

THE EDWARDIAN

OCTOBER 2021

OFFICE BEARERS 2020-2021

PRESIDENT	Darrell Leemhuis	darrell@apleemhuis.com.au	0418 696 646
VICE PRESIDENT	Chris Hogan	simandchris@optusnet.com.au	02 6259 5250
SECRETARY	Nick Nowak	nowakn@iinet.net.au	0428 486 614
TREASURER	John Cadona	fbs@webone.com.au	0419 297 125
EDITOR	Mathew Spackman	mathew.spackman@outlook.com	0429 885 448
MEMBERSHIP SECRETARY	Carol Nowak	nowakn@iinet.net.au	0484 585 340
EVENTS DIRECTORS	Vacant		
MEETING ACTIVITIES	Rob Woolley	robwoolley275@gmail.com	0409 549 485
INSPECTION OFFICERS	Rob Woolley	robwoolley275@gmail.com	0409 549 485
	Roger Gottlob	rogerandgillian@grapevine.com.au	0418 962 312
	Nick Nowak	nowakn@iinet.net.au	0428 486 614
CLUB REGISTRAR	Rob Woolley	robwoolley275@gmail.com	0409 549 485
COMPLIANCE OFFICERS	Nick Nowak	nowakn@iinet.net.au	0428 486 614
	Roger Gottlob	rogerandgillian@grapevine.com.au	0418 962 312
DATING COMMITTEE	Rob Woolley	robwoolley275@gmail.com	0409 549 485
	Ian Irwin	eleanor.11@bigpond.com	0413 582 687
	Greg Spackman	mary.spackman@gmail.com	02 6231 2559
	Bill Atkinson		
LIBRARIAN/S	Greg Spackman	mary.spackman@gmail.com	02 6231 2559
	Roy Bendall	abendall@bigpond.com.au	02 6281 6152
PUBLIC OFFICER	Beth Woolley	bwoolley275@gmail.com	0414 653 946
COUNCIL DELEGATES	Chris Hogan	simandchris@optusnet.com.au	02 6259 5250
WEBSITE	Mathew Spackman	mathew.spackman@outlook.com	0429 885 448

Address for Correspondence:- Hon Secretary, VVCCA ACT (Inc), PO Box 3394, Manuka ACT 2603

MEETINGS & MEMBERSHIP

HELD EVERY 3RD WEDNESDAY OF THE MONTH AT 7.30PM.

The club has commenced regular meetings at an alternate venue (Unit 7, 12 Quilpie Street, Fyshwick) until the Shannon's rooms are reopened for club use. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and supper. Visitors are always welcome at our meetings. Standard membership fees are \$50 per year.

Life Members – Ian Irwin O.A.M, Alan Higginson (D'csd), Garth Fisher (D'csd), Alan Pickup (D'csd)

Like our Front Cover? The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 116.

OUR CLUB

The Veteran and Vintage Car Club of Australia ACT (Inc) was formed in 1963. Its Objectives are;

- To sponsor and encourage the preservation, restoration and use of Veteran and Vintage vehicles
- To engage in rallies, exhibitions and other events suitable for Veteran and Vintage vehicles
- To encourage the retention of Veteran and Vintage vehicles in Australia
- To collect and disseminate technical and historical information as shall be of interest to the members
- To offer the services of the Club, its members and vehicles to such charitable organisations as may be decided upon from time to time
- To engage in such other activities associated or allied with all or any of these Objectives which are intended to promote a better and wider knowledge and understanding of Veteran and Vintage vehicles among club members and the public generally

SAVE THE DATE

(DATES MAY BE SUBJECT TO CHANGE)

Future

See emails for up to date event information during lockdown and restrictions.
Future event information will be provided here once the organisation of events is again permitted and new details are confirmed.

RETREADS—‘Re-tyred’ members of many ACT Car Clubs meet informally for lunch at the Southern Cross Club Woden, 12 noon, on the 1st Friday of each month. On the 3rd Friday of each month a lunch is also held where members, partners, and friends of all car clubs are also welcome to attend. If you plan on attending either, please contact Graham on 0407 199 019 by phone or text to confirm details / attendance so bookings can be increased if necessary. The group is known as “The Retreads”. Outings in their old cars are often arranged. The VVCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate.

