

PAST TIMES



February 2025



1946 Series III Wolseley - Liam O'Connor

From the President's desk



There is nothing like a bout of pneumonia to make you realise how precious good health is. That was the reason I was not available to chair the January meeting, but as it is said the show must go on and the meeting was ably chaired by Vice President Domenic.

The annual VAA breakfast was once again a success, mainly due to the efforts of Jack and Di McCracken and their helpers. The breakfast was entirely funded by your club and is to be seen as a thankyou to our members and friends, for their support during the year whether it is small or large. Jack arranged with the motor museum for admission at a reduced rate of \$10.00 which was taken up and appreciated by members. At the committee of management meeting our new secretary Rhonda Barton was welcomed and she will be included as signatory to the VAA bank accounts.

I felt the insurance cover for the work shop workers was falling behind the times, so it has been approved to increase the coverage to \$50,000 or \$500.00 a week max, if a workshop member injures themselves. A debit card has been working well for the workshop for sometime now. It has always been the plan for the kitchen to receive a card, which committee of management has now approved to the value of \$300.00. The idea of using cards and very little cash is so that the club can work easier to become Australian Taxation compliant at all times and also to be fully transparent.

Contrary to some opinions all monies donations or otherwise has to be deposited with the VAA financial institution, which is the P & N bank, then distributed back as the committee of management see fit, it can be read in the VAA constitution.

Sheryl Jurkov and myself attended the P & N bank and term deposited \$5000.00 for 4 months at 4.9% interest. I have always been of the opinion that the interest of the term deposits be returned to members in the form of events subsidised.

Many thanks
Happy motoring
Brian Tucker
VAA President



Many members are possibly wondering where the beautiful photos appearing in our magazine originate. I would like to introduce Gretar our wonderful photographer, who kindly takes photos at every event. Gretar is not paid, compensated or recognised for his time, expertise, or effort. After each event I receive between 30 and 50 photos and must make the agonising decision, which and how many photos I can fit into the magazine.

Thank you Gretar, your photos are awesome, and I hope to ponder over many, many more while putting the magazine together.

Cheryl Glew

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Vale

Ross Maggs

2nd December 2024

Ford Jailbar: A Timeless Classic

The Ford Jailbar, an iconic vehicle from the 1940s, had found a passionate custodian in Ross Maggs who sadly passed away on the 2nd December 2024. Many that knew Ross understood his love for his truck with its rich RAEME and family history.

The Ford Jailbar, formally known as the Ford Truck Model 1942-1947, was produced during a tumultuous period in history. The backdrop of World War II greatly influenced the automobile industry, with many manufacturers, including Ford, shifting their focus to support the war effort. Consequently, vehicle production during this era was limited, making surviving models like the Jailbar even more valuable today. Ross's Jailbar was destined to board a ship from Darwin to go to PNG as a support vehicle for the RAEME/ Australian Army. Sadly the truck got stage fright and would not start, so failed to board for the journey.

Ross's Father Geoffry who served in the RAEME, returned from PNG, purchased the vehicle and got it running, to use in the family ironmonger/hardware business in Dandenong Victoria. Soon after the hardware store celebrated its 60 years of business, it closed and the Jailbar was sent for storage at a museum.

Ross's father passed away in early 2000's and all Ross wanted to do was get the old Jailbar truck. He went to the Museum where it was being held to be saddened it had not been stored as promised and was found out in a paddock. With determination, he got the truck going and bought it to WA where the restoration journey began.

Ross lovingly restored the Family truck which has now been in most ANZAC day marches since and was his pride and joy. The truck legacy will continue with Ross's grandson Sean Maggs now becoming the truck owner and member of the VAA.



Why I have a Wolseley

Liam O'Connor

Although born in Sydney, I spent 10 years of my childhood in the US. I always loved to hear stories of Australia from my parents and was particularly interested in hearing Dad talk about his first car, which he bought in 1950 – a 1936 Series II Wolseley Super Six 25 HP*, in two tone green and black. Dad started his professional life as a surveyor and the car carried him and his gear on many grades of roads throughout country NSW. He still owned it as a student at the University of NSW, and Mum was driven to the hospital in it to give birth to me. The Wolseley was sold a couple of years later.

As an adult back in Australia I made several attempts to track down the car, without success. Unfortunately it has passed into history.

