

# PAST TIMES



June 2025



1960 J2L "TJ" series - Owner Paul Berkavicius

## President's Report, from the Van

It's amazing to see our members continually volunteering their time for events supporting the less fortunate, like the VAA Biggest Morning Tea. a very successful day with members and the community, supporting this great cause. A special thank you to our local counsellor and friend Rashelle Predovnick Who also attended and helped promote the event, mentioning what a big-hearted club we are.

This month, I couldn't split my favourites. These two gentlemen have worked tirelessly to repair Bill's Ford Ute from complete dismantling, repairing and then reassembling, making the car safer and better than before. Others have helped but Jim Whatley and Rob Cannon have done the majority of the repairs. I couldn't split a box of chocolates so they each got a box of favourites. Thank you, guys.

VAA Acting President

*Domenic Paoliello*

### Attention Members

All membership invoices have now been generated.

If you have not received your renewal, please contact: Val Smith, 0409 882 888

VAA Treasurer

### Attention Members.

Change of Postage Address  
VAA Post Office box has now been closed.  
Please address all mail to  
19 Helen St, Bellevue 6056

## ANNUAL GENERAL MEETING 2025 TUESDAY 8th JULY

Office Bearer and Committee 2025/26 - Call for nominations.

If you would like to become more involved in running our club, please consider nominating for one of the offices or management committee positions. You will be very welcome and there will be plenty of support for you. Nominations are required by the 10th of June 2025. This allows time to have the written nominations ready for the AGM on July 8th. Please make sure that you get the person that you are nominating to sign the form as well as yourself. Please note that once written nominations are in for various positions there can be NO nominations from the floor at the AGM for that position.

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## Domenic's Favourite of the Month

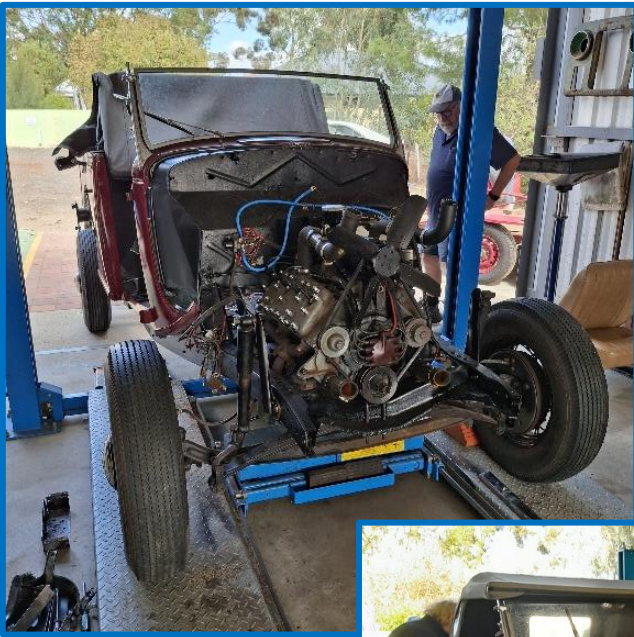


Domenic presenting Favourites to Bob Cannon

This month there were two Favorites  
Bob Cannon and Jim Whatley (Absent)

Recognised for their continued contribution,  
attention to detail and effort, as they work on the  
restoration and repair of Bill Redeckis's Vehicle

## Bill Redeckis 1935 Ford Soft Top Pickup



## From the Front Cover, the Bedford



1960 J2L 3-ton 10cwt. (3.5 tonne), "TJ" series. 214ci long stroke motor, 4 speed transmission with a crash crawler gear for 1st, synchros on 2nd, 3rd and 4th. Lockheed power assisted brakes. 13 feet (4m) tray. 4.5t towing capacity, Tare about 2.8t, GCM 7.5t. 143" wheelbase. Peter Goldsmith and I went halves and bought this Bedford in the early 2000's. We were looking to buy an old truck, preferably a Dodge



or International, but this one advertised in Beverley was the only viable one available at the time. I was familiar with this model Bedford as my brother owned a J1 for many years. I often borrowed it to move items around as well as take vintage motors to machinery shows. We went to the property in Beverley to have a look and the owners wife informed us we would have to wait as her husband was using it to deliver a load of firewood! After a while it came flying up the access road and came to a screeching halt in a big cloud of dust. We both looked at each other and thought, well if it can do that it must be OK! The owner showed us the logbook of work and maintenance and pointed out that the motor had been rebuilt recently. He ran a fleet of school buses, so the truck was shod with hand me down Michelin tyres and was painted



school bus orange. A deal was struck, and we purchased it.