Upcoming Bookings

Friday 5th November—Southern Cross Bistro Woden—Table 405 @ 12 noon

Friday 19th November—Gungahlin Lakes Golf Club @ 12 noon

EDITORIAL

I hope everyone is well. Unfortunately we don't have any run reports or meeting minutes in this issue (other than the last AGM) due to recent lockdowns, but it appears there is change on the horizon. I am hoping it won't be long now and we will be able to get our cars out yet again just in time for the sunny summer weather. In saying that though, I still have a bit of work to do on before my car will be going anywhere. Time is a bit short lately (even in lockdown), and will be in the future with another bub on the way next year.

With the National Veteran Rally in Swan Hill being cancelled, I am now looking forward to the 2022 T Model Rally in Dubbo later next year. I am assuming I won't be the only one going from the club, so drop me an email or let me know at our next meeting if you are.

I have included a few interesting articles in this edition that have been sent to me or found. I am always after interesting material, if you come across something you think others might be interested in, please send me an email with a copy/link.

I have also started scanning some of our older Edwardian editions again, and after some further tidying up of the images will get them up on the website. My plan is to go through each of them and list the major articles / topics of that issue for easier searching by the members, but also in the process hopefully recover some great material that a lot of us may not have seen before (or forgotten).

See you all on the road soon.

Mathew

Some Highlights of This Issue

Automotive Notes / The National Calendar

Vale Frederick Nelson Jones and Patricia Jones

Vintage Tyre Pressures

Leaded Gasoline Banned Worldwide

Racetrack on the Rooftop of Fiat's Lingotto Factory

A Tale of Two Parcels

For Sale / Wanted

Did you Know?

Minutes of the 2019 AGM

WEBSITE

Visit our website to find out about club news, upcoming events, and digital copies of The Edwardian. You will find many previous editions of The Edwardian here, with more to come in the future as we digitise printed copies of the magazine dating back much further.

<http://vvccaact.org.au/>

VIDEO OF THE ISSUE

In this edition we have a few videos found on YouTube about Fiat's Lingotto Factory, built between 1916 and 1923, with its own rooftop race track. See the article in this edition for some general information, as well as link to the original source for extended information and additional photos.

https://www.youtube.com/watch?v=f47Mh8w_u_U

<https://www.youtube.com/watch?v=548n6xD-LLo>

AUTOMOTIVE NOTES

THE NATIONAL CALENDAR

- | | |
|------------------------------|--|
| 1—4 April, 2022 | Council of Historic Motor Clubs (Bush Council) National Rally to be held in the lower Hunter region of NSW at Singleton utilising the facilities of the Singleton Show ground and Singleton Diggers Bowling Club. Hosted by the Newcastle District Vintage & Classic Car Club Inc. Entries will be capped at 140 registrations due to the limited space available at the convention venues. Whilst in Singleton we are looking to keep you all occupied with some in house rallies that may include visits to the Singleton Military and Historical Society Museums, Hunter Vineyards and Gardens, and possibly tours of local Water resources and/or tours through the lower Hunter rural landscapes. |
| 28 April-1 May, 2022 | Orange District Antique Motor Club Autumn Tour, sponsored by the National Trust of Australia (NSW). For Veteran and Vintage Cars (pre 1931) only. For more information contact Euan and Wilga Coutts on 02 63651274 or email ewanwil@bigpond.com |
| 8—14 May, 2022 | 1 & 2 Cylinder National Rally—Narrandera, NSW. Hosted by the Veteran Car Club of Australia (NSW). Sunday 8th May 2022 will be a registration day and Saturday 14th May 2022 will be a farewell breakfast. Any enquiries to narrandera2022@gmail.com or visit the website https://www.vccansw.com/narrandera2022 |
| 18 July—11 August, 2022 | The Heritage Motorcycle Club of Western Australia is partnering with the Veteran Car Club of Queensland to host the 2022 Brisbane to Broome Rally for a total of 4680km. |
| 25 September-1 October, 2022 | Model T Ford National Rally 2022 (20T2) Rally in Dubbo, sponsored by the Model T Ford Club of Australia (NSW) Inc. For more information look under the tab “National Rally” on the Model T Club of Australia (NSW) Inc. website http://www.modeltfordclubnsw.org.au/national-rally-2022.html or email rally20t2@gmail.com |
| 23—28 October, 2022 | 2022 National Veteran Vehicle Rally, held in Busselton of south-west of WA (2 hours south of Perth), for all roadgoing vehicles build before 31 December, 1918. For more information visit the website https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally or email busso2021@gmail.com |

Is the calendar missing any major events?

