



Shed Chatter

A NEWSLETTER FOR GIPPSLAND VEHICLE COLLECTION MEMBERS

Issue 1 -2025

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Opening Times:

FRI, SAT, SUN & MON

10am to 4pm

Open all school holidays and Public Holidays

(Closed Good Friday and Christmas Day, 1/2-day Anzac Day)

Anytime by appointment

Adults \$17 - Concession \$12 - Under 15 Free

www.gippslandvehiclecollection.org



Hi everyone, welcome to 2025, another year of interesting developments for the club. Please consider supporting our roof project, details inside. As usual I have a shout out for support for this newsletter, it is only as good as contributions that I get. This is my tenth year as editor for our newsletter and if there is anyone out there that would like to have a go at taking this on, please let me know, I can't do this forever.

cdurdu@bigpond.net.au or

PO Box 183 Paynesville 3880

Club Permit Renewal

You can get your renewal signed at The Shed - Fri, Sat & Sun between 10am & 1 pm and Mon 1 - 4pm without appointment. We accept Club Plate renewals in the mail, (GVC, PO box806, Maffra, 3860) provided you enclose a stamped, self-addressed return envelope and \$15. This will be signed and returned in the envelope supplied.

Please direct all enquiries for new club plate applications to

Vanessa Noble on 0417356822 for an appointment.

Current VicRoads fees: 45 days- \$86.30 or \$166.70 for 90 days.

You can pay VicRoads through their MyVicRoads account.

For more information on Online Renewals, please visit VicRoads web page: -

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/renew-or-extend-a-club-permit>

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STOP PRESS

Big thanks to the guys from **JW & KR Phillips Electrical** for fixing an electrical problem which arose this week and to **Bedgoods** for providing the Scissor Lift. It was greatly appreciated.

Committee

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Caroline Duck.	cdurdu@bigpond.net.au	0428456267	Shed Chatter Editor
The Museum		0351473223	



Event Calendar

Event Name	Date	Time	Location
The American Motor Show	Sun, Feb 23	From 10am	Mornington Racecourse
Ford Vs Holden	Sun, Mar 02	From 10am	GVC
Melbourne Motor Show	Apr 5-6	From 10am	Melbourne Convention Centre and Exhibition Centre, South Wharf
2025 Holden Drag Nationals	Apr 12 -13	From 5pm Sat and from 10am Sun	Heathcote Park Raceway
MororEx	May 3 -4	From 10am	Melbourne Showgrounds

CONGRATULATIONS TO JO O'DOHERTY

The Gippsland Vehicle Collection congratulates Jo O'Doherty on the receipt of the Ambulance Service Medal as part of the Australia Day announcements. This is the highest medal awarded to Ambulance Victoria employees.

Jo has been an invaluable contributor, serving as both an Ambulance Officer and through her extensive local involvement. She began her journey with Ambulance Victoria in 2006 and has since held key roles including paramedic community support coordinator at Omeo, team manager at Maffra, and paramedic educator.

Jo was acknowledged for her active involvement in community initiatives such as, fundraising for essential equipment, for her dedication to training medical students, and her expertise in remote care.

Jo is the sister of our current president Vanessa Noble, and together with her husband is one of our Foundation members. Ross Noble, who was one of the founders of the museum was their father. He worked tirelessly to see the dream of the motor museum become a reality.

Jo's career embodies unwavering commitment to professional excellence and community service and we extend our heartfelt congratulations to her on a well earned award.



Notes From the Committee

Past
Presidents



Since our last newsletter we have welcomed a brand new year. We hope that 2025 runs as smoothly as a freshly tuned engine, that is full of road trips, great rides, good health and lots of other good stuff!

There is no doubt that the most significant event since our last Shed Chatter was the celebration of our 20th anniversary.

By any measure this was just a fabulous day. Numbers wise it was only surpassed by the 10th anniversary birthday and displays held very early in our evolution when we used to attract large numbers of visitors.

