

Motor Vehicle Enthusiasts Club

No 130

APR 2019



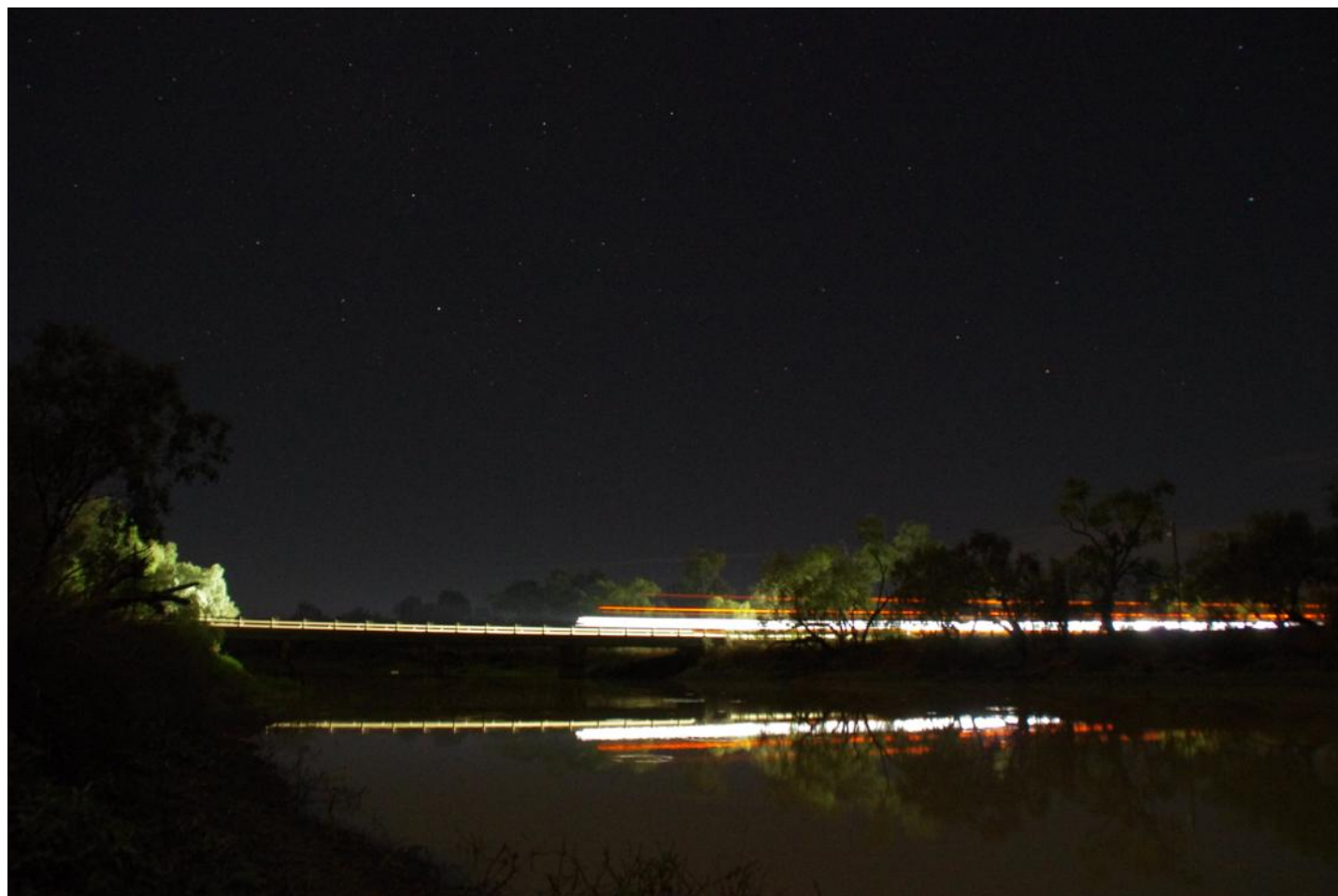
TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801

In Katherine call 89710605 .

Newsletter enquiries to Ted longtelescope@gmail.com



Something a bit different. Just for a change, no pics of old cars or sweet young ladies.

A road train crossing the Darr River near Longreach in Qld. I never get tired of watching them rumble by. Just magnificent!!



1910 STAR Owned and restored by David and Helen Revell. The story is exactly as Helen told it to me and is unreal.

Credit has to go to Cynthia Southwell who insisted I listen to the amazing story of this motor car.

The car belonged to my Great Grandfather. He bought it new. But he went blind and couldn't drive anymore so he gave it to his son (Helen's Grandfather). He gave it a hard time flogging it round the orchard. Took the rear body off and installed a tray back to carry cases of fruit around. He also ran a saw bench off one back wheel. When I was a little girl it was just rotting away under the pine trees along the edge of the orchard and we used to play in it. There was no upholstery left and the springs were sticking out and the bodywork was disintegrating and rusty and it was generally just a wreck.

