

Colac Collectable Car Club Inc.

"Wind in the Hair"

NEWSLETTER

September - December, 2021

PRESIDENT'S REPORT

Hi all:

Like everyone, I am hoping that one day we might be able to get back to some sought of normality. Unfortunately, the COVID seesaw ride continues and any plans we make are needed to be either disrupted, postponed or cancelled. The untold heartache, stress and financial loss this has caused to many will be felt for many years.

I would like to take the opportunity here to say that if any our club 'family' is experiencing difficulties, either personally or financially, and you don't know where to turn to please seek out one of our Committee members. There are a number of private and government organisations who can help in these areas and we will do our best to give you a hand in obtaining the appropriate assistance. I can assure you that any contact made to the Committee will be treated in the strictest confidence.

In line with the country's COVID situation many businesses and organisations have developed a "COVID Plan" designed to assist in the safety of their employees, customers and members. Our Committee has decided to prepare one for our Club for the only reason of trying to ensure the continued health and welfare of our members. We have tried to keep it simple and easy to follow. I have incorporated our plan at the end of this report.

Regrettably our Annual General Meeting was postponed due to the COVID restrictions, but we have planned for it to proceed and run back to back with our next general meeting scheduled for Friday, 10th September. All going well, I am hoping we will get a good turnout of members.

Nominations for Committee positions has closed at this point and there is the possibility that there may be some changes in its membership. With this in mind I would like to take the opportunity to thank our current Committee for their tireless work in keeping us going over the last twelve months. First and foremost, in my thoughts here is Heather. Simply without her efforts we would be a shamble. She is really the backbone of the Club. She organises and coordinates everything from all our Committee and Club meetings, compiles any minutes, prepares, collates and distributes our newsletters, is also one of our permit scheme officers and the list goes on and on. Most importantly she keeps the rest of us Committee members in line!

Another huge time-consuming task is that taken on by our runs committee, Vince, Annette, John and Claudia. The effort that these guys put into thinking up and organising new and interesting places to go, and then attending and running the day itself, is fantastic. Thanks guys.



Our money has been safe with David our Treasurer. He has made sure all our memberships are up to date, bills are paid and everything balances. Then there's Shirley who looks after our vehicle register, which by the way has nearly 430 vehicles. This is no easy task keeping this up to date and ensuring we correctly record everything required by VicRoads.

A further thank you to Vince for his support and advice as the Vice President and of course our General Committee members, Dallas, Chris and Glenn. Safety/Scrutineers Bernard and Glenn, who are both Permit Scheme Officers as well with Geoff, Tracie, Annette and Heather. It has been a real team effort with everyone contributing.

Having passed the beginning of a new financial year it has given us the opportunity to be able to accept some new members to our Club. I would give a warm welcome to Ray Welsh, Paul Groves, Aaron Papkovics and Chris Potter and hope to personally catch up with you all at either a Club meeting or run soon.

Stay Safe,
President – Ken



COVID-19 Plan

The **Colac Collectable Car Club** is a non-competitive social car club where attendees arrive to and participate in Club runs/events in their own vehicles. Due to the current world-wide COVID-19 pandemic, the Club has introduced the Plan below for the protection and wellbeing of our membership.

- All members must register their intention to attend at a club run/event by either phone or text with the runs organiser by the day prior to the event, or as indicated on the Club's runs calendar;
- All venues visited by the Club shall be open air, or in a place that is required to have their own COVID-19 Plan in place such as cafes, restaurants and hotels;
- The runs organiser is appointed as the COVID Marshal and is to ensure compliance with this COVID-19 Plan;
- Any current restrictions introduced by the Victorian Chief Health Officer are to be complied with by the Club membership;
- Attendees are to adhere with social distancing at all times;
- Members are to use the COVIDSafe App and utilise the QR code system or complete a hand-written register when entering restaurants, hotels, shops etc on a Club event;
- If the Club is participating in an event such as an outside picnic, morning or afternoon tea, attendees are requested to bring their own sanitising agents, chairs, tables and food;
- Sharing items with other attendees who are not from the same household is to be avoided;
- Runs organisers may be required to put in place practical measures to enable social distancing requirements.

By entering a Club run/event, the member as an attendee, is declaring that they:-

- Have not been diagnosed as currently suffering from COVID-19;
- Are not currently experiencing any symptoms of COVID-19;
- Have not visited a 'Red' zone within Australia or returned from overseas within the last 14 days;
- To the best of your knowledge, you have not been in contact with a known COVID-19 positive case or someone that has been in a red zone or returned from overseas in the previous 14 days;
- Are not personally under any current Department of Health quarantine restrictions.

