

PAST TIMES



September 2024



1929 Oakland - Owner Brian Rodwell

From the President's desk



To all members,

There is nothing like deadlines to make you realise time stands still for no one. It feels like last week that I chaired my first monthly meeting and wrote my first monthly report.

It has been a busy transition period for all of the office bearers fitting in club business along with things going on in their private lives. With the Australian Taxation Office requesting information from the not for profit organisations like ourselves, this means additional costs and work for the club office bearers including hiring an accountant it seems gone are the days of a pen and paper spread sheet.

Currently the club is using MYOB which appears to be offering more than what the club needs, this will be looked into for a different supplier which is easier to use and if possible a cheaper product.

My thanks to the Committee of Management and Mark Mackenzie for acceptance of a debit card for the workshop instead of keeping a cash box. This means only Mark has use of the card for workshop consumables, the card is to a max of \$500.00 to be topped up occasionally by the receipts that have been spent. Any cash workshop donations will be banked meaning the workshop will be cashless, this will take the pressure off the workshop for being accountable on what is spent and be more transparent for the Taxation department to show that we are doing our best to meet their requirements .

The 1920's Citroen owned by Kate has been collected by tilt truck, that has been a very interesting project especially sourcing parts and repairing magnetos.

The Rover car is close to being licensed, it has been through the workshop, and has new tyres . Expressions of interest around \$3000.00 would make it cheap club motoring.

It is with sadness that I have to report the passing of Debbie Paine the wife of our club librarian Martin. Deb held many positions at the club.

President 2012/2013, Treasurer 1998/2007/2008 plus other positions, in 2021 Debbie and Martin were awarded life membership. A card has been sent on behalf of VAA members.

She will be sorely missed.

Brian Tucker

VAA President

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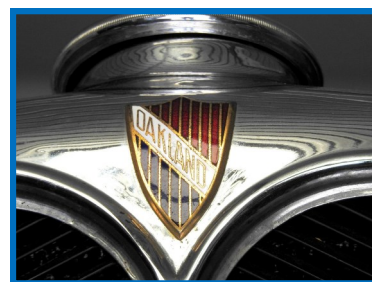
Front Cover



A bit of history of our new treasure, (it is Lynette's actually) It was imported into Victoria from the USA in 1929 as a rolling chassis with engine and drive train.

The sedan body was built in Melbourne by Holden Body Builders to Fisher Body designs. The body is a wooden frame with steel panels nailed over the wood to provide a metal skin. The roof is timber lattice covered with chicken wire, felt and a canvas /vinyl top.

The new car was sent to a car dealer in Hobart Tasmania where it was used as an up-market hire car for social events, weddings etc.



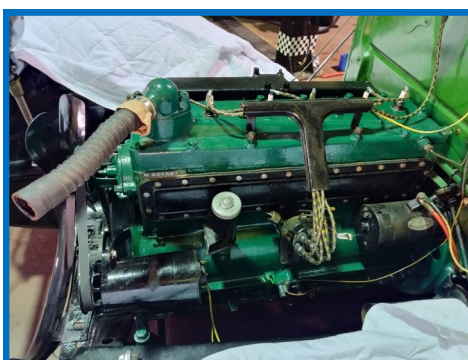
It was discovered in the back shed of a museum in Hobart in early 1980s by a couple of vintage car enthusiasts from Victoria who bought the car and shipped it back to Melbourne. They started a 5 year restoration project in 1986 to bring the car back to "as new" condition.

The body and mechanical restoration took the first 3 years, then paint work alone took 250 hours followed by 2 days of hand pinstriping by a retired professional pinstripe artist to complete the job.

New upholstery carpets and head lining finished the project and the car was licenced in 1991.

It was used in car club activities, shows and weddings in Victoria for about 3 years and was then sold to a car enthusiast in Perth in about 1994.

The car had a club life of events and shows around Perth until it was last registered in 1999. It was not seen again until about 2018 when it went to Rockingham to a mechanic who was intending to put it back on the road.



Unfortunately that never eventuated and the old girl spent another 5 years in a shipping container in a factory yard.

Early in 2023 I heard through the Veteran Car Club that a 1929 Pontiac sedan was for sale down in Rockingham, I rang the seller and was told that it was in fact an Oakland. As I had no knowledge of the Oakland make of car I did some google research and discovered that Oakland, as a division of General Motors, was the Parent of Pontiac which started in 1929 as a less expensive level of car. Ironically



Pontiac proved to be the cause of Oakland demise as in 1929 Oakland only sold 52,000 cars and Pontiac sold 250,000. 1931 was the final year for Oakland as General Motors closed the Oakland division in favour of Pontiac which continued into the 1960s

In the last year or so that we have had the Oakland I have refurbished much of the mechanicals on the car, repaired the radiator, rebuilt the water pump with new shaft, bushes and seals. Restored the brakes, wheel bearings, and steering, including correcting caster and toe in, thanks to Tony and Bob in the club workshop. I have

resealed the inside of the fuel tank and tidied up the electric fuel pump and delivery system, cleaned and reset the carburettor and air cleaner, fitted new electric windscreen wipers, restored the head and park lights, fixed the stoplight and turn indicators, cleaned and serviced the starter motor and generator, fitted new spark plugs, plug leads, distributor cap and rotor button and timed the engine.