Our thanks go to the SES, Maffra Fire Brigade, the Military Museum, Heyfield Machinery, Nambrok Woodworking Group and Mick Coleman for taking the time to bring one of his steam engines.

All of these groups have been part of our history, often attending open days or supplying vehicles for a particular display, so it was really great to have them sharing our day.

We were thrilled to have our very own Rusty Rockers performing again. This group originally formed for our 1960s night, which, we ran in conjunction with our 10th birthday. It was very special to have them perform on our Open Day. I must also mention our very own Elvis (AKA Peter Balikoff) what a star!

Not to forget the wonderful Lakeside Rockers who always put on a great show when we have live music.

Our volunteers once again did a great job, and we thank them enormously for giving up their time to help make this day such a great success.

The 20th Birthday Display has been well received by visitors, with many enjoying the variety of vehicles on display.

Other news:

Displays

Ford v Holden (featuring cars from 1950 to 2000)

From 1950 to 2000 the story of Ford and Holden in Australia unfolded as a tale of fierce rivalry innovation and cultural influence. These two brands became the cornerstone of Australian automotive identity, each vying for the hearts and wallets of a growing and increasingly discerning public. Their paths intertwined, with each responding to the other's moves.

Asking people whether they are a Ford or Holden person is a bit like asking them to tell you their favourite football team. Australians are brought up on a rivalry diet of AFL or NRL, Collingwood or Richmond, Labor or Liberal, Coles or Woolies and Ford or Holden.

Through these decades the Ford vs. Holden rivalry became more than just a competition between carmakers; it was a cultural phenomenon. On racetracks, in suburban driveways and on rural backroads, Australians chose sides, often with passionate loyalty. Bathurst became the battleground where fans cheered not just for drivers, but for their chosen brand.

From the 2nd of March we will be entering into dangerous waters by showcasing Fords and Holdens from the 1950 to 2000. We have been doing our research and will provide some interesting statistics for you to consider – you might even change your mind about which is best!!

July Display

One of our members, Dennis Jones and committee member Ross Foster have offered to organise and compile our next display, which will open on the 13th of July. Although we don't have an official title as yet it will feature some fabulous Custom and Hot Rod vehicles.

Do you enjoy our displays???? – Could you spare a bit of time to help?

We are always looking for help with our displays – this may be helping source the vehicles or writing up the information cards, assisting with the “changeover” or being on a call list for assistance with the maintenance of the vehicles whilst they are in our care. If you are interested in assisting, please call Paul on 0408 702 783.

Model Train

the Model train project continues to evolve. Much to the delight of our 20th birthday visitors, Mike, Darren and members of their team had the train running and were on hand to explain how the project is going. The work that has gone into this project is just amazing and it is already creating a lot of interest with our visitors.



Clock is finally fixed

Special thanks to Neil Wishart, who was able to repair our broken clock. - Neil is known locally as the clock and watch guru!

SWAP MEET –

Our next Swap Meet is coming up on **Sunday March 30th** and with the exception of the 20th Birthday celebration, it will be our biggest fundraiser of the year. **This one is particularly important as we try to get the funds together for the replacement of the roof!**

If you have been thinking about getting rid of some of your stuff – how about donating it to our stall.

(Please no magazines or books). This is a great way of contributing to the Roof Fundraising. If you are unsure whether your items are suitable, please contact **Denis Jones on 0409 861 088**.

It takes a large number of volunteers to run so I will be sending out an email and possibly a text to everyone around the middle of March asking for your assistance.

Please consider putting up your hand to do a shift.

The Roof Replacement

The replacement of our roof is by far and away the most serious issue which the Gippsland Vehicle Collection faces. We don't want to have to close but if the roof is compromised, we will have no alternative.

The roof was constructed using asbestos sheets which are unfortunately slowly deteriorating. Those of you who have visited after rain, will have noticed the increasing number of buckets dotted around.

We wish to reassure you that we have had the building, and the surrounding areas tested and have been advised that it is quite safe at the moment, but it needs to be replaced sooner rather than later. This has become more urgent given the increasing severity of weather events and the likelihood that at some point, these will lead to the roof being compromised.