Anyway when I was 17 David was friendly with my cousin (it was his great grandfather too). They came knocking on the door to ask Dad if they could have the old Star car to restore and I answered the door. David also asked me out. The answer was yes on both counts. I said yes and Dad said yes and gave them the car to restore. Bits of it were in the dam. Dad had remembered



throwing lamps and other bits of it into the dam, so they drained the dam and got a whole lot of stuff out of it. The lights still had carbide in them when they got them out and they still worked.

They got to the stage where the chassis was done and there were 4 wheels with new tyres holding it up. The engine had been done too. By this time that first date had blossomed into marriage but about then we were awarded one of the first 5 farms of the new Ord River Scheme in WA. David explained to cousin that he would no longer be able to work on the Star anymore, but to make sure it stayed in the family. We then headed off to the Kimberley area, not to return for 8 years.

When we did come back the Star had disappeared! Horrors! Cousin had lost interest in the project somewhere along the way and handed it to one of the other blokes that had been working on it. And that feller had since sold it along with some trucks, we heard. We were less than happy about it all.

But we always hoped they might find it again as we got involved with old cars, and made friends in that great network that get their kicks messing with old cars. (To get an idea of the time frame here, David and Helen married in 1961, the year of that first date was 3 years earlier.

Arriving back from Western Australia about 8 years later is about 1969)

One night the phone rang. It was a friend from Brisbane. He had just been to a truck rally in NZ where he had been talking to a feller from Victoria. The Vic bloke had been showing the mate some pictures of trucks in his shed back home. Mate spied a car in the background of one of the pics and asked after it and was told it was a Star and how he had acquired it with some trucks. The friend put 2 and 2 together and rang us and said "I think I have found your car"

So David rang the chap that owned it, who suggested David come down and



have a look at it and that he would be really interested in learning its history as he was going to restore it one day. So David did go to have a look and there was no doubt about its identity. It still had the same number plate on it. But the bloke didn't want to sell it. Nevertheless David stayed in contact with this feller. But at the same time he got hold of a couple of very rare old truck engines. Someone had once told David that if he ever wanted them he could have them. So David rang the bloke with the Star and said "I know you are a truck restorer, so I thought you might like these 2 engines" About 6 months later the feller rang back and said he would really like one of those engines. David replied he would really like that car. And so a deal was done and the Star came back into the family. But the skullduggery doesn't end there. It turns out David never actually told Helen he was getting the car back. She was shipped off to Toowoomba to visit the grandchildren at boarding school while David headed down to Melbourne to collect the Star and bring it home. He then hid it in one of the farm sheds where he could work on it on the sly. He gave it back to her on their 50th wedding anniversary. It wasn't quite finished at that stage, still needed upholstery and a hood. David had done the bodywork and everything else himself.

It came back into the family in 2010 and the 50th wedding anniversary was in 2011. It took a few more years to get the upholstery done with it all finished in 2015. The only part of the whole job that was farmed out was the upholstery. They did say they hoped they would find it again, but 40yrs later is a pretty determined effort!



Below: When you consider that all those brassy bits that adorn the Star have spent a good portion of their life underwater in the dam, and they still work, perhaps the H&B head lights claim to be the "Best English Make" is well founded.



THE RISE AND FALL OF THE AUSTRALIAN SIX — Pedr Davis.

Reproduced from The VCCQ's newsletter The Vintage Car.

