



The Polishers Rag



September 2025

Dedicated to the life-long enjoyment of historic vehicles by enthusiasts on the Darling Downs

ECONOMY RALLY AWARDS



Craig Kuhnemann Nissan Patrol 4-5 litres



50 year Membership badges to Clyde & Maree Baker



Gil Bailey Honda motor bike up to 1 litre



Anthony Murphy's son Callum accepting the award for his father's HG Monaro 5 litres and over



Rodney Adams Ford Laser 1-2 litres



Mike Robinson Holden FC 2-3 litres



Steve Brazier's daughter Sophie accepting the award for her father's Mini car up to 1 litre



Bill Fischer's Ford model A 3-4 litres

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Swap Secretary - Short Term Position.....Vacant

Web sites:.....

..... www.ddvvmc.com.au

..... [DDVVMC Facebook page](#)

Meetings: Visitors welcome

Meetings are held on the second Thursday of each month in the DDVVMC Clubrooms, 2 Rocla Court, Toowoomba.

Mailing address:

DDVVMC, PO Box 486, Toowoomba Qld 4350
Clubroom p: 07 4633 3181

Workshop

Workshop open
Monday nights from (approx) 7pm to 9pm
Wednesday afternoons from (approx) 1pm to 5pm.

Next General meeting

7.30 pm Thursday 11th September 2025

Next Management Committee meeting

7.00 pm Monday 15th September 2025

Next newsletter closing date

COB Wednesday 24th September 2025



Enjoy the Ride

By Trevor Hoffmann

The annual meeting has passed and all positions have been filled with the exception of Swap Manager which is a very important role. If you or someone you know would like to share this position, we would love to hear from you.

We have plans for extension to close in the northern verandah to store the Hudson. We are looking for a builder who wants a small job and maybe we can help with some of the work. If you know of anyone, please contact Pat Murphy or myself.

The SUSCHI and National Machinery Rally at the Farmfest Site at Kingsthorpe has passed. What a wonderful show. Some members had cars on display and some members were volunteer workers. A job well done.



Could all Club Members please wear your Name Tags to all club functions and meetings so all members and especially new members can introduce themselves.



ECONOMY RALLY REPORT



Allan Waite collecting the data

The fuel economy rally was another great success, thanks Michael Wells for doing the route. A great mix of real world driving!

Around 25 vehicles, including 3 motorcycles (two provisional members) left the clubhouse to fuel up before starting the route proper.

We stopped for morning tea at Goombungee, before coming back into town and through the twisties of Prince Henry Drive, finally heading to fill up again to finish the official end of the rally.

Everyone followed instructions, and got a receipt with the number of litres consumed.

Back at the clubhouse, everyone enjoyed a steakette or sausage with various fillings. During that time, Allan Waite entered all the results in a spreadsheet, to work out winners for each category.

Most people were dismayed at their poor economy. I suspected there was a mistake in the spreadsheet, so Allan and I had a quick look for the error. It was a simple fix.

The distance of 100 km had been converted to miles, but then that distance was put in as 62 km.

A great rally, good to have a check of how efficient your pride & joy is.

Thanks to those who attended.

David Grant





Ben and Toni Tanner enjoying their lunch in the sun



Scrutineers Michael, Clyde and Maree Baker

Len Kennedy receiving the trophy for the Centurion rally



Greg and Cheannine Bird



Surname	Firstname	MAKE AND	CLASS	TOTAL	TOTAL	MILES PER	LITRES PER
		MODEL		LITRES	GALLONS	GALLONS	100km
Adams	Rodney	Ford Laser	1-2 litre	4.2	0.92	64.78	4.40
Gibbins	Don	Hyundai	1-2 litre	4.74	1.04	57.31	4.96
Brazier	Sophie	Honda	1-2 litre	6.22	1.37	43.50	6.51
Robinson	Mike	Holden	2-3 litre	5.75	1.26	47.30	6.02
Hoffman	Trevor	Holden	2-3 litre	6.99	1.54	38.70	7.32
Cooper	Stuart	Vauxhall	2-3 litre	7.6	1.67	35.69	7.96
Parker	John	VOLVO	2-3 litre	8	1.76	33.86	8.38
Brazier	Harry	Vauxhall	2-3 litre	8.04	1.77	33.67	8.42
Timms	Del	Toyota	2-3 litre	9.62	2.12	28.11	10.08
Wilkinson	Anthony	Holden	2-3 litre	11.3	2.49	23.94	11.84
Hamilton	Neil	Holden EH	2-3 litre	13.32	2.93	20.34	13.95
Fischer	Bill	Ford A	3-4 litre	10.26	2.26	26.37	10.75
Murphy	Pat	Chev ute	3-4 litre	10.44	2.30	25.91	10.93
Weldon	Ross	65 Falcon	3-4 litre	12.03	2.65	22.49	12.60
Kennedy	Len & Rosemary	Valiant	3-4 litre	14.53	3.20	18.63	15.22
Kuhnemann	Craig	Nissan	4-5 litre	6.11	1.34	44.48	6.40
Beh	Jim	XE falcon	4-5 litre	8.8	1.94	30.72	9.22
Tanner	Ben & Toni	Buick	4-5 litre	12.97	2.85	20.91	13.58
Murphy	Anthony	HG Monaro	Over 5 litres	15.1	3.32	17.95	15.81
Brazier	Steven	Mini	Up to 1 litre	1.09	0.24	248.33	1.14
Bailey	Gil	Honda	Up to 1 litre	2.43	0.53	112.45	2.55
Tenbrink	Geoff	Yamaha	Up to 1 litre	3.01	0.66	90.30	3.15
Grant	David	Moto Guzzi	Up to 1 litre	3.61	0.79	75.44	3.78
Pascoe	Perry & Judi	Mini	Up to 1 litre	7.9	1.74	34.25	8.27

MG CAR CLUB 2025 ANNUAL CONCOURSE

On an early, cold, drizzly Sunday morning on the 3/8/25, Noel and myself drove to Seventeen Mile Rocks, Brisbane, for the Annual MG Concourse.

The sun came out and the MG's rolled in and they ended up with 31 cars, ranging from 1933 through to 1993. The largest number of one model, were 10 x 1955/62 MGA's, to the surprise of organisers. After some serious judging, the trophies were awarded for a variety of classes and conditions and I was surprised that the trophies were more tasteful, than dust collectors. All in all a nice day out.

Bill Fischer





TOOWOOMBA HARDTOP HUSTLE RALLY

This year was Toowoomba's turn for the Ford XA, XB and XC Hardtop Hustle over a three day event.

Friday was the start for all to gather at Murphy's Creek Tavern. Saturday was a run to Crows Nest for lunch. and Sunday they had a show and Shine at the Farmers Arms Hotel at Cabarlah.

Our club member Allan Newman was a participant with his XB Hardtop.



Have a laugh! My man is not like this!



New Zealand mobile home



FROM THE LIBRARIAN

AUTOMOBILES – The Early Years

By Graham Fitzgerald

Part 8 – The Redex Trial of 1953

It is impossible for anyone under the age of 50 to understand the impact of the 1953 Redex Trial on Australian Motoring



It seemed impossible to be able to drive a standard family car around Australia. At the time it was the world's largest reliability trial covering two weeks of hard fast driving.

The trial made more paper headlines than any other sporting event before it, with 192 entries including 23 Holdens.