One day in 2014 while browsing through eBay, I came across a Wolseley in two tone green and black, for sale in NSW. It was a 1946 Series III 18/85. It was so similar in appearance to Dad's old car that I knew I had to have it. After several months of negotiating by phone I got the car down to an acceptable price and soon it arrived by boat at Fremantle port. I managed to drive it home safely, a very unfamiliar motoring experience. The closest thing to it that I knew was driving long wheel base Land Cruisers back in the 1970s.

Included in the price of the car was a large crate containing two engines, several windscreens, doors, body panels and many chrome fittings and other parts.

I had not told Dad of my negotiations or purchase. He was living alone at that time in a retirement village and it was my practice to take him out to lunch every second Sunday. One Sunday I arrived in my new acquisition and parked it in front of his door so it would be visible when he came out. Although still pretty sharp, it took him a few minutes of silence to process what he was looking at. Until his death in 2023 at age 96, the Wolseley became our regular transport for our lunches together.

The car itself was in remarkably original condition although the paintwork was newer. The leather armrests were cracked so I bought some leather and dyes and made new ones. I also had fitted three lap and sash seatbelts in the back, lap seatbelts in front, and turn indicators in addition to the existing trafficators.

After the engine started running a bit rough I discovered a blown head gasket, and despite little knowledge of car mechanics I took the head off and discovered that one of the cylinders had a hole in it. To cut a long story short, the engine was removed and sent to Galloways' in Pinjarra for a total rebuild – new pistons, bearings, hardened valve seats etc. The engine looked like it belonged in a museum or art gallery when it came back. While the engine was out I had the dynamo and starter motor reconditioned, put in an electronic fuel pump and stripped down and re-assembled the two SU carburettors.

Since that time the car has run beautifully until a period 18 months ago when there was an issue with the carburettor float chambers overflowing every time I started it. This caused me many headaches as I tried to find the reason but the issue was solved by replacing the worn float chamber needles. At around this time the head gasket blew again but having located a new one in Scotland, the team at the VAA replaced it as soon as it arrived.

I have participated in a number of club runs now, the longest being the Dwellingup run in 2024, a round trip of 164 km. My only issue during this run was a sticking high beam switch – with much jiggling I was able to get into low beam before a long run on the freeway home after dark. When I get around to it I plan to get some LED headlight bulbs and instal a couple of extra running lights on the back.

** The 25 refers to RAC taxable horsepower devised in 1910, not measured power. The taxable horsepower was determined by a formula:*

RAC H.P. = $(D^2 \times n)/2.5$, where D is the cylinder bore diameter in inches and n is the number of cylinders.

The Wolseley 18/85 has a taxable H.P. of 18 and a measured H.P. of 85.

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Me and Dad's Wolseley



Dad meets the Wolseley

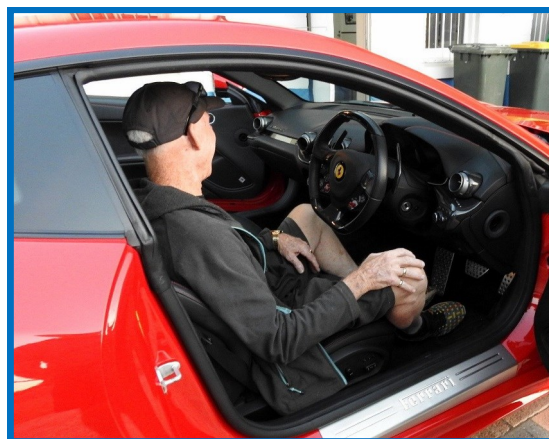
A Modern Classic

Frank Ferrari's new Ferrari was the display car at the January general meeting.



My 2014 F12 Ferrari with 13,500kms is the only Red one in WA and was supplied new by Barbagallo Ferrari to a WA owner. She was a nice swap for my 1962 250GTE Ferrari, that I had owned for over 26 years. It has a 730 hp engine and is capable of accelerating from 0 to 60 mph in just 3.1 seconds, with a top speed of over 330 kph from its V12 mid/front engine with a twin-plate clutch and rear wheel drive, 20 inch wheels with Carbon-Ceramic disc brakes.

Frank Ferrari



Annual Picnic Breakfast Sunday 19 January 2025

VAA Car Club held the Annual Picnic breakfast Run to Whiteman Park. 27 Vintage cars + approximately 10 moderns.