We have therefore decided to try and raise the necessary funds, with a view to undertaking the replacement between February and June 2026. The project will cost over 1 million dollars but will secure our long-term future once completed.

Sue is applying for grants to assist with this, and we have some funds already set aside but **WE NEED YOUR HELP!!!!!!**

We would like to thank those of you who have already made donations – your contributions are very much appreciated.

But we have a long way to go – so if you enjoy the museum, have a club plate with us, participate in Coffee and Cars or any of the projects please consider making a donation.

Donations over \$2.00 are tax deductible and donations over \$500 will be recognised once the project has been completed. The flyer which is included in this Shed Chatter gives details of how you can donate

So this is your challenge – help us **Save Our Shed** – it is too important to lose.

If you have any queries, please give Sue a call.



Small Shed Next to the BBQ Shelter

You may remember that some years ago we decided it would be a good idea to have a small shed next to the BBQ Shelter so Ness could permanently store a lot of the equipment e.g. tables, fridge etc that she uses for the BBQ. This would save her having to lug it from inside every time..... good idea we thought!!!

There have been so many hurdles that Nick and others have had to jump through that it has turned into something akin to rebuilding the Notre Dame Cathedral!

We are pleased to report however, that the relevant permits have now been received. Nick is waiting on a final quotation for the slab from a local contractor who has agreed to complete the works at cost. The committee has agreed to include the area adjacent to the fire hydrants where it has been historically difficult to manoeuvre the ride on mower.

So hopefully by the next Shed Chatter in June – the little Shed might even have been installed and completed..... watch this space!!!!



Our next display is Fords vs Holdens. Below are two articles by one of our members Tony Wallace, about his beloved Ford.

**Ford Falcon 500 Sedan
by Tony Wallace.**

Sometimes you just have to be in the right place at the right time!!

In July 2017 a mate rang me and said, "Are you still after a classic car for Deb, I know where there's one you might be interested in."

"Sure am," I said, "as long as it's a Falcon and not a basket case!"

He assured me it wasn't, but he only got a glimpse of it hanging out of a carport out the back of Yinnar, so Deb and I headed off the next day to check it out.

You hear a lot about barn finds and shed finds now, but the reality of that happening nowadays is rare so we weren't holding our hopes too high.

As we drove into the property there was a lot of gear around and a few cars scattered around the property, but sure enough in the carport sat a Falcon XY sedan that didn't look too bad from a distance.

We caught up with the owner and he showed us the XY that was sitting in his carport. It certainly had been there a while, as it was covered in dust and had quite a bit of stuff gathered around it, but generally it looked pretty good.

He told me it was for sale, so we started to check it out.

Looking closely at it the body, it looked in great condition and still had the original black and white Victorian number plates on it, KYO 463. The interior had been pulled apart, but all the components were laying around inside and appeared to be all there. The owner was going to do it up but had lost interest and had other projects on the go, so we were there at just the right time. The seats were stored away inside the house, and after checking them out, discovered they were in perfect condition. The original back seat was like new, and the front bench seat had just received a new, old stock cover, but retained the original black.

I asked the owner a few more questions on the history of the car and this is the reply to the best of my memory.....(should have written more down !!)

*The car was purchased new at **Maryvale Motors** in Traralgon in 1971 and remained with that owner until it was then bought by the current owner who had it stored for quite a few years, and he had only recently decided to do it up.*

The car has a genuine 22,258 miles on the clock, but I have no documented proof of this.

I'm reasonably certain this is correct, as the car has had no repair damage, with only some signs of an acrylic paint job at some stage of its life. The doors open and close as if they were new and all the original door rubbers and seals are still in great nick.



The engine and gearbox have never been out of it, and it still has the original exhaust system, also it has all the original stickers in the engine bay (no new paint in there). One of the really cool things that is still intact, is the original **Maryvale Ford** transfer in the rear window, still looking like new after 53 years.

