

PAST TIMES



Website www.vaawa.org.au

NOVEMBER 2019 Email

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VAA - Visit to St Ives Retirement Village

VAA Office Bearers 2019-2020



POSITION	MEMBER	PHONE	POSITION	MEMBER	PHONE
President	Tony Warner	0417 555 073	Assistant Events Co-ordinator	Loris Cooper	0417 555 073
Vice President	Bill Redeckis	0449 237 466	Workshop Manager	Bob de Jong	0400 064 937
Secretary	Dave Currell	0419 998 589	Magazine Editor	Frank Ferrari	0419 421 087
Registrar	Dave Currell	0419 998 589	Publishing & Distribution	Dave Currell	0419 998 589
Treasurer	Rhonda Barton	0409 880 378	Dating Officer	Trevor Harrison	9398 1272
Assistant Treasurer	Val Smith	9309 4837	Kitchen Manager	Shirley Everett	9331 5464
Scrutineer	Graeme Barton	0409 880 378	Raffle Co-ordinator	Domenic Paoliello	0407 446 682
Assistant Scrutineers	Ray Roberts Brett Roberts	0438 911 387 0402 233 487	Assistant Raffle Co-ordinators	Elijah, Isabella, Jackson, Macey, Lani & Tyler	
Commercial Scrutineer	Ron Devenish	9457 3788	Swap Meet Organiser	Ray Smith	9309 4837
Building Manager	Brian White	9295 1619	Assistant Swap Meet Co-ordinator	Robert Hyde	0418 917 133
Librarian	Martin Paine	9247 1729	Club Merchandise Manager	Shirley Everett	0424 422 270
Club Historian	Ron Perry	9295 3420	CMC Delegate	Robert Hyde	0418 917 133
Events Co-ordinator	Debbie Paine	0405 144 919	Web Master & FB Administrator	Dave Currell	0419 998 589

Sundowner BBQ
It's on again, so come early and get your dinner cooked for you.

Tony

Special Notice
 For those that want to organise an outing sometime/somewhere then please let Debbie Paine know your plans.

MINUTES OF THE V.A.A.W.A. GENERAL MEETING
19 Helen Street, Bellevue. 8th October, 2019

Meeting opened at	8pm
Attendees	as per attendance book
Apologies	Peter Egan, Lester DeSuza, Brett Roberts, Colin Barton, Kevin Lockyer, Larz Boujos, Alan Warner, Joe Brackovich, Dave Currell, Ross and Lauren Lang, Dan Fanetti and Brian and Lynette Rodwell
Visitors	Joe Gredar, Levi Heath
New members	Janet Goldsmith
Previous minutes	Approved on a motion by Martin Paine, seconded by Graeme Barton.
Business arising	Nil
Correspondence in	As read
Correspondence out	As read
Business arising	Nil
Treasurers report	As read
Business arising	Nil
Accounts for payment	Shirley Everett, , Water, Tony, Postage Mag Printing Approved on a motion by Brian White, seconded by Keith Agar
Events	Invite to Cynthia Payne's house on 9 th October to view her art work. Melbourne Cup, Brockwell run coming up. Afternoon tea at Martin and Debbie's on 13 th November. Rob Hyde reported on Bunuwarra. Como classic car show and All Ford day
Editor	Tony produced the magazine in Frank's absence.
Publisher	NTR – Dave away
Vehicle examiner	NTR
Registrar	NTR – Dave away
Building report	Roof leak soon to be repaired
CMC	NTR
General business	Application for membership for Tony Tvrdec accepted, Receiving quotes for renovations Report on Ron West's auction 6 volt battery available (contact Michael Hill)
Raffle winners	Sue Fletcher, Ron Bracken, John Griffiths, Kath Agar and Val Smith
Display car	Joe Gredar XR Falcon
Meeting closed	8.50pm

PRESIDENT'S REPORT

Well another month has come and gone I wonder where the time goes sometimes.

Loris and I have finally moved into our new house (well, new to us) so we are now hoping to be able to get back into the swing of all things VAA.

I do regret missing Bunnawarra and numerous other events while we have been renovating our new house. It was lovely to visit Cynthia Payne's little art studio last month, she is indeed very talented artist. Her home has a unique history, as well being an old country station master's house it was re-located to Bellevue some time ago. Thank you Cynthia for opening up your house last month.

