassis of cars such as the Austin 7, which the Blackpool factory produced at the rate of 12 per week. The Austin 7, Britain’s first high volume small car, was offered by Austin with a standard body but many were supplied as a chassis which was then sold with a premium body by an independent coachbuilder, of which Swallow was probably the best known.

By 1931 Lyons was able to build a sports car, based on the Standard chassis, and sold as the SS1. The range increased as the 1930s progressed, moving progressively upmarket.

By 1933, the company was formally renamed SS Cars, the side car and small car business shelved and the company went public in 1934, as a builder of sports cars and sports saloons based on the Standard chassis. William Walmsley sold out at this time, leaving William Lyons as the undisputed master of a publicly quoted company at the age of 32.
After the Second World War the company, for obvious reasons, changed its name, to Jaguar Cars.

In the 1950’s Jaguar had several wins at Le Mans. The second win was with the C-Type (C for competition) based on the XK120. The next three were with the Jaguar D-Type, the first monocoque construction Jaguar sports car.

Fewer than 90 D-Types were built. Sadly, a fire in the Brown’s Lane factory in February 1957 destroyed uncompleted cars and also, crucially, many of the necessary jigs and tooling for cars as well as uncompleted cars, effectively ending the model production.

In 1956 William Lyons was knighted.

During the 1960s, the E-Type gradually evolved. A 4.2 litre XK engine in 1964, the 2+2 coupe was added in 1966 with an automatic transmission option and there was a more thorough revision in 1968. This is the car that defined, and still defines, the glamorous 1960s’ sports car.

Jaguar purchased the British Daimler company in 1961, so their production capacity could be greatly increased.

Jaguar’s traditional British wood and leather interior, complete with burr walnut and picnic tables. One of Jaguar’s great strengths had long been an ability to almost match a Rolls-Royce or Bentley, in terms of material and craftsmanship, at a price that didn’t.

Jaguar also purchased the bankrupt Guy truck and bus builder in 1960, and so by 1961, Jaguar was a truck builder, under the Guy brand, and the country’s second biggest builder of buses, under the Daimler brand.

The XJ6 was effectively a distillation of all the good things Jaguar had achieved in the previous 20 years. It used the XK engine, the rear suspension was based on the Mk X and E-Type configurations, the front suspension from the Mk 1 of 1955, all round Girling disc brakes, great styling finessed by Sir William Lyons himself. The full traditional English wood and leather interior, made Jaguars stunning value for money.

The XJ6 and XJ12 were the last Jaguars to be completed solely under Lyons’ watch. In 1966, Jaguar had merged with BMC. Sir William Lyons retired from Jaguar in 1972, to tend to his private farming interests. The 1970’s were not a happy time for Jaguar, or indeed the British motor industry. By 1974, British Leyland had failed financially and come under Government ownership.

Sir William was Jaguar's honorary president after his retirement. In 1975, to his dismay, Jaguar’s separate identity was eliminated by British Leyland, which had been taken over by the Government after growing losses. The decision was reversed in 1979, and the company returned to prosperity under John Egan, with sales booming in the United States. Later it was separated from Leyland and sold by the Government to private investors in a wildly popular share offering.

Sir William visited the factory often during his retirement and continued to make design suggestions that influenced Jaguars introduced after his retirement.

But, as Lyons retired in 1972 and handed over the reins to British Leyland and some of his chosen colleagues, you sense he could look back and reflect on a progression from a bank loan guaranteed by his father, through sidecars, going public, building some of the most beautiful cars Britain has built, producing the remarkable and advanced XK engine, winning Le Mans 5 times and ultimately the first mass produced V12 engine in the best car in the world with a certain satisfaction.

Sir William Lyons passed away on the 8th of February 1985 at his home in Warwickshire at the age of 83.
I met Colin and Lucy Smith at our club rooms quite a few years ago, and were introduced to me as friends of John and Lee Sandford and Curly and Jan Collins. Colin had made a model of a Simca sedan and had donated it to our club, which is on display in our club’s trophy cabinet.