I looked at Deb and she said to me, "I love the colour, let's load it up!"

After getting the go ahead from the minister of finance, a deal was done, and we made plans to come back the next day and pick it up.



This was truly an unbelievable find, especially being virtually a one owner car, and a local car. A lot of these cars were made into GT replicas, so to find one in such good condition and to have it not been messed with, is very rare these days.

After a year or so of storage at our place it was time to get her on the road. This wasn't a huge project as the car was still in very good condition; the dash and interior were rear assembled, and the wiring sorted, so that all instruments and lights worked as original.

As spare time was limited due to work commitments, Dave Miller was kind enough to service it for me and do some final checks before it went in for a road worthy, which it passed with no problems.

The car is a real daily drive and a great car for Deb, it handles so well and is so easy to drive compared to a couple of our others, that are so heavy in the steering and clutch area.

Hopefully there may be someone out there who knows a little bit more about the history of this local car, maybe the original owner who purchased it from **Maryvale Ford** may still be around. It would be great for them to know it is still around and being looked after.

Specifications:

1971 Ford Falcon 500 sedan

JG23LS 7/71

Engine :Y 302 Windsor

Trans: R 3 speed column auto

Paint: 5 Teal Glow

Trim: S Saddle



Yellow Fire 72 XA GT Ford Hard Top by Tony Wallace

Back in the early 1970's Ford had some of the best paint colour names, **Wild Violet**, **Red Pepper**, **Lime Glaze**, **Calypso Green** etc, and one of the best was definitely **Yellow Fire** and although I am biased, **Yellow Fire** was for sure the best of them.

In June 2016, Deb and I decided to invest in an Australian muscle car, having had an XB GS hardtop when I was 19, and only Fords from then on, it had to be a Ford, and preferably a hardtop.

We looked at a couple of XBs to start off with, but after talking to some mates we decided to go with the XA. The XA Hardtop had a better Bathurst reputation and was the only Ford model to win Bathurst twice, so for us this was the way to go for investment purposes. As it turned out this was the case. We were always a bit nervous to spend a lot of money on such an old car that still needed work; and wasn't going or finished when we got it; but when you first get it going and take for its first drive it's all worthwhile.

After looking around for some time, a mate of mine called me from Brisbane and said he'd found a couple of XA GT Hardtops for sale.

"You'd better get up here and have a look because they won't last long".

So that weekend I flew to Brissy to check them out, The first one I looked at was immaculate, and arguably one of the rarest XA Gt hardtops around. It was the only one ever painted in **Surfer Orange**. It had a white interior and was fully optioned. The owner was sort of interested in selling but I didn't get the feeling he was that keen to get rid of it. At the time, it was a bit out of our price range (wish I'd bought it now!!). The second car was a bit of a project car, but all there and just painted in this awesome colour **Yellow Fire**.

Although it was not running and needed quite a bit of finishing off work to get it on the road, it was in our budget and a good-looking original car. The owners were exceptionally nice people, so we came to an agreement on the price and picked her up a week later in an Andersons removal truck, and got it delivered straight to our door, great service by our local Maffra people!



I got to know the owners of this car well, and I know it was hard for them to part with it as it had been in their family for around ten years. While I was there, they told me as much of the history of the car as they knew. This is a 7/72 model XA GT, so it's a relatively early model XA, and as I mentioned before there was some "out there" colours in the new range; the most popular of them being **Yellow Glo** with 154 coupes done in this colour and **Red Pepper** with 144 coupes done in this colour, **Yellow Fire** wasn't that popular with only 68 painted in this colour. This particular car was bought from **Eclipse Motors** in Ballarat, Victoria and was immediately driven to a panel shop, presumably in Ballarat and painted **Red Pepper**, this being one of the most popular colours and at the time one of the harder colours to get in a Hardtop in. It remained in this colour until 2015.