NOTES FROM THE FEDERATION OF VETERAN, VINTAGE AND CLASSIC VEHICLE CLUBS ZOOM MEETING 09/08/2021



Federation meetings continue to be conducted via zoom due to Covid lockdowns.

As Colac Collectable Car Club was unable to host a delegate's meeting last year the Federation committee has asked us to host a meeting on Saturday 14th May, 2022. This is a great way for our club to get together to interact with delegates from other clubs from all over Victoria. It would be great for us to put on a car display that day. We would host about 50-100 delegates. The hosting club supplies a light luncheon and afternoon tea. Hosting a delegates meeting is a way for our club to show appreciation to the Federation for all the work they do behind the scenes, particularly regarding the red plate permit scheme. They are also currently working on a submission to government regarding the supply of petrol in the future to ensure the Veteran, Vintage and Classic car movement is not forgotten when it comes to fuel availability for our vehicles, once electric cars become more accessible and potentially the mainstream mode of transport.

Other points of interest from the recent meeting were: -

Insurance for collectable vehicles. It would pay for each of us to check the insured value of our vehicles as many have risen in value significantly over the last year or so.

Written off vehicles and airbags. There are now cars over 25years old with air bags. Airbags that have gone off can often mean that it is uneconomical to repair the vehicle even though it may be able to be repaired and made a safe vehicle again. Be careful when purchasing or repairing a damaged vehicle as in some instances they can no longer be registered in Victoria after repairing.

There are currently 2 classifications for written off vehicles:-

1. Statutory write off
2. Repairable write off

Be careful and do your homework before contemplating repairing a vehicle.

Most Federation activities have been cancelled this year. Of note is the Picnic at Marong and the Bendigo Swap meet have both been cancelled. The Federation is looking into hosting a car 'show and shine' on the weekend that the Bendigo swap meet would have been on. Annette and I are contemplating organising a weekend away on that weekend so please let us know if you are interested.

There is also a Sunday market to be held at the Bendigo showgrounds on the same day, so you could do either the car show, Sunday market or both.

Vince Thorne (0456 781 823)



... VINCE'S CAR HISTORY ...

When Nette and I married in 1975, we were university students with very little money. I worked in a panel shop part-time to earn some money. We bought cars with long registration, did work on them, and then sold them before the rego ran out. We were able to make a small profit on most cars, so we had money to live on. When we moved to the country it was harder to sell cars, but I still enjoyed fixing them. By now we had a Ford XT GT Falcon and a Californian Moke. The XT GT was rebuilt completely down to every nut and bolt and resprayed in a bright yellow (biggest mistake ever). We did about 200,000 miles in it before petrol prices went up. We sold it for \$2000.

As our family grew and we bought a dairy farm we had a series of sedans and wagons to run the family around. For the farm we had several 4WD's including a long wheelbase Suzuki Sierra. The Suzuki would go anywhere on the farm and was a great "play pen" for our young children.

We had a Citroen safari wagon for a short time but it proved unreliable on our country roads. It had hydrostatic suspension and a secondary system which allowed leakage for lubrication into very soft rubber bellows. Sticks and stones would put holes in these, allowing the fluid to run out, leaving you with no suspension and no brakes. Certainly very inconvenient when you visit friends in the Stoney Rises and loose fluid, no lifting of the car body and no brakes except for the hand brake. A couple of years ago we got back into Citroens with one similar to what my grandfather had - an 11BL.

Following my teaching years, I started part-time agricultural consulting and needed a car for the job. I had always liked the Datsun 260Z so when I saw one for sale, I bought it. Some might find it a strange car to visit farms in, but I loved driving it. We would use the farmers 4WD to get around the paddocks. Mechanically the 260Z was brilliant, it never let me down, nothing seemed to wear out or break but the old black 260Z just rusted away (even cloth tape couldn't hold her together in the end). I found an orange one in Melbourne which we had for about 20years. We had got to know a few other 260Z owners. One of these owners, I gave a choke cable knob and he came back many years later wanting to sell his orange 260Z. This was a 2-seater which he had rebuilt from the ground up with a bare metal respray. His asking price was less than what we expected to spend on ours to do it up, so the good 260Z ended up in our shed too. This relegated the old orange 260Z as the run around work horse.

