

GREAT LAKES
HISTORIC AUTOMOBILE CLUB, Inc.

EXHAUST NOTES

July/August 2022

MOTORFEST 2022 Edition



Motorfest 2022 Wrap-up

Pictures
Trophy Winners
Sponsors

Also in this issue:

- VFACTS June '22
- 10 Greatest Touring Cars (Part 2)
- Buying my first EV



EXHAUST NOTES

The magazine of the Great Lakes Historic Automobile Club, Inc.
BOX 53, TUNCURRY. 2428 glhac@outlook.com

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Disclaimer

Articles appearing on our website & in our magazine reflect the views of the contributor and not necessarily The Club or the Editor. The Great Lakes Historic Automobile Club Inc. and its committee accept no liability for transactions resulting from ads in this magazine.

MEETINGS & BANKING

1st Wednesday of month at Tuncurry Beach Bowling Club, Tuncurry , starting at 7pm.

Club Bank ; BSB 062-669 Account 2801-1055Ref ; Your Name & reason for payment
Example ; R Pulling, M/Ship 2021

**Club Vehicle Display
Boards on Sale \$60 + GST
+ freight if req' urgently**



Club Regalia.

Brian Payne; 0422 307 120

Car Badges	\$ 25
Club caps	\$ 20
Key Rings	\$ 7.50
Cloth Badges	\$ 7.50
Windscreen Banners	\$15
Vehicle Display Boards	— Call Brian



All Events start at Rockpool carpark to depart 9.30am, unless notified

GLHAC EVENTS TO September 2022

If going direct please advise; Brian Mills 0427 311 823, Keith Simmons 0409 316 794,
Kevin Barnard 0422 188 442 or Albert Waldock 0407 291 124

To promote our Club we would like you to display your Club Windscreen Banner on your car when parked in a group.

July

- Sat 2 10.00am Go direct to Kafe Biru for a coffee and chat.
Wed 6 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 16 Depart rockpool at 9.30am for a BYO morn/ tea at Frothy Coffee then lunch at Bulahdelah Golf Club
Thurs 21 Club supplied morning tea 9.30am at the rockpool BYO drinks, chairs then lunch at Halliday's Point Tavern
Wed 27 Depart rockpool at 9.30am for a morning tea at Moorland Best Scones then lunch at Kendal RSL

August

- Wed 3 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 6 10.00am Go direct to Kafe Biru for a coffee and chat.
Mon 8 Depart rockpool at 9.30am for a BYO morn/ tea at Wade Park, Bulahdelah then lunch at Karuah RSL
Fri 19 Depart rockpool at 9.30am for a BYO morning tea at Krambach Park then lunch at the Roundabout Inn Gloucester
Sat 27 Depart rockpool at 9.30am for a morn/ tea at McDonald's Taree then lunch at Michael's Chinese restaurant, Old Bar

September

- Sat 3 10.00am Go direct to Kafe Biru for a coffee and chat.
Tues 6 Depart rockpool at 9.30am for a BYO morn/ tea at Wade Park, Bulahdelah then Stroud Hotel for lunch – visit to Gun Battery.
Wed 7 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sun 11 Depart rockpool at 9.30am for a BYO morning tea at Dunbogan Park then lunch at Lauriton RSL
Wed 21 Depart rockpool at 9.30am for a BYO morning tea at John's River Park then lunch at Beechwood Bar & Grill.
Wed 28 Depart rockpool at 9.30am for a morning tea at Kafe Biru then lunch at Blackhead Bowling Club.

Invitation Events

- 09/07/22 United Ford Owners annual Car Show – Stroud Showground
– Street Parade 10.00am (9.30 for participants)

MONTHLY MEETING OF GREAT LABES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club on 6th July 2022

The Club meeting set down for this evening was abandoned due to the severe weather that past through our area on the day, flooding many areas and cutting off the community.

The minutes from the previous meeting were distributed via email to members and will be dealt with at our next meeting.