The owner who originally purchased the Hardtop only had it for 2 years before selling it to the second owners who had it for around 31 years, and remained painted in **Red Pepper**. The third owner (person we bought it from) purchased the car in 2005 and used it as a daily drive until deciding to do a partial resto in 2014 and had it painted back to its original colour of **Yellow Fire**.

After getting it back to Maffra, it sat in the shed for about a year until I had time to assess it properly and get it fully back together. There were some major issues with the wiring loom, and a lot of chrome extras that needed to go, to get it back closer to original. The front end and brakes were completely re-done. I then put in a new clutch and a new set of wheels and tyres. The diff had never been out of it, but was still in perfect condition, all matching the D Block 351 Cleveland which is still the same motor as the XY GT used.

The car is a daily drive for us and has done numerous trips around the local area and spent a session in the *Living in the 70s* display in November 2023, where it sat in the entry to the museum.

The Specs:

- JG66MD 7/72 Falcon XA GT Hardtop
- Engine Code T 351C V8 4V
- Trans Code L 4sp Floor shift top loader
- Paint Code Q Yellow Fire
- Trim Code B Black

Options

- Seat belts
- Laminated tint band windscreen
- Sports road wheels 2 piece
- Super Fringe deluxe push button radio

The XA GT is still one of the best looking coupes getting around and when you can easily fit 295 15R 50 tyres under the rear guards without any modifications it made it a really tough looking muscle car.



Another Ford on display is John Seymour's Cortina...

Ford Cortina GT 500

By John Seymour

Background Information:

Ford commissioned Harry Firth to build 110 cars to make sure Ford won the 1965 Armstrong 500. Hence the name GT500.

(Bo Seton and Mitch Bosworth did win the race)

It was based on the Cortina GT, but 2 door with alloy brake scoops, an auxiliary fuel tank with twin fillers, Lotus close ratio gearbox, a modified engine, (new cam, lightened flywheel and modified heads) ported and polished head and lowered suspension.

Firth developed the GT500 in the same Queens Road (Melbourne) workshop where he prepared his previous 500 winners. Over six months Firth worked with Ford Australia engineers to maximise the existing Cortina GT's potential. The standard GT was available in Australia only in four-door guise, but Firth decided to develop his Bathurst special using the two-door Cortina body.

Riding on lowered, upgraded suspension (with dampers to Firth's own specifications), the GT500 got a huge 77-litre fuel tank in the boot with two racing-style snap-fillers on the boot lid. There were alloy cooling ducts for the brakes. The GT500 was a strictly local affair, the rules stipulating that only 100 needed to be built. In the end 120 were built, making them a rare find indeed.

The biggest competition the Cortina GT500 faced at the Mount came from the BMC Mini, however with some additional cunning from Firth, the GT500 ended up with a huge advantage.

An auxiliary 8.5-litre fuel tank was added to the Cortina, located immediately behind the rear window. It even had its own separate filler, allowing the GT500's twin tanks to be filled simultaneously, reducing any required pit time.

The vehicle I have was advertised in the Trading Post, (so you can work out how long I have had it).

It was bought in Melbourne and driven home. It has had a new body but retains its original engine, transmission and items specific to the Cortina Gt 500, being front air vents, long range tank with twin fillers and the close ratio gearbox from the Lotus Cortina with 2.5 ratio to first gear. The engine is currently removed for a rebuild which will require the block to be sleeved.

The vehicle is currently white but will be painted in the original colour of Sunset Beige.

To maintain its originality, chrome side strips will be fitted as was standard on all Cortina GT's (both the 2 and 4 door).

Specifications:

Engine: 4 cylinders

Capacity; 1500cc

Power: 98bhp @6000rpm

Transmission: 4-speed manual

Top speed: 103.6 mph



Gippsland Vehicle Collection

SWAP MEET

DATE 30th MARCH 2025

1a Sale Road – Maffra, Vic

**Gates Open for Sellers at 7.00 a.m.
Buyers at 8.00 a.m**

**Featuring Garag-enalia ★ Mancave and
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Cost - \$20.00 site fee (including driver)

This includes insurance public liability cover

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Camping Available Saturday Night – By appointment

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Information and Bookings call

Craig on 0491 712 633

or

Sue on 0455 556 542

www.gippslandvehiclecollection.org.au

Site Holders must stay in place until 12.00.

