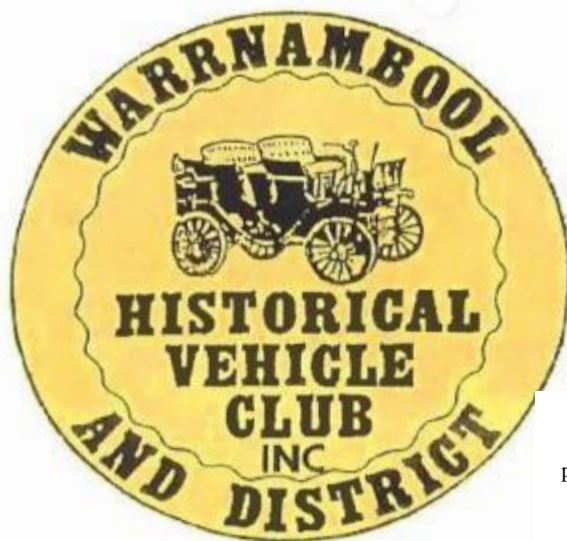


Club Newsletter – September 2020

Print Post Approved – PP00100002883

Inc. Assoc No: A0002694L



The vehicle depicted on the Club emblem is the Ziegler steam powered horseless carriage built at Allansford, near Warrnambool, around 1900.



Dream time in a pandemic....

Mail Address:
W&D HVC
P.O. Box 560
Warrnambool
Victoria, 3280

Email Address:
wdhvc@hotmail.com

Web Page <https://wdhvc.com.au>

Club Room Address:
134 Ziegler Parade, Allansford.



Member Club

Club Office Bearers for 2020

Position	Name(s)	Home	Mobile
President	Ken Perrett	55662220	0428527139
Vice President	Bryan O'Meara		
Secretary	Ian Rees		0418567579
Assistant Secretary	Martin Dunstan		
Treasurer	Annette Cuolahan - Phone After Hours Only		0477826430
Assistant Treasurer	Geoff Houston		
Prop Officer – Club Room	Ted Drake		0408871960
Prop. Officer - CheeseWorld	Graham Conn	55625803	0407041606
General Committee	Graham Conn, Geoff Houston, Ted Drake, Bryan O'Meara, Peter Carter, Martin Dunstan, Roy Begelhole, Ian Chislett		
Newsletter Editor	John Nicholson - (john.a.nicholson@bigpond.com)		0437938090
Webmaster	Frances Guyett - (fguyett@live.com.au)		
Assistant Newsletter Editor	Karen Carter	55692270	
Comm Service Co ordinator	Ken Perrett	55662220	0428527139
Club Captains	Roy Begelhole	55628169	
Mid Week Captain	Ray Farley		0411365841
Promotions Officer	Murray Murfett (murraybron@bigpond.com)		0428914848
Membership Officer	Ian Rees		0418567579
Safety Officers	Roy Begelhole Terry Mansbridge Peter Carter Daryl Jago Ken Perrett Mark Stephens	55628169 55629223 55692270	0459292230 0429692270 0407059469 0428527139 0415468799
Librarian	Roy Begelhole	55628169	
Engine Committee	Graham Conn, David Crowe-Owen, Kelvin Boyle, Geoff Houston, G McCleod. Ian Chislett		
Rambler Committee	Ken Perrett, Ray Smith, Ian Rees		
Federation Reps	Ashley Wright, Ian Chislett		
Club Permit Officers	Max Dumesny Rob Donohue Ken Perrett Ian Chislett Roy Begelhole Graham Conn Ian Rees	55628169	0428123364 0408529296 0428527139 0438863236 0407041606 0418567579
Club Plate Officer	Brian McGarvie		
Maintenance	Doug Byron, Ben Dinwoodie, Ted Drake		
Catering	Bev Conn		

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Disclaimer: Any opinion expressed in articles or features published in this journal should not be regarded as necessarily being the opinion of the Club or Committee, which cannot accept responsibility for the accuracy of material in the journal which is published in good faith as supplied to the Editor(s).