After Ash Wednesday, we sold an Austin Healy Sprite (along with most of our non-essential vehicles) to purchase a dairy farm. A convertible was a dream but we no longer had one. Since we had a good run with the 260Z, I decided a Datsun Fairlady would be a good investment. We started off with one but people got to know we had Datsun's so when one come up for sale, the message would get to me. We currently have 5 Fairlady's (different models) and 2, 260Z.

I keep collecting different vehicles, but these vehicles have made it possible for us to make new friends, see different parts of the country and historic places you would only see on a car tour.

I say a collectable car is a ticket to a whole new world as you meet people from places and walks of life completely different to your own. The only thing in common may be an interest in a collectable car.



Thanks Vince for 'your story'.

If you would like to write a piece for the newsletter about 'your story', please contact Heather
(www.colaccollectable@gmail.com)

MAGNESIUM ALLOY WHEELS

Magnesium alloy wheels were the first die-cast wheels produced, and were often referred to as simply "mag wheels." Magnesium wheels were originally used for racing, but their popularity during the 1960s led to the development of other die-cast wheels, particularly of aluminium alloys.

The original cast magnesium wheels were made beginning in the 1930's and their production continues today. Some of the biggest brands producing magnesium wheels in the past include Halibrand, American Racing, Campagnolo, Cromodora, Ronal, Techno-magnesio, and Watanabe. The popularity of magnesium wheels peaked between 1950 -1960. Magnesium wheels from the middle of 20th century are now considered classic and are highly sought after by some classic car enthusiasts. However, those magnesium wheels proved to be impractical because they were prone to corrosion and were mostly used in racing sports.

After the 1960's, magnesium wheels were gradually replaced by aluminium alloy wheels on the mass market, but not from the competition wheels market. Many manufacturers of magnesium wheels are still operating. A lot of companies continued production after the 1960's, although in lower quantities. Modern scientific and engineering developments led to significant improvements in magnesium wheels qualities, including high-tech anti-corrosion treatment that extends the lifecycle of a wheel to match or even exceed the life cycle of comparable aluminium alloy wheels. Forged magnesium started to displace sand and gravity die-cast magnesium wheels in the mid 1990's. Up till the end of the 1990's Marchesini, DYMAG and Marvic were supplying cast wheels to the elite motorbike racing market. DYMAG also supplied all Lola and Reynard Indycars until 1998.

Who invented the “mag wheel”:

Ettore Bugatti developed wheels made of aluminium for the first time over 95 years ago. Almost every sporty vehicle has them – wheels made of aluminium. However, only very few people know that around 95 years ago French vehicle producer Ettore Bugatti used them for the very first time on a Type 35.



Which wheels are better – steel or alloy?

Steels wheels are durable, cheap and easy to repair. They absorb more shocks and are resistant to impact. Alloy wheels, on the other hand, are lighter and allow better handling. It also enhances your vehicles profile and can be easily customized.

Source: Wikipedia – History of mag wheels.

2021-2022 CLUB COMMITTEE & CONTACTS

Committee Members:

- President - Ken Slingsby
- Vice President - Vince Thorne
- Secretary, Newsletter Editor & Public Officer - Heather Petrie (0408 401 562)
- Runs Organisers - Vince Thorne, Annette Thorne (assisted by John & Claudia)
- Club Vehicle Registrar - Shirley Haslem
- General Committee Members - Chris Minster, Dallas Petrie, Glenn Shepherd
- Association of Motoring Clubs Inc Representative (AOMC) - Geoff O'Neill
- Federation of Veteran, Vintage & Classic Car Clubs Inc:- Shane Perrott & Vince Thorne

Club Safety Officers and Scrutineers for all NEW Permits:-

- Bernard Callahan; Colac 0419 871 591 – by appointment only
- Geoff O'Neill, Colac 52 31 3318 – by appointment only
- Glenn Shepherd; Colac 0499 095 878 – by appointment only

Permit Scheme Officers if you are RENEWING your Permit:-

- Bernard Callahan, Colac 0419 871591
- Geoff O'Neill, Colac 52 31 3318
- Tracie Carroll, Colac 0409 853 354
- Glenn Shepherd, Colac 0499 095 878
- Annette Thorne, Cobden 0407 052 231
- Heather Petrie, Cobden 0408 401 562

It is advised that if you need a permit renewal signed, please make phone contact with the Permit Scheme Officer to arrange a suitable time to have the permit signed.