No Goods pick-up prior to 12.00.



The article below is about a Holden just to show we don't hold favourites.

My FC Holden

My name is Glenn Burrage, from Bairnsdale. I have been passionate about cars basically all my life, taking up an apprenticeship in motor mechanics when I was 13, in 1962 in central Victoria. I had to do a three months trial period as 14 was the minimum age to leave school to get an apprenticeship.

By age 17, after owning several cars, I started to build a "hot" FC Holden. I had a vision of what I wanted, but lack of money and other distractions at that age meant I ended up owning a bomb with a pretty hot motor. After getting married to Lynette and moving to Bairnsdale in 1971, I took up work at the Holden dealer. This meant time spent at GMH Dandenong and Fishermen's Bend at various courses and model releases, and also a lot of time at the Lang Lang test track. Quite a few old cars went through our shed, and one day, another FC Holden arrived. I decided to buy it and rebuild it, using 1950/60S era speed equipment, to be the car I dreamt of years earlier.

The car was totally dismantled, all body repairs carried out, and painted in the brightest red available, being a Mazda colour, **True Red**. All the mechanical drive line was rebuilt using original components, it still has a 3-speed gearbox, and the original diff. It also has the original "grey" motor, but many changes to improve performance were made, including:

- boring the cylinders to 3/16" oversize,
- balancing motor,
- lightening the flywheel,
- modified camshaft profile,
- alloy cam gear,
- modified cylinder head ports,
- fitting larger late model valves,
- triple Stromberg carbies,
- dual outlet exhaust extractors feeding into a dual exhaust system

A fair bit of chrome and alloy parts were used, also a heavier radiator and an electric fuel pump were added. A period correct VH24 brake booster is used to improve the performance of the standard drum brakes. Suspension is lowered; steel wheels are 7" wide with period centre "GO DOMES". An Impala straight line gear shifter is fitted, as well as various Smiths gauges and tacho.

Interior was re-trimmed in grey velour with grey vinyl panels, grey carpet and extra chrome to trim panels. Genuine GMH Nasco radio and Warmaride heater are fitted.

The car was completed and put on show in 2013 and has been fun to use since.

So, after 47 odd years we finally got the FC I had wanted.





Gippsland Vehicle Collection Inc. & Gippsland Auto Museum Inc needs YOUR help!!

Our 80-year-old asbestos roof is in need of replacement to ensure we can continue to provide great displays into the future.

ALL DONATIONS OVER \$2 ARE TAX DEDUCTIBLE

How to donate:

Direct Deposit:

Name: GIPPSLAND AUTO MUSEUM INC

BSB: 633 000
Account number: 207998964
Reference Roof Fund 'Your Name'
For a Receipt
Please email

Sue: s62lawrence@gmail.com
OR phone on 0455 556 542 and
provide your details.