Event Calendar: September 2020 to January 2021

Date	Event and Details	Start at	Location/Start Point	Contact
September 2020				
Fri 25 th	General Meeting	cancelled	☹	
October 2020				
Wed 14 th	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
Fri 30 th	General Meeting	TBC	☺	
November 2020				
Wed 11 th	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
Fri 27 th	General Meeting	TBC	☺	
December 2020				
Wed 9 th	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
?	Xmas Break Up	TBC	☺	
January 2021				
Wed 6 th	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
Sun 10 th	Lake Pertobe	TBC	☺	
Tues 26 th	Australia Day BBQ	TBC	☺	

Club Monthly Meetings: Held last Friday of every month except December and January at the Clubrooms, 134 Ziegler Parade Allansford. Meetings start 7.30 pm. All welcome including prospective members. Bring a plate for supper afterwards.

Committee Meetings: Held 2nd Wednesday of every month at Allansford Club Rooms. Start at 7.30 pm. Members can attend.

The deadline for inclusion in the Newsletter is the Tuesday one week before the Monthly meeting.

President's Report



Hello to all members, partners and families,

In August we lost a very loyal and respected member, Cob Owen. On behalf of the Club members, we pass on our condolences to the Owen families.

Here we are still wearing masks and keeping our distance from each other. I hope your car restoration projects are coming along well, scratching your head which part to do next. The Customline is about 2 weeks away from being finished - maybe.

The 2021 Club Calendars have been printed and are available from Ian Rees, Roy Begelhole and myself. If you would like some then give one of us a ring and we will soon arrange a time to sell you a calendar or as many as you need. They are the same price as last year at \$15.00 each.



Last month Ian Rees submitted to the Warrnambool City Council for a grant for blinds for the Clubrooms, tables, fridge etc and we just heard that it was successful. Thanks to the Warrnambool City Council and well done Ian.

On Saturday 26 of September from 2 PM to 3 PM, Ian and myself will be at the Club Rooms to sell Calendars, Club Windscreen Stickers(\$3.00), Club Pens (\$2.50), sign membership yellow cards and Car Rego and anything else you

need to know. Also you can drop in your AGM voting forms. Remember Covid 19 restrictions and wear your masks, keep your distance, only 5 people inside at a time.

We are still thinking about the car show at Lake Pertobe but maybe do it with no BBQ or fencing, That will need to be approved by the Warrnambool Council and would appreciate any input members have and will be on the agenda at the next committee meeting.

Annette Cuolahan has been our Treasurer for four years and so on of behalf the Club members, Committee and myself I would like to express our thanks for a job well done - now you can put more time in the gardens! Also, I would like thank the Secretary, Committee, Newsletter Editor, Club Captains, Promotion Officer, Federation Reps, Maintenance Team, Catering Team and anyone else I have forgotten for all your hard work and all your help in the past year - a job well done!

To all who are not feeling well, I hope you are feeling better soon and keep your distance, Don't forget your mask.

Cheers for now.

Ken Perrett, Club President

Vale: Geoff ('Cob') Owen

Long-time Club member 'Cob' Owen left us on 18th August (aged 84) and his legacy to the construction industry and motor sport in Warrnambool is legendary. Cob & Faye were also generous supporters of our Club over many years, and Cob was always in attendance at our Lake Pertobe Display Days, along with his entourage, and vehicles, holding court about local matters, particularly anything to do with Council and what they weren't doing right!

As part of our recent Clubrooms project, he and Faye generously funded the new signage at the entrance off Zeigler Pde, and then called in to make sure that it was erected properly and we hadn't, to quote, 'stuffed it up!'. Luckily Harry & Doug had taken charge of that (see right). He also donated the Committee Room table, which he had previously built for the Warrnambool Football Club, another of his keen interests. In fact it was his Friday night sessions up at the Football Clubrooms that diverted him from active participation at our Meeting nights. Not that he avoided Committee work, as another major interest in his life, was the Premier Speedway. He has been recognized as a key player in developing the world class Speedway facility that we now have. Over a period of more than 60 years of his very active involvement, he had been an entrepreneur, president, owner/driver and general overseer, In fact many of our current Club members were also active in speedway and would no doubt have many memorable moments to share. As an example of Cobs grand vision, he initiated a 24-day group tour in 1974 to explore top class Speedway Racing in the US. No fewer than 68 local enthusiasts participated, including some of our own club members, the highlight being the Indianapolis 500.



Regarding Committees, Cob believed that the 'best Committee to have is one with 3 people, with 2 apologies for the meeting!'

Cob lived a very full life and his bucket list was empty when he left us.

Cheers Cob!