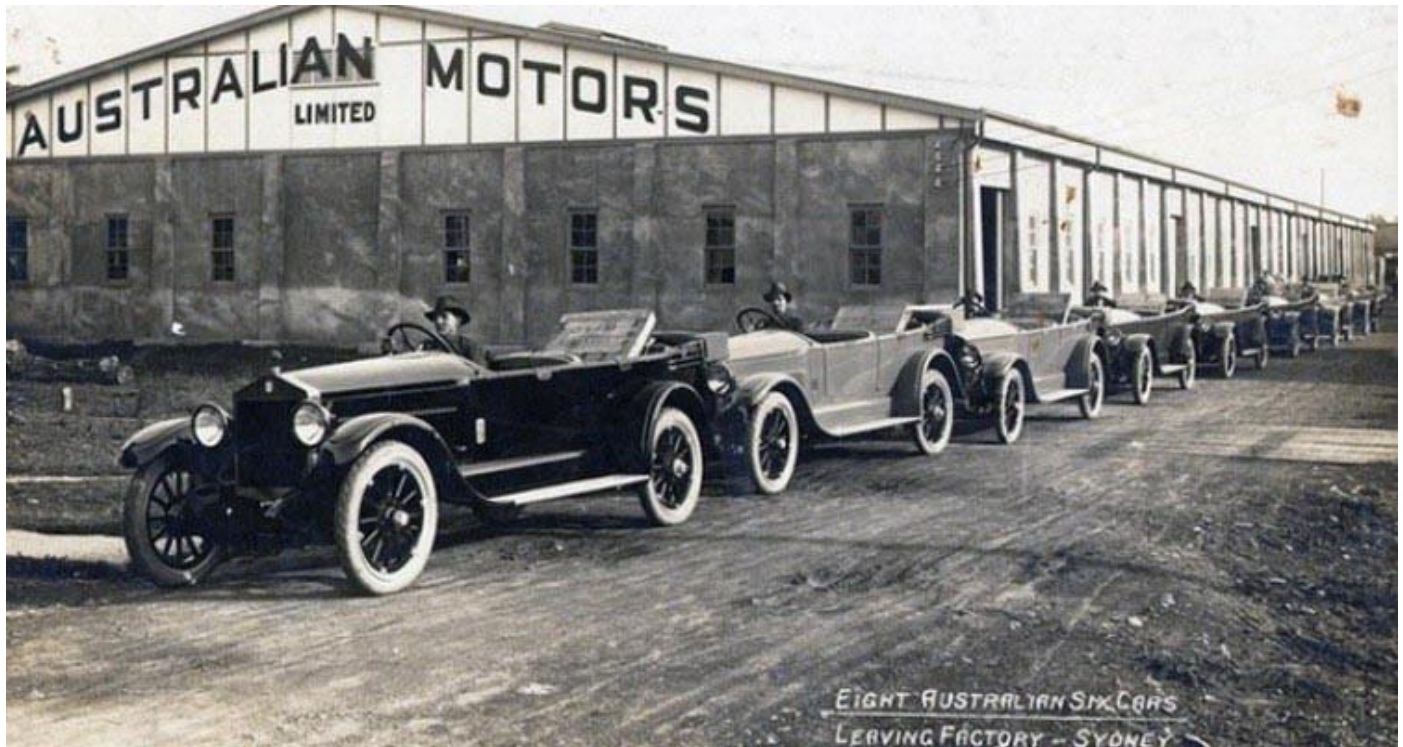
As soon as WW1 ended, car sales in Australia started to boom but, even before the Anzacs had returned to a heroes' welcome, at least one man set his heart on building a local car. On February 1, 1919, the magazine *Motor In Australia* revealed a new model would be assembled in Sydney by motor pioneer Frederick Gordon. It would be called the Australian Six.

A month later, the same magazine ran an article headlined "The Australian Automobile Manufacturing Industry" which broke the news that yet another Sydney pioneer, Charles Innes, had established a factory at 20»24 Chalmers Street, Sydney and was about to build a rival car, the six-cylinder Lincoln.

Both vehicles went into production and about 900 Australian Sixes were built before the firm dissolved in bankruptcy. Lincoln's output was much smaller, probably around 200 units spread over seven years, before it too went broke. Both enterprises, however, represented serious attempts to produce the type of car that most Australians were buying at the time. These were fairly large, six-cylinder, conventional tourers with a strong top-gear performance and little need for gear-changing.

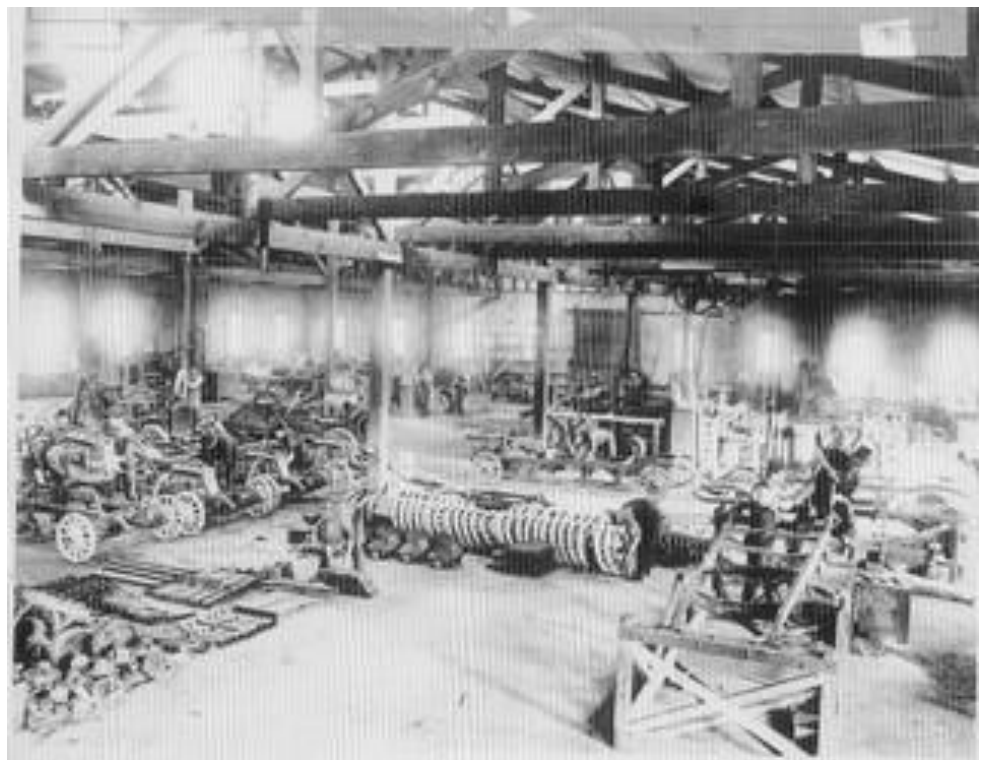
Soon after these announcements, an article in *Motor In Australia* brought Louis Chevrolet into the picture. At the time, Chevrolet was a successful racing driver in the US and had become a national hero. He was working for Buick when he was seconded by W.C. Durant (founder of General Motors) who wanted Chevrolet to put his name on a new car Durant planned to launch in 1911. The Chevrolet car went into production as planned but Durant and Chevrolet soon parted company. Louis Chevrolet wanted it to be a prestige car, Durant wanted to challenge Ford. However, Chevrolet himself remained a near legend in US motoring circles and, later, a