Over time, I ended up using it the most, so Peter agreed to let me buy his share and I became the sole owner. I used it as a big wheelbarrow for the property as well as carting vintage engines, towing car trailers etc. around the place. I built a pole crane for it with a block and tackle and that made it very useful. The truck was well known



around the hills area, with that crane on it. Eventually time took its toll, and it was starting to deteriorate, and the brakes were getting to the point where it was iffy driving it. So, I decided to tidy it up and fix the brakes, ha, that turned into a full-blown restoration and took 15 years! (and a fair bit of coin too)

When I pulled the braking system apart, I found out why they were not good. Drums worn out completely, Rear flexible brake line was swelling up like a balloon under pressure, ergo, limited rear braking. Front pistons of front brakes were seized, only the rear shoes were functional, ergo, limited front braking. Handbrake cable was hanging on by one strand! That part of the cable was in a tube so you couldn't see it. That freaked me out as only weeks before I used the truck to move materials from a friend's place with a steep driveway. I hate to think what the outcome would have been if it let go, crikey!

This truck appears to have been in use all its life, so there was hardly any rust in the cab, but it had a LOT of battle damage and everything that moved was either worn out or fatigue cracked. Amazingly, the chassis was OK, but the tray was stuffed. As an example of wear, both the left and right steps were worn through, and they are 2mm steel! Thankfully, I had acquired a very poor condition J3 truck wreck, minus motor and gearbox, as a parts donor, and that allowed me to do this restoration. There were some parts of the truck that were and still are in good working order; Engine, gearbox and diff, King pins and front axle

Everything else has been refreshed, replaced or rebuilt

Replaced drums, some new wheel bearings and seals  
New brake linings,  
New handbrake cable,  
Rebuilt handbrake rods and levers,  
Some new brake lines,  
Rebuilt Master Cylinder,  
Rebuilt slave cylinders,

New flexible brake lines,  
Rear leaf springs reset,  
New rear shackle bushes and pins,  
Rebuilt steering box,  
New front shocks,  
New front tyres,  
Rebuilt starter motor,  
Rebuilt Generator,

Lots of electrical work.  
New tray timber runners,  
New tray U-bolts,  
New spare wheel carrier.  
Full rubber kit.  
New tail shaft centre bearing,  
New Windscreen.  
Rebuilt radiator

I picked up a replacement tray some years ago, off an earlier model Bedford but that required a lot of work to make it fit, mainly to relocate the rear wheel position.

Kevin Sweeney put a huge effort into helping me get the cab prepped and painted and so a big thankyou to him.

I was 5 years or more into the restoration with the truck in bits and paying full registration when I discovered that it could go on the 404-concession scheme. This led me to join the VAA Club as they dealt with commercial vehicles. So, after joining up I had one of the club inspectors come up and have a look and he gave it the OK. Sometime later I got the necessary paperwork from the club and trotted off down to the DOT in Midland. I submitted the documents and bugger; they knocked me back. They said they couldn't put it on concession as there was no Chassis number on the registration document. They informed me that I would have to take the vehicle into a licensed inspector to cite the chassis number and submit documents to have the vehicle details updated. Bugger, as the truck is undrivable, I had visions of tilt trying this thing somewhere to get it inspected. Many months later, I had a conversation about such things with another club member who mentioned there was a guy in Glen Forrest who as a VCC member might be able to help my predicament. So, I contacted him by email and gave him my sob story and amazingly, he agreed to come out to my place in Chidlow to do the inspection, happy days! I had found the chassis number stamped on it underneath many layers of paint and crud. So, he came out, took photos and all was well. Many weeks later I still hadn't heard from him, and I only had a few days left on my application. I rang and his wife answered and apologized as he had fallen off the house roof and was in hospital! Even so, the paperwork came in a day or so later and I was able to get it on 404 with one day to spare, whew! That took the pressure off (bad idea!) and so the protracted restoration continued. This was due to work commitments, other projects like my Charger, my Chrysler Drifter Panel Van, tractor restorations and some travelling which all took priority over the truck, so it languished in the tractor port for many years. I did start it up and drive it around the block regularly once it was drivable again. It was April 2024 when I was working on my drifter and I kept tripping over Bedford parts, that and one room of the house was full, storing the front guards, doors and nose cone etc. I thought it is now or never to finish the truck, so I packed the drifter away, put the truck in the work bay and started in earnest.