Don't forget ... Tuncurry Beach Bowling Club greatly supports our Club with the meal vouchers, and allowing us to use the Auditorium for meetings. Please support them in return.

GLHAC Treasurers Summary Report June 2022

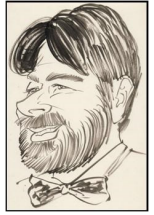
Balance c/f	<u>\$25,279.92</u>
o/s deposits	\$780.00
Income	\$2,759.31
Expenses	-\$3,315.38
Closing Bal	<u>\$25,503.85</u>
o/s Cheques (incl in expenses*)	\$1,040.00
o/s deposits (2)	<u>-\$780.00</u>
Bank Bal	<u>\$25,763.85</u>
Member's benefit allocation.	\$737.06

Isn't it weird how when a cop drives by you feel paranoid instead of protected.

I have a bumper sticker that says "Honk if you think I'm sexy." Then I sit at green lights until I feel good about myself.

THE PRESIDENT'S PRATTLE

July/August 2022



Welcome to the special Motorfest edition of Exhaust Notes. What a top day .. the weather was a perfect winters day, clear, sunny and a little cool breeze John Wright Park was dry and as always an excellent venue and ideal for displaying cars. The weather makes a difference to both entrants and the public. And, did we have some .. cars and public ... well over 270 vehicles, together with the stationery engines from DONKs ... estimated public was over 2000. Most of members agree that this Motorfest was a bigger event than our excellent 2021 event. The outstanding result is great credit to the planning and execution of our 2022 Motorfest team of Laurie Curtin, Brian Mills, Duncan MacDiarmid and Hilton Tripp. Thanks to Hilton we have a sound base of great local businesses that support us, giving us some additional funding to advertise, provide a good sound system on the day, and provide a great range of trophies for the wide variety of cars that attend. as well as, promoting many local businesses. Continued support from Nissan is greatly appreciated. All our sponsors and their respective category winners are featured later in this edition. This year we introduced a new category of award ... 'Best Club Presentation' (see later in magazine). Thanks to the Lions Club and the RFS for catering ... from what I saw they both had plenty of customers. As did our two coffee vans ... queues all day. Thanks also to our local services, the local Fire Brigade, the Highway Patrol and the Ambulance for being part of our day .. plenty of interest, and we appreciate the support. Good to have some stalls .. they add some diversity and colour. Thanks to you, the club members who got up early and helped with setup, collecting entry fees and marshalling our new club vests were very visible across the ground. This year we had three independent automotive industry specialists provide the judging thank you ... great job ... only good feedback. We also had our life member, Chris Goodsell, do roving interviews around the park with entrants ... his vast industry knowledge added an entertaining and broader perspective to our event. No band, but live streaming of GL FM added to the atmosphere. Our caravan was 'in attendance' ... very handy to have immediate access to our club 'stuff'. The great attendance all round helped raise a healthy amount for our supported charity, Great Lakes Palliative Care Group. Enjoy the pictures.

Again we have an article in this magazine written by one of our members. Thank you Mitch. If you have a story and would like to share it please give me a call and I can help you put it together. Please, more run reports its your magazine.

Our thoughts are with our members who are unwell or recovering.

Ron.

Never mess up an apology with an excuse.

GLHAC Event Reports June/July 2022

Saturday 16th July — Frothy Coffee



Nissan Motorfest 2022



Bob Burns Memorial Trophy

presented by his extended family

to **Ben Souness**

for his

2013 Mercedes Benz CLS 63 AMG shooting brake, 5.5 ltr twin turbo V8



Nissan Motorfest 2022



Nissan Motorfest 2022



Nissan Motorfest 2022



Nissan Motorfest 2022



Nissan Motorfest 2022



Nissan Motorfest 2022



Nissan Motorfest 2022



The Great Lakes Historic Automobile Club, Inc. wishes to thank the many local sponsors who have supported our club in the hosting of **The 2022 Nissan Motorfest, held on Sunday of the June Long Weekend.**

Below is a full list of our sponsors who supported Nissan Motorfest 2022.