The Battery Drive is still on. Batteries can be left at the Dillon's or Chislett's farm, or at King Cole or call Andrew Serra and he will come and pick up. Thanks to everyone helping with this continuing fundraiser. The price is up at the moment so please keep them coming in.

The car is the Star



Check out this you tube clip

(<https://www.youtube.com/watch?v=d6E4w12CdLU>)

featuring some very talented local young ladies (The Sisters) and member Glenda Smiths Austin on our local backroads and gardens.

Congratulations to the girls who have done a terrific job including making their own outfits, (the car looks might fine too!)



Who Was Gerald Marley Palmer?

As old car/vehicle enthusiasts we all know the names of Henry Ford, Enzo Ferrari, Herbert Austin, Louis Chevrolet, Walter Chrysler etc. but how many of us have heard of Gerald Palmer?

I was watching a train journey through England and when it went through Bradford it jogged my memory back to visiting Ernie Watson's place at Kennedy's Creek where we saw a shed full of "everything" including a little Bradford van. I remember seeing a few around the Noorat/Terang area when I was a kid, so I decided to look up the background on that make.

I did not know that the van was built by the Jowett Company which also made the Jowett Javelin and the Jupiter.

In 1920 Jowett made a "Seven" which had a flat twin 831 cc engine which was enlarged to 907cc the following year. The engine had great pulling power (torque) at low revs and was very reliable. I remember the unique sound of that little engine.

After World War Two the commercial van was produced using that twin cylinder engine, then increased to 1005 cc capacity. As well as the van a utility was also made.



Some of us will remember the Jowett Javelin, a four-door fastback sedan with a flat four aluminium engine of 1486 cc and independent torsion bar suspension and unitary body construction. It could reach 80 mph with good acceleration and excellent handling with the passengers contained within the wheelbase. The Jupiter was introduced in 1950 and continued in production until the end of 1954. It was a two-door sports convertible model.

Gerald Marley Palmer was born in January 1911 and died in June 1999. He was the son of a railway engineer and began his career in 1929 as an apprentice with Scammell, the commercial vehicle builders. In his spare time he built a sports car for the racing driver, Joan Richmond, and called it the Dero. It featured independent suspension. It was completed in 1936 and he drove it to the MG works at Abingdon and showed it to Cecil Kimber. Kimber was impressed and Palmer was given a job in the Morris drawing office at Cowley.



During 1937-38 he led the design of the MG Y-type which, because of the war, did not get manufactured until 1947.

In wartime he worked with Professor Sir Robert Mackintosh on a portable anaesthetic apparatus, the Oxford Vapouriser, for use at the front. Then he worked on a new two-stroke engine for Tiger Moth training aircraft and the repair work on Spitfires.



Aged 30, Palmer replied to an advertisement and found himself as the chief designer at Jowett. He then designed the Javelin completely, including the aluminium flat four-cylinder engine, interior and everything except for the gearbox and rear axle.



On 25 August 1944 the first Javelin prototype was completed but it was 1948 before they were available to the public. It was well finished but expensive.

A Jowett Javelin had a class win in the 1949 Monte Carlo Rally.

The company finished up with a large stockpile of bodies as sales did not match production and that caused a drain on the company's cash flow. A government imposed "temporary" purchase tax increase caused export sales to plummet in

1952 and was one cause of the Jowett Company selling out.



In 1949 Palmer returned to Morris and worked on designing a new range of cars for MG, Riley and developed the Wolseley 4/44 and the ZA MG Magnette as well as the MG TF. He was involved with the introduction of the MGA and the design of the MGA Twin-cam engine.

He was elevated to chief engineer at BMC in 1952 and oversaw the launch of the Riley Pathfinder and the Wolseley 6/90. He was also involved with the design of the MGA Twin-cam engine.

He became a BMC director but, after disputes with Leonard Lord, was dismissed, to be succeeded by non-other than the famous Alec Issigonis. (We all know about him!)



models.

In 1972 he retired but was still innovative as he designed a hoist for assisting disabled people. In his retirement he also restored a Type 44 Bugatti and a 2 litre Mercedes-Benz.

I wonder what happened to that little Jowett Bradford van in Ernie's shed at Kennedy's Creek!

Graeme McLeod



W&DHVC Committee Meeting Minutes

9th September 2020

Present (by mail/email): Ken Perrett, Bryan O'Meara, Roy Begelhole, Graham Conn, Martin Dunstan, Ted Drake, Ian Chislett, Peter Carter, Geoff Houston, Annette Cuolahan, Ian Rees, Ross Millard (observer).