I have a list of restoration milestones by date.

June 2011	Start dismantling	April May 2024	Doors fitted, Steps rebuilt and fitted, rebuilt steering box installed
November 2011	Doors painted	June 2024	Guards fitted
May 2012	Chassis stripped and painted, Engine and Engine Bay painted, Diff painted.	July 2024	Headlights rebuilt and fitted.
September 2012	Drums painted, rear suspension fitted	July 2024	New mirror mounts made, and mirrors fitted
January 2013	Drums refitted, rims painted and fitted	Sep to Dec 2024	Modify and paint tray. (big job)
June 2013	Cab Painted.	Jan 2025	Prepare timber runners, build U-bolts and brackets, fit tray
April 2014	Rebuilt fuel tank and refitted	Feb March 2025	Electrics finished, rear mudguards fabricated, painted and fitted
June 2014	Bonnet fitted		First drive 5th March to Chidlow to fuel up and test brakes, all OK.
May 2015	Tray acquired		New front tyres and new fuel pump fitted

First public display, Toodyay Swap Meet, 16th March.

Lights on the Hill Brunswick Junction towing trailer, 29th March. 430km round trip!

VAA Swap Meet, 6th April.

Ready for its next adventure.



*Paul Berkaucius*

## QUIZ NIGHT – 2025

Saturday 10<sup>th</sup> May

Well, what a night again!

Although our numbers were down, compared to previous years, it was still a very enjoyable night.

Only bookings for 4 tables, but of course still 32 people, which is encouraging that our members like this.

The feedback was great! Thanks to Jason Ferris and his wife Sian who have always put so much effort into the questions, answers, and the riddles for spot prizes.

Lots of preparation go into this, producing it on the big screen, organising the answer papers and more. Much work in the background!

The questions were diverse and grouped as per the below:

Round 1 - Movies

Round 2 - Cars

Round 3 - Music

Round 4 - General Knowledge

Round 5 - Sport

Round 6 – Astronomy

First and second place, were separated by a mere 1 point!



Sian Owen



Each person on the table received a prize

Prizes set out below:

1<sup>st</sup> Prize - Bottle of wine, together with a Bunnings Voucher for each person on the table.

2<sup>nd</sup> Prize - An assortment of Chocolates displayed in an oversize Martini Glass, together with the nights \$20 million Lotto ticket.

3<sup>rd</sup> Prize - Wooden Spoon, multi bottle opener, small Ferrero Chocolates.



Christel Ferrari



Nicole Hollis



Lance Glew

Door prizes were donated by the following:

Tray of Persimmons - Donated by Cannington Fresh Markets

Premium Gift Pack of Wine - Donated by Jadran Wines

Fresh Meat Tray - Donated by M & L Meats - Kenwick Village Shopping Centre

*Continued next page*

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Hope to see more of you on the next Quiz Night, to be organised in the next year or so!!

*Pauline Velden*



### Car Safety Inspection 25<sup>th</sup> May



Continued next page

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## Biggest Morning Tea 25<sup>th</sup> May

A rainy Sunday morning is not ideal weather for the Vintage Automobile Association of WA. First, safety car inspections for our members will be held at the club rooms from 0800 a.m. Then, at 10 a.m., the Biggest Morning Tea will be held, a fundraiser for the Cancer Council of WA. Many people turned up, not too many for the car inspection, but most for the Morning Tea. I have no doubts that the fundraiser will have an excellent outcome.

A lot of work is done to have this gathering as good as it can be. The input from all members in the club and other helpers gives this such a happy outcome. Some members donated flowerpots, and others collected gifts and donations from companies. And we thank them for their hard work and contributions.

Of course, we must thank the VAA kitchen staff, Shirley, Diane, and I believe some others associated with the catering on the day. Not to forget our Jack as a conductor of the “number wheel” raffle game. And thank you to the people, willing to spend and donate some money to this fundraiser. Thank you to the boys from the workshop for helping with the setup. May this help lead to a cancer-free society, for us to live in. That is my wish.