fascinating link emerged between Chevrolet and the Australian Six. It was revealed when the Motor In Australia said: "It has been talked of many times and, in the past, there have been a few cases of cars being assembled in Sydney from American parts but now we are in the happy position to announce that the Industry has been started, and will go on steadily day by day, week by week, year by year. It is no flash in the pan trial of a much talked of ideal. It is a definite business venture, and the creation of a new industry in our Continent - an industry that will most certainly grow to an enormous extent.

'The pioneer is Mr F.H.Gordon, who has been connected with motors ever since their appearance in this country. . . he it was who unpacked and handled the first Ford [1904, in Sydney] and placed it on the market. He has handled nearly every class of car and has held many exclusive agencies for this territory which, thanks to his pioneering efforts, are now well established. Amongst them are such well-known makes as Wolseley, Stellite, B.S.A., Metallurgique, Mercedes, S.C.A.T., Ford and Mitchell.



'For many years, Mr Gordon has recognised that the manufacture of automobiles from units [i.e. components] made by specialists would eventually be the great motor industry in Australia. . . In 1917, Mr Gordon took a trip to the USA to look into this matter. . . during this trip he met Mr Louis Chevrolet, who

was manufacturing a light, six-cylinder car. Mr Chevrolet, as everyone knows, is one of America's foremost motor engineers, and is also one of the most renowned of American racing drivers.

'Mr Chevrolet is the only man in the world who has been able to seriously compete with Ford in the production of a 'cheap car', the Chevrolet.' The article continued: 'Mr Gordon was much impressed with the Light Six that Chevrolet was then making and, at great expense, prevailed upon the great racing engineer to give him details of this car and letters to all the makers of the units used in its construction.

He visited all the factories and made arrangements for a supply of all the units.

'In 1918, Mr Gordon was again in the States and revisited the factories. He was there when the armistice was signed [i.e. the end of WW1] and immediately made arrangements for the shipment of a quantity of the units.'

The article went on to explain the advantages of building cars from proprietary parts (then a common practice) and explained how the huge overheads and profits associated with foreign companies would thus be avoided. This, it said, would give the Australian Six a 'tremendous selling lever'. 'The Customs Duty is another important item,' the article said. 'It is the policy of Australia to promote local industry and Mr Gordon hopes to build the Australian Six in Sydney at a price with which no foreign car can compete because he will not have the huge overheads, sales and advertising expenses which are incurred by manufacturers in foreign countries.'

The article explained that the Chevrolet Light Six retailed in America for \$1750 (then equivalent to £437) and that Gordon undertook to sell the Australian Six for at least 100 pounds less than any standard six-cylinder Chevrolet currently available in Australia. In describing the new car, the article quoted him saying: 'The motor is a Rutenber. The electrical system fitted is Westinghouse, with magneto ignition. The carburettor is Zenith. The clutch is what is now universally recognised to be the best in the world - the Borg and Beck . . . the transmission is Grant Lees. Rear and front axles are Salisbury . . . the steering gear is by Gemmer. The rest of the components are equally high grade and by makers just as well known.'

Two months after this article appeared, F.H. Gordon took out a full-page advertisement in the same magazine offering the Australian Six with a seven-passenger touring body priced at £495 retail. This sum included an engine-driven tyre pump, a speedometer, a Boyce motor-meter and a One-man hood with detachable curtains and rain vision windshield. At the time, the average male wage in Australia was 204 pounds 15 shillings per year. Six months later, Gordon advertised in the Motor Traders Association Journal, seeking more dealers to handle his car. The copy claimed: 'We are



selling faster than we can build. Our sales are already larger than any other car . . . we can sell a car completely assembled in Australia for 495 pounds that, were it imported in the usual way, could not be sold for under 750 pounds'.