In the years that followed I became more aware of the wonderful talent Colin had for making model cars. His models are unique, in that they are hand made and display so much of the detail of their larger subjects that one can’t help but be amazed.

Pictured left: Colin in Mildura proudly displaying his creations.

John’s EH Premier, Lee’s Austin 7 Ruby, Jan’s Mini and Curly’s Austin A95 Westminster.

Colin was very humbled when I told him that I would like to do an article about his models for the Bulbhorn.

Brent

…OoOo…

Colin said: I started making models so far back I can’t remember! The large models on the stands (pictured below) are the models that I made for the Simca Car Club’s AGM in 2001. Lucy and I attended the French Car Day in Brisbane in July that year. Kerry Ryan won best in show with his Simca 8. It was the first Simca that had been displayed. There were no appropriate prizes for Simca cars that year so I made them some for the next year. We travelled to Australia every year or two after that to attend Simca meetings.

In 2009 my son and I travelled to Mildura for a Simca event and bought with us a model of a Simca Versailles that I had made. I presented it to the Mildura Vintage Vehicles Club and is on display in the trophy cabinet at the Club rooms. It was at this time that I first met with Lee and John also Jan and Curly. It was after that function that we decided that we would come back the following year.

Being a Austin owner for many years, I made the Ruby for Lee as we were to stay at her place after going to the Simca meet in Echuca. Lee made arrangements for Curly and Jan to pick us up on their way back from Bendigo. On arriving at Lee and John’s place we found the same car (a Simca) that my son and I used in Mildura the year before, waiting for us. Robert and Ina Stapley (also MVVC members), had driven it from their place in South Australia for us to use for the week. A week later we drove it back to Lobethal spending the night there before flying back home to New Zealand. It was on this visit that I presented Lee with the model of her Austin 7 Ruby.
To make the model, I start by measuring the real cars in inches then make them in millimetres. With the ratio, 1mm to the inch makes them a 1/25th scale. For the larger models I double the millimetres so they are 1/12th scale.

The only machinery I have is a scroll saw and a drill press which I turn on it's side. It then becomes my lathe to make the wheels.

The panels are all timber and are layered together so that there is enough thickness to get the contours correct.
I made the Austin A95 Westminster for Curly for his 90th birthday. We were coming over for a visit and after being told not to bring a present, what else could I do. Curly and Jan had been so good to us. I rang Fred Schodde (another MVVC member) from South Australia, who also had an A95 Austin Westminster. So I was able to get the basic measurements for Curly’s model. Jan knew that the Austin model was coming but she didn’t know about the mini. Lee helped me out with the making of a little doll for the front seat. The mini was easy as there are plenty over here for me to get the measurements off. A few years latter we went to Western Australia and then back to Mildura. I had made a model EH Premier sedan. We had carried it all that way before arriving in Mildura and presenting it to a speechless John Sandford.

After staying with Jan and Curly one year I was able to photograph Curly’s Gopher trailer. I thought I would like to make a model of it as it pretty well went everywhere with him. I went to the local scooter shop and they had the same scooter there which made it easier. Then when Lee’s trailer “The Pup” came along, Jan was able to help get the measurements for me. The information arrived, so I was able to get working on it. We presented it to Lee on our next visit. Lucy and I loved the look on Lee’s face when she saw it at the meeting.

Austin 7 Ruby and custom trailer
Hi Everyone,
I would like to bring to the members attention, when filling out your log book, please ensure that they are filled in correctly. Shane has reported that some members are not, remember if you are pulled over by police and your book is found incorrectly filled out you risk a heavy fine.
Save yourself some money take the extra time to fill it out correctly.

Regards Don.