Several of us visited St Ives retirement village recently, to show them some of our cars and by way of showing their gratitude to us we were presented two \$200.00 SCA gift vouchers. So those members who did attend, thank you very much. Apart from myself, there was Ray Smith, Ron and Jess Bracken, Brian Pilton, Jon Jon Ramirez, Charlie Barilla and Bob D'Jong.

By the time you read this, we will have had the annual Melbourne cup lunch and as things are a little quiet for the rest of November, I am organising an evening run to Fremantle on Saturday the 23rd of November. Leaving the clubrooms at 6:00pm and finishing at Captain Munchies for a quick bite to eat.

A reminder to all members, that you can and are encouraged to organise an event if you wish to Perhaps someone might like to organise a Christmas night run, to see some of the spectacular light shows put on by various suburbs, any takers?

Kind regards,

Tony Warner

President - Vintage Automobile association of WA Inc.

0417 555 073

From the Secretary & Registrars Desk

Hi Everyone.

I have returned from a thoroughly enjoyable holiday in Reunion Island and Mauritius. I can recommend them both as terrific but different Indian Ocean, tropical island experiences. Have a chat if you are at all interested. Thank you so much to Debbie for taking minutes at the October meeting and Tony for covering the Secretary/Registrar role (whilst also being President, acting editor, renovating houses, moving).

Welcome to Tony and Vanessa Tvrdeic as new members with their Monaro. I am also in discussion with a few other people very interested in joining our club.

I have had a closer look at the members who did not renew for 2019/20 and reviewed with the Management Committee who decided no further action required. Whilst a little higher than usual, non-renewal was mainly due to people disposing of their vehicles or moving to where they were less able to participate in club activities. The full minutes of the Management Committee meeting on the 15th October where there was useful discussion and progress on several club matters are included elsewhere.

One of the matters raised was our ability meet requests to display cars. These are sometimes at shortish notice that don't fit in with our magazine/meeting cycle and people seem reluctant to commit at our meetings anyway. This in turn makes it difficult for us to accept the invitation with confidence we will have cars attend. These events are a great way to show off your pride and joy, get to know other members better and importantly promote our club and build relationships with other clubs and organisations. The event organiser is often left to ring around to ask members if they can attend and its often the same few that come along. We are very grateful to those people and of course they are very welcome but, with over 200 members and 600 fabulous cars, I feel we are missing people who would like to participate. I also don't want to contact (harass) people who are not really interested. So, to help make things easier for everyone, I'm hoping to prepare a list of members who are happy to be contacted when opportunities arise. If that is you, please let me know or be nice when I give you a ring to find out.

Happy vintage motoring and take care!

Dave



There has been a long standing "discussion" in our home regarding the benefits of garden art.

As far as Michael is concerned the bigger the piece of rusty metal, or truck, or tractor, or header (do I need to go on) the better it is. In particular Michael thinks the placement of this statement piece should be smack bang in the middle of my manicured garden bed that I have been meticulously cultivating for the past four years.

Myself on the other hand would prefer a more tastefully placed SMALL piece of artwork that blends in to the point of really not being noticed or in fact not being in actual existence. The placement of this artwork should definitely NOT be in the middle of my front garden bed.



Our dear friends Ron & Jenny have often witnessed our lively debates, the most recent conversation including the potential inclusion of a D2 caterpillar tractor to the front garden that had Michael beaming from ear to ear.

Ron being the enthusiast that he is silently took up the challenge to find a happy compromise for both Michael and myself which resulted in him presenting us with this eye catching 1927 T model ford front section. Being the thoughtful gentleman that he is Ron also had the piece sprayed a striking hot pink to please the ladies of the house.

We would like to thank Ron and Jenny for their extremely thoughtful gift that now has a happy home in our back yard.

Debray Frances

From the Workshop

I look around the workshop and see some talented mechanics. It is just a pity I'm not one of them.

I am in that bunch that are 'self taught'.

Unfortunately that means my teacher was a bit 'challenged' and I relied upon making mistakes to learn.

So don't make the same mistakes I did.

Bring your problem to us for a fix.

Recent success stories:

Sue. Olds. a/conditioning (decommissioned) removed.

Mark. Zephyr. Diff seals/bearings. Rear suspension bushes. Chassis repair.

As an aside, the workshop has a knack of fixing donated 'problems' then not knowing what to do with them.

So we are having a cleanup ...

