

All Classics Qld

Inc IA39147



Mal Ferguson's 1962 Compact Fairlane

February – March 2014

All Classics Qld

PO Box 2224, Gailes, Qld 4300

Inc IA39147

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Garry Edmonds
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MINUTES

Leon Bray

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FROM THE PRESIDENT'S CHAIR

We are well and truly off and running into the new year with lots of exciting things planned for our monthly and Saturday night dinner runs. Our first club run for the year was a BBQ breaky run to Raby Bay which was well attended with 10 cars, and was a very enjoyable morning spent on the foreshore. Our first Saturday night dinner run was to a group of take-away food shops at Helensvale, we had a wonderful cavalcade of 14 cars cruising down the M1 and some very tasty fish and chips at our destination.

The Christmas party was a fabulous event, there was lots of food and everybody had a great time. Congratulations to Angela Edmonds who was awarded the Gary Ledgerwood Memorial trophy for outstanding club member. Angela not only came up with the idea of a free raffle at the monthly club runs but also provides the majority of the prizes herself. Also congratulations go to Craig Carroll who won the prize for selling the most raffle tickets with \$1,022 in sales. Well done Craig, a great effort. On behalf of all our members, a big thank you to both Angela and Craig for their wonderful support to our club.

Our Christmas raffle was a huge success. Thank you to all of you who helped to make it a success by making a contribution to the prizes, and taking books to sell and turning up every Friday and Saturday night to sell tickets. From our raffle funds we are giving a donation to 12 year old Lochlain Harrod who suffers with cerebral palsy. We will do this at a BBQ lunch at Mark and Kerrin Straney's place at Walloon on Sunday the 9th February, which is our club run for that month, all members are encouraged to attend. It will be a special event and a good day out.

As we were a bit short of committee members due to the Christmas holidays we did not hold a meeting in January, so no exciting minutes for you to enjoy reading this issue.

Our membership currently stands at 33 members.

Our bank balance currently stands at \$5,133.98

I have enclosed the results of the QHMC Survey of options for SIVS in Queensland for your information. Please read it as well as the communication from the President of the Qld Historic Motoring Council.

We are always looking for items for the newsletter and members are encouraged to send in any articles of interest and pictures of their cars and should email them to me. This issue we have Mal's 1962 Compact Fairlane on the front cover, your cars would also look good on the front cover, so get the camera out, write a brief description and get it to me. Please be aware that any articles for the next edition need to be submitted by the 20th of March and if we already have enough content they will be put in a later edition. Also, if you know of any interesting and fun places we should include in our monthly runs please let our run co-ordinators know.

I look forward to catching up with you all, so get the classics out and let's go play on the street.



Anne-Marie

QHMC SURVEY RESULTS 2013

Polled 113 clubs Total 12947 members

Responses below include the percentage of results to respondents.

Unfortunately due to the short timeframe not all clubs responded + the actual members listed here are only those that attended meetings or responded to their club hence a great deal of members did not vote BUT this is a good cross section of historic motoring vehicle clubs.

OPTIONS FOR SIVS IN QUEENSLAND

- (1) Retain the current SIV scheme as it is? **57.9% 2193members**
- (2) Retain the current scheme but with the option to purchase an additional 20 log book days at a cost yet to be determined by TMR...**6.4% 241members....**
- (2b) Retain the current scheme but the addition of free use on Sundays **29.1% 1102...**
- (3) Adopt a log book scheme similar to the Victorian scheme but only 52 days use. **2.1% 79 Or 90 days as per Victorian system For...3.9% 148.....**
- (4) Running the current scheme and a log book scheme concurrently. **6% 23 members**

Q 4. How much extra, if anything, would your members be prepared to pay per year in registration charges for these changes? (please circle a,b,c,or d.)