The claims do not bear scrutiny. If Gordon was receiving more orders than anyone else, he was certainly not delivering them because his factory produced only 49 cars in 1919. As for the big price savings, Gordon was, at the time, losing an average of 2000 pounds on each car he built.

Undoubtedly, he had gone into the venture believing that he would receive some kind of government subsidy or, at the very least, Gordon expected that once local production had started, a new duty would be imposed on fully imported cars and give him a competitive edge. His optimism was however misplaced. Despite increasingly loud pleas, neither the State nor the Federal Governments came to his aid and Gordon was never able to compete in price against the imports. Despite this problem, he fought on valiantly. He managed to push the local content of the Australian Six to 60 per cent and he started exporting complete cars to New Zealand. He also made some major design changes to better suit local conditions.

The Australian Six was unquestionably a worthy product. Sydney engineer Don Harkness — an exceptional engineer and a racing driver of note - had nothing but praise for its durability. When I interviewed Harkness during the 1960s, he said he could speak with authority on the Australian Six because, at one time, he ran a fleet of ten of them in his hire-car business. He also drove one to a Sydney-Darwin speed record, covering the distance in seven-and-a-half days.

Of the 900 cars built by Gordon, only six are known to survive. When I last saw him 30 years ago, Simon Kelleher owned two Aussie Sixes, which was no surprise as Simon was Frederick Gordon's grandson. At that time, the cars were on Simon's property Willow Trees, near Tamworth, NSW. Simon had done considerable research into the Gordon family history and said that the clan came to Australia in the early 19th century and took a large landholding at Braidwood, NSW. When Frederick Hugh Gordon came of age, he showed far more interest in mechanical objects than in the family's pastoral affairs and, indeed, had imported Australia's first noiseless typewriter.

When Fred Gordon went to Sydney around the turn of the century, he became heavily involved in the car business. He acted as a sole trader until 1913 when he formed a new company, F.H. Gordon & Co. Ltd, with offices in Castlereagh Street, Sydney. By the start of WW1, he was importing large numbers of Mitchell cars but the design on which the Aussie Six was based had nothing to do with the Mitchell. It was much closer to a touring car made by American Motor Corporation of Plainfield, New Jersey.

Gordon formed two companies to run the new business - Australian Motors Limited to build the new car and Australian Motor Sales to distribute it.

His early Australian Sixes had rounded radiators which lacked the capacity to handle Sydney's torrid summer conditions, so larger radiators with a different shape were manufactured locally. The first cars had long touring bodies built by Miller Brothers of Randwick, NSW, but soon buyers were offered a choice, including a pretty two-door coupe. Many Australian Six bodies were built by Probert, the well-known Sydney company.



Australian Six record, driver Emile Schellie, Alan Cormack c. 1923

The 3.8-litre Rutenber engine devel-

oped 45 bhp at 2400 rpm, giving the car a top speed around 80 km/h in standard form. Several were hotted-up for motor sport and one was clocked at 112 km/h on the racing circuit at Victoria Park, Sydney.

Unfortunately, Gordon soon learned what others had discovered before him: that assembling a car from components produced by different factories is much easier to talk about than to actually do. Erratic supplies created one problem, but mating the major components produced a much bigger headache. Gordon was forced

to turn to the local engineering company, Harkness & Hillier, headed by Don Harkness. They manufactured gears, adaptor plates and other equipment so that the US components could be satisfactorily mated. Despite countless setbacks, Gordon displayed remarkable perseverance and faith in the Australian Six. After one year's operation, he built a three-hectare factory at the Sydney suburb of Ashfield and attempted to expand production and sales to the point where the venture would become economic. Unhappily, the various problems encountered along the way kept forcing up the price. During the 1920's, the retail price of an Australian Six peaked at 750 pounds - a price increase of 51 per cent at a time when most other car prices were falling. Many of Gordon's woes centred around the lack of reliable shipments. At any given time, he would have a surplus of some parts and a shortage of others. By 1924, the operation was in serious financial trouble and the bankers pulled out, leaving the company swamped with debt and no way of making a profit. Bankruptcy loomed and Fred Gordon ~the visionary - was left with very little. He took a job with Ford Australia but died shortly afterwards, aged only 51 years.

By that time Harkness & Hillier was a major creditor and, in lieu of money, agreed to manage the enterprise on behalf of the official receivers. They cut overheads by moving the factory to smaller premises on Parramatta Road in the nearby suburb of Five Dock. In an attempt to boost sales, the receivers allowed Harkness & Hillier to embark on a program of motor sport, with Don Harkness the main driver. He did quite well but sales failed to improve and the final 20 Australian Sixes were assembled and sold in 1930.

By then the venture had lost a total of one million pounds or 1110 pounds for every car built.

Frederick Gordon had built four times as many cars as any Australian had done before - but I doubt that was any consolation.

Pedr Davis



Queensland Australian 6 at Boonah September 2012

HOME SECURITY FOR SENIORS!!!