Category winners and runners up, plus advertisements and contact details of each of our sponsors are included in the following pages and throughout the magazine.

Key Sponsor ;

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Best Nissan

Best Club Presentation

Main Sponsors ;

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ORACLE Advisory Group, Taree

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Best Aussie Ford

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Best Commercial

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Cakes by Candi B, Forster

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MarX Forster Tyres, Forster

Runners Up Awards

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**R/U Best Nissan — Sponsored by Tuncurry Smash Repairs
Winner: R. Townsend Nissan 370Z**



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**Best Club Display Sponsored by Great Lakes Nissan
Won by: The Forster Manning Mustang Club**



**Rangi Smith
accepting the award
from GLHAC President,
Ron**

Jack calls an ambulance for his friend who has been hit by a car

The operator asks for his location.

Jack says I'm outside 28 Eucalyptus Road .

The operator knows there is no room for error and for clarity asks,
"How do you spell that?"

There's shuffling and sounds of straining at the other end of the
phone. Jack? says the operator, concerned. More shuffling and grunt-
ing.

Sorry about that says Jack. I just dragged him 'round to 1 Oak Street



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Winner: Duncan MacDiarmid Toyota MR2**



**R/U Best Japanese — Sponsored by SOS Phone Repairs
Winner: Michael Thompson Datsun 1600 SSS**



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Winner: Mitch Taylor Ford Model T**



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Winner: Angie Nix Jaguar XK6**



**Best British - Sponsored by Tile Power Carpet One
Winner: Rob Jaguar XJC**



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Best Ford — Sponsored by Mix Mechanicals
Winner: John B, Futura



R/U Best Ford - Sponsored by Flashback Repairs
Winner:
Darren Gran Falcon XW Ute

flashback
REPAIRS

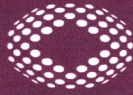
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**Best European — Sponsored by ORACLE Advisory Group
Winner: Peter Van Stapper De Tomaso**



**R/U Best European — Sponsored by KBI Designs –
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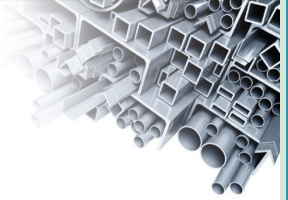
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Winner: Graham Barber Holden HQ



R/U Best Holden— Sponsored by Tuncurry Auto Spares
Winner: Kir Jones Holden Torana

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Best Aussie Chrysler — Sponsored by HMM Accountants
Winner: Bob Goodchild 1963 Chrysler Valiant



R/U Best Chrysler Valiant — Sponsored by Kafe Biru
Winner: Jeff Nairn Valiant Charger



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Best American— Sponsored by Gutter-Vac

Winner: Mario 1966 Mustang 289 with Sports Trim Pack



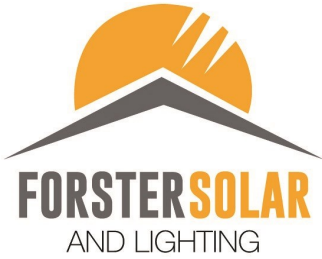
R/U Best American— Sponsored by Milligan's Shower Screens

Winner: Warrick 1962 Chev Impala

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Best Hotrod— Sponsored by Forster Solar and Lighting Winner: Neil Watson 1936 Ford



R/U Best Hotrod— Sponsored by JR Richards Winner: Darrin Irnge 1932 Ford



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Best Sports Car — Sponsored by Watson's Friendly Pharmacy
Winner: Wally Spychalla Buchanan



R/U Best Sports Car—Sponsored by MARX Forster Tyres
Winner Bryson Triumph TR4

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Best Commercial — Sponsored by Great Lakes Radiators
Winner: Brian Gallaway Ford F100



R/U Best Commercial — Sponsored by Bears Tyrepower
Winner: Hilton Tripp VW Kombi Campervan



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Ron Gallagher
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Courtesy of VFACTS

First half of 2022 down 5.2pc Year on Year

Limited manufacturing abroad continues to stymie Australian new-car sales

5 Jul 2022 By [MIKE FOURIE](#)

THE Federal Chamber of Automotive Industries (FCAI) reports that Australian new-vehicle sales decreased by 9.7 per cent compared with June last year and that by the half-way mark of 2022, the market had contracted by 5.2 per cent year-on-year.