- (a) Not prepared to pay any extra **87% (3026)**
- (b) Up to \$50pa **10%**
- (c) \$50 to \$100pa **3%**
- (d) More than \$100pa **0 %**

Q 5. Would your club be prepared to administer any new arrangements, accept responsibility for, and enforce your club member's compliance with the rules? (please circle a or b)

- (a) Yes 14 clubs **23%** (b) No 46 Clubs **77%**

Additional comments including:-

Need to retain personalised number plates

Like more freedom to use the car on weekends

Road test radius increase to 30 kilometers

Need to verify potential costs increase of each option to accurately gauge interest.

Option 1 (unchanged) if 2b unsuccessful.

Proof of club membership required for registration renewal

Remove road maintenance levy from SIV rego

15k radius for road testing is too restrictive

Report on TMR Meeting by Rod Graydon.

From a meeting with the Police Minister in early October.

Members should not be paranoid that a minor slip of tyres and screech will have their vehicle impounded. For police action it must be a deliberate act of hooning, ie Continuous or deliberate spinning of tyres to create noise or smoke or other acts that constitute hooning.

Illegally modified vehicles. Whilst the number of illegally modified vehicles impounded have been minimal it is expected to be more as vehicles built prior to VSB 14 and not certified before changes to the legislation may not now be legal.

The tip is to keep your vehicle in good condition and drive in the standard expected on the roads. Genuine historic vehicles are not on any hit list so drive appropriately and you won't have an issue.

Rego Labels. As of October next year Registration Labels will disappear from Queensland registered vehicles. This leaves an extreme difficulty in not only identifying SIVS registered vehicles but also remembering when you registration is due. Rod will be speaking to TMR about this issue and the possibility of having a sticker similar to that used in the USA and LPG stickers on number plates. Rod is also obtaining samples of a sticker used in NSW for inside the windscreen showing the due date. These could have the QHMC logo and be issued through clubs to members only.

Illegal use of concessionally registered vehicles. Rod is very concerned about vehicles being used illegally and quite openly for weddings and formals and also for payment. The penalties for this are quite harsh and members should remember their commitment to the laws pertaining to concessional registration.

Survey. The letter to clubs outlined that this survey came as a request from DTMR and is not a QHMC initiative yet some clubs still choose to criticise QHMC for doing the survey. Again I remind everyone that our dealings with DTMR are as a member of a newly established motoring group forum and the request was made to all groups including QHMC. Other criticism included that the QHMC survey was biased against log books. In some ways it may seem like that by suggesting the extra costs and administration involved, but yet to be determined by TMR, however this was the information put forward by TMR at the last meeting.

A few people put a lot of time into compiling this survey, Rod Graydon, Ken Wilson and the Secretary spent not hours but days in putting this survey together and compiling the results. I know there will be criticism but remember the fact that we are just members of clubs with historic vehicles. We need to work with TMR as we interpret what they are thinking and adjust our thoughts along the way so that we can strategically move in the interest of QHMC members and the historic vehicle community of Queensland.

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Q: What is the fastest internal-combustion American production car?



A: The 1998 Dodge Viper GETS-R, tested by Motor Trend magazine at 192.6 mph.

A LETTER FROM THE PRESIDENT OF QHMC

Dear QHMC Members

RE: Driving our heritage in to the future.

As President of QHMC I'd like to thank all of you who took the time to respond to the recent survey regarding the proposed changes to Queensland's Special Interest Vehicle Scheme. I'm aware that this is a particularly emotive issue which has been ongoing for some time. Many clubs are unhappy that this issue keeps arising in spite of widespread opposition to change, and that it generates a significant amount of ill-will when it does.

This letter is to provide some clarification of the current discussions with the Department of Transport and Main Roads.

Firstly, QHMC did not commence formal negotiations for change or additions to the SIVS scheme, and it isn't clear where this started. However you should be aware that QHMC is only one of six enthusiast groups represented at DTMR's Motoring Organisation and Car Club meetings where this matter is being discussed. Like other participants, we are included by invitation and have only one vote.