The interior only needed a good clean and the paint just needs a wash and polish which will be the last job after we pass the license check.

Lynette and I and the Oakland are looking forward to seeing you all on a club run soon.

Brian and Lynette Rodwell



See page 7 for Oakland Trivia
Editor



Vale

Debbie Paine

16th February 1953 - 16th August 2024



Debbie and Martin Joined the VAA in 1992. (Martin had joined in 1972)

Debbie's favourite cars were the 1926 Whippet tourer and the 1928 Whippet sedan, she also enjoyed the 1974 and 1973 Cadillac, and their 1953 Armstrong Siddley.

Over the years she was Secretary, Treasurer, Events coordinator, Social secretary, Kitchen manager, Club Mechanise officer, Publisher, and then President June 2012 to July 2013.

During these times Debbie enjoyed organising or going on some great events, Christmas parties top of the list. With the help of others, she organised these from 2003 to 2019. Neville Cullenane and Martin being Father Christmas. A couple of years Martin even dressed as a clown riding a little bike.

Another event was the GM Rally in 1996 at which there were six tasks to perform. She drove the 1928 Whippet. Well, Debbie and Martin scooped the pool, Debbie won the 1st place ladies and third in the men's trophies. Martin won the encouragement award for their 28 Whippet.

Debbie and Martin were awarded life membership in March 2021.

Farewell Debbie

Martin and all VAA members



VAA Workshop 10th August

Bob and the team making some adjustments to Brian Rodwell's new, (12 months), 1929 OAKLAND, General Motors car.



Domenic Paoliello Fiat delivery van has been sold. But Domenic reckons the Gopher Scooter he bought on Friday, from Jason Ferris is not a replacement.



(Gopher Scooter, older people's mobility transport).



The Silver Jaguar is progressing slowly towards the selling date.

Rub down for a new coat of paint and final work on the interior.

It will be a good quality car when finished.

Gretar Jonsson

My Dad was one of the greatest generation of which we have had our share of in the club, a generation like we will never see again. They grew up after the war and inherited the skills, adaptability, "have a go mentality" and sheer common sense of their parents who had gone through the depression, and they had the opportunity and freedom to apply it. He worked in the motor trade from a young man. Working for a wrecker in Hay Street Perth, fibbing his way into being employed as a motor mechanic and eventually being the proprietor of the biggest service station in WA, then moved on to own one of the largest independent car hire companies. There are many tales from his experiences and I thought some in our club might like to hear some of the car related ones, for curiosity, and also for the memories because they lived those times.

Dad took on the Shell Service Station at Karratha in 1975, coming from his Floreat servo, he thought they must have inflated the figures (They hadn't to his shock). These were the real wild west days, Karratha had only just been established because they had outgrown Dampier, Hamersley Iron owned most of the houses in the town, it was set out in blocks and the town and people were very raw. The Shell was the only Servo in town, if you upset Dad, you had to drive 20 kms to Dampier for your fuel, or 40 kms to Roebourne. The only cars worked on at the workshop were Holdens, Fords, Chryslers, and maybe Toyotas. Volkswagen, Mazda etc went elsewhere assuming they survived the environment. The workshop was only open in the evenings because there was no accommodation for a mechanic so a Hamersley Iron mechanic (with his company supplied house) worked on contract after he finished his day for Hamersley. When Dad arrived at Karratha he was approached by the local police, they wanted him to get a tow truck, the only local tow truck was in the LIA operated by two blokes, who the police said were druggies. They were scruffy, dirty looking, only wore thongs and were unreliable. (The service station men were of course sartorially dressed in dress shorts, long socks and blue short sleeved shirts.)

Eventually Uncle Karl arrived from Perth with a tow truck, it was a 1950's era Dodge truck painted yellow and black, (RAC colours I believe). It had the standard flat top engine. Now for the context of the job, Dad's tow truck was the only tow truck between Port Hedland (240 kms to the Northeast), Carnarvon (640 kms) to the South West and Tom Price (350 kms) to the South East on dirt. Apart from Roebourne, there were only roadhouses along these stretches and not many of them. There were no mobile phones, satellite phones and little radio communication, it was before CB radios. Normally he should have only been covering half this distance but if the tow trucks were on other calls or not available, then he would cover a large part of this range. The Police may call him down to almost Carnarvon itself or past Whim Creek. He could be called out at midnight, and often not come back for 6 hours, shower and go to work. The other function of being the tow truck driver was that you would also be required to assist in roadside rescues. One of Dads employees from Floreat (a trainee teacher) came up to Karratha to work, and one of his first jobs was on the tow truck helping the police by using an axe to cut someone out of a wrecked car following an accident. (Using the axe on the car, to reassure those of a sensitive disposition). A long way from the teachers college, though given the later state of the education system....