*Gretar Jonsson*



## Chevrolet 1951

The story on my 1951 Chevrolet Styleline Sedan

It all started back in 1951 when I was going to school in Toodyay, I was 11 years old, that's going back a year or 3. Anyhow I was down the street after school with a couple of mates, when a local farmer drives down the street in a brand new 1951 Chevrolet Sedan Light blue in colour. I thought to myself "That is a car, when I grow up, I'm going to get one of those" I never let that dream go.

Many years later, in June 1997 I was reading a vintage car magazine and looking at the cars for sale, next thing I'm looking at a - One owner, 1951 Chevrolet for sale in Newcastle, New South Wales. I thought to myself "this might be



the one" So I rang the phone number, I got the owner his name was Mr John Ure. When he asked where I was calling from and I told him Armadale Perth WA, he said he could not see any sense talking about the car because I was too far away to come and look at it. I said "now settle down, you tell me all about it, tell me the true story. Take photos on all four sides, inside, under the bonnet, in the boot and I should not have to come and have a look.



Anyhow he told me all about how he bought it new and had traded a Ford Prefect in on it. In 1967 he had put in a new motor. He took it off the road again in 1980, put it up on blocks in the shed until 1988, then he put it on Club Plates.

I asked why he was selling it, seeing he had it for so long. He told me, his use by date was almost up and the car had to go first. I asked "how old are you" he told me 86. While we were doing the deal he had a mild stroke and that slowed things down for a bit, well he came good, and we finished the deal.

I told him where to take it, a transport company in Sydney, which he did. After he rang to tell me that he had done it and told me he didn't trust the guy who received it, I asked what was wrong? He said, I think he might pinch the hubcaps, I told him if that is all he is going to pinch it won't be bad, I can get some more. He loaded it on a Friday, and I picked it up on Tuesday. Then I rang him and told him I had the car, with the hubcaps, drove it home and was very pleased with it.



He said, "Good god you have it already; we are not that far apart after all".

I have had the car for a while now, I have put on a sun visor, bigger tyres, spats over the back wheels. Took off the Cheese cutter. I have the original papers from when it was sold new.

Well, that is about all I can tell you about the Chev for now. I hope you enjoyed the read, till the next story.

*Brian Brooks*

## Anti-locking Brake System

It's easy to take anti-lock braking systems for granted. ABS technology is a standard safety feature on most new cars, and trucks. But ABS technology can be traced back to the 1920s. It took a lot of work before anti-lock brakes became a trusted and finally agreed-upon safety standard.

Early, in the 1920s, Gabriel Voisin, a French aviation pioneer, came up with ABS idea for planes. Created to help planes land without skidding. A simple and mechanical technique, meant to keep wheels from locking when braking.

In 1929, he made a big step by adapting this idea for cars. Over the years other developers started thinking about and experimenting with application.

Dunlop's Maxaret was the first anti-lock braking system (ABS) to be widely used. Introduced in the early 1950s, Maxaret was rapidly taken up in the aviation world, after testing found a 30% reduction in stopping distances, and the elimination of tyre bursts or flat spots due to skids. Experimental fittings on cars and motorcycles demonstrated mixed performance. Harry Ferguson a Researcher had worked with Dunlop on the Maxaret project, with the idea of the system being integrated into their pioneering four-wheel-drive package. In 1965, the world's first four-wheel-drive with Maxaret anti-lock braking was unveiled, the Jensen CV8 FF.

It was just a decade after Dunlop's development, in the 1960s, that car and truck designers started playing around with ABS. The Ford Zodiac is remembered as the first model to implement this exciting new technology, but the cost proved prohibitive. The ABS crusade was briefly abandoned.

Then, in the 1970s, Cadillac started offering ABS on some of its premium vehicles, strictly as an upper-level add-on. ABS remained elusive for the average auto buyer.

In the early 1970s, some luxury cars used anti-lock braking systems (ABS). These systems were expensive and complex at the time.

Ford introduced ABS in the Lincoln Continental in 1970, naming it "Sure-Track."

Chrysler added ABS, calling it "Sure Brake," in the 1971 Imperial model. They worked with Bendix Corporation on this safety feature.