The current round of discussions regarding changes to the scheme was started by DTMR, which offered a number of options as well as some, as it turned out, very rubbery estimates of the costs involved. The survey QHMC sent out in October was based on these, and canvassed member club's attitudes to the alternatives, the expected costs and a number of other pertinent issues. Except in one case, free Sunday use, which was suggested by QHMC, the alternatives offered and the estimated cost increases you were asked to consider and vote on were provided by DTMR. The timing of the response was also dictated entirely by DTMR.

With the benefit of hindsight, the time allowed to respond was far too short to allow the formulation of a properly thought through survey and for member clubs to discuss and respond to it in a considered way. It's quite clear that some parts of the survey caused a degree of confusion in some responses and some respondents found it difficult to provide a considered response due to the approximate nature of the costings provided.

Full details of results of this survey have already been communicated to member clubs, however on the whole the majority indicated that they were happy with the current arrangements. A reasonable number showed interest in the free Sunday use option and a smaller number chose other options. Significantly though, only a relatively small number of respondents were willing to pay extra for the additional use and few clubs would accept any additional administrative work that may have resulted.

In mid-December DTMR again asked for our views on a refined set of options and some updated costings. These were as follows.

Option 1. Maintain the current arrangements with no change to costs. Registration cost \$184.40

Option 2. Extend the current scheme to include a compulsory logbook for private use. Estimated costs would be \$230.71 for 14 days and \$273.59 for 26 days. Clubs would be required to administer the scheme's operation.

Option 3. Extend the current scheme to include an optional logbook for private use. Estimated costs would be \$241.71 for 14 days and \$284.59 for 26 days. However these costs will be dependent on the uptake of this option. Clubs would be required to administer the scheme's operation.

Option 4. Current scheme extended to include private use on Sunday. Estimated total registration costs range from \$227.28 to \$304.18 depending on whether one Sunday a month or every Sunday is selected.

Option 5. Log book only. An entry would be required in the log book each day the vehicle was operated more than 100 metres from the garage address. Estimated total registration costs range from \$270.10 to

\$330.85 depending on whether a 40 day or a 90 day log book is elected. DTMR will require clubs to audit and review log books on a regular basis. All clubs will have to be registered with DTMR and a set of guidelines or criteria about how a club is defined will have to be developed.

Option 6. Current scheme and a log book scheme concurrently. Conditions and requirements would be similar to option 5. Estimated total registration costs range from \$184.40 to \$339.99 depending on whether the customer chose the existing scheme or opted for a log book. Cost of the log book will also be dependent on the level of take up of this option.

Important notes.

- All costs are estimates based on current 6 cylinder motor vehicle registration fees and high-level estimates provided by key business areas, which are subject to change.
- Compulsory Third Party is included in the costs and has been estimated based on (the) Motor Accident Insurance Commission's indication that fees will increase proportionally (due) to the increased risk exposure, and are subject to change.
- Costings do not include any consideration of additional club costs for administering optional logbook fees.
- Logbook estimates are based on a 5000 take up rate with a cost recovery model over a five year period.
- Each option includes registration, estimated CTP, Traffic Improvement Fee, system changes and administration costs for DTMR.

It's also important to remember also that DTMR advised early in the discussions that all set up and administration costs of such changes would be fully recoverable.

Unfortunately the timeframe for this response was even tighter than last time, with a deadline of December 17 being set - less than four business days in total. The Management Committee believed this to be completely unreasonable as it effectively prevented any proper consideration or discussion of the issues, or any widespread consultation with member clubs. Again, this was not the doing of QHMC.

I, and the QHMC Management Committee, felt strongly that we should not be rushed into making such an important decision and I therefore instructed the QHMC's DTMR liaison to request an extension. However this was not granted. DTMR was insistent that the deadline be met so that a brief could be provided to the minister early in the New Year.