The winner of the 1953 trial was Ken Tubman from Maitland, N.S.W., driving a Peugeot 203 sedan.

All the cars in the Redex Trial had to be standard non-modified family cars with the only exception that they could add an extra fuel tank.

Due to the popularity of the first Redex Trial of 1953 the second event in 1954 attracted a lot of big names to compete such as Lex Davidson, Jack Brabham, Doug Whitfield and Jack “Gelegnite” Murray who won driving his six year old 1948 Ford V8.

In later years the VW Beetle outdid most of the competition and for years was the car to beat. Ken Tubman and John Marshall take the chequered flag in Sydney. Results not announced until some 5 hours later. Peugeot 203.



Ken Tubman and John Marshall take the chequered flag in Sydney. Results not announced until some 5 hours later. Peugeot 203.



DDVVMC WWW Rally 14th September starting 9.30am from the clubhouse

For this competitive rally, we will visit Wellcamp, Withcott & Westbrook, along with other places around the Great Divide..

All questions will come from the DDVVMC website.

Some will be questions the public can find, but the majority are information that is available only to members.

There will be a prize of a \$50 gift voucher to make it more attractive, but the simple idea is to encourage more members to use the club website.

To compete you really need to be able to log in to the website (ddvvmc.com.au).

All of the questions from the website are included below, so you can spend the time prior to the rally to explore the DDVVMC website.

If you have never logged in, or forgotten your password, contact webmaster David via email johnnyrudge@gmail.com or call 0448 345 644.

Even if you choose not to do that, just come along and enjoy the rally.

David Grant

Website questions:

Whose vehicle is currently featured on the front page of the DDVVMC website?

What is current cost of DDVVMC membership?

What is the name of the national club representing historic vehicle club members?

Who was the DDVVMC secretary in March 1999?

What is the highest site number in the Founders Pavilion?

How many sites are in the Cattle Pavilion?

When did DDVVMC move to Rocla Court?

Which road do Dalby swappers come along to get to Glenvale Rd?

What is the third condition of entry for swappers?

What time is the Founders Pavilion locked each night?

Which three club roles are available for the general public to contact?

Where do you find the DDVVMC Policies document?

How many books currently in the Library catalogue? (nearest 100)

How many books in the Library catalogue mention Pontiac?

What is the brand of the first Australian motorcycle featured in Robert Saward's book?

When was the first DDVVMC Members booklet published?

What is the first vehicle featured in Old Pictures Volume 200?

Which club member was author of The History of Toowoomba Garages?

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Coming Events 2025

DDVVMC WWW rally 14th September starting at 9.30am from the clubhouse

Laidley Spring Festival Show N Shine September 13th
9am to 1pm trophy presented at 12.30pm,
(See flyer details)

Chrysler Expo September 14th Rocklea Showgrounds

All Holden Day Sunday 28th September,
(See flyer detail)

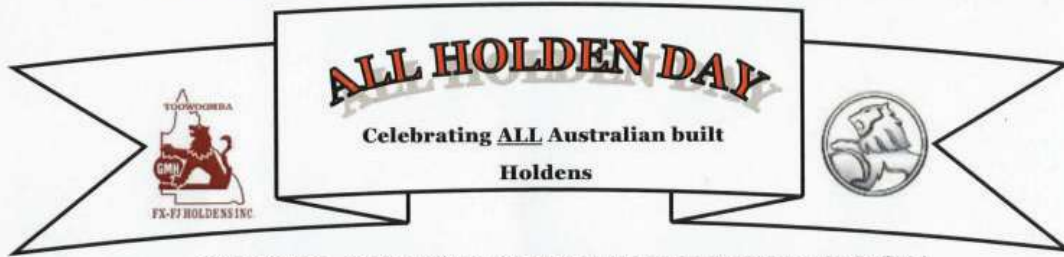
Laidley Motorcycle Swap Saturday 18th October
(See flyer details)

Kingaroy Swap Meet Saturday November 8th
(See flyer details)



Please ensure your mobile phone is Turned off - Silent or Do Not Disturb whilst the meetings are in progress,

Toowoomba FX FJ Holdens Inc.



SUNDAY 28th SEPTEMBER 2025



9:00 a.m. Valley's Rugby League Grounds

21/41 Pillar Street, Toowoomba



- Food & Drinks
- Music
- Trade Displays
- Trophies
- Multi Draw Raffle
- Bar

General Admission: \$5/Children under 12 free

Car Show Entry: \$30 online including driver & passenger

Don't forget the Swap Meet on Saturday 27th September

6:00a.m. to 12:00 noon - \$10 p/site Admission \$2

Information: www.toowoombafxfjholdens.org.au or phone Harry 0447437533

**HMCCQ
2025**

LAIDLEY MOTORCYCLE ONLY SWAP MEET



**SATURDAY
18TH OCTOBER 2025
LAIDLEY SHOWGROUNDS**

**Gates open to general public 5am Saturday
\$10 per adult. Kids under 14 Free!**
(Cash Only - Correct Money preferred)

VENDORS - 5 X \$100 GIFT VOUCHERS TO WIN
DRAWN 12PM SATURDAY (MUST BE THERE TO WIN)

**Vendor Entry from 4pm Friday & 5am Saturday
Vendor - \$10 per site + \$10 per adult**
Booking not required - Camping Free for Vendors

FOOD AVAILABLE FROM 4PM FRIDAY AND 5AM SATURDAY

**NO GLASS! NO DOGS!
NO CAR PARTS!
NO BRIC-A-BRAC!**

CONTACT GRAHAM
0409 195 941



**The 9th
Kingaroy
Swap Meet**

**Saturday
8th November 2025**

Geoff Raph Drive, Kingaroy Airport Precinct,
Off Warren Truss Drive, at Kingaroy & District Machinery Club grounds.

Open to General Public from 6:00 am Saturday

Sponsored by
Shannons



Entry Fee \$5.00/person 16 & over

Heritage Car and Bike Display
(Heritage Driver entry FREE)



Stall sites (10 x 6m) \$20/site

Overnight camping available for just \$10/site/night

With hot showers available

Site Bookings Essential

Food and Drinks available Friday 6:00 pm to 8:00 pm

Saturday 5:00 am to 12:00 pm

General Enquiries and Bookings

Janet Heiner 0438 325 472
kingaroyswapmeet@gmail.com

NO DOGS

**Set up from
12 Noon
Friday**



FROM THE HISTORIAN

Some of you may have visited the recent Leyburn Sprints. Apparently it was extremely well attended.

The Australian grand prix was held at Leyburn in 1949. It was staged on a World War 2 airstrip, triangular in shape. Sadly, this airstrip has been removed. Similar airstrips were built in many areas. We visited Brymaroo a few years ago and enjoyed morning tea under the Canberra bomber. Lyle Handley gave us a very informative talk on the history of the Brymaroo airfield.

Club member Steve Brazier competed at this year's Leyburn event in his Escort. I believe this racecar was built by the family under Harry's guidance. Steve did extremely well in his class.

A man named Denis Rowbotham posted these photos of the 1949 event with the exception of the winning car , a French Delahaye. I came across this one a few years ago.

There is a Delahaye St in Leyburn.



About a 37 Ford. Lots of cars and a bus in the parking area.