Although June yielded the second highest new-vehicle sales total of the year (99,974 units, after March's tally of 101,233) and was 5591 units higher than in May, it marked the third successive month of lower monthly totals compared with the corresponding months in 2021.

In fact, so far in 2022, only March's total has eclipsed that of its 2021 counterpart.

Last month's new-vehicle market decreased by 10,690 sales (-9.7 per cent) compared with the corresponding period in 2021 (110,664) and brought the year-to-date total up to 537,858, compared with the first 6 months of last year, when 567,468 units were sold (-5.2 per cent).

There were 25.2 selling days in June 2021 and 2022, which, given the lower sales total of the latter, works out to a decrease of 424.2 vehicle sales per day, the FCAI said.

Australia's passenger vehicle market was down by 4911 units (-21.0 per cent), the sports utility market slipped back by 1254 units (-2.3 per cent) and the light commercial market fell by 4698 units (-16.5 per cent) compared with June 2021.

However, the heavy commercial vehicle market was up by 173 units (3.5 per cent).

Commenting on June's figures, FCAI chief executive Tony Weber said the fall-out from the COVID-19 pandemic continued to hamper automotive manufacturing.

This, combined with the war in Ukraine and shipping issues, meant that the supply of new vehicles being delivered to Australia's shores could not keep up with customer demand.

"Globally, car-makers are continuing to suffer from plant shutdowns. In Europe, we have component supply heavily impacted by the conflict in Ukraine. Micro-processors continue to be in short supply and global shipping remains unpredictable," said Mr Weber.

"While demand for new cars remains strong in Australia, it is unlikely we will see supply chain issues resolve in the near future."

Sales across every state and territory were down, apart from the Northern Territory where 1115 units were sold – an increase of 16.3 per cent on June 2021.

Tasmania suffered most, where sales fell by 1572 units (-17.2 per cent), followed by Queensland – by 21,983 units (-13.2 per cent), Victoria – by 25,764 units (-12.2 per cent); the Australian Capital Territory – by 1486 units (-11.6 per cent), South Australia – by 6214 units (-8.6 per cent), New South Wales – by 32,027 units (-7.5 per cent) and finally, Western Australia – by 9813 units (-2.2 per cent).

Toyota led the new-vehicle market in June with a total of 22,561 new vehicles sold, which was 14,081 units more than second-placed Kia (8480), with Hyundai (8259) in third, followed by Mazda (6245) and Mitsubishi (5846). FCAI reports those top five brands had market-share percentages of 22.6 per cent, 8.5 per cent, 8.3 per cent, 6.2 per cent and 5.8 per cent respectively.

For the year-to-date, Toyota leads with 121,377 units (a 22.6 per cent share of the market), followed by Mazda with 49,932 (9.3 per cent), Mitsubishi with 41,748 (7.8 per cent), Kia with 39,419 (7.3 per cent) and Hyundai with 38,167 (7.1 per cent).

Unsurprisingly, the Toyota HiLux was comfortably the highest selling new-vehicle model in June 2022, with 7582 deliveries. Hyundai's Tucson was next with 2840 units, followed by Ford's Ranger (2802), then Toyota's Landcruiser (2783) and Corolla (2605).