Bosch and Mercedes-Benz working together in the 1970s to create the first electronic ABS for cars, and in Europe introduced Bosch electronic ABS in their S-Class in 1978.

Since the 1970s, the technology has improved a great deal, costs have also reduced. As the technology improved so did, ABS. Today's ABS uses electronics for better accuracy and faster responses. Microprocessors help by checking and adjusting brake pressure in real time. This makes cars more stable and easier to control. With better sensors, ABS can now adjust to different roads and how a car moves. Modern ABS systems also include features like electronic brake-force distribution and traction control. Computer-controlled sensors, placed on each wheel, are now used to make anti-lock brakes more effective. These features help the brakes work well in all kinds of driving conditions. Initially, only available in high-end, luxury cars as technology evolved and became more advanced, it began to be used in everyday vehicles. In the 1980s luxury cars began to include ABS as a standard feature. In the 1990s ABS became common in many types of vehicles and is now a fundamental part of the car safety system.

Anti-lock braking technology has been standard since the 1990s. It is available as a baseline feature and most drivers are very aware of ABS and what it does.

There is little debate about the merits of ABS, most tests confirm that ABS minimizes the risk of accidents, especially on slippery or wet surfaces. Regulations played a big part in making Anti-Lock Braking Systems (ABS) common in cars. These rules pushed car makers to add ABS to all kinds of vehicles, turning it from a high-end feature into regular safety.

*Cheryl Glew*

**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 June 19th, 10am

**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*

**Wanted Magazine Articles**

**P**lease consider forwarding articles to your magazine. I am sure club members would love to read your ideas, stories, history, successes, and failures

Articles can be attached as a word document or in the body of an email, I will even write an article for you. Don't forget we love photos. Make sure articles reach me by the end of each month.

A big thank you to everyone who has already contributed to the magazine. Response has been encouraging.

*Cheryl*

editor@vaawa.org.au

**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*

**For Sale**

2004 Holden Commodore Equipe 11 Sedan  
Automatic, has done 315 km  
Needs some work, nothing major.

\$4,000

**Contact: Kevin 0431 131 160**

**Veteran and Classic Car Club Auto Jumble**

**WINTER under cover AutoJumble**

**SUNDAY 29 JUNE 2025**

Gates open at 6:30 am

Dogs West

Cnr Ranford and Warton Rds,

Southern River

Enter from Warton Road

Sellers \$10.00 each

Buyers \$5.00 Each

Enquiries to Rod Vogel

MOB 0456 020 002

## VAA 2024 ANNUAL GENERAL MEETING – 9<sup>th</sup> JULY 2024

<b>Annual General Meeting election of: Committee of Management and Office Bearers for the period 2024 to 2025</b>	Meeting opened: 9:00PM  The election process was run by Martin Paine with the assistance of Pauline Velden. The following positions were filled by the members listed			
	<p><b>COMMITTEE OF MANAGEMENT POSITIONS</b></p> President - BRIAN TUCKER Vice President - DOMENIC PAOLIELLO Secretary - PAULINE VELDEN Treasurer - VAL SMITH Events Coordinator - JACK MCCRACKEN Committee Member 1 - STEVE HOLLIS Committee Member 2 - JON JON RAMIREZ Committee Member 3 - TOM POLICH Committee Member 4 - LANCE GLEW Committee Member 5 - RAY SMITH Committee Member 6 – GRAHAM HOUGH <p><b>OFFICE BEARER POSITIONS</b></p> Assistant to Treasurer - SHERYL JURKOV Assistant to Events Coordinator - DIANE MCCRACKEN Registrar - DAVE CURRELL Magazine Editor - CHERYL GLEW Scrutineer - RAY ROBERTS Assistant Scrutineer - BRETT ROBERTS Librarian/Historian - MARTIN PAINE Publisher - CHERYL GLEW Building Manager - GRAHAM HOUGH Welfare Officer - JON JON RAMIREZ Merchandising Manager - VACANT Club Caretaker - MARK MCKENZIE Raffle Coordinator - DOMENIC PAOLIELLO Kitchen Manager - NEVILLE & SHIRLEY EVERETT Workshop Manager - BOB DEJONG Webmaster - DAVE CURRELL CMC Delegate - FRANK FERRARI and DAVE CURRELL			
AGM Meeting closed	9:45PM			
<b>Signed by the President:</b>  <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><b>Name:</b> Brian Tucker</td> <td style="width: 33%;"><b>Signature:</b></td> <td style="width: 33%;"><b>Date:</b></td> </tr> </table>		<b>Name:</b> Brian Tucker	<b>Signature:</b>	<b>Date:</b>
<b>Name:</b> Brian Tucker	<b>Signature:</b>	<b>Date:</b>		