Follow us on Facebook



<https://www.facebook.com/p/Darling-Downs-Veteran-And-Vintage-Motor-Club-10070668391428/>



Around 37 to 39 Chev roadster



Some of the competition cars



Grandstands



Bus top viewing



The winner a French Delahaye

Plans have been completed for the proposed verandah enclosure to house the HUDSON. Thanks to club member Jon Schwartz for the preparation of these documents. Jon drew the original plan for the large meeting room over twenty five years ago.

As you can see the enclosure will be on the northern verandah. As well as a garage there will be room for a storage area.

We haven't got a builder yet and we need to get one before the proposal can go to the building certifiers. You may know some one who may be interested. If so, please contact President Trevor.



Featured Articles

FROM OUR DDVVMC CLUB MEMBER

If you think electric bikes are bad, there's a much bigger menace hitting our roads

Micah Toll

July 20 2025 - 4:10 am PT



Electric bikes are a menace. They go almost as fast as a car (if the car is parking), they're whisper quiet (which makes them impossible to hear over the podcast playing in your headphones), and worst of all, they're increasingly ridden by teenagers.

By now, we've all seen the headlines. Cities are cracking down. Lawmakers are holding emergency hearings. Parents are demanding bans. "Something must be done," they cry at local city council meetings before driving back home in 5,000 lb SUVs.

And it's true – some e-bike riders don't follow the rules. Some ride too fast. Some are inexperienced. These are real problems that deserve real solutions. But if you think electric bikes are the biggest threat on our roads, just wait until you hear about the slightly more common, slightly more deadly vehicle we've been quietly tolerating for the last hundred years.

They're called cars. And unlike e-bikes, they actually kill people. A lot of people. Over 40,000 people die in car crashes in the US every year. Thousands more are permanently injured. Entire neighborhoods are carved up by high-speed traffic. Kids can't walk to school safely. But don't worry – someone saw a teenager run a stop sign on an e-bike, so the real crisis must be those darn batteries on two wheels.



It's amazing how worked up people get over a few dozen e-bike crashes when many of us step over a sidewalk memorial for a car crash victim on the way to the grocery store. We've been so thoroughly conditioned to accept car violence as part of modern life that the idea of regulating them sounds unthinkable. But regulating e-bikes? Now that's urgent.

To be clear, this isn't about ignoring the risks that come with new technology. E-bikes are faster than regular bikes. They're heavier, too. And they require education and enforcement like any other mode of transport capable of injuring someone, be it the rider or a pedestrian bystander. But the scale of the problem is what matters – and the scale here is completely lopsided. Let's take New York City, for example. It's got more e-bike usage than anywhere else in the US, and there are still only an average of two pedestrians per year killed by an e-bike accident. That number for cars? Around 100 per year in NYC. It's not complicated math – cars are 50x more lethal in the city.



And yet, the person on the e-bike is the one getting the stink eye.

We've become so numb to the everyday destruction caused by automobiles that it barely registers anymore. Drunk driving? Distracted driving? Speeding through neighborhoods? It's just background noise. But the moment someone on an e-bike blows through a stop sign at 16 mph, it's front-page news and a city council emergency.

Here's an idea: If we want safer streets, how about we start by addressing the machines that weigh two and a half tons and can hit 100 mph, not the ones that top out at 20 or 28 and are powered by a one-horsepower motor the size of an orange.

But we don't. Because cars are familiar. Cars are "normal." Cars are how we built our entire country. And so we turn our attention to the easy target – the new kid on the block. The same old playbook: panic, overreact, and legislate the hell out of it.

Sure, an e-bike might startle you on a sidewalk. But a car can climb that sidewalk and end your life. Which one do we really need to be afraid of?

This isn't a strawman argument, either. Cars are literally used as mass casualty weapons. It happens all the time. It happened last night in Los Angeles when a disgruntled car driver deliberately plowed into a crowd outside a nightclub, injuring over 30 people. And that wasn't the only car attack yesterday. Another car rammed into pedestrians on a sidewalk in NYC yesterday morning, leaving multiple pedestrians dead. These aren't exceptions. This is the normal daily news in the US. It's depressing, but it bears repeating. This is normal. These are everyday occurrences. Twice a day, yesterday.

While we're busy debating throttle limits and helmet rules for e-bikes, maybe we should also talk about how tens of millions of drivers still routinely speed, blow stop signs, or scroll Instagram at 45 mph in a school zone. Or how car crashes are the number one killer of teenagers in America. Or we can continue to focus on the kid who forgot to put his foot down at a red light while riding an e-bike to school.



This isn't satire anymore – it's just sad. It's a collective willingness to avoid a real, genuine threat to Americans while simultaneously scapegoating what is, by comparison, a non-threat.

The truth is, electric bikes aren't the menace. They're a solution. They're one of the few glimmers of hope in a transportation system drowning in pollution, congestion, and daily tragedy. They make mobility cheaper, cleaner, and more accessible. And yet we treat them like an invasive species because they disrupt the dominance of the automobile.

It's time to stop pretending we're protecting the public from some great e-bike emergency. The real emergency is that we've accepted cars killing people as a fair trade for getting to Target five minutes faster.

Top comment by Monsoon Liked by 22 people
I appreciate the article.

There are two systemic problems in the United States:

The first is that every driver believes they are some how being safe exceeding speed limits by 40 to 60 percent, and enforcing speed limits is literally the greatest form of tyranny. The faster you're going, the less time you have to react and slow down to avoid an accident. It's a pleasure to drive in places like Norway where their ruthless use of speed cameras keeps everyone within the speed limit and there's little aggressive and reckless driving.

Next, we have a complete unwillingness to build dedicated, protected bike lanes for cyclists. Pedestrians, cyclists, and cars should each have their own dedicated spaces, which is what they do in Europe. But we won't do that in the U.S. because it would mean eliminating a lane of traffic. Every American tourist who goes to Europe marvels at how walkable it is and how safe they feel cycling, and then they come home to the U.S. and demand more roads for cars and oppose creating bike lanes.

[View all comments](#)

So yes, let's make e-biking safer. Let's educate riders, build better bike infrastructure, and enforce traffic rules fairly. Those are all important things. We absolutely **SHOULD** invest in training programs to educate teens on safe riding. We absolutely **SHOULD** cite and fine dangerous riders who could threaten the lives of pedestrians. But let's stop pretending that e-bikes are the problem when they're clearly a symptom of a much bigger one.

If you're really worried about the dangers on our streets, don't look for the kid on the e-bike. Look for the driver behind them, sipping a latte and going 20 over the speed limit.

Now that's the menace.





WORKSHOP TECH TALK

Why isn't the air conditioner working in my car?

As the weather gets warmer, your car's air conditioning will be working overtime to keep you cool. But if it's not quite as cold as you'd like it to be, here's how to diagnose and fix any car aircon problems.

Zane Dobie

16:0227 October 2024

Summer is just around the corner in Australia, and with temperatures above 40 degrees Celsius on the cards, you'll need a functional air-conditioning system in your car to keep you cool.

RELATED: 'The penalty is significant': Does air conditioning really use more fuel?

Because air conditioning runs on a gas-dependent system, there is a chance that one day you'll press the A/C button in your car and it will no longer blow cold air through it.

Luckily for you, we have a list of solutions you can try so you're not stuck with warm air in the Australian summer.

Here are the main reasons why your car's air conditioning might not be working.

How does car air conditioning work?

Fundamentally, the aircon in your car has three main components: a compressor, a condenser, and an evaporator.

A compressor is mounted to the nose of your engine and runs on a belt driven by the harmonic balancer mounted to your crankshaft.