The weather was fine, but it got hot closer to 11 o'clock, with a forecast temperature of 38 degrees. Most made the home run around then for the comfort of home and air conditioning relief.



Bob de Jong's 1929 Studebaker, looking over the picnic area

I must say that the location, next to the Parks, Motor Museum Building, is nice. Plenty of shade under shelter or trees. Large room for Vintage cars display and mostly in the shade of the trees. Downers were the distance to the amenities, and the BBQ plates were not hot enough. Maybe bring the club trailer and our BBQ next time. Otherwise, time is well spent among fellow members and other guests.

Thanks to the organizers, cooks, and club management, and not to forget Diane and John McCracken's endless work for the club. Also good to see Brian Tucker feeling a bit better.

Bring on the next one.

Gretar Jonsson

Photographer - Gretar Jonsson



1954 Riley RME Sedan - Owner Terry Egan



1932 Buick Roadster - Owner Doug Todd



1029 Oakland - Owner Brian Rodwell



Volkswagen Type 3 Fastback - Owner Micheal Hill



The perfect spot for a classic car picnic. Plenty of shade, we were able to sit among or in some cases on our vehicles then wander over to the Motor museum.



1972 HQ Holden - Owner Ron Bracken



Two of our gorgeous girls Delray and Sandy
Happy relaxed ladies making good use of Mark Mckenzie's
"Bits of Holdens" ute - 1977 HZ with HQ Statesman front clip



1953 FX Holden Station Sedan

This vehicle was originally built as a utility and converted to a wagon. A Station wagon was not produced by Holden until 1956



The Motor Museum was well worth a visit. .



For the Perkolilli group



These wooden models were individually constructed
The kits contained a set of wooden wheels and plans, the constructor had to select a variety of timbers to get the colour contrasts

VAA Workshop

Liam doing what Liam does best, restoring old timber dashboards to their previous glory.



Liam restored the Dashboard in the club's Jaguar, which is being worked on at the workshop. Motor tuning is in order, then up for sale.

Gretar Jousson

Continued from page 6

A small selection of VAA vehicle at the picnic breakfast.
Sorry guys, I received so many beautiful photos. I just couldn't fit them all into the magazine



Ford XA Fairmont Coupe - Owner Robert Cannon



1969 XW GT Ford Falcon - Owner Martin Steere



1966 Mustang Convertible - Owner Brian Tucker



1977 HZ with HQ Statesman front clip - Owner Mark Mckenzie

Continued page 16

Caravan Project

I often go away for car related weekends. I'm happy to throw the swag in but had toyed with the idea of a Teardrop caravan, to pull behind my 1948 Anglia.

Visiting the Midland Railway Workshops Open Day, I came across a caravan built to pull behind a trike. Stopping to talk to the owner, I found he had built it himself so we had a good chinwag. He told me, they were between \$25 and \$30,000 new, but he was able to build his for around \$5,000. Leaving the open day with a lot of ideas floating around in my head, I was motivated to make a start on my own caravan.

The cost of my caravan was close to \$3500. Working only when I had some spare time to potter around in my shed, the build took me 4 months. I decided to modify the Teardrop shape, instead of sloping down as a traditional teardrop I made the back straight out which gave me more room inside the van. Total weight is 350kg.

I started with a set of 1948 Prefect mudguards, which were too narrow so I needed to add some width.



I found second hand axle and springs, then I built the chassis. For the chassis I used 50mm angle iron x 3mm. I have a tandem trailer, so I used it to work out the construction and measurements. The trailer also came in handy when welding the chassis. I clamped the caravan chassis to the trailer to keep it true and make sure it could not twist as I welded. The



trailer also provided the measurements for the drawbar. Once the running gear was organised I started work on the van. The roof and side frames are steel, bolted together then crimped. Formply was used for construction with a plywood ceiling. Once complete I varnished the formply and plywood. I have installed 12v internal lights, fan and car radio. Space for a cooker is built into the rear.



My research led me to believe it was cheaper to buy doors than build them, after working out construction and costs, I discovered this to be true so ordered the doors for \$1400.

My caravan is now complete, I'm very happy with the result and it rides beautifully behind my Anglia.

Jim Whately



Comparison diagram of a Haul Truck and Gretar's 1964 Thunderbird.

TEREX TITAN.

PROTO TYPE DIESEL / ELECTRIC OFF HIGH WAY HAUL TRUCK.