Please email me at mathew.spackman@outlook.com with the details for inclusion in the next issue.

VALE
FREDERICK NELSON JONES

(14 SEPTEMBER 1926—24 SEPTEMBER 2021)

AND
PATRICIA JONES

(16 AUGUST 1932—3 OCTOBER 2021)

It is with enormous sadness that I advise of the deaths of past members, Fred and Patricia Jones.

I was deeply saddened to read in the Canberra Times of 29 September, that Fred had passed away on 24 September, 2021, (aged 95 years) . I was the preparing a few notes on his involvement with our club, when in the Canberra Times of 9 October, I read of the passing of his dearly beloved wife, Patricia, (aged 89). The death of both Fred and Pat within a period of only 9 days, was an enormous shock to me. I cannot imagine the grief experienced particularly by their daughters and their grandchildren.

I had more to do with these folks than any other family within our membership. Fred was the appointed as the first Principal of Erindale College, well before its opening in January, 1981. He sought me out from Phillip College, to move across as Acting Deputy Principal in October 1980 to establish the College's educational structures and processes across a wide spectrum, including the curriculum and purchases of all equipment to fill the building that had stood empty for three years. So my working relationship began then and continued until his retirement.

Little did I know then, that Fred was an avid enthusiast of the Armstrong-Siddeley marque. When he discovered I had an interest in veteran cars in particular, he began to get enthused. Then one day, over lunch at the college, he asked me what I knew about early Cadillacs. He had long back in his career been a teacher at Gunnedah High School, and remembered seeing a 1914 Cadillac in a street parade. He told me that it had been delivered to a farmer in the district when new, and that it had eventually succumbed to being given the usual 'ute treatment.' Fortuitously, the back of the body had been saved when that was done, and had spent some decades suspended from a barn roof. I regret that my memory is not clear on how he came to find that it was for sale, but he was anxious to go and check it out. Needless to say, it soon filled a space in the family garages at Curtin, and Fred undertook a full restoration. He painted it himself, in maroon and black, and Pat did a superb job on the entire upholstery, hood and side-curtains. If my memory serves me rightly, John Prentice later purchased the car from Fred. It was a delightfully original car and authentic in its every detail.

Late in 1981, I found our 1910 Rolls-Royce chassis remains in the Riverina, and Fred was always ready for a chat on that score. I needed to shift cars to make room, and to put some cash in the bank to begin this project, and as he knew what cars I had by then, Fred asked could he buy my 1911 Vermorel and the under-restoration 1930 Model A Roadster. I was pleased to know that they would be in good hands.

Fred and Pat soon joined both the Model A and Veteran Car Clubs, and got stuck into completing the restoration of the Model A, when the Cadillac was finished. He also became active in the administration of both clubs. I know too, that he was held in very high regard in the Armstrong-Siddeley movement both in Canberra and nationally.

Eventually, as the Armstrong-Siddeley lifetime enthusiasm took hold again, Fred decided to part with the restored Model A Ford (also painted by Fred and upholstered by Pat) and the Vermorel. He had undertaken a lot of work on the latter, but the discovery of a rare one-off Armstrong-Siddeley Typhoon, specially coachbuilt with many unique features, together with need for space in the garages, led to the cars I had sold him, being re-purchased by me.

Members will appreciate how deeply the sudden deaths of Fred and Pat have affected me. I enjoyed our association with them long into the retirement of both of us. It was so pleasant to drop in and see what was happening in the garage, and to have a chat over a coffee on the back deck in the sunshine. I always wondered what Fred was ever going to do with the large reinforced concrete sailing boat hull that he had built there. It sat in his back garden neglected after the first burst of enthusiasm. When I asked after some years about it, if he was planning to finish and sail it, he replied with a degree of raw emotion that it had taken 'a back seat,' and he said 'I think I might fill it with soil and grow dahlias in it.' I believe it eventually was sold, and craned precariously out from the bottom of the backyard, over the roof by its new owner. I wonder if it ever did get finished!

Many members will remember Fred and Pat fondly. They were active members, socially involved, and enthusiastic restorers. They must have restored five or six 'Armstrongs', including a beautiful early Sapphire and one of the late 1958 Sapphire model 234 cars in pale blue, as well as a mid-1930s Saloon.