In layman's terms, a crankshaft is what spins at the bottom of your engine. It combines all the power from your pistons going up and down into one rotating rod, spinning the shaft, which is part of the working line that runs through your gearbox and to your rear or front wheels.

A harmonic balancer, which reduces torsional forces on the crankshaft, also acts as a pulley. This round object has grooves that a belt mounts to, allowing the belt to drive other rotationally powered objects such as your water pump, alternator, and air-conditioning compressor.

The compressor builds pressure and forces a gas called 'refrigerant' through your air-conditioning lines to a condenser similar to a radiator. This cools the gas down and turns it into a liquid.

The liquid then passes through an expansion valve, which boils the liquid refrigerant, releasing a very cold gas. That cold gas then passes through an evaporator, acting as a cold box. The internal fan pushes air through the cool box, which then travels through your interior vents and into the cabin.

This is an incredibly simplified explanation of how air conditioning works. Still, it covers the core fundamentals of what happens when you press the air-conditioning button on your car's dashboard.

Electric vehicles run on a very similar system, but instead of having a belt-driven compressor, they have an electric-powered one that runs off the EV's main battery. Everything else in the system is identical to the fundamentals seen in internal combustion engine vehicles.

Why is my car's aircon not blowing cold air?

There are several reasons why your car's aircon or climate-control system may no longer blow cold air. An auto electrician or air-conditioning specialist can fix all of them.

They include:

1. Air-conditioning regas or leak

If your air conditioning is no longer cold, you may have no more refrigerant left in the line. In this case, you can take your car to an auto electrician, air-conditioning specialist, or select mechanics to have the system 're-gassed'. To understand more about what regassing involves, read this article, 'How to regas your air conditioning'.

What car owners often neglect to realise is that refrigerant does not run out. If you are out of air-conditioning gas, it means that there is a leak in the line or a seal.

The leak may be minor enough that the regassed refrigerant could last you a good few months or even a year until it runs out again, but you will eventually have to fix the leak.

Unfortunately, this is a job for the professionals. They will often pressure-test the system to locate the leak, repair it, and then regas the system. There is also no way to accurately self-diagnose this issue at home.

An auto electrician or air-conditioning specialist will often charge \$100–\$200 for the regas and another \$100–\$200 in labour to track down the leak, but be prepared to spend more depending on your vehicle's make and model.

2. Blocked condenser

This one is easy to diagnose. As previously mentioned, your refrigerant will pass through a condenser, which sits in front of your radiator.

Sometimes, your vehicle can pick up debris or leaves that block the flow through this component, preventing the refrigerant from cooling down.

A simple visual inspection of your front bumper to make sure something isn't blocking the flow should be enough to rule out or fix the issue.

3. Slipping or broken belt

Because the compressor that circulates the refrigerant through the car runs on a belt, there could be a chance that it is either slipping or has snapped.

It's an easy diagnosis: pop the bonnet, locate the air-conditioning compressor and identify whether the belt is still on the pulley.

If it is, then there is a chance it may be slipping. Most of the time, it will make a squealing noise while the engine is running, but there is a chance it may not. Start the engine and check the belt is actually rotating the compressor while the air conditioning is switched on.

With some mechanical knowledge, you will be able to replace this belt for under \$20 and an hour of your time. Otherwise, expect around \$150–\$300 for a replacement at a mechanic, depending on the make and model of your vehicle.

4. Damaged compressor

A damaged compressor is another difficult issue to diagnose and fix at home.

A damaged or seized compressor is likely to happen to vehicles that have been sitting for a long time or are older cars. If you have a new vehicle, it should be less of a concern.

A tell-tale sign of a seized compressor is the compressor getting extremely hot, even smoking, when the air conditioning is engaged, or the belt continuously snapping due to friction.

Some mechanics will rebuild the compressor, while others will replace the whole unit. It is difficult to put a price on how much a replacement will cost as it heavily depends on the vehicle, but unfortunately, it is not a quick fix.

5. Air-conditioning relay needs to be replaced

The final thing to check when your car's aircon is not blowing cold air is the air-conditioning relay.

Often, the button illuminates when the relay is activated. A blown relay causes the light to no longer illuminate.

If it still lights up, your next course of action should be to find where your relay is (a quick Google search of your vehicle's make and model will uncover it) and have a friend press the A/C button while you listen for a click of the relay.

If you cannot hear an audible click, then the relay will need to be replaced. Frequently, they are under \$20.

Some newer vehicles control the air conditioning through the engine control unit (ECU). If this is the case for your car, then the relay will not be the issue.

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To all of our club members having a Birthday in
September





AROUND THE WORKSHOP ON A WEDNESDAY



Rodney Adams, Bob Waite (Brother) & Allan Waite



Jeff Cox attending to the trolley jack



Joe Ciantar welding brackets to the Morris Z chassis for Jeff Cox



Mike Robinson cleaning the inside of an old milk container



Tony Zancola's 1926 Chrysler ute



Ben Tanner's Buick car



FOR SALE

1925 2 ton Republic Truck partly restored

Ken Rogers
Ph: 0418 636 862



.....1



1965 MGB 4sp Manual in very good condition. \$35,500 or ono

**Contact: Allan Waite: 0418 772 114
or
email: stuart@timpani.tv**

Click the link below for photos
and a sumerary of this restoration

<https://mgb65.my.canva.site/>

RALLY SUGGESTIONS



**Ben Tanner our Rally Director welcomes from club members
any suggestions or ideas of places to go to or things to see.**

*Ph: 0427 379 253
email: rally.ddvumc.1@gmail.com*



FOR SALE

Project Car for Sale

VW Explorer, fibre glass body, good condition

1971 VW rust Free floor pan, good condition

Torsion bar front suspension with disc brakes

4 universal rear suspension

Motor in running condition

New brake master Cylinder & front calipers

Good seats. Good instruments

Commodore dash, partly done, some spares

Can be fully registered or club rego

Car in Toowoomba area.



\$4500. ONO. Ph (07) 46300048
(leave a msg if no answer)

3



Ford XC Panelvan \$3,750 James 0417 075 819

2

1986 Jaguar Sovereign Series 3 Sedan

Light Blue Metallic Exterior

Light Coloured Leather Interior

4.2 litre, 6 Cylinder engine

105,000 mileage and garaged in Toowoomba



3

1964 Humber Super Snipe

This vehicle is in first class condition with only 45,000 miles on the clock.

Was repainted approx. 15 years ago and been shaded ever since.

Also is fitted with Humber Power steering, which is unusual in Australia, I imported it from New Zealand. Has new white wall tyres.

Bob Yabsley: Ph 0428 584 428



.....1

1973 VW Beetle in very good condition, 80,000kms, repainted 2023. new tyres on american chrome wheels. Lots of extras including the 4 original wheels with hub caps and dress rims. \$26,000.00

Contact Allan 0418 77 2114



*IF YOU ARE LOOKING FOR PARTS FOR YOUR RESTORATION,
ADVERTISE HERE.*

Note about private, free classified ads

Free ads will be run for three (3) consecutive issues, and then be removed, unless notified to continue. The number below the ad is the number of editions left. Editor



*From barp barp, honk honk, aroogar, beep beep
It all started for klaxons by C. Kettering who invented
them in 1909.*

*Cadillac's 1912 featured vertical drive klaxon (all
brass), starter motor, electric lights and generator.
1932 saw the last KLAXON HORN.*

Any Klaxon Horns working or not.