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Change of Postal or Email Address

Any members wishing to change either their postal address or email address, (for delivery of the Bulbhorn), are asked to complete the coupon at the bottom of page 18 this edition. The notification is to be delivered to the Secretary so any change or update can be recorded correctly.
If any difficulty is experienced receiving the Bulbhorn, please complete the coupon with your correct details and delivery preference so it can be recorded correctly in club records.
A young guy from Idaho moves to Florida and goes to a big "everything under one roof" department store looking for a job.

The Manager says, "Do you have any sales experience?"

The kid says "Yeah. I was a vacuum salesman back in Idaho."

Well, the boss was unsure, but he liked the kid and figured he'd give him a shot, so he gave him the job.

"You start tomorrow. I'll come down after we close and see how you did."

His first day on the job was rough, but he got through it. After the store was locked up, the boss came down to the sales floor.

"How many customers bought something from you today?"

The kid frowns and looks at the floor and mutters, "One".

The boss says "Just one!!! Our sales people average sales to 20 to 30 customers a day."

"That will have to change, and soon, if you'd like to continue your employment here. We have very strict standards for our sales force here in Florida. One sale a day might have been acceptable in Idaho, but you're not on the farm anymore, son."

The kid took his beating, but continued to look at his shoes, so the boss felt kinda bad for chewing him out on his first day. He asked (semi-sarcastically), "So, how much was your one sale for?"

The kid looks up at his boss and says "$101,237.65." The boss, astonished, says $101,237.65?? What the heck did you sell?"

The kid says, "Well, first, I sold him some new fish hooks. Then I sold him a new fishing rod to go with his new hooks. Then I asked him where he was going fishing and he said down the coast, so I told him he was going to need a boat, so we went down to the boat department and I sold him a twin engine vessel. Then he said he didn't think his Honda Civic would pull it, so I took him down to the automotive department and sold him that 4x4 Expedition."

The boss said "A guy came in here to buy a fish hook and you sold him a boat and a TRUCK!!"

The kid said "No, the guy came in here to buy tampons for his wife, and I said, 'Dude, your weekend's shot, you should go fishing!'"
Minutes of MVVC meeting held 6th October 2017

The meeting was opened by President Don Carr at 8:06.

Apologies
Apologies were received as per apologies book page 2
Moved by S Downes, Seconded by V Richards. Carried.

Visitors & Prospective New Members
No visitor present but Royston handed out 2 memberships.

Minutes of the previous Meeting
As circulated in the Bulbhorn. Moved by A Downes, Seconded by B Gowers. Carried.

Business arising from the minutes of the previous meeting
Nil business

Correspondence Inwards:
- Coomealla show & shine 13-15th October
- Alfred Deakin Visitor Centre regarding Xmas tree display
- Momentum energy bill
- IMB due to mature 11/10/2017
- Goulburn Valley rally notice 3/7 November.
- Cheque for advertising – Muir Design
- 17 Newsletters
- 1 renewal for R. Stapley
- 1 returned club newsletter

Correspondence Outwards:
Nil

Reports:
- Treasurer’s Report:
  See attached
  As circulated and read by Rod Gleeson. Moved by Rod Gleeson Seconded by M Kissick, Carried.
- Federation Report:
  Bendigo is the next meeting on the 14th Saturday
- Events Director Report:
  Tractor Pull at Red Cliffs display from 9.30 am.
  15th Picnic run to Hattah Lakes Big Lizzie 11am.
  21st Mildura show.
  22nd static display at Holden car museum, 1st birthday.
- 3 Nov club meeting
- 5th 8.30 Red Cliffs market.
- 7th Ouyen Farmers festival.
- 18/19 Bendigo Swap meet.
- 28 Euston club run to meet Robinvale club for lunch.
- 1st Dec club meeting
- 2nd 3.30 pm run 6pm for tea and Santa.
- 9th BYO picnic tea on the river.
- 16th Lights run finishing at Gaye & Les Woods property.

Editors Report:
Brent spoke about Peter Crisp accepting an honorary membership, Also Brent has been researching the history of our club rooms.