### Automobile Trivia

The Roman god of commerce, liquid element #80 on the periodic table, and a now defunct brand of the Ford Motor Company, that was around from 1938 - 2011, all share what name?  
 Turn to page 16 for answer.

**MINUTES OF THE VAAWA MONTHLY GENERAL MEETING**  
**19 HELEN STREET BELLEVUE**  
**13<sup>th</sup> May 2025**

**Meeting Opened** 8.02pm

**Attendees** As per Attendance Book

**Opening** Domenic greeted the Members.

**Apologies** Kevin Jones, Brian Rodwell, Graham Dickson, Ray Roberts, Peter Goldsmith, Joseph Brajkovic, Lester De Souza, Mike Edmundson, Peter Egan, Mark Atkinson, Tom Eastough, Barry Ryle, Rob Voisey.

**Visitors**

**New Members** Jann Van Der Meer, David Woodward, Timothy Van Battenberg, David and Jennifer Mathew.

These Memberships were moved by Steve Veldon, Seconded by Graham Hough

**Previous Minutes** Moved that they be true and accurate by Graeme Barton and Seconded by Bill Redeckis

**Correspondence In and Out**

In - Resignation from Kevin and Jan Sadler

Out - Acceptance letter to Kevin and Jan.

**Treasurer's Report bp Val Smith**

**Accounts to pay.**

Cheryl Glew	Snap Printing	\$265.00	Printing May Magazine
	Postage	\$ 80.34	Posting May Magazine
	Flyers	\$ 80.00	Flyers for Cancer Morning Tea
Pauline Velden	Prizes	\$300.00	Prizes for quiz Night
Shirley Everett	Raffle	\$ 18.05	Club Raffle
	Stationary	\$ 7.48	Markers
	Sausage Sizzle	\$109.48	Sausages, Milk, Onions, Bread, Sugar
Graham Hough	Club Rooms	\$ 41.15	Hinges, Foam, Stationary for Signs.
Dave Currell	Jag	\$106.90	Jag Licence
Bob DeJong	Jag	\$ 80.00	Inspection for Licence
	Jag	\$209.00	Steering Pin and Bush and Oil

**Income** Raffle \$175.00, Donated to Cancer Biggest Morning Tea

Moved to accept and pay by Pauline Velden. Seconded by Bill Redeckis

**Business Arising** Nil

**Events** Jack appraised us of all upcoming events.

**Editor's report** Cheryl gave a comprehensive report on what is happening with the Magazine. Thanks to all who add articles. Please continue sending them.

<b><u>Vehicle Examiner</u></b>	Nothing to report.
<b><u>Building Report</u></b>	All good. He has made the door into the Disabled toilet up to code so that it can be opened in case of emergency
<b><u>Registrar</u></b>	Dave gave an in-depth report on the Register and asked that the new member nominations be authorized and welcomed. New members Accepted
<b><u>CMC</u></b>	NTR
<b><u>Library</u></b>	Some books donated by Bill Redeckis and there are some magazines as well. All are welcome to browse and take. Some are available for a \$5 donation.
<b><u>Workshop</u></b>	The Ford is nearly finished. The Jag is licensed, still a couple of things to be fixed and the selling price has been agreed on.
<b><u>Merchandise</u></b>	NTR
<b><u>General Business</u></b>	It has been asked that more people get involved in the events and the organizing of them.  The Raffle raised \$175.00 and is being donated to the Big Morning Tea.  Domenic's Favourite of the Month went to Rob and Jim from the workshop, for their dedication to the work on Bill's car
<b><u>Raffle Winners</u></b>	Lance Glew, Destry Schrock, Cheryl Glew and Malcolm Barfield.
<b><u>Display Car</u></b>	Ford Focus Rally Car owned by Peter Callo.
<b><u>For Sale and Wanted</u></b>	For Sale - R Series Valiant, See Steve Veldon  Wanted - Graham Hough is looking for a Morris 1100 for a friend.
<b><u>Meeting Closed</u></b>	8.44 pm.