They were a wonderful duo, sharing their hobbies and supporting each other all their lives. I'm sure that I speak on behalf of all members of our club, in passing our sincere condolences to the family. Fred and Pat will be sorely missed by all who were fortunate enough to have known them.

Ian Irwin 10 October, 2021.



Above Left: The Cadillac in Fred's driveway, with Fred and Lynne Prentice smiling after John and Lynne had agreed to purchase it.

Above Right: The car at Cabramurra, having just driven with others from Canberra. It was a powerful car and handled the trip and the Snowy with ease.

VINTAGE TYRE PRESSURES

I was having a bit of a clean out the other day and came across the following data which may be of interest. In one of my stints as Editor with my old Queensland car club, I collected various articles from other newsletters that would come in useful. The below is one such example. I lifted it from the Dec 1990 edition of the Vintage Drivers Club of Victoria. It covers rim and tyre sizes of the vintage and early 30's period.

Sometimes it's hard to know how hard you should pump up your tyres to on your oldie, or the best tyre size to buy with harshness of ride in mind. The following tables may assist.

Rim Width (inches)	Possible tyre sizes (inches)
2.15	3.50 – 4.00
2.50	4.00 – 4.75
2.75	4.50 – 5.00
3.00	4.75 – 5.25
3.25	5.00 – 6.00
3.50	5.25 – 6.50
4.00	6.00 – 7.50
5.00	6.00 – 7.50
6.00	7.25 – 8.00

Tyre size	Revs per mile	Maximum load in cwt. per wheel					
		24 psi	26 psi	28 psi	32 psi	36 psi	40 psi
4.50 x 17	785	5	5.5	6	7	8	-
5.50 x 17	725	8.5	8.5	9	10	11	-
6.50 x 17	696	-	-	11	12	13	15
7.00 x 17	670	-	-	12	13	15	17
4.50 x 18	755	5	5.5	6	7	8	-
5.50 x 18	701	8	8.5	9	10	11	-
6.00 x 18	690	-	-	11	12	13	15
7.00 x 18	648	-	-	12	13	15	17
3.50 x 19	744	4.5	5	-	-	-	-
4.50 x 19	728	5	5.5	6	7	8	-
5.00 x 19	710	6	6.5	7	8	9	-
5.50 x 19	677	8	8.5	9	10	11	-
6.00 x 19	660	8.5	9	10	11	12	-
6.50 x 19	-	=	-	12	13	15	17
5.00 x 20	700	6	6.5	7	8	9	-
6.00 x 20	657	-	-	10	11	12	13
6.50 x 20	620	-	-	12	13	15	17
4.50 x 21	679	5.5	6	6.5	7.5	8.5	-
5.25 x 21	644	7	7.5	8	9	10	11.5
6.00 x 21	633	-	-	10	12	12	13
7.00 x 21	599	-	-	12	13	15	17

VINTAGE TYRE PRESSURES (CONTINUED)

To use the tables - Let's say your rims are 3¼ inches wide (diam. doesn't matter). Tyres in the 5.00 to 6.00 range will fit it (see first table). See second table and note a 5.00 x 20 tyre will take a total load of 9 cwt per wheel only when inflated to 36 psi. This makes for a rather hard ride so you might consider a 5.50 or a 6.00 x 20 inflated to a lower pressure more comfortable. If the vehicle is less than 9 cwt per wheel you can of course reduce the inflation pressure of the 5.00 x 20 tyre accordingly. Just to bring the above into the 21st century - 1 cwt = 50.8 Kg's. Therefore the 9 cwt weight per wheel mentioned here = 459 kg per wheel.

In my case my '26 Rugby weighs 4.7 cwt per wheel and sits on 4.50 x 21 tyres. Using the above tables I could easily get away with 24 psi. Similarly, my '33 Austin at 3.7 cwt per wheel sits on 4.50 x 18's, so again I could comfortably use 24 psi. These lower pressures would certainly give a much more comfy ride than the 30-32 psi I normally run.

While larger diam. tyres aren't listed, eg 24" Dodge tyres, you could probably extrapolate figures for these as there tends to be patterns (dependent on pressure), eg 5.00 inch tyres have a general load range of 6-9 cwt, 5.50's – 8-11 cwt, 6.00's – 10-13 cwt.