The other issue that shaped our response is that during discussions at a recent QHMC general meeting, it was agreed that negotiations for change had to be on the basis that any new options would be a full user pays system and that those who did not wish to participate in a changed system must not be financially, or otherwise, penalised. There were no objections to this, nor did it generate any discussion. As a result, QHMC asked for formal acknowledgement from DTMR that those who chose to stay with the current SIVS scheme would not be disadvantaged or expected to fund any change that they did not want and would not gain an advantage from. DTMR refused to provide this assurance.

As this was a key, and non-negotiable, aspect of any proposed change, the committee felt that it had no alternative but to vote to retain the existing scheme unchanged.

While the Management Committee understands that a minority of members would like more flexibility of use than the current arrangements allow, it is simply not reasonable that the majority, who don't want this change, should run the risk of financial or other detriment if, for whatever reason, DTMR decided to spread the costs over all SIVS users.

While I believe most member clubs would probably not oppose an addition to the SIVS arrangements that allowed a bit more flexibility for those who felt they needed it, I don't believe they would, or should, accept the risk of having to fund a system that they don't want, won't use and from which they would gain no advantage. Therefore I cannot in good conscience commit QHMC members, the majority of whom are

happy with the current arrangements, to the potential of an unknown increase in SIVS fees in order to satisfy a few clubs that feel they want this change.

The results of this latest DTMR vote (mid-December 2013) are as follows.

Organisation Vote

Australian Confederation of Motor Clubs QLD Option 3

Australian Street Rod Federation Inc. QLD Option 3

MG Car Club QLD Option 1

Mustang Owners Club of Australia QLD Option 1

Queensland Historic Motoring Council Option 1

Queensland Motorised Sports Council Option 4

At this point further discussion has ceased until sometime in the New Year. DTMR advises that the result of the latest vote will be included in a briefing paper to the minister for his consideration.

My apologies for a rather long-winded explanation of the events, however I'm firmly of the view that QHMC should be open and all members should be fully informed of such matters.

I would also take this opportunity to remind you that the QHMC is run by volunteers who give up their time to support you and your hobby. Please treat them with the respect they deserve - even if you don't necessarily agree with the outcome.

Regards,

John Trask

President QHMC

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Q: Who wrote to Henry Ford, "I have drove fords exclusively when I could get away with one. It has got every other car skinned, and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8"?



A: Clyde Barrow (of Bonnie and Clyde) in 1934.

BEE GEES WAY AT REDCLIFFE

It was a very hot day but we had a good rollup and set off towards Redcliffe to check out the Bee Gees Way. The display is excellent and shows the life of the BGs. We had a good look around the markets and then headed off to the foreshore at Sandgate for a yummy lunch of fish and chips. The cool sea breeze gave some relief to the very hot muggy day which was rounded off by a very wet and stormy drive home.



L-R Adrienne, Tony, Tom, Scott, Desiree, Karen, Ross, Peggy, Garey H, Angela, Gary E and Anne-Marie. Gary & Val Chudasko, Dianne, Mick & Jared Dignam, and guests Bill & Lyn had already gone off to the markets.

RABY BAY BREAKY



On the foreshore at Raby Bay. L-R Anne-Marie, Tony, Karen, Adrienne, Mark, Leon, Lyn, Garey H, Desiree, Tom, Dianne, Scott, Val, Jared, Bill, Garry c, Gary E and Ethan.

Classic Car Shows, Events & Swap Meets for 2014

Sat 1st Feb - **Rat Rods & Rockabilly 1st annual festival** – Hamilton Hotel, 442 Kingsford Smith Dve Hamilton 9am-11pm. Bands, markets, hotrods, classics. Entry \$10 for day only.

1st-2nd Feb - **Toowoomba Swap** – Toowoomba showgrounds.

14-16th Feb - **7th Annual Moonshine Run** – Pete's hotrods 148 Watson Rd Cottonvale.

Sat 22nd Feb - **North Pine Country swap** – Old Petrie Town Dayboro.

Sun 23rd Feb - **Nostalgia Drags** – Champions Way Willowbank Raceway. Adult admission \$25.

