



Bulletin of the Veteran Car Club of South Australia, Inc.

Vol. 5, No. 8
March 2011

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Flotilla for Kids, Port Adelaide



What more could one ask?

A fun day for all; helping kids with cancer; a beautiful Adelaide day; great friends and an enthusiastic crowd; lots of entertainment; and a small but delightful selection of veteran and more modern cars: Julian's Darracq, Dudley's Renault, Howard and Neil's Napiers, David's T Ford and Phil's classic Bentley.

I was fortunate to be passenger in two very different and interesting veteran cars: Howard's "purring" Napier and Julian's very powerful Darracq. Both performed superbly (although neither ran as smoothly as a steamer! Sorry, once converted, there is no going back). Julian guessed I might notice and so oiled his leather cone clutch and – am I allowed to say? – was smooth as a Rolls Royce after morning tea! It is rather interesting reading about the history of both automobile companies: how the Australian S.F. Edge encouraged the young Montague Napier to build cars and how Darracq lead to the British Rootes Group. Darracq was also prominent in racing and the Vanderbilt Cup wins.

Thanks to Howard & Di for inviting me along. A great day out!

James McInnes

Meetings

The Club meets at 8 PM on the first Wednesday of each month, except January, at the Colonel Light Gardens RSL, enter off Dorset Ave. Assemble at 7.30 for a pre-meeting chat.

Our next meeting is on **Wednesday 2 March**, when Terry Parker will talk about the "Before and

After" project – of special interest to those who have not long been in the veteran movement in Adelaide. At the April meeting, Leon Mitchell will talk about the Irish-American actor-singer-director-producer Allen Doone and his exploits with his 80 h.p. National racing car.





From the Committee

From the Secretary

It has mercifully been a quiet month for the Secretary. I have given notice to the Committee that I will not be standing for the position in 2011/12, and if anyone is interested in taking over from me earlier than that, please see one of the Committee members. The nomination form for Committee Members is printed in this edition of the *Bulletin*, giving advance notice of the Annual General Meeting to be held on 6th July, 2011. Completed nomination forms will have to be with the Secretary by the June meeting.

The Club has received a DVD of the 2010 London to Brighton event, courtesy of our London members Lloyd and Alison Bailey, and Lloyd features in the DVD. Thank you to Lloyd and Alison for this. We will play it at an upcoming meeting.

Six Club members' vehicles took part in the recent Flotilla for Kids day at Port Adelaide, and it was a most enjoyable day. We have had a thank you email from the organiser, with a request for us to

participate next year, with perhaps an increased number of vehicles.

Entries for Strathalbyn are coming in very slowly – if you intend going, please get your entries in to me asap – Howard and I are going to the Victorian 1 & 2-cylinder rally in Cobram, leaving on the 16th March, so please let's get details finalised before then. As at today we have 43 entries, many of whom are from interstate.

I have had a follow-up letter from The Vintage Sports Car Club of SA about the Historic Vehicles display on Sunday 13th March, and have spoken to the organisers, and they are very pleased that we are attending, so let's have some good participation for this.

Invitations went out to six veteran vehicle clubs about Strathalbyn, and four new enquiries about membership were received.

The Committee has been discussing minor changes to our Club Constitution, and these will be mentioned at an upcoming meeting, prior to the Annual General Meeting when we will be voting on the alterations.

Dianne



Something Distinctly European

Michael Wapler takes us to the place where the motor and fine art meet

Cars have been of attraction not just to drivers but likewise to artists, particularly in the early days of the automobile.

The illustration shows a very detailed scene of a car with driver and passenger, with the owner's terrier 'Ziem' standing on the picnic basket at the front of the car.

The painting is actually a self portrait of the Catalan painter Ramón Casas with his friend, Pere Romeu, founder of Barcelona's famous artist's tavern and hang-out *Els Quatre Gats* frequented by a young Pablo Picasso and others, and this painting was first shown in 1901. Appropriately, the painting is called *Beginning of the 20th Century*.

Casas then gave the painting as a present to Francisco Serrameleda Abadal, an early car dealer and racing driver. The painting stayed in the Abadal family and was eventually sold by one of

his descendants to pay for back taxes. It is now on display in the National Museum of Catalan Art (MNAC) in Barcelona.