For Sale: Ryobi Whippersnapper: runs and works (new carb) \$30

Scott Bonner reel mower with unusual rear catcher: runs and works \$80

As a further aside: Job Vacancies

Spray painter/panel beater

Auto electrician

Upholsterer

Fitter/turner/machinist

All work is piecemeal/hours very flexible/all materials supplied.

Payment is cake/pie/Tim Tams.

Hutch

Wanted

- 1 Starter motor to fit a 1928 Studebaker Director Alan Shuttleworth
- 2 Sidecar Chassis and body to suit a BSA Plunger Frame A7– A10 in fair condition please contact Jeff 0456 057 239

WANTED FOR THE WORKSHOP

If any members has the following that they could donate or loan to the workshop we would be most grateful.

Parts washer - Imperial micrometres - Bore gauge or internal micrometres - Metric spanners.

Kind regards,

Tony Warner



Photographs from the Inspection Day on 16th June

By *Rhonda Barton*





BUNNAWARRA 2019

A short story on our weekend at Pete Callo's station near Yalgoo. This is my 2nd trip to this vast area and I must admit it is a great place to visit and see the sites and enjoy the hospitality that is put on for us.



I left on the Saturday morning in my

trusty old Holden Ute, never have driven this far before in the old ute but about 7 hours later I arrived at my destination albeit a bit late, as the crew were discussing sending out a search party for me, nice thought but not necessary. I was told the trip should take about 4 ½ hours but I went the long way I was told, silly me!

I did start out on my own but bought a friend name "Walter" home with me, but more about him later, although he never said a word to me all the way home, strange male!

I had the comfort of a donga, double bed, clean sheets, toilet, hot shower, what more could one ask for, nothing! We had our usual BBQ on the Saturday evening with a few club members and some of Pete's mates, including Pete's son Jackson and one of his mates named Jack, two fine young men who never sat down for long, as they were either riding motorbikes, out shooting with their Dad's or driving cars around a ready made race track at very fast speeds. I wish I was allowed to drive at that age around a track! While I am writing about their driving they had time trials against their Dads and beat them very convincingly, no fear we all reckoned.

Sunday we hopped into the stations four wheel drive utes and I am not sure where we went, but it sure was rough! I said I was not sure where we were going but my driver Clive did and took us all to the next door neighbour's station homestead where we stopped and had a chat. We then went and had a look at their shearing shed, shearer's quarters and kitchen. All quite old corrugated buildings but very interesting in how life was many years ago and we all agreed they worked very hard under harsh conditions. Onto Yalgoo for a look around and then back to the station for a late lunch.

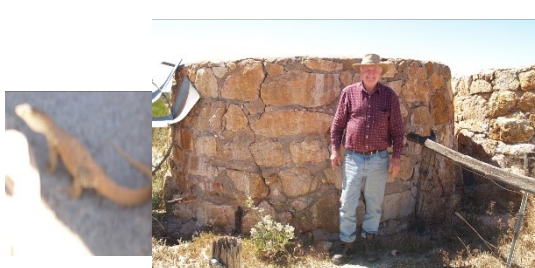
A large and I mean large and long bungarra had made itself at home around where we all sat, so that kept us on our toes! Clive assured us it was there quite often and it gave no trouble.

Monday morning I left with my new friend "Walter" on the front seat. Walter is a pigeon that got lost on a race but had enough sense to drop into Bunnawarra where he was made welcome and placed in the chook pen where food and water was provided to him. He is now at home with my 100 or so pigeons and seems quite happy with them rather than the chooks.

Even though it was a BYO everything for the weekend, there was enough food provided to feed a small army. Once again Peter, Doug and Clive made us all very welcome and we could not have wished for a more pleasant few days away. On a personal note Pete, both Clubs thank you very much for the invitation and hospitality that you do so well! I for one look forward to other visits to Bunnawarra over many years.

Thank you.

Robert



BUNNAWARRA 2019 Continued



Jokers Tunnel

This prominent peak, which at the most northerly end of the Gnows Nest Range, is called Biberatha and is trig point D6 in the State geodetic system. The exact date when it was established as a survey point is not known, but it is included as a reference in maps produced in the early 1870s.

William Nottes discovered gold in the Gnows Nest Range in 1894 and when the Yalgoo goldfield was declared the following year his gold mining lease, became known as Yalgoo Jokers.