Apologies: N/A.

Minutes of previous meeting: Moved to accept as printed in August newsletter: R Begelhole; 2nd M Dunstan. Carried

Business Arising: Actions from last Committee meeting in General Business below.

Correspondence

In: Invoices from Energy Aus (gas), WCC Rates, Star Printing (stickers), newsletters, SWCU statement, Darrians.

Out: Letters out to six members who hadn't responded to membership renewal. Letter to VicRoads on one member with car on CPS who is non-financial. WCC grant application. Letter to Neil Athorn of Federation on non-payment for February Fed meeting at Clubrooms. Moved to accept correspondence: Bryan O'Meara; 2nd G. Conn. Carried.

Reports

Treasurer:

Account balances and income/expenditure presented by Treasurer as of September 8th.

Accounts to pay: Energy Aus (gas), WCC Rates, Star Print for 200 windscreen stickers, McLaren Hunt for audit, CM Bowls and AusPost (newsletter), Darrians for library boxes, death notice in Standard. Moved to approve accounts and pay invoices: A. Cuolahan; 2nd: M. Dunstan. Carried.

2019/2020 Audit Report received from McLaren Hunt. Moved to accept audit: A Cuolahan. 2nd K. Perrett. Carried.

Engine Committee: CheeseWorld closed

Club Captain: No events due to COVID 19.

Mid-week Captain: No events.

Community Service Coordinator: None until further notice.

Federation Rep: Nothing to report.

General Business:

- Federation still have not paid for February meeting held at Clubrooms. Letter sent to Neil Athorn.
- 2021 calendar printed. Ian Rees, Ken Perrett & Roy Begelhole have for sale. Invoices to go to sponsors.
- October general meeting – decide at October Committee meeting if it will go ahead.
- TV screen sound cable repair update. Technician has been told to go ahead to do fix.
- Ken has more Clubrooms keys cut now and set up a list of who has keys list.
- Warrnambool City Council community grant: submitted for a grant for a fridge, blinds, pie warmer and bifold tables. (And day after this committee meeting we got email that we got the grant approved in full!)
- Audit Report received. All OK and will be ready to go with September newsletter.
- Roof leak in kitchen – Martin talked to plumber to fix roof and he will liaise with Ted.
- Membership renewal update: 379 financial members; 17 not renewing from last financial year; 1 unpaid.
- Christmas party – might have a drop in style party at end of November depending on restrictions at the time and coincide with permit signing etc. Details to be confirmed in November newsletter.
- Lake Pertobe – consider a car only display with no fences or BBQ. Decide at October Committee meeting.
- Several nominations received for voting at AGM and finalised voting form to go out with newsletter.
- Renew building permit. Ian Rees to organise with WCC as it expires in November and covers future shed.
- Murray Murfett and Doug Byron appointed as scrutineers for counting votes for AGM.
- AGM will be non-attendance with voting forms sent out by mail/email: Hold a Saturday 26th afternoon session at clubrooms for CPS regos, sell calendars, receive voting forms and tally the votes at 3pm. Details to be finalised by Ken Perrett for times etc and announced in newsletter depending on what is allowed.

New member applications:

Allan Sinclair: Moved Ian Rees; 2nd Roy Begelhole. Carried.

Steve Morgan (was a member until about 8 years ago): Moved: Kevin Hickey. 2nd Jenny Hickey. Carried.

2020 Financial Audit Cover Letter



26 August 2020

Mr Ken Perett
President
Warrnambool & District Historical Vehicle Club Inc.
PO Box 560
WARRNAMBOOL VIC 3280

Dear Ken,

Management Letter – Financial Audit for the Year Ended 30 June 2020

We have completed our financial statement audit of Warrnambool & District Historical Vehicle Club Inc. The purpose of this correspondence is to bring to your attention matters arising from the financial audit of Warrnambool & District Historical Vehicle Club Inc. for the year ended 30 June 2020.

The financial audit is designed to enable us to express an opinion on the annual financial statements. It does not constitute a complete examination of all relevant data and was not designed to uncover all processing errors and therefore may not have detected all breaches and irregularities that could have occurred. Auditors are encouraged to issue a management letter at the completion of each audit, as a means to advise of any matters noted during the course of the audit.