Rick

LEADED GASOLINE BANNED WORLDWIDE (MOSTLY)

There isn't a lack of evidence proving that lead is bad—especially for the environment and the human body. Its usage is banned from a myriad of products that were once common, such as paint, children's jewellery, and more relevant to us, gasoline. Despite most of the developed world phasing out leaded gasoline in the 1970s, some countries carried on long past that. Most notably Algeria, which continued to use leaded gasoline until July of this year before finally draining its supply.



It seems almost impossible that some nations were still filling up with leaded gasoline in 2021, but it's true, at least for 44 million people in the North African country. Now, it's officially banned from public roads in every country on the planet—mind you, it's still being produced for use in off-road vehicles, race cars, planes, farm equipment and more.

The above extract, as well as the link to read more, see the article "Leaded Gasoline Finally Banned Worldwide After Last Country Uses Up Its Supply" published on The Drive website on 31st August, 2021 (<https://www.thedrive.com/news/42203/leaded-gasoline-finally-banned-worldwide-after-last-country-uses-up-its-supply>)

RACETRACK ON THE ROOFTOP OF FIAT'S LINGOTTO FACTORY IN ITALY, 1923

The racetrack on top of a factory is actually a very famous now-defunct Fiat factory located in the city Turin in North Italy. When Giovanni Agnelli, the CEO of Fiat, had visited the Ford factory in Detroit, he then decided to expand production by adopting new and evolutionary production technologies in a state-of-the-art building that was innovative and unique from an architectural point of view.

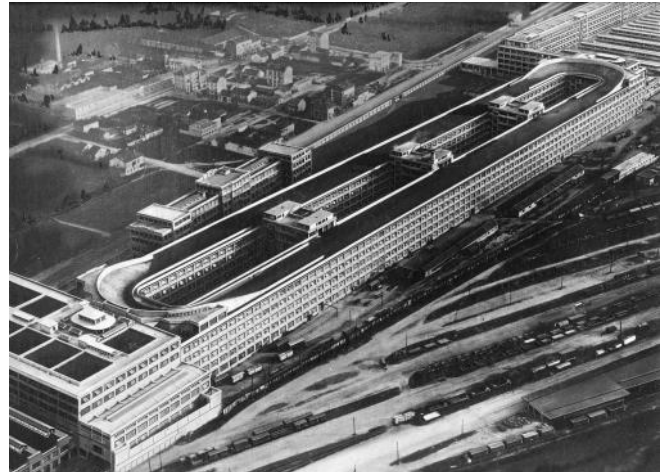
Built between 1916 and 1923, the Lingotto factory building was the brainchild of Italian engineer Giacomo Mattè-Trucco and was one of the first buildings of its size to rely heavily on reinforced concrete.

The building is formed of two longitudinal bodies, each 507 meters in length by 24 meters wide, joined together by five transversal bodies and two twisted ramps on each end.

The cars were assembled while moving from the ground floor to the fifth floor. Each floor was dedicated to a special construction stage and with assembly lines, allowing workers to not move from their work station, thus reducing assembly times.

The factory's best-known symbol is the test track, which is a superb piece of design modeling, and construction that occupies the whole roof surface of the workshops. Two 443 meters straights, joined by parabolic bends, form a continuous track for testing the cars.

The extract of the information above, as well as where you can read more and see more photos is at <https://rarehistoricalphotos.com/racetrack-rooftop-factory-italy/>



A TALE OF TWO PARCELS

In this current Covid day of online shopping for car parts, I thought members may be interested in the following. The photo below shows two parcels marked 'A', on the left, and 'B'. The 4L bottle of oil in the background is there to give an idea of scale.

Parcel A is a padded bag and contains 2x ball joints and weighs just under 1kg. It was sent from Melbourne. Parcel B

contains numerous bulky items and weighed in at 15 kg. and was sent from Birmingham in the Midlands of the UK. As both parcels contained tracking numbers I was able to keep track of their movements between the vendors and eventual delivery to myself.

Parcel A was received by the PO facility in Melbourne at 3.06pm on Monday 4th October for despatch to Canberra (via Sydney).

Parcel B was picked up by the courier (DHL) at 8.24am (our time) on Friday 8 October. It then had to go from Birmingham to London, thence to Hamburg, Singapore, Sydney and then to Canberra.