Within a year, sixteen further mining leases were registered, most of them taking on names associated with euchre and other popular card games, left and right bowler, full hand, king and queen of hearts, spades and aces, etc.

The gold here was found in rich pockets fifty kilograms of stone from the initial strike returned three kilograms of gold.

Although the area was originally called Nottes Find, it became popularly known as Jokers. A small settlement quickly developed, including a licenced inn also known as Jokers and a twenty head gold battery.

There was no definite lode to follow, many shafts were sunk and tunnels dug in the search. This tunnel was not actually on the Jokers lease (which is a hundred meters or so to the south east), but a lease called The Star of Biberatha first registered to W. Purvis in 1896. Later returns were disappointing, returning only three kilograms of gold for 530 tonnes of rock processed. In January 1898 the battery was shifted to Finds Field, and in September 1898 the Jokers Hotel was also moved and was renamed the Folds Find Hotel.



MINUTES OF THE V.A.A.W.A. COMMITTEE MEETING (Abridged)
19 Helen Street, Bellevue. 15th October 2019

Meeting opened at	7:40pm
Members Present	Tony Warner, Dave Currell, Rhonda Barton, Martin Paine, Graeme Barton, Brian Brookes, Domenic Paoliello, Brian White, Loris Cooper, Bill Redeckis. Guests: Ray Smith, Val Smith
Apologies	Brian Brookes, Kevin Lockyer
Focus for 2019/20	Dave apologised for running out of time to invite Jason to the meeting. Most of the items from the futures committee have been picked up by the Management Committee however there are some useful items that should be considered. It was agreed to circulate Jason's presentation for discussion at the next meeting.
Previous minutes	Approved on a motion by Martin Paine seconded Loris Cooper
Business arising	Covered under respective agenda items
Events	The committee commended Debbie for maintaining a longer view of the calendar including those with TBA details. We will seek volunteers to assist with events. It was agreed that it was important to support and build relationships with other clubs and organisation. This often involves providing vehicles at fairly short notice. Members are reluctant to commit at general meetings and the meetings do not cover all members. It was agreed to prepare a list of members who were willing to display their cars and happy to be contacted when opportunities arise.
Finance	Rhonda will provide an expenditure report to the next meeting. Rhonda and Dave sought quotes for badges and it was decided to shift production to Rockingham at \$11/badge compared to current \$15. The option of purchasing a badge printing device was discussed and agreed to ask Peter Callo to have a look on his next trip to China. Members will be asked to pay for replacement of lost badges. Bunnings Midland have provided details of sausage sizzle requirements. Dave will make a submission. Loris, Rhonda and Jessica have taken on preparing a scrapbook of club activities. Shannon's are yet to respond if they will move sponsorship from the annual register to newsletter production.
Building	The successful busy bee removed the carpet and shortened the plinth in preparation for renovation quotes and adding a row of seating. The leaking workshop roof will be fixed in coming weeks. An initial quote for a concrete floor is \$4,000. It was agreed that in the first instance, funding submissions should provide for major renovations including, concrete floor, floor coverings, false ceiling, window treatments, lighting, new chairs, moving the kitchen and a storage shed. Optional layouts for the meeting space will be considered.
Registrar	The committee reviewed a list of members not renewing for 2019/20 and decided no further action required. Non-renewal was mainly due to people disposing of their vehicles or moving.
Workshop	No members have advised of any vehicles for sale.
Merchandise	It was decided to investigate bucket hats as a new item.
Web	Some feedback has indicated that the website is useful usage statistics show 5-10 visits per day. Use of the impromptu run form is increasing. The Committee decided no further action on any redevelopment required at this point.
Swap meet 2020	Ray Smith attended the meeting to lead useful early planning for next year's swap meet. The objective is to increase income for the club from next year's event. This will require more sellers and buyers through the gate. Discussion included inviting trade displays and sellers, more entertainment for partners and children, more publicity/advertising and a larger car display.
General business	Dave is seeking the donation of more powerful PC to handle the required upgrade from Windows 7 to 10. Tony presented Sian's draft of the Club Calendar. The Committee thanked and commended Sian on her great work and agreed for the production of 100 copies.
Next Meeting	The next committee meeting will be held at the clubrooms Tuesday 3 December 2019 at 7:30.
Meeting closed	9:45pm