Now that I'm old and slow and on a fixed income, I've disconnected my home alarm system. I also decided to turn off my external lights and resigned from Neighborhood Watch. To save money I've raised 2 Pakistani flags in my front garden, one at each corner and have the black flag of ISIS in the centre. It's so good now, my neighbours, Local Police, the Federal Police and the Armed Forces are all keeping watch on the house 24/7. In addition, I am followed & watched everywhere I go. I've never felt safer, and I'm saving \$149.50 a month!

Wedding Cars

Looking for two vintage cars for bridal party transportation on Saturday 27th July 2019 from 1:30pm within Darwin CBD.

Please contact Sarah Yuen on 0488 020 790 or sarah.yuen@y7mail.com.

1950 48-225 Holden

I would like to sell my FX. As far as I can work it out by the window dot it is a 1950 model.

I have had the shockers restored, new tyres and the car is original.

My price is \$23,000.

p. 08 89738628

m. 0418191864

e. bob.petersen@nt.gov.au



Unique Cars

2 Large boxes of Unique Cars magazine. Brand new condition. Past editions. Lots of good reading and see what cars were worth a few years ago.

Price: Free!

See Leo or Tom at the hangar

Free stuff

Get your free ads in here
Give stuff away, sell stuff, get information, find a lover. Got a story to sell? Whatever you like.

Email Ted at longtelescope@gmail.com

Or phone 89886049

Deadline.... The end of the month.

Previous editions

All previous editions of Transmission are now available at mvec.weebly.com

302 Ford Engines

One disassembled, with good block and pistons.
One seized. \$100 or swap for 1 sidevalve Ford head.

Bunch of Borg Warner 35 autos from Ford. C4.
Manual gearbox from 13B turbo RX7 (I think)
Price: Free

Ted 89886049 longtelescope@gmail.com

1976 FORD ESCORT GHIA

\$8000 ONO

Peter 0419279766



Well folks, it seems everything is on in September this year. You have had Red Dust Revival at Lake Perkolilli in WA and the National Veteran Rally in Bundaberg in Qld, and now straight after that you can attend the National Model T Ford Rally just down the road at Maryborough, once again in Qld. Check it all out at their website <https://mtoq12.wixsite.com/mtoq/2019-national>



Pop into Maryborough - 2019 *~ On the beautiful Fraser Coast ~*



Tour Secretary: PO Box 1282, Carindale Qld 4152 - (07) 3219 4192

WELCOME!

*It is with the greatest pleasure that Model T Owners Qld Inc. (MTOQ),
Welcomes all Model T Ford enthusiasts to join us in 2019 for the
13th National Model T Tour.*

The 2019 Tour will be based in the city of Maryborough, Queensland from Sunday 29th September to Saturday 5th October. Maryborough is a thriving and vital city on the banks of the Mary River, filled with meticulously maintained Heritage Listed buildings, just a short Model T drive from the beautiful Fraser Coast and Hervey Bay. Since its establishment in 1847, Maryborough has been the commercial centre for the region's agriculture, was once the hub of rail locomotive manufacture in Queensland and is the birthplace of Helen Goff (Pen Name P.L. Travers) author of the *Mary Poppins* series of books. Today it supports a proud population who jealously guard their city's rich heritage and welcome visitors with open arms.

Maryborough is a short 3 hours' drive (250km) north of Brisbane, with average temperatures for the month of September, ranging from 15 to 27 degrees. From the vantage point of your Model T, you'll enjoy quiet country roads through unspoilt bushland, across rich farmland and alongside unsurpassed coastal drives. Truly a Tour NOT to be missed, (*and then why not stay on for an optional Whale Watching Adventure...*)

The local Fraser Coast Council, together with our generous sponsors, join us in welcoming you to the 2019 Model T National. Please read through this information pack and if you need any further information just ask one of the friendly MTOQ people or contact us directly at MTOQ2019rally@hotmail.com. Then fill in the enclosed Entry Form and be ready to...