Sun 2nd March - **Logan PCYC Car Show** - Lot 7 Jacaranda Avenue, Woodridge (Behind the Entertainment Centre) \$5 vehicle and driver, IF BEING JUDGED \$10 vehicle and driver. 9am – 2pm. Hot rods, utes, muscle, cars, trophies, raffles, trade stands.

7-9th March - **Toowoomba Hotrodders Inc High Altitude Rod Run 2014** – Margaret St Toowoomba. Sunday – Show n shine.

Sat 8th March - **13th Annual Vietnam Vets Bike, trike and hotrod show** – 132 Meakin St Kingston. Gates open 9am judging 11am. Live band entertainment, food, retro fashion.

Sun 16th March - Nth District Rodders hotrod show and swap, Redcliffe showgrounds. Enter off Scarborough Rd. \$10 entry includes car & 2 people. Judging between 11am-12noon.

Sat 22nd March - **Yatala Drive-in**. Meet Shell Servo M1 exit 38 at 2.30pm and depart 2.45pm. Gates open 3pm. BYO picnic tea and chairs.

Sun 23rd March - Gold Coast superswap & show n shine Qld, cnr Nerang-Broadbeach Rd & Alabaster Dve Carrara. 6am-1pm, judging from 9am, \$10 if being judged (incl driver), trophy presentation 12.30pm.

Sun 30th March - **Ormiston swap** – Ormiston State School, gates open 5.45am

Sun 6th April - **Qld Autospectacular** – Champions Way, Willowbank Raceway. Open to entrants 6am. Open to public 7am-3pm. \$10 entry, under 14 free.

17-21 April - **Conrodders 8th annual North Coast Campout**, Maryborough showgrounds.

All Classics Monthly Club Run

Sun February 9th - Kerrin & Mark Straney's place at Walloon for a BBQ lunch and presentation of donation from Christmas raffle funds to Lochlain Harrod.

Meet at Caltex servo at Goodna at 10am for a 10.30am departure. Food and drinks provided by the club. BYO chairs. Let's have a good member attendance and make this a special day for Lochlain and his family.

Sun March 9th - Picnic lunch at Darlington Park, Meet at the BP at Boronia Heights at 9am for a 9.30am departure. BYO picnic lunch and chairs. There are BBQs on site. Come along and kick back and relax and enjoy the day.

Saturday night cruise & meal runs

15 th February	The Pelicans Nest Wynnum Meet Hungry Jacks Wembley Rd Woodridge	5:30pm departs 6pm
15 th March	GJs Café Waterford West Meet Hungry Jacks Wembley Rd Woodridge	5.30pm departs 6pm
19 th April Easter weekend	To be advised	5:30pm departs 6pm

Friday Night Meal Run

All Classics Qld members meet every Friday night at The Munch Inn at Acacia Ridge, cnr Beaudesert Rd and Elizabeth St in the shopping centre car park at 6pm for a casual meal and chat with friends and members of other car clubs.

Alternative Runs for Fridays and Saturdays

Luv My Fish – Browns Plains shops opposite Grand Plaza – Friday & Saturday nights (was Kosmos)

Harry's Diner – 1st and 3rd Friday of the month till 9pm and 1st Sunday 7:30 am – 12 noon for brunch

Masters Carpark - Morayfield

Ferry Road Diner – Friday and Saturday nights


Village Rock Diner – Yamanto – 1st Friday of the month from 6pm to 9pm. 32887886 (pending)

Happy Days diner – Mt Tamborine Rd Oxenford

Eagle Rock Café - Laidley

All Wheels Ago – New Cleveland Rd/Tilly Rd Gumdale – Saturday 0412302669 Russell

SUNDAY CRUISERS Caboolture CBD in the large carpark opposite the Railway Station – Cars, Rods and Bikes coffee meet. 1st Sunday of the month 8.00 am – 12 noon. For further info contact Bruce Panton 54979209