Now given the range and work required, the engine in the tow truck eventually failed but luck was on hand, a fisherman from Dongara working in Karratha in the off season, had a large late model international truck that he wanted the engine swapped for a Perkins diesel (or similar). So, a deal was done and the International got a Perkins, and the Dodge got an International. Also added was an oversize radiator for the heat. Space was not a problem as a hole had been cut into the firewall, the engine didn't quite reach the bench seat, but the middle passenger had to put their legs either side of the engine. Also added at that time was a bull bar made out of the thickest steel tube Hamersley Iron could supply, and a 2 inch straight through exhaust without a muffler. The Apprentice Master at Hamersley Iron was a useful bloke to know, quite a few projects done by the apprentices were a bit unusual, because he was always looking for something to challenge his boys. The diff eventually failed and was replaced with a truck diff of unknown origin, which lifted the back of the tow truck up about another foot or so. The winch on the back also failed and so was replaced with a holden gear box, these were the days when men were men and there was no electric or hydraulic motor for assistance. Just a large handle that you rotated (did I mention the heat?) and adjusted the selectors on the gear box as required. This truck was ready for anything and in reality, did do anything. If pulling a resisting load, it could rip the bitumen off the road or lift the nose of the truck up.

On one occasion Dad got called out to a job down past Nanutarra, he hadn't quite reached there when he was waved over by a Guy who had obviously struck a Roo. Dad said he already had a job but would work something out on the way back. On the way back with his job hanging off the chains of the tow truck, the guy was offered the bargain deal: "It would take 4 hours to go back to Karratha and drop this off, then \$400 for the tow. Or I can hitch you to the back of this car for \$100 and you steer." This driver was obviously a fugal man for in the early hours of the morning, in comes the tow truck, with a train of cars behind it. Phone call from the police "Did we see you towing two cars in last night?" – Yes??? , "well don't let us see you do it again please". Similar conversation later when Dad was seen pulling in a road train from the highway using his Class 1 tow truck (Light vehicles only) to do a Class 3 duty.

The police were realists, they knew the nearest Class 3 tow truck was probably Geraldton or further and they needed a reliable tow truck. They didn't tell him not to do it, but don't embarrass them by being seen. Things were more relaxed with the police in those days, Dad would go do a job for the police and drop the car back into the police yard, walk into the Police/Road Traffic Authority station office, grab a beer from the official police fridge and fill out the paper work on any available Desk.

The only time the tow truck let Dad down was on a trip back from a job, returning to Karratha down the Hamersley Iron service road (the road that ran along side the railway). One of the shackles on the rear axle broke, the whole rear axle swung sideways, the tail shaft came out and the truck came to a stop. Dad flagged down the next Hamersley Iron train coming past, by which I mean he waved at the driver, and by the time the train pulled up, he was speaking to the guy at the rear. These trains were long and took a lot to stop. (photo right, the car on the back of the truck stopped on the crossing at the Coastal Highway for a picture and was hit by a train. Dad pulled it off the tracks at 6 mile, a good 4 kms down from the crossing). He asked the guy in the back to radio the train controller in Dampier, to get him to call the police to go and knock on the door to let Mum know she would need to go and open up the servo in the morning, with the spare set of keys and to wake up Bob the mechanic to come up when it was light. (As I said above, things were more relaxed in those days and people survived without mobile phones in their hands). Dad took the chains off the back of the truck wrapped them around the rear axle and used the winch to pull it back into place then wrapped the chains around the rear axle and springs and tensioned them with the winch to hold it in place. Walking down the road using the torch to find pieces of the universal joint which had self-destructed and flung itself in multiple direction onto the gravel road. He managed to find enough of it, reassemble and get the tail shaft back into place, and then drove it slowly back to Karratha, getting back in time to kiss Mum before she went to open the servo. Then Dad had a shower and went to work. (On a family note, Dad always made sure we carried spare axle shackles. When I bought a caravan, the first thing he gave me was axle shackles)



Steve Hollis



Robert Hyde's 1979 International D 1310, she runs a 345 V8 petrol motor.

The machine on the back is a 1950s English Dumper with a single cylinder Petter Diesel motor.