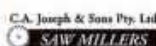


Pop Into Maryborough - 2019

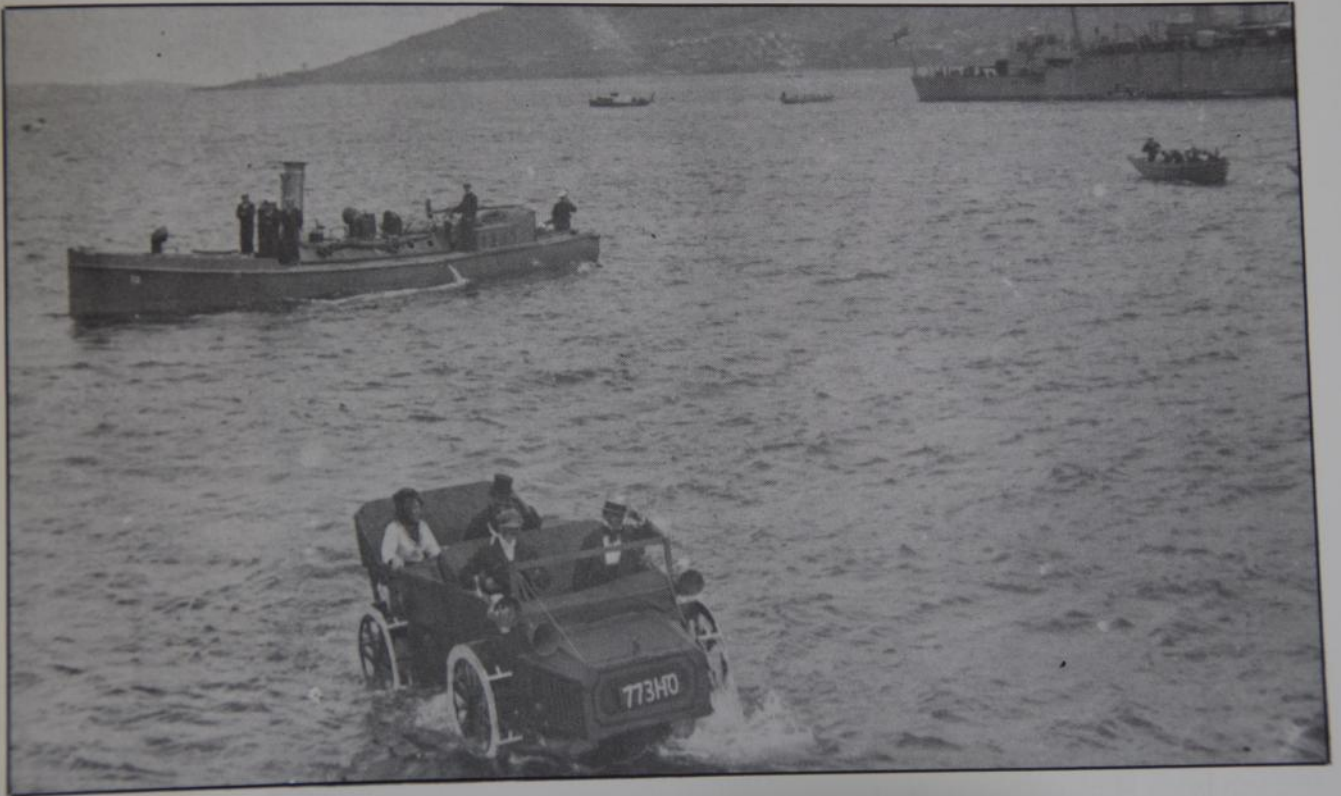


See you there!!

- With Special Thanks to our Event Sponsors -



*HMAS AUSTRALIA was
visiting Hobart for the annual
Regatta.*



Just in case you thought the idea of an amphibious car was a new idea, this photo was taken in Tassie back in the days.

And the idea of a motorhome doesn't seem a very modern idea either.



Dear Buick Car Club Member

Attached is a draft letter that the AOMC is requesting that Clubs and their members print, sign and post (snail mail rather than by email) to the Prime Minister and Treasurer prior to the next Federal election and preferably before the Budget is brought down early next month. The AOMC is also requesting that similar letters be sent to all candidates in the next Federal election. Apparently, emails are not always read, so the AOMC has suggested ordinary mail. Please email the AOMC letter with instructions to print, sign and post to the Prime Minister, Treasurer and local member and candidates by the end of this month. Regards Dennis Healy, AOMC Delegate

The Hon Peter Dutton MP
Minister for Home Affairs
PO BOX 6022
Parliament House
CANBERRA ACT 2600

The Hon Josh Frydenberg MP
Federal Treasurer
The Treasury
Langton Crescent
PARKES ACT 2600

Re Luxury Car Tax and Asbestos

Dear Ministers

I write to you as a member of the Australian historic motoring community regarding the two issues above and the impact that both are having on our community.

As you would be well aware, the Luxury Car Tax (LCT) was introduced as a protection measure for the Australian vehicle manufacturing industry, in essence to make the purchase of locally manufactured vehicles financially more attractive than their imported competitors. Whilst this may have served its purpose, Australia no longer has a motor vehicle manufacturing industry and the Tax itself is flawed in foundation.

What the LCT does impact is the ability of thousands of motoring enthusiasts in Australia to import higher value historic vehicles. The disincentive to import these vehicles is actually counterproductive to the Australian economy as much money is spent on local trades, restorers and parts suppliers to maintain and improve these vehicles thus promoting jobs, economic activity and preserving many trades that may slip into extinction. The irony is that the LCT was designed to achieve these objectives and promote Australian jobs and industry.

The other significant point to note is that most other countries do not have such an impost. This combined with the fact that our dry climate vehicles are better preserved (due to Australia's more compatible climate conditions) and the low exchange rate of \$AUD has meant that many culturally significant vehicles have been lost to overseas.