We confirm that we did not encounter any specific financial or compliance issues during the course of our audit that we believe should be brought to your attention.

The assistance provided by the members during the course of the audit is acknowledged.

Should you wish to discuss the above please do not hesitate to contact me on 5562 3544.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'N. L. McLean'.

N. L. MCLEAN
PARTNER

199 Koroit Street | PO Box 677 | Warrnambool VIC 3280
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2020 AGM

As indicated in the August newsletter, due to COVID 19, there won't be a normal AGM this year with members in attendance at the end of this month. The AGM will be conducted by email/mail out of minutes, reports, and voting forms. Voting will be by return of the forms by mail, email, in person to a Committee member or drop in at the Clubrooms on the afternoon of September 26th between 2 and 3 pm. The voting form has details of how to vote and returning the form.

Four resolutions have to be passed at the AGM and are on the top of the voting form:

1. Approve 2019 AGM minutes
2. Approve the Committee's Annual Report
3. Approve the Treasurer's 2019/20 Financial year report and the Audit Report
4. Approve the appointment of auditors for next financial year.

Last month I included the minutes of the 2019 AGM and the Committee's Annual Report for this past year. The Treasurer's financial report (Profit and Loss and Balance Sheet) will be emailed out with this newsletter to those receiving it by email and included with the newsletter to those who get the newsletter by mail. The Club's accounts were audited in August by McLaren Hunt and we received their report. The auditors found that Annette Cuolahan has been doing a great job as Treasurer and the accounts were all ship-shape and Bristol fashion. The Committee accepted the audit report at the September Committee meeting. The audit report is emailed out as a pdf to those receiving this newsletter by email and if those who receive the newsletter by mail and wish to have a copy of the report can ask me for a copy (too many pages for me to copy!). However, the cover letter that McLaren Hunt sent us with the audit is on the page following. The Committee has recommended that we continue to use McLaren Hunt as auditors next year.

Only two additional nominations were received for Club officer positions and the voting form was revised and all people have been nominated and seconded. If you wish to vote for the resolutions and Club officer positions then please return the forms by 3pm on September 26th. See the form for details.

The Committee has arranged for Doug Byron and Murray Murfett to be scrutineers and count the votes.

Ian Rees

September 26th

As per the Presidents message Ken and myself will be at the Clubrooms from 2 – 3 pm on the 26th and we all must comply with applicable COVID 19 restrictions. The building won't be open but we be at the BBQ area at the back.

You can:

- Return voting forms by 3 pm
- Get CPS forms signed
- Pick up yellow membership cards
- Buy calendars (\$15)
- Buy car windscreen stickers (\$3) and pens (\$2.50)
- Order Club name tags (\$10)
- Pick up name tags previously ordered (Pip Robertson, Gary Lofts, Denise Gore, Arthur Byron, Neil Anderson)
- Buy surplus building materials including doors, handbasins etc

Ian Rees

The Evolution of Lubrication (The Alemite Story) (part 2)

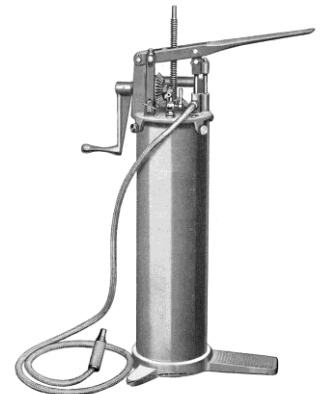
The Branding of a Household Name

One of the early marketing campaigns introduced the importance of proper lubrication for automobiles. During that time, many individuals were servicing their own vehicles. The campaign became a very successful tool for Alemite, and soon many automobiles were equipped with Alemite fittings. Some models even included an Alemite “grease gun” as standard equipment. As a result of the marketing campaign, automobile owners learned that the grease gun was as indispensable as the tire iron and spark plug wrench.

As automobiles became more affordable, gasoline stations began to see a way to capitalize on other aspects of the automobile industry. Many of them quickly changed into “service” stations, relieving the automobile owner of the disagreeable task of lubrication. Recognizing this, Alemite introduced the H-15 hand-operated lubrication pump, further facilitating the transition from gasoline station to service station.