Top 10 vehicle sales by make (June 2022):

Make	Sales	Share
Toyota	22,561	24.2%
Kia	8,480	7.7%
Hyundai	8,259	7.5%
Mazda	6,245	6.9%
Mitsubishi	5,846	6.4%
Ford	4,972	5.5%
MG	4,403	4.3%
Subaru	3,575	3.8%
Isuzu	3,457	3.7%
Nissan	1,907	3.1%

Top 10 vehicle sales by model (June 2022):

Model	Sales	Variance
Toyota HiLux	7,582	+40.1%
Hyundai Tucson	2,840	+89.8%
Ford Ranger	2,802	-53.7%
Toyota LandCruiser	2,783	+30.0%
Toyota Corolla	2,605	+19.8%
Toyota RAV4	2,586	+3.4%
Isuzu D-Max	2,383	-24.8%
Kia Sportage	2,044	+136.8%
Mitsubishi Triton	2,014	-10.1%
Hyundai i30	1,801	-22.7%



“That’s one small step for man, one giant leap for mankind—”

Neil Armstrong’s famous words when he set foot on the Moon for the first time back in 1969. Little did he know how far technology would advance in the decades that followed—our mobile phones today have more technology crammed into them; and more processing power than all the computers combined that sent Man to the Moon in 1969. Today we have cars with full self-driving capability—a car that can make its own decisions about road positioning, accident avoidance, lane changes, automatic braking, adaptive cruise control and even navigation!

Buying my First EV

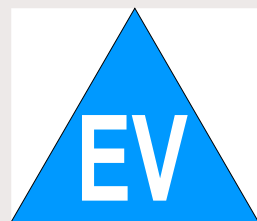
I’d been keen on Tesla since I first saw one in person back in 2016; and set myself a goal to buy one. I was returning from a holiday and happened upon a Tesla dealership in Melbourne, where on display, was a shiny new Model S—I thought to myself, *that* is the car I want to own!

The Model S has always been Tesla’s flagship car, but with the 2022 Model S Plaid priced around \$260,000—I had to get realistic... That’s a lot of coin for a car, and not really justifiable, especially on the roads we have around here!

So I lowered my sights and this year I started looking for a Model 3, which has only been on the market for a few years—whereas the Model S made its debut in 2012.

21st June, 2022, I purchased my very first EV, a *Tesla Model 3*, which has been optioned up with the Performance motor upgrade; plus Tesla’s winter package, so heated seats all-round and even a heated steering wheel! Its certainly different to my 1925 *Ford Model T* that’s for sure!

My Model 3 is the *Standard Range Plus* version, with a range of roughly 400km on a charge—works for me as I don’t generally drive long distances. Even so, the charging network is growing larger all the time—not just Tesla charging



Tesla Model 3 SR+ Stats for Nerds...

Acceleration 0 - 100 km/h	5.6 Sec	Total Torque	420 Nm
Top Speed	225 km/h	AC Max Charge @ 11kW	5½ hours
Electric Range (Approx.)	400 km	DC Max Fast Charge @ 170 kW	24 mins
Total Power	278 HP	Average Electrical Efficiency	146 Wh/km
Battery Capacity	54 kWh	Fuel Consumption Equivalent	1.6 l/100km

Charging the Tesla Model 3 SR+

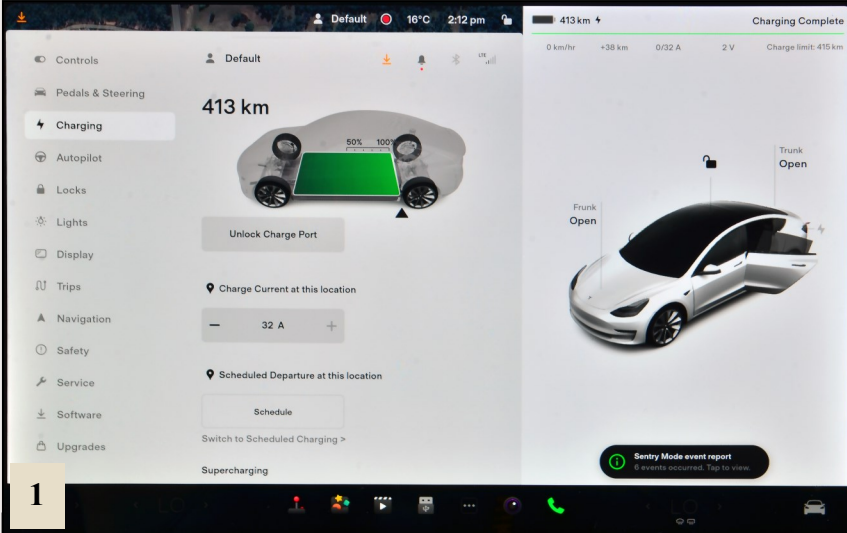
A full charge at a 50kW Tesla Supercharger takes roughly an hour. By contrast, plugging into a regular wall outlet, which has a maximum output of 2.4kW, takes around 26 hours for a full charge.