Casas has painted the car in such fine detail that it is possible to recognise the make of the car. Do you know the make?

Answers to the Editor please. More fine automotive art most welcome!





A History of the 1904 10 h.p. Speedwell Car No 4998

Nigel Steele Scott tells the story of a South Australian survivor...

F. William Cornell, a tobacconist of Rundle St Adelaide, is known to have owned early Speedwells. Two are shown in the Brooks Book 1. The first identified as a 1904 6 h.p. Speedwell, is more likely to be a 1902 model as it has a gill tube radiator (gone in 1904). The second is the car I own, identified by George Brooks as a 1905 model in its early days in the Sporting Car Club of S.A. However, writing in the Cornell Ltd newsletter of June 1961, Cliff Cornell recalls that his elder brother (Len) had badgered his father to get a motor car to match those of "the doctors on North Terrace". So in 1902 William imported a 6 h.p. Speedwell for the family and in 1904 the 10 h.p. car I now own. Perhaps this car is the oldest known with a clear South Australian provenance?

These cars probably began Cornell's involvement in selling motor cars and in 1961 they were promoting the newly-arrived make Datsun. Cliff's daughter Cate later ran Cornell Honda.

The first photo (below) is taken outside the Cornell family home – "Southville", 30 Salop St, North Kensington. I also have a photo of the car with well dressed passengers and now registered 432 (October 1907) outside the later family home "Coorega" Springfield suggesting it was used by the family for some years before passing to Cliff and Len. The family albums I saw seemed to cover up to about 1910 and did not show another car



CORNELL FAMILY SOUTHVILLE 1905

The driver is Len Cornell, reputedly in Pultney Grammar School uniform (Pultney could not

confirm his attendance at the school) with Mrs Cornell alongside him and William's two daughters and son Cliff in the back seat. William is standing alongside the car with the family nanny/maid. The date was written on the photo by Cliff for Des Carter.

William wrote to the Speedwell motor company extolling the virtues of Speedwell cars and its performance "in the colonies". He had the agency for a number of motor cars including Speedwell. This is a car he kept for himself. It seems likely that it is either the car that did the towing of the unnamed make in the advertisement or the "Special Speedwell" ordered in September/October, which would make it one of the last of the 1904 models before the 1905 cars appeared (see below)

THE AUTOCAR. ADVERTISEMENTS.—SUPPLEMENT. MARCH 25TH, 1905. XXV

THE SPEEDWELL

IN THE COLONIES.

10 h.p., with LONG frame.

Does **WONDERFUL WORK.**

ADELAIDE, AUSTRALIA.

Gentlemen,
 We have been having a little more experience with motors since my last We numbered thirty-one in all, and had five traps and two cars. The did not go well, and after several delays we hitched it on to the *Speedwell*, and in that manner reached our camping ground. The little *Speedwell* surprised us all to see the way she towed the bigger car along, besides having three people on board herself On Sunday we went for a spin, and on our return came across the man who ordered the *Special Speedwell* I cabled for last week. He has an and was stuck up. We started to help him put things right, but could not get it going, so borrowed a line and towed him home, much to his surprise. The *Speedwell* has now done four tows, and it has got round the town a bit, which should do good.
 8th October, 1904.

WILLIAM CORNELL.

6 h.p., 125 Guineas. 10 h.p. (two cylinder) £260.

Send for 1905 Catalogue.
 THE SPEEDWELL MOTOR Co., L'd., 151, Knightsbridge, London, S.W.

The car is unusual in several respects. It has the small wooden flich plated chassis, offered by Speedwell from 1903 for 6 and 8 h.p. vehicles, not 10 h.p. It also has a very large steering box and the uncharacteristically thick felloes on the wheels, the



radiator and bonnet are proprietary items, postdating the gill tube radiators of 1903 and it has a 2 cylinder 10 h.p. Volta motor. Nick Georgano found a photo of a pyramid of Volta two- and four-cylinder motors at the 1904 Paris motor show and I found a small advertisement (below) in *The International Motor Reviews* of May June and July of 1904. Apart from my Speedwell, no other Volta motors are known.