10.343 CUB INC. - 169.49 LITRE EMD V16 ENGINE.

CURB WEIGHT GVWR 209.200 LBS. 549 TONNE.

PAY LOAD 383 TONNE.

1974 - 1991. \$1.5 MIL. ONE BUILD.

48 KM TOP SPEED. 3 AXLES. 10 TYRES.

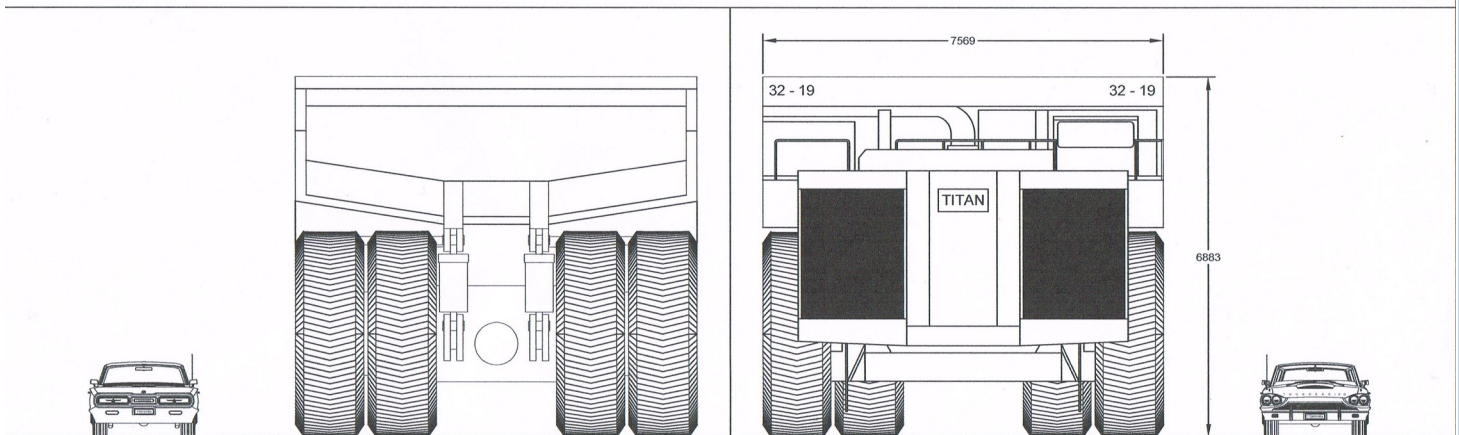
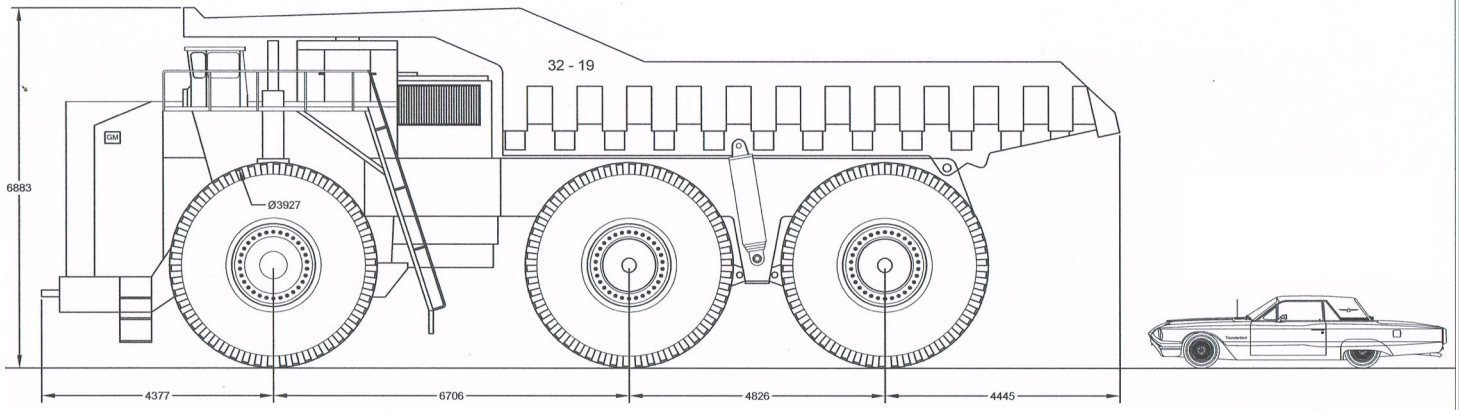
FORD THUNDERBIRD. 1964.