The last of the Australian Built Internationals

Oakland Trivia

In 1893 Edward M Murphy at the age of 29 formed the Pontiac Buggy Company. He gained significant wealth building carriages, becoming one of the largest employers in Pontiac. By 1907 Murphy believed that the future was horseless so undertook to develop plans for a 2-cylinder car designed by Alanson Brush. Brush had perversely worked for Cadillac, designing the single-cylinder Cadillac and Brush Runabout. The 2-cylinder was originally presented to Cadillac but was rejected. Murphy and Brush formed the Oakland Motor Company building automobiles in part of Murphy's carriage factory. In 1908 Oakland came in 5 body styles and by the end of the production year, 278 vehicles rolled off the line. In early 1909 after 1 year of production Murphy sold half of the company to William Durant's General Motors, when Murphy died late 1909 GM acquired the remaining rights to Oakland.

Perkolilli Update

It is now only a year away from the commencement of the event, and the pressure is on for the team. Horace, the 1924 Dodge project car is well under way, in the past months. The engine has been started and ran, it has driven 6 feet forward and 6 feet back into the shed. The engine ran for sufficient time for the system to overheat if it had the inclination to, however winter in the Swan Valley is not like the Goldfields so this will be carefully watched. The radiator appears to have no problems. Issues however remain with the fuel system as last month, it was discovered that a soldered joint on the fuel line wasn't soldered and it was thought that fuel pouring out onto the floor may not pass scrutineering. Our VAA inhouse Coppersmith however has offered to come and remedy the problem, to the highest standards and tradition of a tradesman of the Midland Railway Workshops. The legacy continues. Our very own "The Hoff" has also offered to come in and solder the joint. He has a proven history of keeping the clubhouse and the drains in good order, so between these two, the problem should be fixed. The ongoing help and interest from the club is most appreciated. It has been a mighty team effort, Ray has fabricated new running boards, and with the help of our friends, Mr Angle Grinder and Mr Welder, these and the skirts between them and body were fitted at the last meet. One of the issues of an older car is that bolts are often not where they are meant to be and supports that are meant to be in one place have been bent to another. This requires some onsite technical adjustment with our above friends and significant amounts of working out what goes where and what should go there.?? The team has worked hard on the fuel system and getting the vacuum fuel system to work. The car when new, did not have an air cleaner, but drew air directly from the atmosphere, presumably the air was a lot cleaner then. However given the prevalence of the dust at Perkolilli, after a search worthy of Indiana himself in dusty forgotten corners, a later model manifold with the facility to fit an air cleaner was found and brought up to standard. It has been a great team effort by all, and nary is heard a discouraging word or unrefined language. The current challenge is getting the body right on the chassis such that the doors open and close and are placed correctly. Lance is applying his carpentry (oops sorry Cabinet Making) skills to making the required shims etc. This job has turned out to be a greater issue than was allowed for, as the body itself is very flexible and movement one way, creates a problem elsewhere and there were some issues with the initial placement. Several hours have been spent in group huddle looking at "fits" and alignments, loosening bolts and adjusting, inserting shims etc. This is not helped by the lack of Lance having actually seen one of these Dodges in its completed state. So the next month, is continuing the search for an existing restored Dodge, fixing up the fuel system to keep the fuel where it belongs, and getting the body to sit right on the chassis and have doors that open and close. Cheryl is also going to look at getting the seats from rusty wire frames to seats that can be sat upon, period racing is fine, but don't want to use fruit boxes.

Steve Hollis

Automobile Trivia

The Ford Model T is an automobile that was produced by the Ford Motor Company from October 1, 1908, to May 26, 1927. It is generally regarded as the first mass-affordable automobile, which made car travel available to middle-class Americans. The relatively low price was partly the result of Ford's efficient fabrication, including assembly line production, instead of individual handcrafting. The savings from mass production allowed the price to decline from \$780 in 1910 to \$290 in 1924. It was mainly designed by three engineers, Joseph A. Galamb, Eugene Farkas, and Childe Harold Wills. The Model T was colloquially known as the "Tin Lizzie".

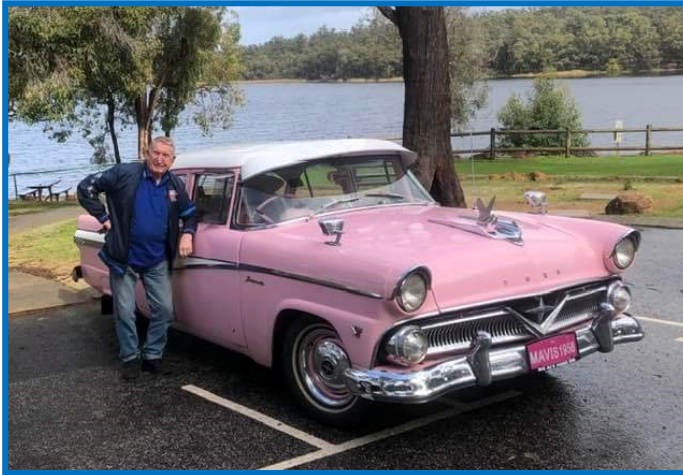
In 1916 55% of the worlds cars were Model T Fords. This record has never been beaten.