Victoria Permit Scheme Officers Report
Andrew Malycha 1989 Nissan 300 ZX has registered this month.

New South Wales Registrar’s Report
Trial logbook is being extended for another 2 years.

Librarian’s Report
New books for lending. Will display new books after the meeting.

Building Report
Nil building

Welfare Report
Col Rankin, Tim Cornale and Graham Rich were sent get well cards. A Sympathy card was sent to Sue Roeszler on the loss of her father.
Bulbhorn Advertisements for Sale/Purchase of Vehicles or Parts will attract a $15.00 fee for non members for three issues only. Members Ads are free and will be advertised for 3 Issues then removed, unless resubmitted.

Please note: Government legislation requires that we publish the registration number or the engine/chassis number and cash price of any vehicles that are offered for sale in this publication.

Please Inform the editor if you sell or acquire what you have advertised in the Bulbhorn. Check your shed. Are there any unwanted spare parts? Help others restore their vehicles and advertise in this space.

Disclaimer: Readers are advised that the views and opinions expressed in the Bulbhorn are solely the views and opinions of the contributors, and are not necessarily the views and opinions of the members of the M.V.V.C Inc.

Club Items Available
From The Property Officer

<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stubby Holder</td>
<td>$8.00</td>
</tr>
<tr>
<td>Key Rings</td>
<td>$6.00</td>
</tr>
<tr>
<td>Car Badges</td>
<td>$15.00</td>
</tr>
<tr>
<td>Large Hat Badges</td>
<td>$5.00</td>
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<tr>
<td>Cloth Badges</td>
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<tr>
<td>Caps</td>
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</tr>
<tr>
<td>Polo Shirts</td>
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<tr>
<td>Polo Flash Shirts</td>
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<tr>
<td>Polar Vests</td>
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<tr>
<td>Polar Fleece</td>
<td>$35.00</td>
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<tr>
<td>Bumper Stickers</td>
<td>$1.00</td>
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<tr>
<td>Transfers</td>
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<tr>
<td>Car Plates</td>
<td>$15.00</td>
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<tr>
<td>Name Badges</td>
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<tr>
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</tr>
<tr>
<td>Flags Small</td>
<td>$20.00</td>
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</tbody>
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Please send my Bulbhorn Magazine via email: [ ] post: [ ]

Surname: ..........................................................................................................

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Deliver to or post to The Secretary, Mildura Vintage Vehicles Club P.O. Box 1301, Mildura 3502

NO SMOKING
IN THE CLUB ROOMS
OR ON THE GROUNDS
TO COMPLY WITH REGULATIONS
SET BY THE WENTWORTH SHIRE

Thank You

As distant friends in New Zealand, we wish to say a huge “Thank You” to our friends, Jan Collins and her late husband Curly, John and Lee Sandford and Robert and Ina Stapley.

We have been the recipients of their friendship, assistance and support during our many visits to the Mildura area over the years. A big thanks also to the Mildura Vintage Vehicles Club for making us most welcome during these visits.

Colin and Lucy Smith
New Zealand

WANTED TO SELL Give Away

This CM Chrysler Owner’s Manual
With matching wallet
Is looking for a new home. Hopefully in the glove compartment of an original or restored CM model Chrysler.

Please contact the editor, Brent on 0417300914 to arrange the transfer.

If you are able to provide transport for those members unable to drive themselves to meetings, or are a member who is unable to attend a meeting and would like other members to assist with transport, please contact Jan Collins on the Monday prior to the meeting.

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Rare Spares Loyalty Club.
Don’t forget members - Rare Spares offers a 10% discount for all products in store, and for every $1 spent, our club will receive 1 point to go towards some fantastic rewards such as Car Club Banner, Tear Drop Flags, Marquee etc.

Kindly offering a 10% discount on selected items. Just show your badge or membership card to receive your discount.
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