390 CUB INC. 6.4 LITRE GASOLINE ENGINE.

CURB WEIGHT 4605 LBS 2.093T.

PAYLOAD 4 ADULTS. 0.320T

200 KM TOP SPEED



Thank you to Gretar Jonsson who generously showed me through his portfolio, then loaned me this Technical Drawing for inclusion in our magazine.

Test your knowledge

1. Who designed Australia's 1st Ute? (Bonus point) When did it go into production?
2. What was the 1st Holden to offer an automatic transmission?
3. What British car is held together with Superglue?
4. When was the cruise control invented?
5. What year was the Holden Red motor introduced?
6. When was the 1st documented gasoline powered car accident?
7. What year was the Dodge Charger introduced?
8. Which was the 1st Holden to win Bathurst?
9. Which muscle car did Burt Reynolds drive in "Smokey and the Bandit"?

See page 11
for answers





SAVE THE DATE

VALENTINES DAY RUN and DINNER – 16/02/025

One of the best feelings in life is when you realize that the one you love completely, loves you back the exact same way !!

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 February 20th, 10am



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

Registrar

Dave Currell

General Information

Wanted Batteries

I know that some of you will have had to replace your battery, how about dropping off your old one to the club?

Mark McKenzie

Wanted Cans and Bottles

Hi fellow members just a reminder that if you wish you may deposit your cans and bottles at the club any Wednesday or Saturday morning. A big thank you for those of you who already donate, your cans and bottles do add up. You can use our Containers for change at your local depot if that suits you better.

Mark McKenzie

Development of the Cruise Control

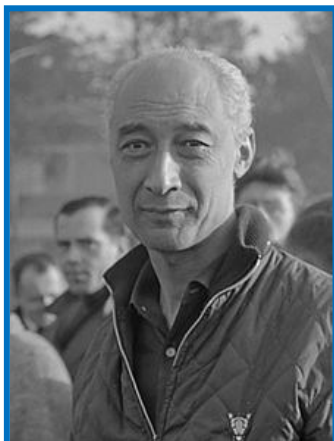
In 1945, automotive engineer Ralph Rowe Teetor was responsible for the development of what became known as Cruise Control. He accomplished this and many other innovations without the benefit of sight.

Born August 17th 1890, in Hagerstown Indiana, Ralph had normal sight until the age of five, when he damaged his eye with a knife, within 12 months he was completely blind in both eyes. He trained as a machinist and by the age of 13 built an automobile of his own design. Ralph Teetor graduated from the university of Pennsylvania in 1912 with a degree in mechanical engineering.

Ralph's driver was very inconsistent with his speed which annoyed Ralph. In response Ralph started working on an automobile speed control device. After tinkering for about 10 years, in 1945 he achieved his goal and in 1950 he received a patent for the Speedostat. In 1958 Chrysler offered it as an option on their luxury model, marketing it as the Auto Pilot. The invention became known as cruise control, a name which is still used today.

Ralph Rowe Teetor passed away 15th February 1992

Who is Maurice Gatsonide



Born February 14, 1911, in Dutch East Indies (now Indonesia) Maurice was passionate about motor racing. In 1949, he built his own race car, nicknamed "little flat one" because of its aerodynamic shape. The car caused a sensation at the Dutch Zandvoort Racetrack, passing all opponents.

The flying Dutchman
Maurice Gatsonides 1964



Maus Gatsonide won the 1953 Monte Carlo Rally driving a Ford Zepher, beating a string of exotic cars and the Holden driven by Australian Super-team, Stan Jones, Tony Gaze and Lex Davison. He raced at Le Mans four times, competed in the original Mille Miglia, was a qualified pilot, a clever electrical engineer and became one of the world's first professional rally drivers.



In 1948 Maurice developed the Gats 4000 sports. An unusual vehicle with a Perspex bubble-shaped roof, fixed on top of its aluminium body. Fitted as standard equipment on the Ford Mercury 4 litre V8 engine, were American-built dual manifold, and aluminium high-compression cylinder heads, giving an estimated output of 125 HP at 4000 RPM. Chromium hardened cylinder liners were used, which resulted in a longer life between engine overhauls. Power was transmitted to the rear wheels through Ford Roadster's normal three-speed gearbox and a Columbia two speed rear-axle assembly. Thus, the Gatford had the benefit of six forward speeds. A third, centrally located headlight was used, giving added illumination for night driving. An important factor in sporting events such as the 24-hour races at Le Mans and Spa.