We urge you to consider the submissions that are before your departments and exempt vehicles greater than 30 years old from this illogical impost.

The impact of asbestos legislation on our community is also quite substantial. On occasions vehicles of significant value and significance have been adversely impacted by the testing protocols used by Border Force Officers in their inspection processes. Whilst no one wants the disastrous health consequences of asbestos, we as a nation are also potentially missing out on hosting International motoring rallies and events due to the uncertainty of the short-term import and return of rally vehicles for such events. The 9 million pre-2004 vehicles still on our roads, all still legally containing asbestos, are safely managed.

Is it possible, with the appropriate testing, that imported classic and historic vehicles could have warning stickers, in the same way that current manufacturers have been able to comply?

The Historic vehicle movement in Australia provides community and engagement for many Australians and we the motoring community request that you consider amendments to the above legislations to allow the nation and motoring community to continue to prosper.

Signed:

Member of Club

Attached Australian Historic Vehicles Interest Group – Pre Budget Submission January 2019

I rang this firm and found the asbestos problem is perhaps not as drastic as we thought. The only gaskets they are interested in is head gaskets. If the engine has been recently reconditioned chances are the head gasket won't be a problem. And brake shoes aren't expensive to have replaced. They can have a report done over yonder that the Aussie authorities will accept. They will ship from other places than LA.



ONE STEP AHEAD

+61 02 9059 6688

enquiries@dolphinshipping.com.au

cargo@dolphinshipping.com.au

LOS ANGELES, USA ↔ AUSTRALIA

CAR SHIPPING PRICE INDICATION

Services we can include:

- Condition Report
- Photos
- Purchasing and Financing
- Import Approval Application
- Quarantine pre-clean
- Origin document fees
- Freight port to port
- Current BAF (Fuel Surcharge)
- Australian port service charges
- Australian document fees
- Customs clearance
- Marine Insurance

from*

\$3,500.00



Transit Time:

50
Days

The above rates DO NOT include:

- Import GST (10% of the CIF Value and Duty) – (Unless the vehicle is disabled access)
- Duty (5% of the FOB Value) – Unless there is a Free Trade Agreement in place.
- Customs entry fee: currently AUD 92.00 if the total clearance value is under AUD 10,000.00, or AUD 194.00 if the value is over AUD 10,000.00 (note that the Import Exchange conversion rates are decided by Australian Customs)
- Compliance (We can recommend Compliance Workshops in each Australian City)
- Vehicle Import Approvals (Required for every road vehicle into Australia)
- Luxury Car Tax (if applicable, which is the CIF Value + Duty + GST minus AUD \$66,331.00 x 33%, and this only applies to passenger vehicles, not commercial vehicles)
- Air conditioning de-gassing. Not required if you have an EPQL Gas Licence or are a low level importer.
- Quarantine Cleaning if required on arrival (if Used vehicles or Machinery, Quarantine Inspection on arrival is mandatory)

Disclaimers:

- * Based on port to port shipping in a shared container.
- Estimate is for a standard Sedan or SUV with no attachments fitted.
- This is not a valid quote, just an indication of costings. For a full quote, please contact us.
- Transit time is approximate.



Telling it like it really is

An illegal alien in Polk County, Florida, who got pulled over in a routine traffic stop, ended up "executing", the deputy who stopped him. The deputy was shot eight times, including once behind his right ear at close range. Another deputy was wounded and a police dog killed.

The murderer was found hiding in a wooded area. As soon as he took a shot at the SWAT team, officers opened fire on him. They hit the guy 68 times.

Naturally, the liberal media went nuts and asked why they had to shoot the poor, undocumented immigrant 68 times.

Sheriff Grady Judd told the Orlando Sentinel: " Because that's all the ammunition we had. "

Now, is that just about the all-time greatest answer or what ???

The Coroner also reported that the illegal alien died of natural causes. When asked by a reporter how that could be, since there were 68 bullet wounds in his body, he simply replied: (BEST QUOTE ever) " When you are shot 68 times you are naturally gonna die. "

Stuff on the net

The Austin J (Junior) 40. Quite a heartwarming story.

<http://www.austinmemories.com/styled-25/index.html>



And would you believe Triumph threatened to void the warranty on Evel Knievel's Bonneville motorbike if he modified it by attaching rocket engines so he could do his canyon jump.

<https://selvedgeyard.com/2012/10/16/evel-knievel-triumph-over-the-fountains-at-caesars-palace/>



Life Savers

The children began to identify the flavours by their colour:

Red	Raspberry
Yellow	Lemon
Green	Lime
Orange	Orange

Finally the teacher gave them all *honey* flavoured lifesavers. None of the children could identify the taste.

The teacher said "I will give you a clue. It's what you mother may sometimes call your father.

One little girl looked up in horror, spat her lifesaver out and yelled, "Oh my God! They're arse holes!"