

Club AGM at the Alma Doepel

In a twist with a difference, this year's annual general meeting was hosted inside the space housing the pieces from and for the restoration of the famous Alma Doepel.

Ardent club members and even more passionate restorers, Graeme and Valda Webb hosted the meeting along with a tour and discussion about the processes, progress and next steps associated with the restoration. If you would like further information regarding the Alma Doepel take a look at page 2 of edition 8 of Bull's -Eye.

What really stood out was the sheer size and scale of the project; minor pieces of the bigger project stretched tens of metres inside the storage and work shop building. The evening was kicked off with a BBQ dinner complete with salads, chops, snags and other food.

Most of the following photos were taken during the evening.

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Pictured clock-wise from top: The current state of the Alma Doepel with a hue of dusk lighting at Docklands. The Alma Doepel pre-restoration project while being used as a training vessel for young people. Alain Ribas reading through some of the background material contained in a recently opened education exhibition. Graeme talking about some of the challenges associated with the restoration including the need for more funds. Those attending were treated to a mixed grill and salad meal pictured are a few of those in attendance. A night shot from the restoration site looking back to the city. Tim showing the scale of the original anchors that will be put back into use post restoration.



Post Script: Tim, working with Graeme and the Alma Doepel restoration crew, has negotiated for the Morris Car Club of Victoria to host a Federation meeting at the Alma Doepel site next year.

The event will provide much needed funds for the restoration and provide an opportunity to show-case our club to the delegates representing all of the other Victorian car clubs like ourselves. Watch this space for more information.



Time is unbendable – but motivation can come in so many ways

Many of us have projects that can take a great deal longer than we ever expected they would when they are started. One day I'll tell my restoration story but in this month's Bull's-Eye the spot lights are on Geoff Meehan, the keeper of the club's finances and the recipient of last year's 'Best Serving Club Member' award.

Geoff's project began in 1994 when his daughter was 16; she wanted a Mini that she could drive when she was 18. The Mini finally made it back on the road mid-2013. Geoff bought his daughter out before she turned 18 which freed her up to purchase a vehicle and took the pressure off Geoff.

"These projects happen like everything else in life; sometimes other more urgent activities take precedence," Geoff said.

"We live on an acre which looks lovely and the space between you and your neighbours is great, but that acre of grass grows, needs cutting and the garden itself also takes some time away from the 'discretionary time allocation bank'. When you back out the hours and energy needed to do the immediate and non-negotiable tasks, often the time left is never enough".

"The Mini was never a straightforward project", Geoff says. "The body of the vehicle we bought had quite a lot of bad rust. The vehicle I drive now is really the product of three donor cars that went together.

"One of the donor cars had been in a smash - the left front was damaged. The solution was to remove the damaged front end and replace it with the front-end off a third car. The processes while straightforward, took quite a bit of time to do, particularly when you are working solo much of the time.

"While laid up in bed recovering from heart bypass surgery I decided my priority was to get the Mini finished and on the road. That was late 2012 and I realised my goal by June the following year; the Mini was finished and on club plates.



Above: Geoff receiving the *Best Serving Club Member* award from Stephen, (the previous recipient) and Club President Tim. Pictured below left Geoff and his 1978 Mini.



"I am not sure whether the significant milestone (a heart bypass) was the catalyst or whether it was the renewed energy that I never seemed to have pre-op was the reason I finished the car. Regardless, I am glad it is done, and I really have enjoyed the pleasure I get when I drive the Mini.

"Interestingly I don't think my daughter has ever driven the Mini, she's been in it a few times with me driving; it's strange sometimes how things work out," Geoff said.

When asked if he was a long-term BMC lover he said, "no I don't think you'd call me a bolted-on BMC fan, but I have now got the resto bug and I really do get a lot of fun driving what was one of the final Minis produced in Australia".

When asked if he'd do anything differently with the benefit of hindsight, "I reckon I should have spent a little more time on the motor while it was out of the car. It ran ok at the time but lately the compression has been down a little on one cylinder I really don't want to miss being able to take it to club events, so I keep putting off the inevitable, Geoff said.

Earlier Geoff eluded to him catching the resto bug. Like so many of our members, there rarely is just one project car. His second car which we'll feature at some point down the road, is a 1935 Standard 12. "I'm part way through the restoration, the motor has been reconditioned, I'm working on the body, but my focus has had to shift to clearing the junk away from the caravan to be sure it can make the trip to Stanhope", Geoff concluded with just a little irony and a lot of excitement.

Thanks Geoff for sharing your restoration story. If you have a project car that you would like to feature please contact me and we can work out the arrangements. Editor

Fire services museum & workshop visit

The MFB was the first-known volunteer fire brigade and began operation in Melbourne in 1845. In 1890, the first fire brigade act was introduced – leading to the establishment of the Melbourne Fire Brigade (MFB) in 1891. In 1893, the Eastern Hill fire station opened and today it is the MFB's headquarters.