Ken Slingsby (President), Heather Petrie (Secretary) and David Stephens (Treasurer) are automatically authorised to sign renewal permits.

CLUB MERCHANDISE AND GIFT IDEAS

Are you looking for gifts or merchandise with the Club logo displayed?

Polo shirts \$30, T-shirts (with your choice of print) \$20, Caps \$15, Bumper stickers \$3, Mugs \$10, Name Membership Badge \$8, Club metal grill badge \$25, plus more. Also available you can design your own vintage Clock with old oil company logo's, beer brands, soft drink logo etc.

Clocks are \$25 each plus postage or collect from Elliminyt free. Contact Colac Collectable Car Club member Craig on 0400 103 108 or email: toby62c@hotmail.com

COLAC COLLECTABLE CAR CLUB WEBSITE

Keep up to date with the Colac Collectable Car Club on the Club's website:-

www.colacccc.com.au

You'll find a copy of this Newsletter, a Membership application form, Club Minutes of Meetings, Runs Calendar etc. as well as everything you need to know regarding the Club Permit Scheme



FROM THE SECRETARY

With the end of the financial year (30th June) also comes the payment of your **annual membership fees** for the Colac Collectable Car Club Inc. Thank you to everyone who made payments on time; unfortunately there were only a few who didn't pay on time and needed to be followed up. The Club did have several members not renew their membership. This was due to either the sale of their vehicle and no longer owning a vehicle, or have moved from the area. The Club appreciates that these members did let the club know in plenty of time that they were not renewing their membership. With vacancies in the club, this then allows other members to join. The Club now has 245 members; keeping in mind the Club capped their membership several years ago to 250 members.

When renewing your membership, did you return the **membership renewal form**? Our Club Registrar keeps an accurate record of all member details and by returning your membership renewal form this allows the club to update addresses, phone numbers, emails etc. as well as keeping up to date the comprehensive list of all Club Permit vehicles listed under the Club's name. The Club has nearly 430 vehicles/motorcycles on our **VicRoads Club Register** and it is a mammoth job to keep these up to date. It is the responsibility of the club to keep records of all Club Permit vehicles and the Club cannot do this unless you let us know of any changes. By returning the membership renewal form each year, this then keeps your record up to date. VicRoads can request a list of all our members vehicles/motorcycles at any time – this is why it is important to keep all records up to date.

CALENDAR OF EVENTS

All the runs as listed are dependent on there being no Covid lockdowns or severe restrictions in numbers allowed at venues. Therefore plans can change. Some runs will need members to get back to the organiser before the run, so that numbers can be given to the venue.

Day	Date	Time	Activity	Contact
Sunday	5 th September	10.00am	Coffee and Cars at the Farmers Arms Hotel, Main Street, Beeac.	Annette 0407 052 231
Friday	10 th September	7.30pm	Colac Collectable Car Club Inc. combined Annual General Meeting and General Meeting. Colac Scout Hall, Dennis Street, commencing at 7.30pm.	Heather 0408 401 562 Supper provided. Apologies prior to meeting.
Wednesday	15 th September	1.00pm	Lake Edge Café, Purrumbete Estate Road, Tesbury. Colac members may want to meet at the Colac Visitor Information Centre at 12.15pm and 'cruise' as a group. Bookings essential.	Please contact Claudia 0428 962 854 a week before (8 th September) if you are planning on going.
Sunday	19 th September	2.00pm	Dairylicious Farm Fudge, 1281 Timboon-Colac Road, Jancourt East for coffee and cake. Great hospitality and rural setting.	Annette 0407 052 231
Friday	24 th September (AFL Grand final public holiday)	10.00am	Colour Festival Terang "celebrating the arts in Terang" Display your car in the Avenue (opposite the Civic Centre) and enjoy all the activities of the Festival and buy or bring your own lunch.	Claudia 0428 962 854 As with any public organised event, please check media updates for current Covid restrictions.
Daylight saving time starts 3rd October, 2021 – move clocks forward 1 hour at 2am				
Sunday	3 rd October	10.00am	Beeac Coffee and Cars Farmers Arms Hotel. Main Street, Beeac.	Annette 0407 052 231
Friday	8 th October	6.00pm	Meet at Colac Visitor Information Centre and cruise to Lorne at 6pm. BYO picnic at Scotchmen's Hill - Lorne	Annette 0407 052 231
Sunday	17 th October	2.00pm	Red Robin Café in Camperdown for afternoon tea. Please book with Annette 3 days before hand.	Annette 0407 052 231
Wednesday	20 th October	1.00pm	Meet at Colac Visitor Centre be there at 11.45am to leave at 12.00 noon. Take away from Freckled Duck Bakery , 39 Ziegler Parade Allansford. The bakery does not take bookings and there is limited indoor seating available.	Claudia 0428 962 854
Wed -Tues	20 th – 26 th October		Vintage & Classic Car Club of Ballarat "Camp Out" . Camping at Lake Bolac, subject to any Covid restrictions. Open fires and camp ovens.	Contact Ballarat members:- Nerene - 0427 348 060 Mike - 0419 935 147