Lake Leschenaultia BBQ/Picnic 18th August

Well 26 members and friends braved the elements to join what turned out to be a very enjoyable event. Not the greatest weather but good food, good company, good humour even the birds got involved.

Jack McCracken



Brian Pilton (Bluey) - Mavis, 1958 Star of the Year



Lance Glew - 1940 Ford Deluxe



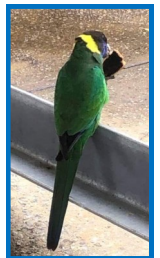
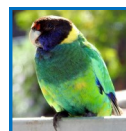
Robert Hyde - 1979 International



Keeping warm or cooking food? Maybe both.



Locals made themselves welcome



Photography Courtesy - *Gretar Jonsson and Jack McCracken*

Bindoon Historic Vehicle Day.

Sunday 15th September

Bindoon Oval

Admission Gold Coin donation

9 am - 3 pm

Members are invited to make their way up to Bindoon, on arrival please advise the gate keeper that you are with the VAA Group. Organisers will direct you to our allocated area.

The Bindoon Oval is on Gt. Northern Hwy, in Bindoon, so no run sheet is required. The trip should take about 1 hour, a bit more for slower vehicles of course.

There are lots of food stalls, displays and entertainment for the whole family to enjoy.

GET UP THERE AND ENJOY!!!!

Cars Coffee and Cake Mid-Week Run

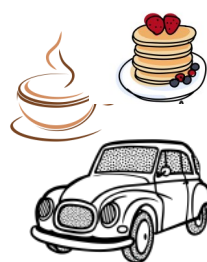
Every Third Thursday of each month

VAA members meet at the Coffee Hut

4/777A Great Northern Highway Herne Hill

This month's Coffee and Cake meet

Thursday September 19th, 10am



Curtin FM 100.1 Car Show

Sunday 6th October

6:30 - 9:00 am is the time you need to be in place.

6 Elderfield Rd, Waterford

Free entry for Driver and one passenger

Adults \$10 Children under 16 Free

Limited spots have been allocated for display cars, so be early to get a spot. On arrival please advise you are with the VAA group. Organisers will direct you to our allocated area, in the Display Car Area.

You need to remember that under no circumstances will vehicles in the Display Area be permitted to be moved prior to 2:00 pm.

Volunteers to transport and set up the Clubs Gazebo and Banner would be appreciated.

This is a GREAT DAY OUT so get along and enjoy yourselves.



Silent Auction

Reserve \$50

Dianne McCracken has kindly donated a Ferrari jacket.

A bidding table has been set up at the club where members may place their bid.



Event Coordinators

Jack and Dianne McCracken

0412874031 or 0411789915

john.mccracken6@bigpond.com

Non VAA Events

For events that may be of interest refer to our website (www.vaawa.org.au/files/eventsOTHER.pdf) - VAA Members may drive their concessionally licensed vehicle to these events



10 am - 3pm
Ascot Racecourse
Adults \$10
Free Parking

Registrar

Dave Currell

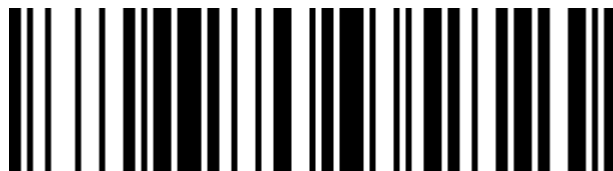
Wanted

'Ex VAA member seeks a pair of old cup-style, metal-bodied brake/tail lights plus a pair of beehive signal lights to complete the restoration of a 1940 home-built teardrop camper trailer. Will pay cash or offer swap on any of my aged auto spares collection. Call Bob Shanks 0428 338 933 anytime.'

Members please note, that if you are depositing cans and bottles at a CONTAINERS FOR CHANGE depot, and you would like to donate the funds to the

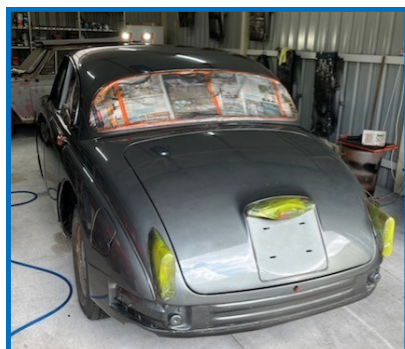
Vintage Automobile Association of WA
These are the NEW Deposit details for the Club.