The faring for this light also conveniently covered the carburettors, which otherwise would protrude from the low bonnet. The body was welded into one piece throughout, except for the doors and the bonnet. Production scarcely made into double figures before it ceased, and Maurice was forced to sell his 1949 "Flattly" race car to pay creditors.

Gatsonide is remembered not in honour of his motor racing career, resistance work during WW11 or vehicle development. Maurice is the inventor of the speed camera.

The original intent was to improve speed. Gatsonides was trying to measure his cornering speed so he could improve his rally driving. From the late 1950s, he developed a system with two pneumatic tubes, which were spaced apart on the road or track. When the two tubes were run over by his car, an electronic box timed the interval and calculated the road speed. Although designed to help people go faster, in 1958 when police departments began showing an interest, Gatsonides formed the Gatsometer BV company.

Gatsometer BV introduced its first speed camera in 1964 and incorporated radar into the device in 1971. Soon these radar cameras were adapted to capture vehicles running red lights. Today, there are about 45,000 Gatso cameras in more than 60 countries, including Australia.

Their sophistication has increased. They are now digital, and able to clearly catch number plates. They are hand-held and patrol-car mounted, as well as fixed. They can also be used to catch motorists who are in the wrong lane or who do not pay tolls.

However, the basic idea of the speed camera remains the same - to measure the time a car takes to move between two points and convert that to road speed.

Australian police started using amphotometers - like the original Gatsometer with its pneumatic tubes - from the mid-1960s, and radar speed cameras from 1985, installing fixed units in 1999.

According to some reports, most fixed-speed cameras in Australia are now Gatsometers,

Maurice Gatsonides, rally driver, and resistance fighter, died in 1998, aged 87.

MINUTES OF THE VAAWA MONTHLY GENERAL MEETING
14TH January 2024

Meeting opened at 8.00 pm approx. By Dominic Paoliello in the absence of the President

Apologies

Carmello Shaka, Barry Ryle, Martin Steere, Michelle Miles Brian Tucker, Ray Roberts, Shaun Driscoll, Lester D'Souza, Cheryl Glew.

Visitors None at this meeting.

New Members

Jake Roberts who has a 1971 Valiant sedan and a 1994 Valiant sedan.

Gary Evans has a 1950 Vauxhall.

Dave Burgess has a HX Panel Van and a 1979 Cortina.

Previous Minutes

The previous Minutes were Approved by Rhonda Barton and Seconded by Keith Agar.

Correspondence in and Out

Pauline reported that there were some emails, one being a reminder that Sheryl Jurkov deposited \$2600. Into the account as proceeds for the Rover car.

Another email from Tony Warner in regard to a Peugeot and engines that Mark Thornton is donating to the Club. The trailer we have used for some time is now being transferred into the club's name.

At the end of Pauline's report she tendered her resignation as Secretary and the meeting was asked if anyone had an objection to Rhonda Barton taking on the Role.

No objections were announced, and Pauline was presented with a lovely bouquet of flowers and many thanks for her hard work. Immediately after that Rhonda was thrown into the deep end to take over at the desk.

Treasurer's report by Val Smith

Outgoings

Subiaco Print	\$269.50	Magazine printing,
Telstra	\$27.50	Square
MYOB	\$58.00	Monthly fee (Direct Debit)
MG Accounting	\$330.00	Bringing MYOB up to date
Dominic Paoliello	\$45.00	Flowers
Cheryl Glew	\$358.93	Postage of Mag, Brochures, Labels, holder
Tony Warner	\$61.64	Jag Parts
Diane McCracken	\$19.97	Kitchen
Diane McCracken	\$61.29	Sausage Sizzle Expenses

Incoming funds

Raffle	\$172.00
Cans	\$46.40

Also, Brian Tucker made a Donation to the Jane McGrath Cancer fund of \$40.00

The Bank Accounts were as reported By Val at the meeting,

The report was Approved by Keith Agar and Seconded by Pauline Veldon

Continued next page

Events

Jack gave us information on all the upcoming events. These are printed in the Events Calendar. He did ask for a couple of ideas for a venue for the Valentines run on 15th February. So, if anyone has some ideas please get in touch with him. The Cars and Coffee date was apparently reported incorrectly and is on 19th Jan, not 23rd.