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Day	Date	Time	Activity	Contact
Sunday	7 th November	10.00 am	Beeac Coffee and Cars Farmers Arms Hotel , Main Street, Beeac. A regular monthly meet up with other members of our car club and other car clubs.	Annette 0407 052 231
Friday	12 th November	6.00pm	Meet at the Colac Visitor Information Centre at 6.00pm. BYO picnic at Loves Creek picnic ground Gellibrand Road, Kawarren.	Annette 0407 052 231
Sunday	14 th November	To be advised	Bendigo Car Show - check media in case this car show is not able to go ahead due to any Covid related issues.	Annette 0407 052 231
Wednesday	17 th November	12.15pm	Meet at Colac Visitor Information Centre at 12.15pm to leave at 12.30pm for 1.00pm lunch Winchelsea for lunch (Café la Hoot) . The café does not require bookings but the venue is to be decided on, on the day, by those who attend, or take away if it is a fine day.	Claudia 0428 962 854
Sunday	21 st November	2.00pm	Red Robin Café , Manifold Street, Camperdown for afternoon tea. A quaint little café to catch up with other car enthusiasts.	Please advise Annette 3 days before hand, if you intend to go - 0407 052 231
Sunday	5 th December	10am	Beeac Coffee and Cars Farmers Arms Hotel , Main Street, Beeac.	Annette 0407 052 231
Wednesday	15 th December	1pm for lunch	Meet 1pm at Market Square car park Mortlake . Lunch (venue to be decided on, on the day by those who attend. Takeaway if it is a fine day. For those who want to meet at the Colac Visitors Information Centre, be there at 11.45am to leave at 12noon	Claudia 0428 962 854
Sunday	19 th December	Save the date.	Colac Collectable Car Club “End of Year” break up . Further details to be announced closer to the date. See next newsletter.	<i>My husband purchased a world map and then gave me a dart and said, “Throw this and wherever it lands - that’s where I’m taking you when this Pandemic ends.” Turns out, we’re spending two weeks behind the fridge ! Let’s look forward to 2022</i>



Did you know?

...UPDATES FROM VICROADS

- If you're travelling in regional Victoria and see a **pothole** that needs to be filled, broken traffic lights or any other maintenance issue – you can call **133 RRV (133 778)** and log the issue on the spot.
- **Princes Highway overtaking lanes**, Weerite - Construction of two new overtaking lanes on the Princes Highway at Weerite is complete. The two new 1.5km overtaking lanes (one in each direction) will improve traffic flow and ease driver frustration by providing road users with safer opportunities to overtake slower vehicles.
- **Cobden Port Campbell Road, Cobden, stabilisation works** - Works have started on Cobden-Port Campbell Road, just south of Cobden to stabilise a 250m-long section at the roadside. Works are expected to be completed late spring 2021, weather permitting. The works will benefit communities and tourists who rely on roads being open all year round.

Rover is planning to produce an exciting new vehicle that's part Land-Rover and part Rover sedan. It will have four-wheel-drive, but will also incorporate most of the luxury features of the company's cars and will sell for under £(S)2000 and look like a station wagon.

Stirling Moss is to re-start SMART, his personal racing team, in a bid to break into World Championship events. He is linking again with his former secretary, Valerie Pirie, in a new partnership to manage two Brazilian drivers, Luiz Bueno and Ricardo Achcar, in England and on the Continent.

Since Hillman Imp production began six years ago at the Rootes factory at Linwood, in Scotland, 450,000 have been built, including all the different model variants. Hunter models are also now being produced at the Linwood factory.

In its attempts towards rationalisation, British Leyland has sold three companies making washing machines, vending machines and material handling equipment, and the 3000 men are now working for the firm's new owners.

Sales of British Leyland models in the United States during the first four months of this year reached a total of 20,950 units, an increase of 23.5 per cent over the same period last year. The figure includes some 14,000 export only Austin Americas.