C10569816



VAA 2023/24 OFFICE BEARERS AND COMMITTEE OF MANAGEMENT

Position * Denotes Member of Committee of Management	Member	Email Address	Phone
President *	Brian Tucker	president@vaawa.org.au	0428 803 606
Vice-President *	Domenic Paoliello	XL67@bigpond.com	0407 446 682
Secretary *	Pauline Veldon	secretary@vaawa.org.au	0405144919
Treasurer *	Val Smith	treasurer@vaawa.org.au	0409882888
Assistant	Sheryl Jurkov	ray.val.smith@gmail.com	
Registrar	Dave Currell	registrar@vaawa.org.au	0419 998 589
Events Coordinator *	Jack & Dianne McCracken	john.mccracken6@bigpond.com	0412874031 0411789915
Magazine Editor	Cheryl Glew	editor@vaawa.org.au	0432 239 349
Scrutineer	Ray Roberts	rayrobertshome@gmail.com	0438 911 387
Assistant Scrutineer	Brett Roberts	Brett@hovea.com.au	0402 233 487
Librarian	Martin Paine	w2011@optusnet.com.au	08 9247 1729
Publisher	Cheryl Glew	editor@vaawa.org.au	0432 239 349
Building Manager	Graham Hough	grahamhough7@gmail.com	0408 905 226
Welfare Officer	Jon Jon Ramirez	bigjonjon@gmail.com	0451 307 225
Club Caretaker	Mark McKenzie	maka7@live.com.au	0400 701 142
Raffle Coordinator	Domenic Paoliello	XL67@bigpond.com	0407 446 682
Kitchen Manager	Shirley Everett	shirleyeverett1948@gmail.com	0424 422 270
Workshop Manager	Bob de Jong	bobdejong1952@gmail.com	0400 064 937
Webmaster	Dave Currell	registrar@vaawa.org.au	0419 998 589
CMC Delegate	Frank Ferrari	frank@subiacoprint.com.au	0419 421 087
Merchandising Officer	Vacant		
Committee Member 1 *	Ray Smith	ray.val.smith@gmail.com	0416018119
Committee Member 2 *	Lance Glew	lanceglew2@gmail.com	0427173666
Committee Member 3 *	Graham Hough	grahamhough7@gmail.com	0407 446 682
Committee Member 4 *	Steve Hollis	sjhollis@hotmail.com	0424 548 958
Committee Member 5 *	Jon Jon Ramirez	bigjonjon@gmail.com	0451 307 225
Committee Member 6 *	Tom Polich	tompolich8@gmail.com	0401 803 675



Club Jag Update

There has been good progress on the Mk 2 Jaguar this past week. It has been rubbed back, repainted and clear coated. The woodwork around the windows has also been sprayed with two pack clear coat and is ready to be put into the car this week.

Liam O'Connor



MINUTES OF THE V.A.A.W.A. MONTHLY GENERAL

19 Helen Street, Bellevue,
13TH August 2024

Meeting opened at:	8:00pm
Attendees	As per Attendance Book
Apologies	Peter Egan, Michell Miles, Martin Paine, Tom Polich, Tony Warner, Loris Cooper, Justin Jurkov, Ray Roberts, Dave Currell, Martin Steer, Lester D' Souza, Joseph Brajkovich,
Visitors	Rob Pannekoek
New members	N/A
Previous minutes	Monthly General Meeting Minutes of 9 TH July 2024 Moved as being correct by: Jack McCracken Seconded: Ray Smith All approved
Business arising	<p>Brian reported he had a conversation with Martin Paine and that Debbie was in Palliative Care. Brian had extended that the club's thoughts and prayers were with him and his family.</p> <p>Tony Warner had engaged an accountant regarding the reporting to the ATO for Not For Profit Organization, which is a generic form for all clubs/Not For Profit Organizations to report to the ATO. We have until next year to report.</p> <p>Regarding the Jag. The club has received an offer from Tony Warner to buy the club Jag at what it has currently cost the club. The Committee of Management has decided to continue with the Jag until it is finished.</p> <p>Tony had requested to move the jag to his home shed to finish the final touches, along with his brother Alan and Liam.</p> <p>The Committee of Management has approved this request, to get the car finished and to a high standard.</p> <p>Insurance cover has been taken out through Shannons for any mishaps at Tonys premises and the insurance cover is for \$25,000.00</p>
Correspondence In and Out	<p>Most correspondence received are Invoices to be paid and re-imbursements to members, which Val Smith our Treasurer will put in her report. This saves duplicating things.</p> <p>Correspondence received from The CMC and an Article regarding Fossil Fuels Survey from the University of Canberra was read, as some may have found it of interest to have their say. Copies of this, were left on the desk for whoever was interested to have their input for the future of phasing out of Fossil Fuels.</p>
Business arising	N/A

Continued next page

Hospital Regulations

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator.