In 1924, Alemite introduced the P-25 air-operated lubrication service pump to meet the demand for quicker and easier servicing tools. With a 25-pound capacity, the pump enabled service stations to lubricate a vehicle much faster, making it more profitable for business owners. Later that same year, the P-100 was introduced for those performing a large volume of lubrication services. It soon became common throughout the industry to “alemite” vehicles.

In April of that year, Alemite purchased the Allyn-Zerk Company, and the Zerk line of lubricant fittings and guns was added to the Alemite offering. This new line of products featured a “push-type” system, differentiating it from Alemite’s “pin-type” system. Later that same year, the Stewart-Warner Speedometer Corporation acquired the Bassick-Alemite Corporation, adding even more opportunities for growth.



Just as the automotive industry was making Alemite a household name, industrial and manufacturing businesses saw the need for a more rugged, heavy-duty lubricating system. In 1922, a new “button-head” system was introduced by Alemite for construction equipment and other industries. Its low profile and flat head made it ideal for applications where debris or other hazards might catch and break off fittings.

From Automobiles to Aviation

Developments in industry and manufacturing grew, but the greater potential for growth was found in the automotive industry. In 1925, Alemite introduced gear lubrication service as part of its national advertising campaign. The campaign encouraged motorists to change their motor oil every 500 miles, thus creating the first maintenance standard for the automotive service industry.

Advancements in the aviation industry also were taking root. In May 1927, Charles Lindbergh made the first solo, non-stop, transatlantic flight from New York to Paris in the “Spirit of St. Louis”, a single-propeller airplane that featured an engine equipped with Alemite lubricators. Alemite innovations were everywhere.



Portable Progress

By 1930, industrial equipment and large machinery were becoming more common. The need to lubricate machinery “in the field” led Alemite to develop the “portable service station” for the Caterpillar Tractor Company. Multiple lubrication pumps, hose reels and a variety of other equipment needed for field service were mounted permanently on the bed of a truck. This concept led to U.S. military services requesting custom-designed units in vast numbers before and during World War II. These “lube trucks” became commonplace and are still used by various industries and construction companies today.

Progress continued during World War II as industry was moving faster. The need for efficient and continuous operations became apparent. Alemite made advancements in several industries with lubrication tools and products.

From fittings and pumps to various oil-based fluids, the Alemite name and its influence quickly became common. So common, in fact, that the verb alemite was added to the 1945 printing (1934 copyright) of Webster's New International Dictionary, Second Edition and remained for several years.

Post war Innovations

After World War II, Alemite quickly recognized the potential for growth in the service industry. The demand for clean and efficient shops meant modernizing outdated service bays. Alemite offered everything needed to fill that demand in a new ultra-modern layout. This could fit a shop with a "back room" where the drums and pumps could be kept out of sight. Front cabinets and shielded reels provided a polished and clean service area. A 27-month warranty (the forerunner to modern warranties) was offered on all new "Atomic" pumps introduced by Alemite during this period.

In the 1950s, three new lines of pumps were introduced to meet the demands of various industries and automotive service shops. Pumps able to withstand water, detergents and other corrosive liquids were launched under the "Spray-Kleen" line.

During this same period, Alemite engineers developed the Oil-Mist System of lubrication for commercial applications. It had several advantages over other methods of lubrication, specifically where continuous lubrication was needed. The system did not have any moving parts yet could deliver a constant, measured stream of clean, atomized oil to provide a cost-effective option for ongoing automatic lubrication.

Throughout the 1960s, Alemite continued to function as a resource and manufacturer of quality and reliable lubrication products. With refinements to pump efficiency and productivity, specialized pumps were introduced to meet requests from several industries. As clients expressed their needs, Alemite developed and improved various products. Pumps for inks and adhesives, along with self-contained, single-point lubricators, showed the versatility of Alemite's commitment to the industries it served.

A New Era Begins

In 1975, a plant in Johnson City, Tenn., was purchased with the goal of centralizing the engineering and manufacturing process. By 1984, the Model 500 grease gun was introduced and proved itself as a workhorse of the industry. This introduction once again supported the fact that the Alemite brand was a strong symbol of quality and reliability.

During the next several years, the Johnson City plant would become the central location for research and design along with manufacturing and distribution. The products manufactured at this facility showed Alemite's commitment to excellence.

In the late 1990s, Alemite introduced the RAM pump line.

These pumps were efficient, quieter and more reliable than others on the market. Providing dependable operation, this new line of rugged, high-volume pumps set the bar for pump design and had other manufacturers scrambling to catch up.