Ford of Britain is to build four-door versions of the Lotus Cortina, but only for the British police forces.

Assembly of Jaguars in South Africa is running at a record level. In the seven-month period beginning in October last year, 1078 cars had been produced, representing an increase of 67 per cent over the same period last year. The cars produced were 420Gs and 420s, but the XJ6 has since been added to the range.

Sales of the Valiant Pacer have exceeded Chrysler's expectations, for it is now the second biggest selling model in the Valiant range, achieving 12 per cent of the total volume.

Jaguar has increased the prices of all its models in England by, in the case of the XJ6 4.2, as much as £172.

The Lotus group of companies returned a record profit during 1968. The pre-tax profit of £731,000 is a 125 per

SNIPPETS

Don't run out of petrol, but shed first
 [Small text about petrol and shedding]

TESTERS' CHECK LIST
 [Small text about car testing]

PRELUDE TO 500
 [Small text about the Prelude to 500 car]

Rolls-Royce wins
 [Small text about Rolls-Royce]

Little Honda seats four
 [Small text about the Little Honda]

FASTER, FUEL
 [Small text about car performance]

cent increase over the previous year. During the year, 3048 cars were produced.

Demand in the United States for imported cars with automatic transmission increased by 184 per cent over the past year. In 1968, 92,964 imported cars were fitted with automatic transmission, but this year the expected figure is 187,000.

Turkey's first car — the Anadol, designed and developed by Reliant in Britain — has reached a production rate of 90 vehicles per week.

The British motor industry has begun the conversion from imperial to metric units of measurement and quantity.

A Qantas return flight to Hong Kong, plus a week's stay in the Hong Kong Hilton, will be an extra reward for the winner of this year's Hardie Ferodo 500 race at Bathurst.

Production of the Austin 1800 in England has increased by almost 20 per cent in the first four months of 1969, compared with the corresponding period last year, and is now running at the rate of 1000 units a week. World exports of the 1800 have also increased by 10.4 per cent in the period. The 1800 is currently assembled in Australia, Belgium, Italy, Eire, Malaya and New Zealand. Since the inception of the model late in 1964, 190,000 have been produced, including 42,000 last year.

Fiat is expected to launch another new small car at the Turin Motor Show in November. The car will be made in Milan by Autobianchi, a wholly owned subsidiary of Fiat since 1967, and looks rather like a mixture of the Mini, Honda Scamp and Fiat 128. It is a three-door, four-seater, with the third door upward opening at the rear to provide a greater luggage capacity than the Mini. The Autobianchi will have a transverse-mounted, front-wheel-drive, four cylinder engine of 903 cc, giving 52 bhp at 6500 rpm, and a top speed of 85 mph. The car has apparently been developed to counter the success in Italy of the Milan-assembled Innocenti version of the BMC Mini and is expected to undersell this model by a considerable margin.

Rolls-Royce has introduced a new long wheelbase version of the Silver Shadow sedan. The model features a four-inch longer wheelbase than the standard Silver Shadow. The "Silver Shadow Long Wheelbase Saloon" is available in two models — with or without a division between the drivers' and passengers' compartment. Externally, the car is distinguished from the standard Silver Shadow by a black leather-cloth covered roof and a smaller rear window.

All cars which are equipped with a glass division also feature dual, separately operated air conditioning units for front and rear compartments. The mechanical specifications closely follow that of the standard Silver Shadow. Initial production is for export to the United States, but the model will be more widely available early in 1970. The Bentley "T" Series will not be made in long wheelbase form.

At the same time, all the safety features which are incorporated in Silver Shadows and "T" Series exported to the United States are to be included in all models. The modifications are mainly aimed at increasing secondary safety — protection of occupants in case of an accident. Major changes have been made to the fascia panel, but altogether the modifications have involved the use of more than 1200 parts.

A Rover station wagon based on the 2000/2500 sedans has been released in England by Crayford. The Rover company backs the Crayford product and honours the original Rover warranty. The bodywork retains standard Rover rear wings, but the roof section is new. Normal Rovers have shaped rear seats but the converted model uses the bench-type seat which is more practical for folding.



In other news...the seven Dwarfs have been advised that as of today they can only meet in groups of six. One of them isn't Happy.



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MY TRAVEL PLANS 2021

Expectations



Reality



GEELONG REVIVAL
MOTORING FESTIVAL

Save the date and check media for announcements
26 Nov 2021 – Sun, 28 Nov 2021