The redating from the 1905 date given by George Brooks of the SCC and Dennis Field of the VCC of GB was greatly helped by the history of the 1904 Speedwell ST51 owned by the late George Strathdee of Aberdeen. I was able to visit George, see the car and take lots of photos and obtain its history. This car of very similar size has the elegant make specific bonnet and radiator characteristic of all the 1905 Speedwell models and is on a tubular chassis. It was bodied in Inverness and delivered on December 16th 1904. It began work as a taxi in Dundee on New Year's Day 1905. With all its numbers later than those on my car and a number of other physical features, including the Speedwell name now included on the gearbox and differential castings it was relatively easy to establish a sound dating case for my car of 1904. It seems early introduction of the next year's model is not a new idea.

I bought the car from Des Carter in 1988 together with a number of photographs which had been torn from an album including the one in Brooks book One. After I purchased the car I found Cliff's daughter, Cate Richardson, then the owner of Cornell Honda. She has the photo album from which the prints I have had been torn, reinforcing the stories below.

Much of the following is oral history from Des, some of it retailed to Des from Cliff Cornell. As a young man Des had driven the Speedwell in the

last SCC rally before the war in 1939/40 on loan from Reg Williams of William's garage Sydenham Rd Norwood. Reg told Des that it had belonged to a plumber in the Norwood district. It is possible that the Cornell boys removed the body (as boys do) when they used it as a bitzer, or the plumber found more use for a box than a body.

Williams died during the war and his son Art was anxious to get rid what he told Des was "Dad's old junk" and several members of the SCC purchased these cars. Reg had lent many of them to people to use on the first SCC rally in 1934. Des recalled the sale of a Gobron Brille to Cud Freeman, a De Dion to Jimmy Gosse and a 3 cylinder Panhard also to Cud Freeman who passed it on to Alby Hill. Des bought the Speedwell in 1946 for twelve pounds ten shillings. When the film *Genevieve* came out Williams junior decided that the SCC had "done him" and became bitter about it.

When Williams acquired the Speedwell is not clear, but this is a photo given to me by the late Kevin Muldoon of the 1934 SCC rally of Reg with a passenger believed to be his son Art (clearly visible in another poor photo but hardly visible here as he is twisting backwards in the passenger's seat) . Perhaps Reg did not have the Gobron Brille then as a more attractive drive at this time.



Des used the car in veteran car rallies for many years this one on 19th March 1949. Here they are at the top of Tapley's Hill. It always puzzled me why my father's car boiled going up Tapley's Hill. Not until many years later did I associate it with the pub in the background





Des kept the Speedwell in his two car garage, with no doors and opening directly onto the street for all to see. That is how I first saw it in 1988, alongside his 3 cylinder Daihatsu. The logic of a 2 and a 3 cylinder car beside one another appealed to him.

In the late 1950s a picture of Des and his wife on the Speedwell appeared in the *Advertiser*, and prompted Cliff Cornell of Lenroc to contact Des as he had recognized the car as his father's. He told Des that the car had been in the family for many years and said it was a 1904 model. As the family got older Cliff and Len had the use of the car as their bitser. Cliff told Des that they also raced it in 1910, with (un-named) others. The photo of Cliff and Len returning from a shooting trip shows they were enjoying themselves.

When I rebuilt the radiator and stripped the paint from the front of the honeycomb I found first a big number 9 in red on a silver roundel painted over the registration number 432 in a white or cream paint.

The Cornell family photos show the Speedwell travelling far and wide including in front of the German Arms at Hahndorf on the way to Oakbank, at Meadows and at Stirling, always with 4 or 5 aboard. Clearly the Mt Lofty Road was no

problem. In early photos, 1905-9 the family is formally dressed but later the photos show Len and Cliff in rural settings. Their standard dress seems to include a bowler hat.



Another photo shows it surrounded by bright young people, probably at Coorega. Coorega could be the site of the paddocks in which Cliff and his brothers used the car for fun in its later years

I had been looking for an early car and when my late brother Colin, an orthopaedic surgeon, did a knee replacement "under warranty" as he put it for Alby Hill's wife. Alby showed us his wonderful collection of cars and motor bikes, but would not part with any of it. However he met every Friday at the Tower hotel with Des and introduced me when Des decided to sell the Speedwell.