You probably know where this is heading, but I'll tell you anyway. Parcel A arrived at 4.30pm Weds. 13 Oct. – seven full business days from Melbourne to Canberra. Parcel B arrived at 2.37pm Tues. 12 Oct! Yep – it beat A, even though it was sent 4 days later....an item that was bulky in size and weighed 15 kgs came half way around the world to my front door in 2½ business days.

The above is not isolated either, I have experienced the above on other occasions with the same results. About a year ago I ordered some Fiat parts out of the US, about 9pm our time on a Monday night...I had said box of Fiat parts on my front door on Weds. arvo less than 48 hours after ordering them! I wonder if Australia Post even cares about such comparisons?

Rick



Upcoming Swap Meets and Shows

7th November, 2021—~~The Veteran Vintage and Classic Motorcycle Club of ACT Swap Meet. A jumble sale catering for all interests. Exhibition Park in Canberra (EPIC).~~ **CANCELLED DUE TO COVID**

6th March 2022—Shannons Wheels—Queanbeyan Show. Hosted by the Canberra Antique and Classic Motor Club. 2021 saw 671 vehicles on display, the most for quite a few years.

FOR SALE

1925 Humber 12/25 HP Tourer \$16,000

I have decided that the time has come to part with our family heirloom. Some will have seen it running at occasional club events following its resurrection in late 2014 for my eldest daughter's wedding in 2015. It had a few VVCC outings in subsequent years but has laid dormant the past couple of years. Having retired from the workforce just in time for Covid and some more important family matters, I no longer have the time or space to devote to the Humber.

The car had a new hood covering plus tyres and tubes fitted in 2015. However, the car has not had much by way of mechanical restoration and needs lots of things done to it to make it reliable and rally-fit. I have a heap of family history going back to the 1950's when my family became the second owners. It had a light restoration in the 1960's to prettify it for displays and trade shows.

This is a rare car in Australia and it would make a lovely and usable family car if you have the time and space available for a soft restoration. I'm happy to show the car to prospective buyers and I can provide extensive display material and relevant maintenance documentation for the car.

Please contact Mick Beltrame 0428735888. Ngunnawal ACT.

VVCC Member #72



WANTED

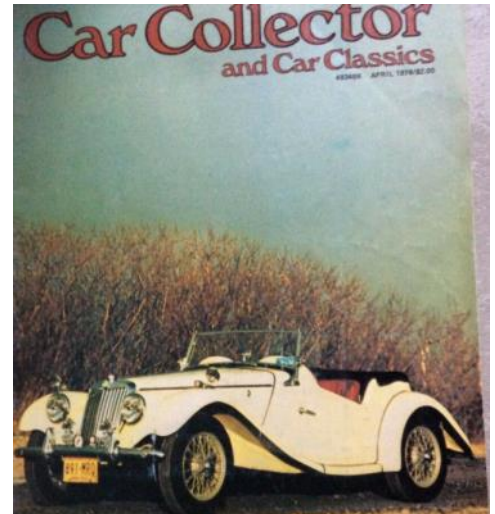
Beg, borrow, buy or emailed scan of the article GRAND DAME from the April 1979 issue of CAR COLLECTOR and Car Classics magazine.

To help a little, a scan of the cover of this issue is provided.

Ian Irwin.

eleanor.11@bigpond.com

Phone: 0413 582687



Did you know?

Leaded petrol was safe. Its inventor was sure of it.

Facing sceptical reporters at a press conference in October 1924, Thomas Midgley dramatically produced a container of tetraethyl lead - the additive in question - and washed his hands in it.

"I'm not taking any chance whatever," Midgley declared. "Nor would I... doing that every day."

Midgley was - perhaps - being a little disingenuous. He had recently spent several months in Florida, recuperating from lead poisoning.



Some of those who'd made Midgley's invention hadn't been so lucky, which is why reporters were interested.

On the Thursday of the week before Midgley's press conference, at a Standard Oil plant in New Jersey, a worker named Ernest Oelgert started hallucinating. By Friday, he was running around the laboratory, screaming in terror.

On Saturday, with Oelgert dangerously unhinged, his sister called the police. He was taken to hospital and forcibly restrained. By Sunday, he was dead. Within the week, so were four of his colleagues - and 35 more were in hospital.

Only 49 people worked there.