Swap Meet

Ray Smith reported on the Swap Meet. It will be held at the Sporting Club Where the Christmas Party was held. It will be on 6th April. As they have In House Catering we will not be needing to cook. Ray is sourcing sponsors to offset any loss of revenue

Editor

In the absence of Cheryl Lance gave the Editor's report. The car on the front of the Mag is Steve Velden's 1966 Futura Sports Coupe. Steve has given an interesting story on the car. We have reports on Beyond Blue and Christmas and Gretar has supplied some beautiful photos. There are always hard copies of the Magazine on the back table for those who want them. Please contact Cheryl with any Ideas about content, or information you would like to see in your magazine.

Vehicle Examiner

Brett had a gentleman with a few questions and was able to help him.

Building Report

Graham said "It's all here" meaning everything was in order.

Registrar

Sadly Tony Nadilo passed in September last year and his membership and Concessionally licensed Valiant has been transferred to his daughter Jadrana Surjan as she is keeping the vehicle.

Jim Dimovitis, nominated by Brian Pilton. Jim has a 1975Ford F350

These memberships were approved by Frank Ferrari and seconded by Diane McCracken.

CMC

Dave also reported on the change to the Classic cars event. It will not be held in 2025 but will go ahead on 12th April 2026. The C4C concessional licensing scheme has changed to include any eligible vehicle more than a rolling 30 years old. Contact Dave for more information and assistance with concessional licensing.

Library

Martin has a stack of books for sale at \$5.00 each and the catalogue has been updated.

Workshop

The men are flat out The Landrover is nearly done. The Jag still has a motor problem. There are two vehicles out back, but they have put all big jobs off for a while, as they are planning to get Bill Redeckis' vehicle restored first.

Merchandise

No report as Brian absent.

General Business

Mention that Trailer hire is a \$50 donation. Cost needs to be sorted for longer use etc.

Raffle Winners

Steve Hollis won a key ring by answering the question. We owe it as Brian has the key to the merchandise cupboard. The other winners were Paul Berkavicius, Dan Fonetti, Martin Duff and Mark McKenzie.

Meeting Closed 9.09pm

**VAA 2024/25 OFFICE BEARERS
AND COMMITTEE OF MANAGEMENT**

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Committee Member 6 *	Tom Polich	tompolich8@gmail.com	0401 803 675

VAA EVENTS CALENDAR 2025 (Feb to April)

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
ALL		Wed & Sat	9 am to 12 pm	VAA WORKSHOP	Club Rooms	Bob de Jong	0400 064 937
Feb	11th	Tues	8:00pm	VAA Club Meeting 7:00PM Sausage sizzle 8:00pm Meeting	Club Rooms	Rhonda Barton Secretary	0409 880 378
Feb	16th	Sun	TBA	Valentine Run	TBA	Pauline Velden	0405 144 919
Feb	20th	Thurs	10:00 am	Cars Coffee & Cakes	Coffee Hut Gt Northern Highway	Jack & Dianne McCracken	0412 874 031
Mar	11th	Tue	8:00 pm	VAA Club Meeting 7:00PM Sausage sizzle 8:00pm Meeting	Club Rooms	Rhonda Barton Secretary	0409 880 378
Mar	20th	Thurs	10:00 am	Cars Coffee & Cakes	Coffee Hut Gt Northern Highway	Jack & Dianne McCracken	0412 874 031
April	6th	Sun	TBA	VAA Annual Swap meet	Swan Athletics club	Ray Smith	0416 018 119
April	8th	Tue	8:00 pm	VAA Club Meeting 7:00PM Sausage sizzle 8:00pm Meeting	Club Rooms	Rhonda Barton Secretary	0409 880 378
April	17th	Thurs	10:00 am	Cars Coffee & Cakes	Coffee Hut Gt Northern Hwy	Jack & Dianne McCracken	0412 874 031

Committee of Management Meetings
 Meetings 7:30pm at the clubrooms
 Meeting are held every two months, unless a special meeting is called
 Tuesday 25th March, Tuesday 27th May

Annual Picnic Breakfast



1937 Ford - Owner Bill Redeckis



1972 ZD Ford Fairlane - Owner Keith Agar