I am a enthusiast who does repairs and restores
any Klaxon in the vintage era. Located on the
Gold Coast.

Mobile: 0434 127 722

Ph: 07) 5539 1438

Email: roberthorns333@gmail.com

Itch 2 Stitch Sewing Group

Sewing, crafting & good company, Itch 2 Stitch meets at the
clubrooms once a month for a day
of sewing & creativity.

Starting at 9 am, BYO morning Tea
and lunch

September Monday 15th

For further enquiries: Marion Chapman

m: 0438 359 235

JP service for members

Bob Chapman 0427 539 394

Michael Robinson 0409 340 986

Keith Lawrence 46 370 949

Andrea Mathies 0407 768 575

Any non urgent JP business for club members could be ar-
ranged for the monthly club meetings.

Direct deposit details

Account name	Darling Downs Veteran & Vintage Motor Club Inc Cheque Account or DDVVMC Club Cheque Account
Account no.	530406
Bank	Westpac, Ruthven St, Toowoomba
BSB	034221
Reference	Your membership no. & purpose (eg: March rally)

DDVVMC Merchandise

40 yr car decal	\$2	Toowoomba City Centenary Rally Grille Badge	\$5
Cloth badge 70mm x 45mm	\$2	DDVVMC Metal Car badge	\$32.50
Club shirts	Visit Totally Workwear in Prescott Street to purchase your shirt, and get the club logo embroidered on.		





After volunteering at and viewing the fantastic show presented by all the very keen participants of this year's event, It was a credit to the organisers.

Sadly, for Warren Buckley time ran out on his new boiler, but he did manage to get his nearly complete roller to the event, looking magnificent.

Attached is a photo of the nearly completed "Maryborough City Council" steam powered road roller that a few of our club members visited at Warren's property only about 6 weeks ago. It was great to see the craftsman installing red hot rivets in the new boiler. It was in a hundred pieces at that stage, so he has certainly burnt the midnight oil since then. Congratulations Warren.

Bill Fischer



Holden Body Badges



The Holden family were building horse drawn vehicles from 1886 and didn't start building car bodies until approximately 1913. They started with "one-off" type bodies and steadily increased in production, building bodies for many different makes of car. GM America used Holdens exclusively from 1923 for all of their products produced in Australia, some Fisher bodied (American built) cars were still being imported, but imports were being scaled down due to rising import tariffs on complete cars. GMA (General Motors Australia) was formed in 1926, still using Holdens for their bodies, eventually purchasing the company in 1931 and changing the name to General Motors Holdens.

The first Holden body badge appeared in 1925 and consisted of a figure of a winged man holding a miniature car, with a factory silhouetted in the background. It had the word HOLDEN BODY underneath. They were made from a thin material, possibly nickel-plated brass and the design was etched in the metal.



In 1927 they reduced the size of the badge without changing the design. The badges were located on the bottom of the left side of the cowl, just behind the bonnet. Prior to 1929, on some closed body cars (which were produced in small numbers only) it was on the opposite, (right side) cowl. The reason for this appears to be that the closed body panels were imported and assembled out here. The Holden badge was placed in the holes where the Fisher badge was meant to go. Fisher also had an ID tag on the firewall, comparing a 1928 Holden bodied Chevrolet 4 door sedan and a 1928 imported Fisher bodied Chevrolet 2 door sedan the Holden sedan still has the holes for Fisher ID tag on the firewall and the bodies are identical.



In 1929 a totally new badge was introduced, it was pressed brass and depicted the now famous GMH lion that is still used today. It was designed by Australian sculptor Raynor Hoff and the lion was derived from the Egyptian lion symbol used as the centre-piece of the great Wembley (London) Exhibition in the 1920's. The lion's paw is resting on a stone ball which represents the ancestor of the wheel.



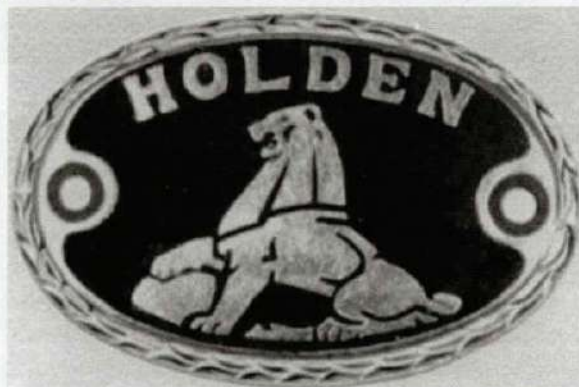
An oddity is an almost identical badge to the 1929 one, but with the lion facing the opposite direction (the common one faces the left). This badge was fitted to the right hand side of custom built bodies such as Ambulances, Limousines, Fire Trucks, etc. Also fitted to the right hand Scuttle when a spare wheel was fitted to the left hand side of the vehicle.



That design carried through until 1936 when a new oval design appeared. It was heavy die-cast embossed material and was chrome plated.



In 1939 it was again reduced in size and the embossing was filled with black baked enamel to produce a smooth finish. In approximately 1946 the enamel was omitted, and this badge continued to approximately 1952.



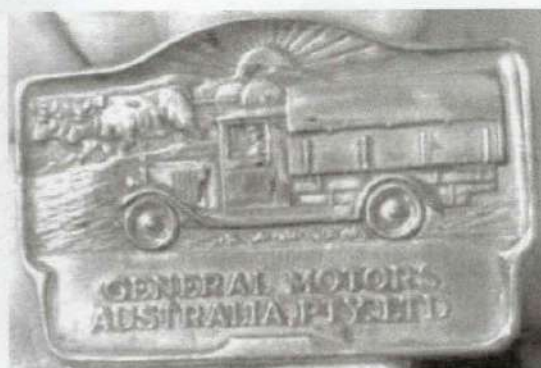
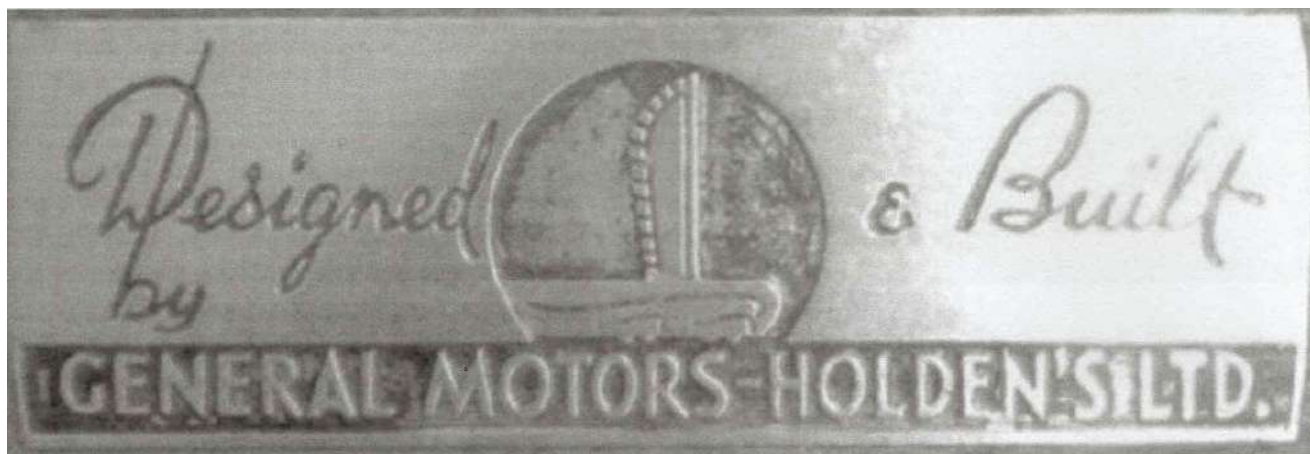
In 1949 a new badge was introduced, fitted mainly on Vauxhalls but it has been found on other makes such as Chevrolet. This one was phased out in the mid 1950's



This badge came from the inside of the front windscreen where the centre piece joins the bottom frame of a 1940 Oldsmobile. Norm Darwin in his book "History of Holden" also shows this badge and states "At least one was produced, but I have yet to see any fitted to cars". It is considered to be an extremely rare badge.