The following table relates specifically to the *Model 3 Standard Range Plus*, and shows roughly how long a 100% charge takes at each power level, assuming the battery is close to fully depleted. The charge rate is shown in kilometres of range gained per hour plugged in. These figures are all approximate and do vary according to temperature, charge rate and battery health. * = Limited by on-board charger, vehicle cannot charge faster.

Charging Times for Tesla Model 3 SR+			
Current / Voltage / Phases (AC Charging)	Maximum Power	Approx. Charge Rate (km/h)	Approx. time to 100%
Type 2 Connector (Mennekes - IEC 62196)			
10A / 240V / Single Phase	2.4 kW AC	15	26¼ hours
15A / 240V / Single Phase	3.6 kW AC	22	16¼ hours
32A / 240V / Single Phase	7.7 kW AC	48	8¼ hours
16A / 400V / Three Phase	11 kW AC	64	5½ hours
32A / 400V / Three Phase	11 kW AC*	64	5½ hours
Combined Charging System (CCS Combo 2)			
25 kW DC		165	3 hours
100 kW DC		630	23 mins
Tesla Supercharger (CCS Combo 2)			
50 kW DC		300	60 mins
75 kW DC		420	35 mins
150 kW DC		610	24 mins
250 kW DC		660	22 mins



M. Feb



1



2



3



4



5

1. The touchscreen showing the charging screen and vehicle status.
2. Standard 10-Amp portable connector, slowest charging, up to 2.4kW charging speed.
3. 32 Amp wall connector, up to 7.7kW charging speed on single phase or 22kW on 3-phase.
4. Model 3 has a simple yet premium interior.
5. Charge port in use, note the two spare pins below the Type 2 plug, these are for

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- High quality Delkor Calcium Batteries @ discounted prices (3 year warranty Passenger - 2 year warranty Commercial) including Deep Cycle, Marine, Golf Cart/Buggy batteries
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The 10 greatest touring cars of all time (Part 2 of 2)

Door banging, fire spitting, kerb hopping monsters. These are the best tin-top race cars ever to grace circuits around the world. Continued from our June '22 edition. 18 JAN 2022

Nissan BNR32 GT-R

Much has been written about the Nissan BNR32 GT-R 'Godzilla' and its domination of Group A touring car racing. How you perceive the all-wheel drive GT-R's racing is seemingly heavily influenced by you allegiances at the time it competed, or your year of birth.

The controversies that entangle the GT-

R's racing history shadows the importance the car had, not only in Japan, but internationally. Godzilla carried the entire weight of the Japanese Touring Car Championship on its shoulders, being the only car competing in the category's final years. On-track success without any rivals to compete against means no one highlights the GT-R's native racing efforts.

Enter Gibson Motorsport and Australia. It was here that the GT-R was transformed into its ultimate form. What the team created was all-conquering in the final days of Group A, winning races and championships from the moment it was introduced into the ultimate downfall of the category.

Honourable mention

Nissan Primera

Won 13 of 26 races in the 1999 BTCC, along with driver's, team's, and manufacturer's titles. Probably smashed a few wing mirrors along the way.

Citroën C-Elysée WTCC

To be great, you don't need to be popular. This is perhaps best defined by the Citroën C-Elysée. The car competed in the World Touring Car Championship with little fanfare, but became the most successful model in series history in the process.