TOWING

Phone Tony

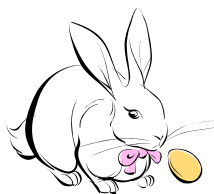
0407 626 783

Tilt Trailer Suits Any Size Car

CHRISTMAS LIGHTS CRUISE

We started out from Anne-Marie's place after a very tasty sausage sizzle cooked by chefs Tony Sullivan and Ross Austin. We were a little bit better organised this year and actually had a planned route, thanks to Leon. We had about 10 cars which also got lots of attention from the homeowners and other light gazers. There were some amazing displays and we ended up at fellow car nuts Vic and Fay's house at Woodridge which was absolutely stunning. We were all made very welcome and felt a bit special when cars were moved so we could park directly outside. After the lights, it was off to Maccas for coffees.

Vic and Fay's wonderful display came 2nd in the 4KQ lights competition.



EASTER RAFFLE



We will be having an Easter raffle again this year, so if you can help out with a contribution of Easter eggs or chocolates please do and get them to Anne-Marie or Peggy by the 23rd March. We will draw the raffle the week before Easter which will be Saturday the 12th April at Kosmos.

CHRISTMAS PARTY

The Christmas party at the Richlands Tavern was a fabulous night and everybody had a great time. The choice of food was excellent and the 'all you can eat' meant there was plenty of it.



Everybody tucking in and having a good time.



Looks like a competition happening here



Santa was a star with the young ones



Ross and Peggy Austin



Sue and Peter Blackley

CHRISTMAS PARTY

Thank you Garry Edmonds for being such a wonderful Santa, I hope your knee didn't suffer too badly.



Leon Bray



Craig Carroll and Olivia



Val and Gary Chudasko



Richard Cunningham



Dianne and Mick Dignam



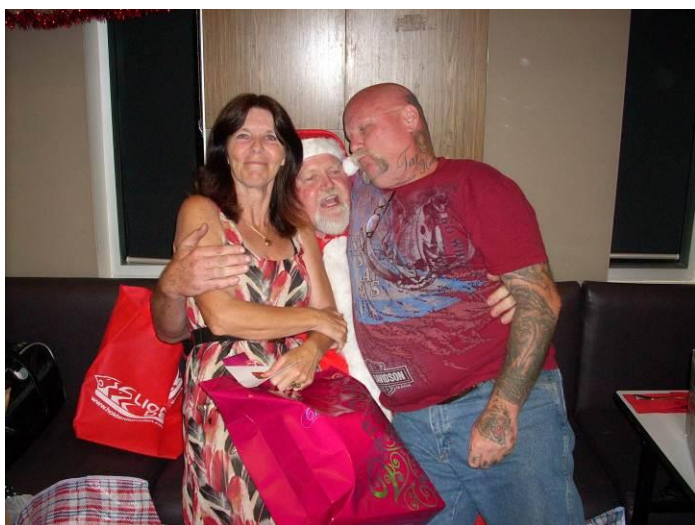
Anne-Marie



Vicki Young and Angela Edmonds



Desiree and Tom Hayes



Adrienne and Garey Hocking



Kim and Gordon Inwood



Brett and Anita Miller



Ollie Moore



Lyndal and Daniel Southall



Mark and Kerrin Straney



Karen Woolston and Scott Taylor



Tony Sullivan



Santa and Anne-Marie present Angela with the Gary Ledgerwood Memorial Trophy



Craig being presented with his prize for selling the most raffle tickets.

Hand signals a sign of chaos

A confusing array of body movements were required before brake and indicator lights came to the rescue

THANKS to airconditioning and vigilant police, Queensland drivers are pulling their heads in – and their arms.

As everyone knows – including that tradie who was hanging his cigarette out the window at the lights the other day – it's illegal to allow any part of your body to protrude outside a vehicle unless you are using hand signals.

How often have we done that since turning indicators were invented? Hand signals still apply to indicate slowing or stopping or turning right.

There was a time when we had heaps of hand signals, some of them official and some of them self-invented, and just about everyone drove with at least an elbow hanging out the window.