Another oddity, which I have not been able to find a picture of, is described as a badge that came off a 1929 Chev sedan. It is brass, has the GMA logo and the words "General Motors Australia Body".





No information on any of the above badges. The bottom one is apparently on the dashboard of a Vintage Rover.

This badge information has been compiled from researching various articles written on the subject, there may be some variations of year changes with different brands of vehicle. Any further information and/or pictures are most welcome.



GENERAL MEETING 14TH AUGUST 2025

Opening:

President, Trevor Hoffmann declared the meeting open at 7.00 pm, and thanked all members for their attendance.

Attendance:

As per Attendance Book

Visitors:

Gil Bailey (Honda 250)

John Foley (1922 Essex)

Don Gibbins (FX 215 Holden)

Phil Johnson

Apologies:

Alan Hoffmann, John O'Hara, James Meara, Maree Pitt, Jim Robertson, Steve Robinson, Howard Russell, Mark Smith, Kevin Teys, Jim Yates.

Minutes:

The minutes of the last General Meeting, held on 10th July, 2025 were published in the August 2025 issue of the Polisher's Rag. It was moved by Vince Little that the minutes, as published, be taken as a true and correct record. Seconded by Allan Johnstone, Carried.

Business Arising from the Minutes:

To be dealt with in General Business.

Correspondence Inwards:

- Mail – Registration renewal for the Club car trailer.
- Email – Alistair Squires – regarding a post-war Austin that he had restored, and then sold to a Club member 20 years ago, to offer additional historical data to them that he had just rediscovered.
- Email – Update on timing for latest Community Funding programme.
- Mail – from Keith Harmes, thanking the Club for his recent "Condolences" card.
- Mail – "Restored Cars" magazine, Issue number 291, August/September 2025.
- Email – John Foley – a follow-up email regarding his interest in joining the Club, as a step to finish restoring his well-advanced 1922 Essex.
- Mail – Westpac advice about changes to certain operations with Business accounts.
- Chrysler Car Owners Newsletter – Aug/Sept 2025.
- Mail – Membership renewal for Colin and Deirdre Magill (by cheque).
- Email – Nornda Automotive (SA) – Advising of piston assemblies for Packhard, Durant and Cadillac vehicles.
- Email – BVAC – August 2025 Magazine.
- Email – Roma Historical Motor Club, with query regarding our Club's approach to SIV insurance coverage notifications.
- Mail – State Government – NFP Status annual questionnaire.
- Email – Susan Hill – Advising of a low mileage, 1986 Jaguar Sovereign sedan of her father's that she is looking to find a new home for. Details and photos will be in the next magazine.
- Emails – ATO Not For Profit Weekly Newsletters.
- Emails – Western Downs Town & Country Newsletters.
- Email – Coffs Harbour VVCC – "Coffs Splutter" August 2025 Magazine.
- Email – "Goomeri Chrome Bumpers" - information flyer, regarding their Car Show and Shine at the Wondai

Showgrounds on Saturday, 23rd August.

- *Email – “Memphis Moovers” – Introductory brochure regarding a range of social activity that they can provide, for all age groups, including some involving reduced scale quirky vehicles that adults and kids can fit into.vehicles*
- *Mail – Westpac – Term deposit Statement of Interest Paid*

Correspondence Outwards:

- *Mail – “Get Well Soon” card for Alan Hoffmann.*
- *Email – Susan Hill – requesting technical details regarding low mileage Jaguar Sovereign.*

Moved by Richard Keylock that the inwards correspondence be received and outwards endorsed. Seconded by Jim Beh, Carried.

Treasurer’s Report:

The Treasurer, Allan Waite, presented his report on the financial status of the Club, and moved that the report be received and the accounts, as detailed, be passed for payment. Seconded by David Grant, Carried.

Vice President’s Report: Jim Beh

Nothing to report.

Dating Officer’s Report: Arthur Johnson

Arthur Johnson advised that he inspected one vehicle during the last month, a 1965 MGB Roadster, for Noel Campbell.

Editor’s Report: Gary Heslop

Gary Heslop advised that he is always welcoming of any articles or photographs from Club Runs, and the like – especially where there are captions accompanying the photos.

Property Officer’s Report: Bill Shepherd

Nothing to report, building-wise, but Bill flagged that he was seeking volunteers for the annual Christmas Lights display at the Queen’s Park gardens, where the Club is volunteering to assist for three nights. Please contact Bill or Elizabeth if you are able to lend a hand on one or more of the three evenings in December. Thank you.

Rally Director’s Report: Ben Tanner

Ben Tanner complimented Len Kennedy on his and Rosemary’s commitment to the recent Centurion Run, with their 1911 Maxwell. The Fuel Economy Run on 17th August is being run by Michael Wells, and will involve some hills, some hollows, about 100 kms of travel, and no dirt roads! The run will be finishing with a sausage sizzle back at the Clubhouse. As always, please refer to the Polishers Rag for complete details of each Club Run.

Librarian’s Report: Joe Ciantar

Joe Ciantar advised that there were a number of books that had been received, that were on display for perusal, before being added to the catalogue, for vehicles including Austin A40, EJ Holden, Triumph 2000, Datsun 240K and a Datsun 180B workshop manual.

Workshop Supervisor’s Report: Jim Robertson

Nothing to report.

Membership Officer’s Report: Roy Hall

Roy Hall advised that there were currently 27 outstanding membership renewals, with a 30th August deadline.

Historian’s Report: Pat Murphy

Nothing to report.

QHMC Representative’s Report: Trevor Hoffmann

Trevor Hoffman advised that the date for the Club's annual QHMC Affiliation fees to be submitted was coming up soon. Affiliation fees are based on Club member numbers and vehicle numbers.

Webmaster's Report: David Grant

David Grant advised that he was exploring with Ben Tanner a fun feature for a future Club run, where some "Web-based" details could be retrieved, via mobile phone, as part of a competitive aspect to the event. More details to follow in due course.

Swap Manager's Report: Harry Brazier

Nothing to report.

Swap Bookings Officer's Report: Mark Smith

Nothing to report.

General Business

Pat Murphy advised that, following the purchase by the Club earlier this year of a new, more versatile, sewing machine for Club members' use with upholstery repairs and replacements, the previous Club sewing machine was going to be offered for sale. As per Club rules, the old sewing machine will be advertised to Club members in the Polishers Rag magazine, and if not sold within a reasonable length of time, will be advertised more widely for sale. Pat Murphy will arrange the advertisement wording.