## Biggest Morning Tea

The Vintage Automobile Association wish to acknowledge donations from the following organizations.

Bunnings Midland, The Good Guys Midland, Coles, and Woolworths

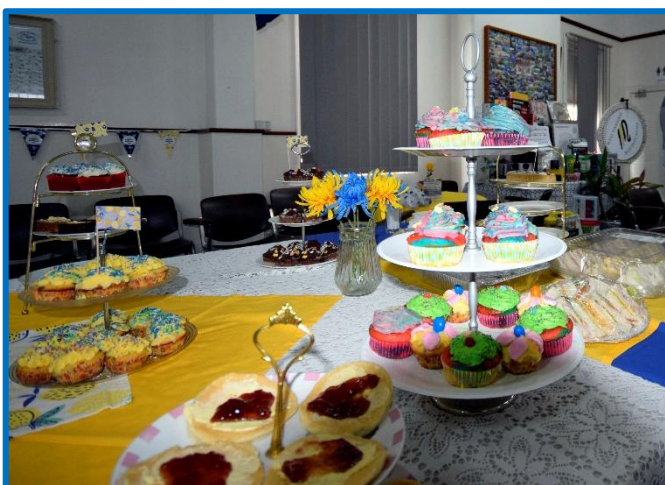
Their support is much appreciated and assisted in the raising of \$2257.85 for the Cancer Council of WA, for vital research into the prevention of Cancer.



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

Position	Member	Email Address	Phone
President *	Vacant		
Vice-President *	Domenic Paoliello	XL67@bigpond.com	0407 446 682
Treasurer *	Val Smith	treasurer@vaawa.org.au ray.val.smith@gmail.com	0409 882 888
Secretary *	Rhonda Barton	secretary@vaawa.org.au	0409 880 378
Registrar	Dave Currell	registrar@vaawa.org.au	0419 998 589
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Merchandising Officer	Vacant		
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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

\* Denotes Member of Committee of Management



Some of the yummy food donated for the Biggest Morning Tea

## VAA EVENTS CALENDAR 2025 (June – July)

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
ALL		Wed & Sat	9:00 am to 12:00 pm	VAA WORKSHOP	Club Rooms	Bob de Jong	0400 064 937
Jun	7th	Sat	2:00 pm	WW11 Tunnels	Buckland Hill Reserve Boundary Rd Mosman Park	Pauline Velden	0405 144 919
Jun	10th	Tue	8:00 pm	VAA Club Meeting 7:00pm sausage sizzle 8:00pm Meeting	Club Rooms	Rhonda Barton Secretary	0409 880 378
Jun	19th	Thurs	10:00 am	Cars, Coffee & Cakes Mid-Week Run	The Coffee Hut Great Northern Highway	Jack & Dianne McCracken	0412 874 031 0411 789 915
Jun	21st	Sat	9:30 pm	Events Committee Meeting	Club Rooms	Jack & Dianne McCracken	0412 874 031 0411 789 915
July	8th	Tue	8:00 pm	VAA AGM and Club Meeting 7:00pm sausage sizzle 8:00pm Meeting	Club Rooms	Rhonda Barton Secretary	0409 880 378
July	17th	Thurs	10:00 am	Cars, Coffee & Cakes Mid-Week Run	The Coffee Hut Great Northern Highway	Jack & Dianne McCracken	0412 874 031 0411 789 915

### Non-VAA Events

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

Registrar

*Dave Currell*



The 1968 Ford Mustang GT Fastback, driven by Steve McQueen's Lt. Frank Bullitt, became an enduring symbol of cinematic cool in Bullitt. Powered by a 390ci V8 engine producing 325 horsepower and 427 lb-ft of torque, the Mustang could accelerate from 0-60 mph in 6.3 seconds.

The film itself blends action, crime, and police drama, following Bullitt as he protects a key witness against the mob. McQueen's performance as a tough, independent detective has been widely praised, but it's the Mustang that stole the spotlight, cementing its place in Hollywood and automotive history.

Answer from page 12. Mercury