S.G. BROOKES & SONS SALT CARTAGE AT USELESS LOOP WA

By Brian Brookes

My younger brother (Alan) and I worked alongside our father (Sid) in S.G. Brookes & Sons doing various transport & cartage jobs for many years. One such job back in 1970, was a contract carting Salt & Gypsum at Useless loop, Shark Bay, Western Australia (approx. 860kln North of Perth). Gypsum, is a non-abrasive material used in paints, plasterboard & fertilizer it is not gritty like sand (you can chew it..... if you wish). The contract was for 1500-2000 Tonne, per day off the salt ponds to the salt washer, and 1000-1200 Tonne, per day from the washer out to the Island. The Island was about 2 miles off the mainland via a causeway just wide enough for two trucks to pass each other. This is where the ships were loaded with both the salt & gypsum. And so we began, leaving Perth with 3/6wheeler Butter-box ACCO 1840 with Perkins motors (all new) and 4 8wheeler Butter-box ACCO twin-steer with V8 345 motors. The 6wheelers had steel tippers, the 8wheelers; alloy tippers. There was an R-190, low loader with a T-09A Hitachi dozer on it. And from the ex-contractors we purchased an R-600 Mack with a super lift tipper. Once up there we also picked up the contract for a 1000T of gypsum per day, from the mine site to the island (a distance of 10 – 12 mile). This was not only to cart, but to load the gypsum as well, we did this with a Hough 60 loader. (The excavation of the gypsum was done by a separate contractor who used a JCB excavator). The gypsum flats were dug down to a depth of about 12 foot (the water there is about 6 times saltier than the sea). As the contract for the gypsum increased so did our number of trucks and equipment, we added 2 R600s and a MAN single drive to our fleet that we ran 24hrs a day, 6 days a week (would have been 7 if we'd had a changeover crew for the Sunday) On the night shift we would run these as well as the ACCOs giving us about 2000T of gypsum per day. We traded the Hough 60 in on a new Hough 65 and we also acquired a Hough 50 that we used to push the gypsum through a screening plant and a secondhand TD-25C dozer (it had a few problems) that was used to load the ships, after 12mths dad traded this in on a new TD-25B Dozer with a manual stick shift.



One of the many Salt Ponds ready for harvesting

J.O. Clough were contracted to build a lot of the new salt ponds, when we first got to Useless Loop so our loaders & dozers were not only used for the quarry work but also helped to create the salt ponds by pushing up the sand used for creating the levy banks between the new salt ponds. A salt pond is about 30acres in size, they had a super 6 asbestos fence all around the sides and levee banks between the fences. To create the salt ponds a sand floor is put down first, this is then covered with a layer of black plastic welded together then cover with 6 to 8 inches of sand. When finished salt water was pumped from the holding ponds (approx. 25mile away) into the new salt pond.

The loop inlets had two bars known as the Carritti bar & the Clough bar, (J.O. Clough had built both) which had tidal gates to control the flow of the water; as the name suggests the gates were controlled by the tides, i.e. when the tides came in these gates would open allowing fresh sea water to pass in through the gates but not back out, so with each tide it would push the sea water up to the holding ponds. It took about 5 to 6 years for the water to travel from the tidal gates, to the holding ponds through canals called "Flumes". The process of making salt was not a quick or easy task.

Once the water reached the holding ponds, with the use of a chartered crop-duster super phosphate would be dumped into the ponds, the super increased the algae growth, and the algae would speed up the production of salt in the water. After the super phosphate was added to the water it then made its way through the flumes into the settling ponds where it lay stagnate for about 6-8 months depending on the weather..... Because to grow salt you needed a lot of wind & sun. When there was enough salt in the ponds they were emptied into another pond for harvesting, and the process would start all over again.

Cont'd pg11

S.G. BROOKES & SONS SALT CARTAGE AT USELESS LOOP WA (Cont'd)

When it came time to harvest a salt pond a CAT12 grader would work its way cross the salt breaking it up as it went once completely ripped the CAT.D-7E would work across the pond with a drag blade across the back with left & right hand screw or-gar to feed the salt on to conveyor belts on either side of the tractor the salt travelled up these belts to another conveyor belt at the top of the tractor across the front, this conveyor loaded the trucks switching from left side to the right side depending on which side the trucks approached for loading.