In a similar vein, it was mentioned that as part of planning considerations relating to the proposed enclosure of the covered verandah, some original internal window blinds at the Club have been taken down. In due course, once the planning process is finished, any existing internal blinds that are not being retained or reused will be advertised to Club members for sale by written offer.

Jeff Brown advised that as part of a recent family clearance of a Chinchilla property, he has a 1960s-era roof rack that he is looking to dispose of. Jeff will be putting a photo in the Polishers Rag, for anyone who is looking for that sort of accessory for their vehicle.

Some general chit-chat took place about an interesting museum in Goomeri (last building on the RHS going out of town, owned by Norm Cook), which has the wheels and chassis of a Japanese field gun, and for which a replica gun barrel is sought (an old hydraulic ram cylinder of around 95mm bore, and around 1 metre length is contemplated. If anyone can assist with locating material for a replica barrel, please make themselves known. Thanks.

Jeff Cox spoke to the meeting about a couple of workshop-related items, namely:-

1. The opportunity to convert an existing 1,000 litre plastic tank that he has obtained (within its own metal frame), to use it at the Club workshop as a rust-removing bath by adding citric acid powder with water in the tank. General discussion felt it was worth considering, as it may reduce the amount of (and cost of materials for) sand-blasting of certain rusty components during restorations, even taking into account the cost of the citric acid powder.

2. The suggested enhancement of bunding to the area housing the oil disposal tank at the workshop.

Both items were taken on board by the Management Committee for consideration at the next Management meeting.

Graham Powell raised a query regarding progress with the planning and decision making for the enclosure of the covered verandah. Pat Murphy advised that updated drawings were due prior to the next Management Committee meeting.

George Wilkinson raised a request for a couple of sanctioned runs in September in connection with school for-

mals, one travelling to Concordia College; the other to the Highfields Cultural Centre. Lengthy discussion took place between several members regarding differing interpretations of DTMR and QHMC rules surrounding the use of SIV-registered vehicles for school formals.

Amongst the various members' differing points of view, Pat Murphy outlined advice he had received in this regard in the last year or two, which was not supportive of SIV registered vehicles being used for school formals, whilst George Wilkinson identified specific clauses that appeared to support the practice under certain circumstances. Overall sentiment of the meeting was that the acceptability of SIV registered vehicles for "school formal" events was not clearly established, especially with regard to vehicle and passenger insurance. Further clarification will be sought by the Club from QHMC in this regard.

A reminder was given for Club members who would be volunteering at the "Steaming Under the Southern Cross" event at the Farm Fest site, between Saturday, 23rd August and Sunday, 31st August, to go to Weeders Road and enter via Gate 3.

A reminder was also given for Club members that the starting time for the September General Meeting would revert back to the usual time of 7.30 pm.

Close: There being no further business, the meeting closed at 8.00 pm.

Next Meeting: The next General Meeting will be held on Thursday, 11th September, at 7:30 pm.

Trevor Hoffmann - President

Richard Keylock – Secretary

Opening:

President, Trevor Hoffmann declared the meeting open at 8.15 pm, and thanked all members for their attendance.

Attendance:

As per August 2025 General Meeting, except for any non-members - typically visitors - who were asked to move from the meeting room to the adjoining supper/refreshments area until the AGM concluded.

Apologies:

As per August 2025 General Meeting.

Minutes of 2024 Annual General Meeting:

The minutes of the last Annual General Meeting, held on 8th August, 2024 were read by the Secretary. It was moved by Keith Hoffmann that these minutes be taken as a true and correct record. Seconded by Graham Powell, Carried.

Inwards Correspondence:

- *Nominations for 2025-2026 Management Committee positions were not printed in the July 2025 issue of the Polisher's Rag, and would, instead, be read out to the meeting.*
- *Correspondence from GTH Accounting dated 13th August 2025, outlining results of 2024-25 Annual Audit.*

Moved by Richard Keylock that the inwards correspondence be received. Seconded by Len Kennedy, Carried.

Treasurer's Report:

Allan Waite read out the correspondence from the Auditor, Russell Gleeson, (GTH Accounting Group) addressed to the Management Committee in relation to the annual audit of the Club's accounts for 2024-25 financial year.

In the letter, GTH confirmed that for the year ended 30th June 2025, the Management Committee maintains the tax-free status of the DDVVMC Inc. GTH advised that the Management Committee should review its status each financial year to ensure it meets the guidelines set out by the ATO for Not for Profit organizations.

Because of the significant investment from funds held by the Club, the Club needs to consider and document the end purpose for these funds and ensure that the purpose meets the Club's constitutional guidelines and the guidelines of the ATO.

The letter also advised that the results of the audit were satisfactory and that no matters were encountered during the audit that are required to be brought to the attention of the Management Committee.

The annual financial statements were displayed on the overhead screen and Allan Waite spoke about the results reported in the Statements of Financial Performance for the Club and the Swap accounts for 2024-25. Allan also spoke about the balances reported in the Statement of Financial Position as at 30th June, 2025.

Allan Waite moved that the Annual Financial Statements for 2024-25, the Statement by Members of the Committee, forming part of the annual financial statements and the Independent Audit Report be received and adopted. Seconded by Len Kennedy, Carried.

President's Address:

President, Trevor Hoffmann, advised that his President's Address to the members had been published in the July 2025 copy of the Club magazine, Polishers Rag.

Presentation of Annual Club Awards:**Best Rally Attendance:** Jim Beh

Contributions to the Magazine: Shane Hoffmann

Best Restorations: Jim Beh, Ben Tanner, Anthony Murphy

Encouragement Awards: Arthur Johnson, Jeff Brown, Brian Schafer, Jeff Cox, Joe Ciantar

Presentation of 25 years Membership Badges:

Recipients this year were: John Keogh

James Laird

As neither of these members were present, the Membership Officer will arrange for badges to be sent.

Presentation of 50 years Membership Badges:

Recipients this year were: Clyde and Maree Baker

Gail Cochrane

Jeff and Ann Cox

Keith and Coral Hoffmann

Stuart and Julie Westerman

Roy Hall

Lyle and Betty Handley

Trevor and Judy Hoffmann

Presentation of Life Membership Badge:

Recipient this year was: Harry Brazier

Election of Management Committee:

At this point, Trevor Hoffmann declared that all committee positions were vacant, and handed over the meeting to Jim Beh.

Jim Beh advised that the following nominations were received for positions on the Management Committee for 2025-26, as at the close of nominations on 23rd July 2025.

POSITION	NOMINEE	PROPOSED BY	SECONDED BY
PRESIDENT	Trevor Hoffmann	Mark Smith	Harry Brazier
VICE PRESIDENT	Jim Beh	Mark Smith	Gary Heslop
SECRETARY	Richard Keylock	Mark Smith	Jim Beh
TREASURER	Allan Waite	Trevor Hoffmann	Richard Keylock
DATING OFFICER	Arthur Johnson	Pat Murphy	David Grant
EDITOR	Gary Heslop	David Grant	Mark Smith
PROPERTY OFFICER	Harry Brazier	Pat Murphy	Mark Smith
RALLY DIRECTOR	Ben Tanner	Pat Murphy	Joe Ciantar
LIBRARIAN	Joe Ciantar	Mark Smith	Pat Murphy
WORKSHOP SUPERVISOR	Jim Robertson	Pat Murphy	Richard Keylock
MEMBERSHIP OFFICER	Roy Hall	Allan Waite	
HISTORIAN	Pat Murphy	Allan Waite	Roy Hall
QHMC REPRESENTATIVE	Trevor Hoffmann	Harry Brazier	Mark Smith
WEB MANAGER	David Grant	Gary Heslop	Mark Smith
SWAP MANAGER			
SWAP BOOKINGS OFFICER	Mark Smith	Jim Beh	Gary Heslop

There being only single nominations received for those positions, Trevor Hoffmann moved that those nominated to the various positions be declared as duly elected. Seconded by Vince Little, Carried.