On the way down I asked him if his wife was meeting him.

'I don't know,' he said.

'She's still upstairs in the bathroom changing out of her hospital gown.'

Treasurers report	<p>P&N Current account \$18,074.17 P&N Term deposit \$10,000.00 CBA Term Deposit \$20,000.00 Invoices for Payment:</p> <table><tr><td>SUBIACO PRINT</td><td>\$ 275.00</td><td>MAZAZINE PRINTING</td></tr><tr><td>WATER CORP</td><td>\$ 262.43</td><td>WATER RATES AND USAGE</td></tr><tr><td>SHIRE OF SWAN</td><td>\$2804.86</td><td>RATES ON CLUB PREMISES</td></tr><tr><td>TELSTRA</td><td>\$ 27.50</td><td>SQUARE/EFTPOS MACHINE</td></tr><tr><td>MYOB</td><td>\$ 58.00</td><td>MONTHLY FEE</td></tr><tr><td>JOHN MACRACKEN</td><td>\$ 94.00</td><td>LAKE LESCHENAULTIA SHELTER</td></tr><tr><td>SHIRLEY EVERETT</td><td>\$ 104.81</td><td>KITCHEN SUPPLIES</td></tr><tr><td>CHERYL GLEW</td><td>\$ 113.45</td><td>POSTAGE MAGAZINE</td></tr><tr><td>TONY WARNER</td><td>\$1594.00</td><td>JAG EXPENSES</td></tr></table> <p>Approved for payment by : Steve Velden Brian Rodwell</p> <p>\$161.00 raffle, \$50 Donation from Brian Rodwell, and \$75.00 Subscription Jenny Perry. Total Banked \$286</p>	SUBIACO PRINT	\$ 275.00	MAZAZINE PRINTING	WATER CORP	\$ 262.43	WATER RATES AND USAGE	SHIRE OF SWAN	\$2804.86	RATES ON CLUB PREMISES	TELSTRA	\$ 27.50	SQUARE/EFTPOS MACHINE	MYOB	\$ 58.00	MONTHLY FEE	JOHN MACRACKEN	\$ 94.00	LAKE LESCHENAULTIA SHELTER	SHIRLEY EVERETT	\$ 104.81	KITCHEN SUPPLIES	CHERYL GLEW	\$ 113.45	POSTAGE MAGAZINE	TONY WARNER	\$1594.00	JAG EXPENSES
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Events	<p>Jack McCracken. 18th August – Lake Leschenaultia – The Club have hired a shelter and Steve Hollis is taking the BBQ Trailer, BBQ facilities are also available at the lake. Bring your own drinks. Show of hands of who intend to attend. Was a good response from the members who were anticipating to attend. Run Sheet has been made up. Meet at club rooms at 9:00am for a start at the Lake at 10:00am. Steve Hollis to be the tail end Charlie. Or make your own way to the Lake to start at 10am.</p> <p>30th August – Club Sundowner – This is going to be Bi-monthly event. Starting at 5:30pm through to 8:00pm. Its all BYO. Music and Dart Board for fun and games but mostly the whole idea is for members to get together in a happy and social environment. Let's make the most of our Club facilities.</p> <p>Upcoming Events: 1st Sept – York Motor Show, 9 - 2pm in York. Apologies to the editor, as Jack intended for the flyer to be in the magazine but did not get it done in time. Have been talking with Gary Barfield who organised this event, He has organised for us to park our cars behind the Motor Museum on Bow Street and put up our gazebo. Anybody interested in entering their car on a personal level for the judging events, there are a number of various categories. Jack has registered for the club to take up to 15 to 20 cars. The club as a whole is not participating in the judging events. A run sheet will be made up in time and suggest that the club meet at The Lakes Road House, turn off to York at 8:00am giving us an hour to drive into York to set up our position by 9:00 am. All information to be sent via email. 8th Sept – Classic Car Show – Ascot Race Course – Not making a Club Event of this. But if you wish to go, its \$15:00 entry. 15th Sept – Bindoon Historical Day at Bindoon Oval. 9:00am – 3:00pm 6th Oct – Curtin FM Show. 22nd Oct – Bentley Aged Care Run. 27th Oct – Golden Oldies Memorial Run 12th Nov – Melbourne Cup Lunch – thinking of having it at the club rooms. 8th Dec – Xmas Lunch</p>																											