When I purchased the car it was much as it appears in the Williams photo. The body was missing but the chassis, running gear, wheels, bonnet, and radiator were all original. With the aid of the family photos, I was able to build a replica body, including the centre rear seat on the door.

Malcolm Johns who owned a Speedwell in Sydney obtained a 1904 Speedwell sales brochure that specified a dark red chassis and wheels and a dark green body as the standard livery, so that decided the colour. I matched the red to traces of a dark red I found in the depths of the spring hangers and wheels. The upholstery patterns are clearly visible in the photos and Graham Patterson has done a superb job of trimming to the original with horsehair.

The physical/mechanical side of the rebuild I will cover in another article as I want to detail and acknowledge the help I have received from so

many people. However we have a solid 1 in 8 or 9 hill at our front gate at Mt George and the Speedwell climbs it with five adults aboard, and with two adults will climb from Bridgewater to Stirling on the freeway in top gear, albeit slowly again. So now I believe that it is much as it was when it originally arrived in South Australia.

In 2008 my wife Chris and I with her brother and his wife took the Speedwell to London. It carried the four of us on the London to Brighton Veteran car run with ease. There is nothing like driving a veteran in Central London in pouring rain on the Saturday preceding the run and arriving at Hyde Park at 5.30am in the dark, with oil lamps glowing.

<i>1904 10 h.p. Speedwell</i>	
<i>Summary of Owners</i>	
1904 – 1910/15	William Cornell
1910/15 – c1930	Plumber Norwood
c1930 – 1946	Reg/Art Williams
1946 – 1988	Des Carter
1988 –	Nigel Steele Scott



This and That

Accidents Will Happen

From the Advertiser, 30 September 1903:

ACCIDENTS WILL HAPPEN

An unfortunate contretemps in which Mr. Arthur Otto was concerned took place on Tuesday morning in King William-street, in which a motor-car, a bicycle, and a Chinese hawker's truck got considerably mixed. The cyclist crossed from the east side of the street between the stationary Goodwood and Glenelg trains [sic, but presumably refers to trams], and was passing behind the Chinaman's truck when the car, which was driven by Mr. Duncan, upset the bicycle and then ran into the truck, but did not overturn it. The bicycle sustained some damage.

Presumably the car was among the first-delivered curved-dash Oldsmobiles, which according to David Chantrell's Duncan and Fraser book *Legacies Left Untold* had arrived only a week earlier. Perhaps the maiden motor accident for an Oldsmobile, but not the first for the state.

VCCSA Representative in Melbourne

Iris Mullins sends this lovely photo of Anaya Wenham – note that VCCSA name badge – snapped at the RACV Australia Day Picnic and Federation Vehicle Display in Melbourne. Anaya has participated in many VCCSA events, the last being the 2010 Strathalbyn Rally.



Unfortunately for the Adelaide veteran community Anaya has shifted to Melbourne, but is keeping up her interest in Veteran vehicles!

Hours of Photos!

Internet users could lose themselves in a new website: <http://theoldmotor.com> . Many photos to browse!





Daimler and the 'Tilting Body'

In the January Bulletin our mystery photo showed a veteran Daimler; last month it was revealed as a 15 h.p. car campaigned by Mr. Keltie Tweedie in the 1950s and 60s and its unusual "tilting body" was revealed. This month, we explore the body style...

No luck with the Adelaide newspapers – in 1911 the Daimler column inches were dominated by Vivian Lewis Ltd building fine bodies on large chassis and no mention at all could be found of the Daimler hinged body. However the following advertisement appeared in the *Sydney Morning Herald* in March 1911, said to be the year of the Tweedie Daimler:

HIGHLY USEFUL CARS.

The Daimler Torpedo Touring Phaeton is before everything an easily-handled car, with a high standard of usefulness as its principal recommendation. Every detail is characterised by DAIMLER perfection. The body work is the output of the DAIMLER factory.

ONE CAR—GREY, WITH RED UPHOLSTERY.
ONE CAR—DARK BLUE, WITH BLUE UPHOLSTERY.