The source of this extract and additional reading is BBC News article "Why did we use leaded petrol for so long?" dated 28th August 2017— <https://www.bbc.com/news/business-40593353>

An additional article "Leaded Gas Was a Known Poison the Day It Was Invented" can be found here: <https://www.smithsonianmag.com/smart-news/leaded-gas-poison-invented-180961368/>

MINUTES OF ANNUAL GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 21 AUGUST, 2019

Meeting Opened: 7.59pm

Darrell Leemhuis Returning Officer.

Tony Watson Secretary.

Copies of the minutes from the 2018 AGM were published in the August edition of the Club newsletter. Moved: Rick McDonough that these minutes were a true and accurate record of that meeting. Seconded: Nick Nowak.

PRESIDENT'S REPORT

Darrell reported another successful year for the Club.

TREASURER'S REPORT

John presented his audited report of the Club's finances for 2018-19. This report indicated that the Club is in a sound financial position and no increase in annual subscriptions is warranted. The meeting agreed that in lieu of payment to the auditor a donation of \$100 should be made to the Prostate Council of the ACT.

Moved John Cadona that this report be accepted – Seconded: Gerard Frawley.

ELECTION OF COMMITTEE

Darrell declared all Committee positions vacant and asked members for nominations:

President: Darrell Lemhuis - Nominated: Rick McDonough Seconded: John Cadona. All in favour.

Secretary: Nick Nowak- Nominated: Tony Watson Seconded: Bob Courtney. All in favour.

Membership Secretary: Carol Nowak - Nominated: Darrell Leemhuis Seconded: Nick Nowak. All in favour.

Treasurer: John Cadona - Nominated: Darrell Leehuis: Seconded: Tony Watson. All in favour.

Vice President: Chris Hogan (last outgoing President).

Editor: Mathew Spackman - Nominated: Rick McDonough Seconded: Roy Bendall. All in favour.

Events Director: No nomination received. The meeting agreed that the current events roster arrangement should continue in 2019-20.

Meeting Activities: Rob Wooley - Nominated: Nick Nowak Seconded: Tony Watson. All in favour.

Inspection Officers: Rob Woolley, Barry Roberts, Robert McGuire, Nick Nowak and Roger Gottlob (fixed positions).

Registrars: (automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers).

Dating Officers: Ian Irwin, Greg Spackman, Rob Woolley, Bill Atkinson. Continuing appointment.

Librarians: Roy Bendall and Greg Spackman - Nominated: Gerard Frawley: Seconded: Darrell Leemhuis. All in favour.

Public Officer: Beth Woolley - Beth was not present but had previously indicated that she was prepared to remain as the Club's Public Officer. Nominated: Tony Watson Seconded: Darrell Leemhuis. All in favour.

Council Delegate: Chris Hogan - Nominated: Darrell Leemhuis. Seconded: Tony Watson. All in favour. The President is automatically appointed as a Council Delegate.

GENERAL BUSINESS:

Darrell agreed to take responsibility for opening the meeting room each month.

The meeting discussed John's undertaking to garage the Council's pie cart.

CLOSE

The Annual General Meeting closed at 8.18pm.

<p style="text-align: center;">MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 18 AUGUST, 2021</p>
--