We had about as many different road rules as we had towns until February 1950, when Queensland drivers were confronted with a uniform road code for the whole state. It was noted "they exercise stricter control over the State's 204,000 motor vehicles".

Given that today's 4.5 million Queenslanders have nearly 3.5 million vehicles registered between them, we might wonder why they needed any rules at all.

Not only did the new Traffic Act come with hefty penalties for road offences, it provided for the cancellation of licences for drunken or dangerous driving.

It must have been the biggest shock to drinkers until the introduction of the breathalyser 18 years later, when West End truckie Keith Alfred Boldery made history as the first man to lose his licence after blowing into the bag. But that didn't cause nearly as much excitement as the new hand signals.

There were signals for stopping, slowing down or turning left, turning right or diverging right. The usual right hand turn will be maintained, but to diverge the forearm will indicate the direction to be followed.

- The right turn or right divergence will be applied both when a vehicle is moving off from the kerb after being parked and when the vehicle is at an intersection.
- The turn left sign, with the right forearm horizontally across the body, will be given only when some person or vehicle is on the intersection where the turn is to be made. It will be visible only to persons in front of the driver.
- Slowing down will be indicated by having the right forearm extended horizontally palm downwards and moving the arm downward and upward alternately.

The accompanying drawings showed a man who appeared to be suffering one of those nervous afflictions we politely ignore these days.

The other startling innovation was that pedestrians were given right of way over "vehicles trams and animals at marked crossings. Even children were given right of way when an official "Children Crossing" sign was displayed.

The good news for speedsters was that the maximum speed on the open road was lifted from 40mph (65 km/h) to 50mph (80 km/h), but heavy vehicles had to trundle along at 30mph (50 km/h).

Around town the limit was 30mph but a lumbering 25mph (40 km/h) for trailers, which might be where some caravan drivers learnt their trade.

To the horror of kids, the minimum driving age was raised from 16 to 17, although a district superintendent could still issue a licence to a younger driver if there were special circumstances.

Not only that, new drivers had to go to Roma Street police headquarters or their local traffic super to take a test. Drivers of heavy or special-purpose vehicles – trucks, buses and traction engines – had to have special tests.

It was a whole new world for laidback Queensland drivers but not surprising given that, even then, when there were just 1.2 million of us, 2000 people had been killed and more than 35,000 injured on the roads in the previous 10 years.

If there was a light side, it was that Brisbane's trams were restricted to 15mph (24 km/h). Some wits thought that was pretty optimistic.

SOMETHING TO PONDER

As I've aged, I've become kinder to, and less critical of, myself. I've become my own friend.

I have seen too many dear friends leave this world, too soon; before they understood the great freedom that comes with aging.

Whose business is it, if I choose to read, or play on the computer, until 4 AM, or sleep until noon? I will dance with myself to those wonderful tunes of the 50s, 60s & 70s, and if I, at the same time, wish to weep over a lost love, I will.

I will walk the beach, in a swim suit that is stretched over a bulging body, and will dive into the waves, with abandon, if I choose to, despite the pitying glances from the jet set. They, too, will get old.

I know I am sometimes forgetful. But there again, some of life is just as well forgotten. And, eventually, I remember the important things.

Sure, over the years, my heart has been broken. How can your heart not break, when you lose a loved one, or when a child suffers, or even when somebody's beloved pet gets hit by a car? But broken hearts are what give us strength, and understanding, and compassion. A heart never broken, is pristine, and sterile, and will never know the joy of being imperfect.

I am so blessed to have lived long enough to have my hair turning grey, and to have my youthful laughs be forever etched into deep grooves on my face. So many have never laughed, and so many have died before their hair could turn silver.

As you get older, it is easier to be positive. You care less about what other people think. I don't question myself anymore. I've even earned the right to be wrong.

I like being old. It has set me free. I like the person I have become. I am not going to live forever, but while I am still here, I will not waste time lamenting what could have been, or worrying about what will be. And I shall eat dessert every single day (if I feel like it).