Advancing Toward the Future

At the beginning of the new millennium, Alemite introduced a new line of aerospace fittings. That were designed to meet the stringent requirements of SAE AS 35411, including performance tests, extensive documentation and complete traceability of materials. Along with aerospace fittings, a specially designed "Dual-Leverage" grease gun system was introduced in 2001, giving operators the ability to quickly choose either high-volume or high-pressure when lubricating grease fittings.

As the popularity of cordless tools began to rise, Alemite brought its powerful, 12-volt, battery-operated grease gun to the market, creating a new era of lubrication. In 2005, Alemite introduced the first 14.4-volt, battery-operated grease gun, making routine lubrication even quicker and more efficient.

Within the last 10 years, serious advancements in technology have aided in the introduction of two products for the lubrication industry. Alemite saw the growing demand for grease guns with more power and the ability to provide



real-time tool information. In 2014, the 20-volt, lithium-ion grease gun was introduced for maintenance professionals. With its built-in intelligence, the innovative Model 596 featured a multi-function display to indicate cartridge level, battery charge level, amount of grease dispensed and several other important tool details.

In 2017, the lever-action grease coupler was offered to make quick work of routine lubrication tasks. This newly designed coupler creates a superior seal and stays attached to the fitting, even when the lever is released. This enables single-handed operation of the grease gun.

Alemite engineers continue to develop, design and manufacture products based on “voice-of-the-customer” input, standing strong as a partner and leader in the lubrication industry.

Source: <https://www.skf.com/alemite/about/the-alemite-story> (with minor edits by Martin Dunstan).

Classifieds

To comply with the Victorian Motor Car Traders Regulations 2008, all advertisements for used motor cars must state:

(a) The cash price; and

(b) If the motor car is registered, the registration number; and

(c) If the motor car is unregistered the engine number of the vehicle; or the chassis number of the vehicle; or the vehicle identification number; or the registration number (if any) last assigned to the vehicle; or if none of those numbers is reasonably ascertainable, any other number by which the vehicle may be identified.

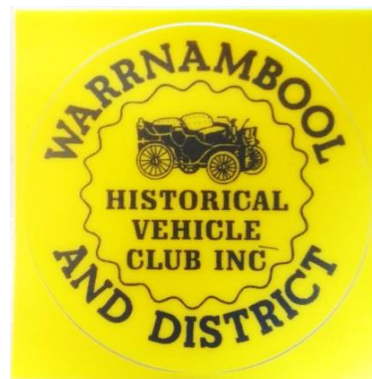
Note: The Editor reserves the right to abbreviate, revise or not publish advertisements to suit the newsletter.

Club Merchandise For Sale



Club logo pens for sale for \$2.50

Club membership windscreen stickers (3 inch square) for sale for \$3.



See Ken

FOR SALE: Surplus doors for sale and some come with steel frames. These were left over from Clubroom renovations. Good condition and various sizes. \$10 each. Contact Ken Perrett.

We all know someone who reads speed signs like this



Advertisements :

Anyone wishing to advertise in the newsletter please contact John Nicholson at john.a.nicholson@bigpond.com or mobile 0437 938090. The cost for a scanned business card ad is \$40 for 12 months starting July 1.

John O'Sullivan & Family

82 Fairy Street
Warrnambool. Vic. 3280

Phone: (03) 5561 1199
Fax: (03) 5561 3242
Email: osullivanfunerals@bigpond.com
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Fax 5562 5911 West Warrnambool, Vic 3280
(Next to Raftery's Tavern)

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Bay to Birdwood to be live streamed across the globe!

Hello Bay to Birdwood participants, followers, and fans!

The 2020 Bay to Birdwood is fast approaching and to help you get your engines warmed up for **Sunday, September 27th** we have some exciting news!

We know how important the event is to many people, including the motoring community at large, and along with the uncertainties COVID-19 has presented us we cannot be more excited to go full steam ahead and bring this event to the public, both near and far. In a Bay to Birdwood first, more people than ever will be able to watch the motor parade via a hosted live stream broadcast.

HOW YOU CAN VIEW THE EVENT

Live stream of the Bay to Birdwood will commence at approximately 8.30 am ACST on www.advertiser.com.au, and live simultaneously across the Bay to Birdwood and partners' Facebook and YouTube pages. More information can be found at www.baytobirdwood.com.au/live-stream



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