Trevor Hoffmann then called for nominations, from the floor, for the position of Swap Manager. No nominations, nor volunteers, were received from the floor for that role, and Trevor Hoffmann advised that he would approach a couple of Club members to see if they would be prepared to take on the position of Swap Manager, either singly or as a shared role, for the 2026 Swap.

Other Duties:

Lawn Mowing & Grounds – Steve Robinson and Jim Yates have volunteered to assist Bill Fischer with the site mowing.

Next Meeting:

The next Management Committee Meeting will be held on Monday, 18th August, 2025 at 7:00 pm.

Close:

There being no further business, the meeting closed at 8.55 pm.

Trevor Hoffmann – President

Richard Keylock – Secretary



MANAGEMENT MEETING 18TH AUGUST 2025

Opening:

President, Trevor Hoffmann declared the meeting open at 7.02 pm, and thanked all members for their attendance.

Attendance:

As per Attendance Book

Apologies:

Arthur Johnson, Joe Ciantar, Jim Robertson, Mark Smith.

Minutes:

The minutes of the last Management Meeting, held on 14th July, 2025 were published in the August 2025 issue of the Polisher's Rag. It was moved by Gary Heslop that the minutes, as published, be taken as a true and correct record. Seconded by Harry Brazier, Carried.

Business Arising from the Minutes:

To be dealt with in General Business.

Correspondence Inwards:

- *Email – TjGibb, re enquiry about membership, and query about requirements for SIV registration.*
- *Email - BNAAA – August 2025 Newsletter.*
- *Chrysler Owners Club – “Spoke ‘n Hub Torque” newsletter.*
- *Email – Secretary of QHMC, with Minutes of the July 2025 General Meeting, and agenda for the AGM on 25th September 2025.*
- *Email – from Gold Coast Antique and Classic Car Club, with a reminder about their Swap Meet on Sunday 24th August 2025.*

Correspondence Outwards:

- *Thank you card to Mr Trevor Kealley for large book donation to the library.*
- *Get well card to Mrs Thelma Hoffmann.*
- *Email – to TjGibb, re member enquiry.*

Moved by Richard Keylock that the inwards correspondence be received and outwards endorsed. Seconded by Jim Beh, Carried.

Treasurer's Report:

The Treasurer, Allan Waite, presented his report on the financial status of the Club, he presented some new accounts for payment, and moved that the report be received and the accounts, as detailed, be passed for payment. Seconded by Pat Murphy, Carried.

Vice President's Report: Jim Beh

Nothing to report.

Dating Officer's Report: Arthur Johnson

Nothing to report.

Editor's Report: Gary Heslop

Nothing to report.

Property Officer's Report: Bill Shepherd

Bill Shepherd advised that a quotation has been received from Flick for termite treatment to the Club House.

Rally Director's Report: Ben Tanner

Ben Tanner advised that the event on Sunday, 17th August was well received by Club members.

Librarian's Report: Joe Ciantar

Nothing to report.

Workshop Supervisor's Report: Jim Robertson

Nothing to report.

Membership Officer's Report: Roy Hall

Roy Hall advised that as of tonight's meeting, there were 144 paid renewals, 21 unpaid and 3 resignations.

Historian's Report: Pat Murphy

Nothing to report.

QHMC Representative's Report: Trevor Hoffmann

Nothing to report.

Webmaster's Report: David Grant

Nothing to report.

Swap Manager's Report:

No Swap Manager was appointed at the Annual General Meeting held 14/08/2015, with the President, Trevor Hoffmann, in the process of seeking a person, or persons, from the Club to undertake the Swap Manager duties.

Swap Bookings Officer's Report: Mark Smith

Nothing to report.

General Business:

Trevor Hoffmann flagged an issue with two of the air conditioning grilles – the ones closest and next-closest to the front table – as rattling and needing attention.

Trevor Hoffmann advised that the Application Form for the QHMC, identifying the number of members' cars within the DDVVMC, needs to be completed and returned to the QHMC no later than 16th September 2025.

Trevor Hoffmann advised that only one pest control company quotation had been sought so far to treat the Club House for termites. General consensus of Management Committee members was that at least a second quotation should be sought before deciding on a company to carry out the treatment. David Grant provided the name and contact details of another company and Pat Murphy advised he would seek a quotation for the work from a firm that he had used in the past, with good results.

David Grant advised that he would be running a WWW.- based Club Run next month, and he moved that the Club authorize for one gift voucher of \$50 value, for people taking part in that event. Seconded by Ben Tanner, Carried.

General discussion took place regarding the matter raised by Jeff Cox at the August 2025 General Meeting, regarding the extent of bunding to the area housing the oil disposal tank at the workshop. It was agreed to investigate the most practical way to enhance the bunding and Richard Keylock undertook to provide advice to the

rest of the Management Committee in that regard.

General discussion took place regarding the suggestion by Jeff Cox at the August 2025 General Meeting, regarding the establishment of a Citric Acid Tank at the Club workshop. It was considered that the availability of such a tank at the Club premises may well reduce the overall cost to the Club, and Club members, of rust removal that would otherwise need to be carried out by sand blasting.

Another aspect recognized by the Committee members was such a tank would need to incorporate a secure lid to prevent unauthorized access when the tank was not in use.

Pat Murphy moved that the Club further investigate setting up a Citric Acid Bath, complete with a secure access lid. Seconded by David Grant, Carried.

Jim Robertson advised that the Workshop currently has three welders, but only one operational welding mask. Pat Murphy recalled that he had written a policy for the Club around 13 years ago with regard to welding helmets and gloves. Pat Murphy moved that the Club purchase a second welding helmet, and that it be of the type where the batteries associated with the glass panel can be separately replaced. Seconded by Gary Heslop, Carried.

Pat Murphy circulated copies of the five drawings prepared by Jon Schwartz, relating to the proposed enclosure of the existing verandah at the North of the Club House. Pat stepped the Committee members through the drawings and made a note of any queries, or suggested refinements, arising out of the review – for follow-up with Jon Schwartz.

With regards to reimbursement of Jon Schwartz's costs for these drawings, Pat Murphy moved that the Club pay him an amount of \$150.00. Seconded by Trevor Hoffmann, Carried.

David Grant raised a query about the Club policy that defines a maximum limit of one Life Member per year can be appointed. David Grant moved that the Management Committee amend the Club Rules to remove the restriction of appointing no more than one Life Member per year.

The issue raised at the August General Meeting by a Club member, regarding provision of SIV-registered vehicles for school formals, and the apparent uncertainty of approach by QHMC and DTMR, was discussed amongst the Management Committee. Trevor Hoffmann, as the Club's QHMC representative, will seek further clarification from QHMC in this regard.

Close:

There being no further business, the meeting closed at 8.45 pm.

Next Meeting:

The next Management Meeting will be held on Monday, 15th September, at 7:30 pm.

Trevor Hoffmann – President

Richard Keylock – Secretary