Via our website

gippslandvehiclecollection.org/donate

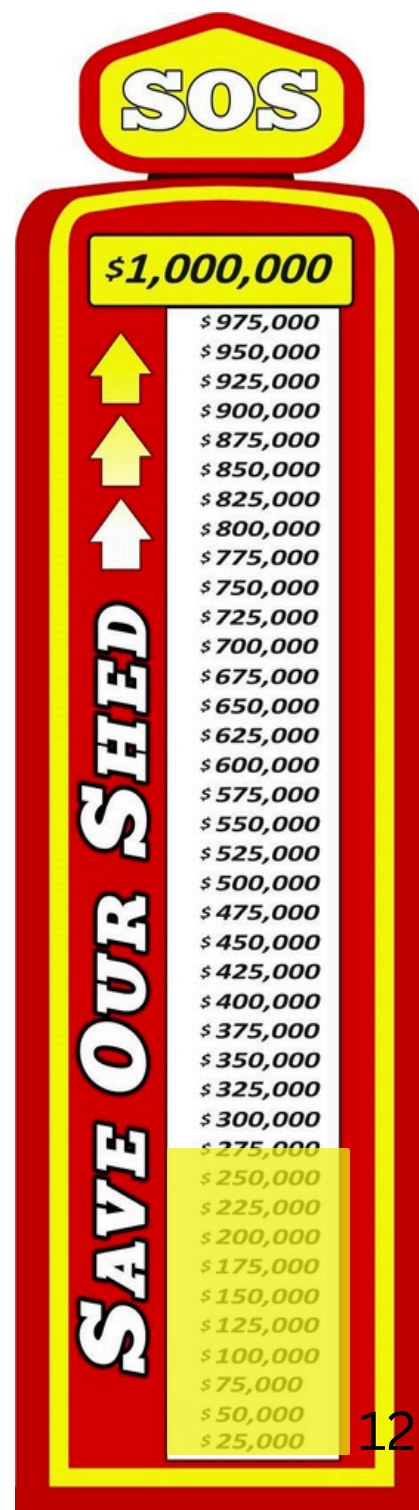
Over the counter

We are open Friday, Saturday,
Sunday and Monday



Our volunteers will be able to issue you
with a receipt.

**Donations of \$500 & over will be recognised
on an honour board within the museum**





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**CONGRATULATIONS ALSO TO COL MCQUILLEN
AND DAVID THOMPSON**



As many of you know Col is a past president of the Gippsland Vehicle Collection and is always the first to put up his hand when we need a bit of help.

He has been a regular volunteer at G.V.C for many years and is a highly valued member of our front counter and Club Plate teams. Col also did the initial groundwork in relation to our roof and ultimately oversaw the successful replacement of the first 21%.

What you may not know is that he is also a mentor at Maffra Secondary College and through this role, has continued to shape the lives of young people, offering them not only his knowledge but his time, care, and unshakable belief in their potential.

As an umpire and mentor for local football teams and the Victorian School Boys AFL Team, he supports young athletes with care and humility. He volunteers with the Footprints Foundation, aids community events like the Maffra Mardi Gras and Christmas Festival. A lifelong contributor to the Maffra Municipal Band, Col also founded the Wellington Warriors Football Club, promoting family-friendly football for men over 35.


There is no doubt that Col is a very worthy recipient of the **Maffra Rotary Quiet Achiever Award** and we, like many others want to thank him for all his work and congratulate him on the award.

David is one of our long-term counter Volunteers but is also very involved with the Maffra Municipal Band. and a part of The Maffra Ukestra Band which is a group of enthusiastic Ukulele players who were awarded the **Quiet Achiever Group of the Year**.

This group together with other members of the Municipal Band has grown from strength to strength over the past years. It brings a huge amount of enjoyment to members of the public when they perform at concerts and events and in particular to those in Residential Care.

We congratulate David and the group on their award and look forward to having them play again at one of our Open Days.


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Gippsland Vehicle Collection presents...



Vs

- Display Day launching the Exhibition
Sunday 2 March 2025
- Display Vehicles from 9.00 a.m.
- Entry into museum free for drivers of Display Vehicles
- Bring your vehicle to create our display for the day -
"All vehicles Welcome"
- Gold Coin Donation into the grounds -
proceeds to go to our roof fund.
Museum admittance: \$12.00



HOLDEN

DISPLAY OPENS 2 MARCH 2025

Phone: (03) 5147 3223



For enquiries, maps and information visit our website
www.gippslandvehiclecollection.org.au

Museum Opening Times: Fri; Sat; Sun; Mon 10am - 4pm.
Daily over school holidays. Anytime by appointment (for groups)



If undelivered return to:
GIPPSLAND VEHICLE COLLECTION,
P.O. Box 806, Maffra, VIC, 3860

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A BIG THANKYOU TO ALL OUR VOLUNTEERS AND WORKERS