No meeting was held due to COVID lockdown

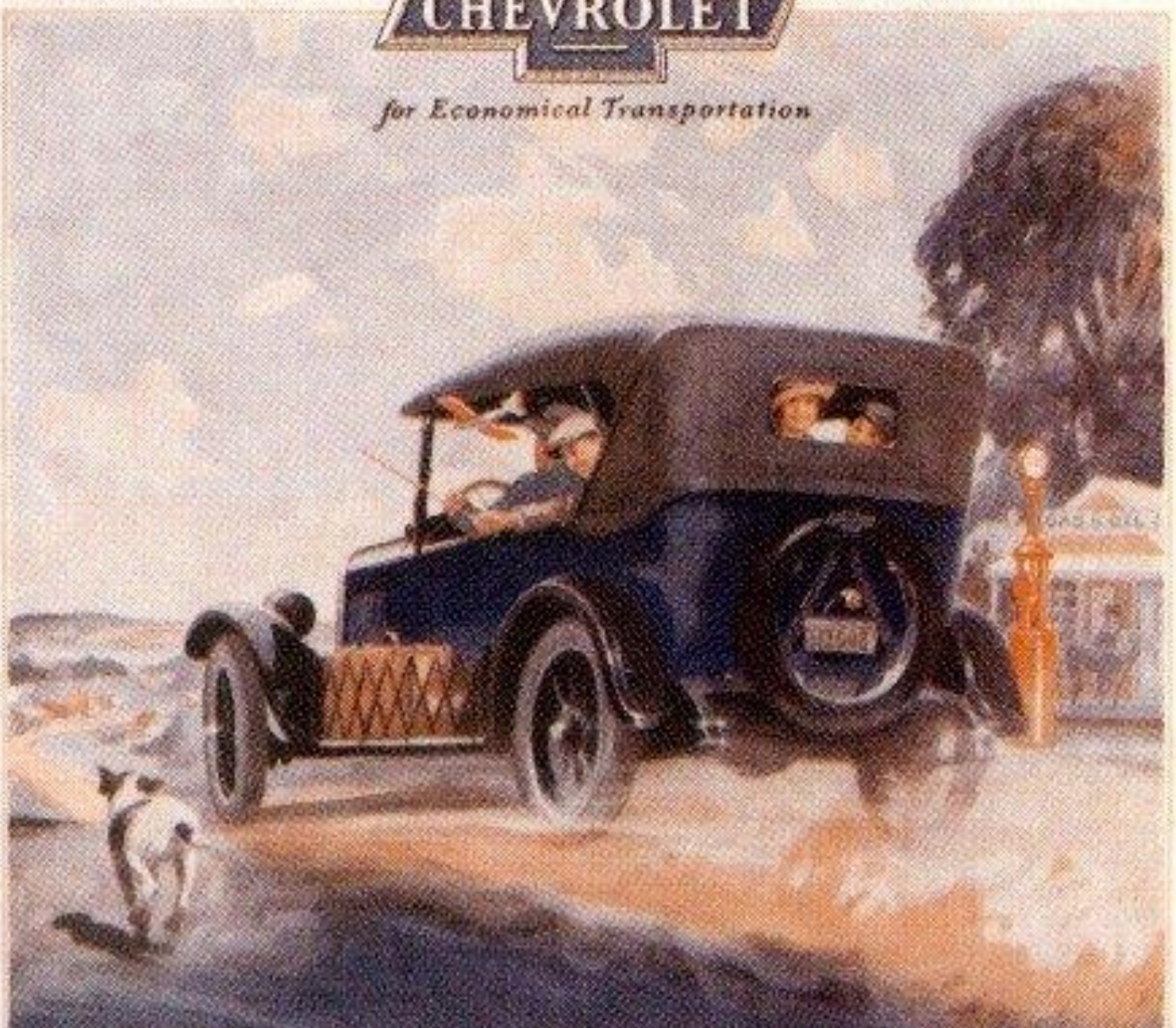
<p style="text-align: center;">MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 SEPTEMBER, 2021</p>

No meeting was held due to COVID lockdown

THE SATURDAY EVENING POST



for Economical Transportation



Economy

Low in price—low in cost of operation
—with service available everywhere,
Chevrolet is recognized as the foremost
car "for Economical Transportation."

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
DIVISION OF GENERAL MOTORS CORPORATION

Touring	\$525
Runabout	\$525
Coupe	\$715
Coach	\$735
Sedan	\$825
Commercial	\$425
Cabriolet	
Express	\$550
Truck (light)	

ALL PRICES IN U.S. DOLLARS
EXCEPT WHERE SHOWN OTHERWISE

QUALITY AT LOW COST

CLASSIFIEDS

MIROXOL

MIRACLE METAL POLISH



SOLE DISTRIBUTOR FOR AUSTRALIA & NEW ZEALAND

PO BOX 315

BRAIDWOOD NSW 2622 Australia

PHONE 612 48 422 878 MOBILE 0408 483 255

WWW.MIROXOLAUSTRALIA.COM.AU

EMAIL: INFO@MIROXOLAUSTRALIA.COM.AU



This Miracle Metal Polish will give you a long lasting brilliant shine. It resists tarnish, rust and effects of weathering. Cleans, polishes and preserves all metal surfaces.

It can be used on all metals like: SILVER, BRASS, COPPER, CHROME, ALUMINIUM, STAINLESS STEEL, PEWTER and NICKEL

FOR INTERSTATE ORDERS YOU CAN CONTACT ROBERT ON

0408 483 255

CLASSIFIEDS

NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS



The passion, the pride of ownership, the sheer emotional attachment - no one understands it better than Shannons.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.



So call Shannons for a    quote on 13 46 46.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 602 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.
Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.