Editor	Magazine is going well, and I'm enjoying it
Vehicle examiner	Ray Roberts reported, 3 vehicle inspections were done during the month of July.
Registrar Report and approval of new members	<p>Dave Currell sent in his report for the nominations below:</p> <p>Paul and Debbie Charles - Nominated by Mark Gorza. They have a 1942 Harley Davidson Motorcycle</p> <p>Aane and Amber Blunt - Nominated by Dave Currell They have a 1964 HOLDEN EH Sedan</p> <p>Robert and Julie Pannekoek - nominated by James Teasdale. They have: 1957 CHEVROLET BELAIR 1976 CHRYSLER CENTURA 1977 LEYLAND MINI MOKE 1967 CHRYSLER VALIANT</p> <p>Approved by Paul and Frank Ferrari</p> <p>Dave is still investigating Telstra Bigpond blocking access to website. CMC – AGM Meeting 19th August 2024</p>
Building report	Graham Hough – Advised that the Roller Door had now been fixed and it was in working order.
CMC	N/A
Library	N/A – Martin not attending but Brian advised for our members there is a comprehensive library. Make use of library.
Workshop Report	<p>Mark McKenzie – Fiat & Landrover in workshop. Bring empty drink cans in, which are turned into cash for our club. Old batteries as well are collected at the workshop. Mark spends a lot of his time sorting cans and batteries and taking them to the depots that turn these into cash. Everyone benefits from these.</p>
Merchandise	
General business	<p>Bluey (Brian Pilton) who we haven't seen for a while joined our meeting and was welcomed back with a round of applause. Bluey often updates us on our members who may not be well as he visits many of them. Recently he has visited Warren Hutchings, Laurin Lang, and Neville Cullenane.</p>
Raffle winners	Takings from raffle sales - \$161.50
Display car	N/A
General Meeting closed:	Brain closed the meeting at 8:50pm.

VAA EVENTS CALENDAR 2024 (Sep - Nov)

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
ALL		Wed and Sat	9 am to 12 pm	VAA WORKSHOP	Club Rooms	Bob de Jong	0400 064 937
Sep	1st	Sun	9 am to 2 pm	York Motor Show	York	Events Committee	0412 874 031
Sep	8th	Sun	10 am to 3 pm	CMC 2024 Perth Classic Car Show	Ascot Racecourse	Events Committee	0412 874 031
Sep	10th	Tue	8:00pm	VAA Club Meeting 7:00pm sausage sizzle 8:00pm Meeting	Club Rooms	Pauline Velden	0405 144 919
Sep	15th	Sun	9 am to 3pm	Bindoon Historical Vehicle Day	Bindoon Oval	Events Committee	0412 874 031
Sep	19th	Thur	10:00 am	Cars, Coffee & Cakes	The Coffee Hut Great Northern Highway	Jack & Dianne McCracken	0412 874 031 0411 789 915
Sep	21st	Sat	9:30pm	Events Committee Meeting	Club rooms	Jack & Dianne McCracken	0412 874 031 0411 789 915
Sep	24th	Tue	7:30 pm	Committee of Management Meeting	Club Rooms	Pauline Velden	0405 144 919
Oct	6th	Sun	10:00 am	Curtin 100.1 FM Car Show	8 Elderfield Rd Waterford	Events Committee	0412 874 031
Oct	8th	Tue	8:00pm	VAA Club Meeting 7:00pm Sausage sizzle 8:00pm Meeting	Club Rooms	Pauline Velden	0405 144 919
Oct	17th	Thur	10:00 am	Cars, Coffee & Cakes	The Coffee Hut Great Northern Highway	Jack & Dianne McCracken	0412 874 031 0411 789 915
Oct	19th	Sat	9:30pm	Events Committee Meeting	Club rooms	Jack & Dianne McCracken	0412 874 031 0411 789 915
Oct	22nd	Tue	10:30 am	Bentley Aged Care Visit	Bentley Nursing Home	Events Committee	0412 874 031
Oct	27th	Sun	TBA	Golden Oldies Memorial Run	TBA	Domenic & Sylvana	0407 446 682 0434 828 586
Nov	5th	Tue	11:00 am	Melbourne Cup Luncheon	Clubrooms	Events Committee	0412 874 031
Nov	12th	Tue	8:00pm	VAA Club Meeting 7:00pm Sausage sizzle 8:00pm Meeting	Club Rooms	Pauline Velden	0405 144 919
Nov	16th	6at	9:30pm	Events Committee Meeting	Club rooms	Jack & Dianne McCracken	0412 874 031 0411 789 915
Nov	21st	Thur	10:00 am	Cars, Coffee & Cakes	The Coffee Hut Great Northern Highway	Jack & Dianne McCracken	0412 874 031 0411 789 915
Nov	26th	Tue	7:30 pm	Committee of Management Meeting	Club Rooms	Pauline Velden	0405 144 919

Save This Date

Dec	8th	Sun	11:30 am	VAA Christmas Lunch	Swan Athletic Sports Club
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