With 57 WTCC race wins to its name, the C-Elysée captured the spirit of what makes touring cars so intriguing – taking an entirely mundane French sedan and using it to race hard and fast.

That success was in no small part due to the all-star driver line-up – which included the greatest rally driver to ever live, Sebastian Loeb. The rallying link

continued with the cars development, with a DS3 used as an initial test mule, and the engine being a development of the model used in the brand's WRC machinery since 2011.

The factory team only competed for three years between 2014-16, winning both the driver's and manufacturer's titles each season. Now that is a domination.

Mercedes-Benz 190E Evo II

Behold the poster boy for homologation heroes. The road-going Mercedes-Benz 190E Evo II was revealed at the Geneva motor show in 1990, based on the standard 190E but with everything turned up to 11, the motorsport version dominated German touring car racing of the era, and became an instant icon.

Just 502 road cars were ever built, with Merc pulling every trick in the book to give its DTM racers a competitive advantage, which they used to win 16 of 24 races in 1992.

Not only did the 190E Evo II look cool, it was fast. The innovations didn't just stop at optimising the road car – at a DTM exhibition race in South Africa a last-minute factory entry was flown from Germany to compete, debuting one of the first uses of ABS in racing history.



Alfa Romeo 155

How's this for a report card? Between 1992 and 1994, the Alfa Romeo 155 won the Italian Superturismo Championship, the German DTM championship, the Spanish Touring Car Championship, and the British Touring Car Championship.

That is impressive in its own right, but what earns the 155

its spot on this list (beside the iconic looks), is the fact it competed with two distinct, but equally successful powertrains. Depending on the championship it was racing in, the 155 could be seen blasting around the track with the aid of either a free-breathing V6, or turbocharged four-cylinder.

When the Italians decided to drop tools on open-wheel racing and come play in the touring car sandbox, they meant business!



Jaguar Mark 1

One of the earliest heroes of touring car racing was Jaguar's Mark 1. Probably due to the way it oversteered literally everywhere. Skinny cross-ply tyres meant the big British saloon was rarely pointing in the direction of travel, sliding with grace from bend to bend.

This earned the Jag a place in the heart of fans everywhere, including ours!

The sideways antics didn't

mean it was slow, oh no, with the Jag dominating the early '60s BTCC, and winning both the '60 and '61 Australian Touring Car titles to boot.



Club Plated Vehicles ... HVS Conditional Registration.

1. When putting your vehicle on HVS for the first time, you will need to supply a photograph of the vehicle and be a financial club member.
2. The first step in registering your vehicle is to have your **vehicle viewed for period compliance** by the club registrar, John Amato — ring John on 0401 937 964 to arrange a viewing.
3. A Historic Vehicle Declaration (Form 1259) and an Application for Conditional Registration (form 1246) must be obtained from Service NSW and completed for the vehicle, signed by the club registrar and stamped with our club GLHAC stamp. (take completed form with you).
4. You must obtain a paper “Pink Slip” (safety report), check that your mechanic has paper “pink slips” when booking in as not all do.
5. Photocopy all paperwork as you will need to provide the registrar with copies of all forms. Take the completed Forms (1246 + 1259) plus the “pink slip” along with proof of identity, and ownership of vehicle to Service NSW and pay the registration and one-off plate fee.
6. It is a club requirement that you insure your vehicle. (very reasonable comprehensive insurance for HVS vehicles is obtainable from SHANNONS or NRMA VVC Classic Insurance.)
7. It is a requirement that you provide the club registrar with copies of all documents. i.e. Completed rego forms, “pink slip”, registration paper and insurance coverage plus a vehicle photo with plates attached.
8. All non club use of the vehicle must be entered in your logbook, (this includes a mechanic taking it for a test drive.)

When participating in club events a copy of our magazine or events calendar must be carried, you must keep the purple RMS “certificate of approved operations” in your vehicle.

Now That I'm Older

My knees buckle and my belt won't.

I feel like the morning after and I haven't been anywhere.

The gleam in my eye is from the sun hitting my bifocals.



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