Loading would take approx. 2mins for a 6 or 8 wheeler (11-15T) up to 5mins for a semi (30T) once loaded the trucks would head up to be weighed over the weighbridge then onto the salt washer, where the salt was unloaded onto screens and washed to remove all sand & fines from here the salt went via conveyor belts up to the big silos for storage. These silos held about 200Tonne.

The MAN truck with a belly dumper that would load up under the silos. It would take about 2-3 mins to drop 25-30T into the belly dumper which would take this out to the island, about a 20min turn around. Once on the island the MAN would pull up over the pit bin, open the doors of the under belly with a lever in the cab and discharge the load in about a min. Then head back to the mainland to do another round.

From the pit bins the salt would be sent up 2 stacker elevators to be stacked where the ship were loaded from. These stacks got to about 60-70Feet high and grossing about 30-40,000T of salt in each. When it came time to load the ships we had 2 dozers'; an International TD-25 & a Hitachi T-09A it would take both dozers 25-30hrs to load 30,000Tonne on to the ship. The first dozer to start the loading would be the TD-25 and 9 times out 10 it would be my dad on it. He would start at the bottom of the heap making a track around the stack till he reached the top then repeat the process on the second stack. When the ship was in place both dozers would be at the top of each stack a push the salt from the top into the middle where a hole would drop the salt onto a conveyor belt that would carry the salt to the ships 1/4mile offshore.

Once the ships where loaded and gone, the trucks would go back to carting the Gypsum & salt, and the dozers would go back to doing the earthworks on the levy banks & ponds and it would all start again..... We had that contract for about 4years until the economy took a downward turn (as it does) and we moved on to our next venture in the transport industry..... but that's another story for another time.....but just a final note for anyone out there in the transport game if you are looking to destroy gear (quickly) I can recommend salt or gypsum cartage.....

Till next time, good reading.

Brian Brookes



At a Winery while on holidays in France. I found a lot of Masseys
Frank 7

VAA EVENTS NOV, 2019

Don't forget our Pre Meeting Sausage Sizzle BBQ from 7:00PM

Pre meeting snack Spaghetti Bog this November

February: **Valentines day run**

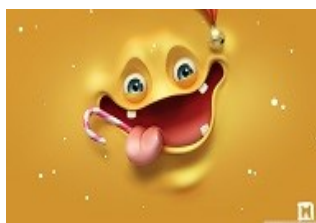
March, 8th, Shannons classic car show, **7th and 8th Polo grounds display, 29th swap meet**

April **run to Parkerville Tavern**

May British car day, **Heritage car day run**

June **Perry,s farm(provisional)**

MTH	DATE	DAY	TIME	NAME	ADDRESS	CONTACT	PHONE
Nov	5th	Tues	tba	Melbourne Cup	Clubrooms	Rhonda Barton	0409 880 378
	10th	Sun	From 8:00AM for 10:15 AM	The Brockwell Classic Car Run To York Motor Museum	Whiteman Park_Motor Museum		9249 9457 0455 322 282
	12th	Tues	8:00PM	Monthly Meeting	Clubrooms	Dave Currell	0419 998 589
	13th	Wed	2.30pm	Afternoon Tea and Chat	10 Ailsa Court Alexander Heights	Debbie and Martin	0433 365 886
	17			All Triumph and Standard day	Stirling Square		0402900503
	17	9-3		Chittering car day	Immaculate Heart College	Roland Thomassin	0431429590
Dec	3rd	Tue	7:30PM	Committee Meeting	Clubrooms	Dave Currell	0419 998 589
	8th	Sun	tba	VAA Xmas Party	Clubrooms	Debbie Paine Loris Cooper	0433 365 886 0417 555 073
	10th	Tues	8:00PM	Monthly Meeting	Clubrooms	Dave Currell	0419 998 589
Jan	14th	Tues	8:00PM	Monthly Meeting	Clubrooms	Dave Currell	0419 998 589
	19th	Sun	tba	Breakfast in the Park	Whiteman Park	Brian White Tony Warner	9295 1619 0417555073



Christmas Luncheon

8th of December

Well, It's here again, doesn't time fly.

The Christmas Luncheon is on the so leave this day free to join us at the clubrooms at 12 noon for a sit down feast. The club lashes out and we have yummy ham, succulent chicken and crusty rolls. This includes soft drinks. Byo alcohol. If the ladies or gents could bring a long their favourite salad or sweet we have a meal for all to enjoy.

Call me for more info,

Debbie

0433365886