We visited the historic section of the Eastern Hill fire station as a club last year and during that visit we were encouraged to take a visit to the Fire Services Museum and Workshops (FSM&W) located at Newport.

In total more than 200 historic fire vehicles from hand-drawn to horse-drawn, hand-operated to mechanised equipment is displayed at the FSM&W site.

Our visit coincided with one of the wettest Saturdays this year so it was fortunate that we were able to have out BBQ lunch under the shelter of the museum's roof.



Pictured above clockwise: Kylie and Elaine take control of emergency response. A few of the members in attendance are given the low-down and back-ground to some of the equipment displayed at the Fire Services Museum and Workshops, a group photo, Joe manning the pumps. Left: four club members cars present at the event with the old water tower pictured in the background.

Club captain – what does that mean?

Tony Bullen has assumed a new mantle within the club. As Club Captain he will be aiming to put a little more car-based activity into the Club's activities. This issue was raised through the survey and it is great that we now have someone that will bring about more

structure and focus. Tony is also creating a more robust framework for the club's annual show and shine (further details in the next issue of Bull's-Eye).



Budding mechanical scribes needed

For the past issues of Bull's-Eye I have been able to rely on a number of manuals from which to extract copy. I generally try to convert the content to plain-English wherever possible.

My resources have really dried up (Unless you want to read about Minors for ever) so here is a cry for help. If you have technical books for other BMC cars I'd love to be able to borrow then so I have a deeper well to draw from. Even better, if any member wants to write something for contribution that would be terrific.

Welcome back Pat Cairns

We were all pleased to see Pat join us at the May meeting. Pat has endured a serious rehabilitation process that included learning to walk again after her hip collapsed late last year. We look forward to seeing Pat at future club outings.

Where's Bruce Bavin?

On April 5, a few days after our April meeting Bruce collapsed from a heart failure. He lived, and is quite philosophical about the experience that left him with virtually every rib broken, stents inserted and to date, 10kgs lighter. "Only 5% of sufferers survive what I experienced", Bruce said. He is presently planning for a reunion with the guy that really saved his life (and in doing so broke all his ribs), his ambulance crew that pumped four high voltage electric shocks (the fourth being the one that restarted his heart) and the restaurant staff present when he collapsed. All I could say when he told me his tale was congratulations for hanging in there. Bruce is hoping to be at the June meeting. When I spoke with him he was celebrating his 55th day birthday.

Did you know?

Heart attack claimed 8,011 lives in 2016, or on average, 22 each day.

It is estimated 430,000 Australians have had a heart attack at some time in their lives. More than 100,000 Australians who have had a heart attack are under the age of 65.

Source: www.heartfoundation.org.au

Events, meetings & things to know

Month	Meeting Date & Place	Club Event
May	1 May Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	Sunday 20 May The MCCV vs Rootes Car Club Ashes Zone Ten Pin Bowling Watergardens, 399 Melton Hwy Taylors Lakes 10.30am Start
June	June 5 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	June 9-11 Queen's birthday long weekend MCCV Jamboree Stanhope Sunday 10 June The Beer Shed Echuca
July	July 3 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	July 8 Trentham, via the Macedon Ranges. The meeting point is the Calder Park BP out-bound in the McDonalds Car Park 9.30-10.00am departure.
August	August 7 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	August 12 RAAF Museum Point Cook Meeting point: RSL Club 40 Cumberland Rd, Pascoe Vale at 9.30am BYO lunch or buy enroute. Have your sandwich while you watch the vintage war birds on the runway.
September	September 4 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	September 16 Annual Show 'n' Shine Meeting point: Calder Park BP out-bound n the McDonalds car park 9.30-10.00am departure. Hanging Rock for a picnic lunch. Afternoon tea at <i>Top Of The Range Tea Rooms</i> . Entry fee for Hanging Rock is \$10 per car, cafe on site.
October	October 2 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	October 7 Werribee Park Meeting point: RSL Club 40 Cumberland Rd, Pascoe Vale. 9.30-10am departure. Bring a picnic or buy your food onsite.

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**Inaugural MCCV & Rootes Car
Club Bowling Ashes - be there
to play or spectate**

In a couple of weeks we will be hosting the inaugural Bowling Competition we have dubbed as the 'Ashes'.

The event is being held at the bowling facility at the Watergardens shopping centre.

You may not play bowls or be all that interested in playing, but there is no cost to be there to spectate.

One of the most frequently made comments from last year's event was how good it was to just talk with and get to know fellow club members. More than 20 people have indicated they will be there to represent MCCV and we are expecting as many from the Rootes Car Club so keep 20 May free to have a great day, a few laughs and to build stronger friendships with our club members and those from the Rootes Car Club.

Contribute to future Bull's-Eye editions

Contributions from members are encouraged. The content should be around 400 to 500 words and if possible, have photographs to increase appeal and encourage readership.

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or

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