EQUIPMENT:—

"Silent Knight" 4-cylinder slide valve engine. Dual ignition. Rudge Whitworth Detachable wire wheels. 920 x 120 Tyres, Special Cape Cart Hood, Glass Wind Screen, Electric Side and Tail Lamps, Rushmore Acetylene Head Lamp, Horn, Pump, Lifting Jack, and large Kit of Tools. Body hinged at rear, and special bevel lifting apparatus for tilting same when overhauling or greasing transmission gear.

For Doctors, Travellers, etc, the car par excellence is the

10-12 H.P. ALLDAYS RUNABOUT.

COMPACT—EASILY STABLED AND HANDLED, a tremendous puller, and unbeaten on hills, it truly merits its name—
 —"The little car with a big heart."

AUSTIN, 15 AND 18-24 H.P.

TOURING PHAETONS IN STOCK—FAST CARS OF FINE SHEFFIELD FINISH.

SOLE AGENTS:

DALGETY AND CO., LTD.,
 126-128 PHILLIP-STREET, SYDNEY.

Of interest to us are two key points: the first that both "highly useful" Daimlers offered by Dalgety were fitted with a body "hinged at the rear, and special bevel lifting apparatus for tilting same when overhauling or greasing transmission gear" and the second that the body work was "the output of the Daimler factory".

Indeed the fine two-volume history of Daimler cars does show early photos taken in the Daimler body

shop, including one of a c1907 car with such a body under construction. It would seem that the body hinged on a lug fitted to the rear cross member of the chassis. No information could be found on the "special bevel lifting apparatus" – perhaps one of these exists under a bench somewhere, brought out occasionally as the ultimate mystery object!

It's probably fair to assume that a hinged-body Daimler had its coach work built in the UK, where it seems the body was produced over at least the period 1907 – 1911. One difference observed with the early (pre front door) cars is that the scuttle is left in place when the body rises, whereas on the 1911 Tweedie car the scuttle rises with the body, leaving the bonnet looking dangerously unsupported.

To show that this design was not unique to Daimler, we note that the "Model" car (surely a most confusing name, particularly for those interested in the various Model models), built in the U.S.A. also used this style of body c1907:

HILLS AND SAND BECOME LEVEL LAND
 A LARGE, EASY RIDING CAR THAT COMMENDS ITSELF TO ALL AND HAS NO RIVAL AT ANYTHING NEAR ITS PRICE



"Model"

Compare the specifications with others, considering power, speed, size of wheels, length of wheel base, weight, width of seats and all points that tend to make the "Model" the best car at its price upon the market.

Tilting body, adjustable tonneau, so more back aches while making an adjustment.

SPECIFICATIONS:
 24 H.P.
 100 in. wheel base, 3 1/4 x 32 tires, speed, 3 to 40 miles per hour. Weight, 1650 lbs. Price, \$1,250.

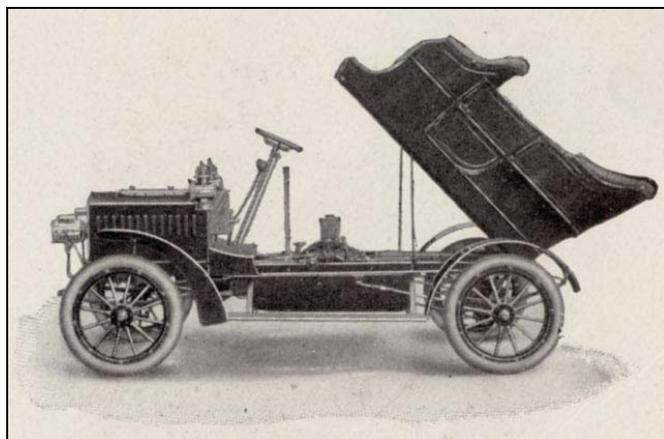
Take off tonneau by removing four nuts. The above cars were made from photographs of the 1907 Model. With tonneau off, making a runabout with style or a platform for commercial purposes.

Write for Catalogue D and learn the balance of its many merits.

MODEL AUTOMOBILE CO. PERU, INDIANA

The advertisements in Mexico are adapted. See Mexico's Information Bureau, page 16.

Model body styles from MoToR (U.S.A.), July 1907



Upcoming Events

Sunday **David Read's Veteran & Vintage Day** in the south-western parklands just west of Anzac Highway. We will meet at the *Paparazzi Cafe*, 291 Unley Rd, Malvern from 10.30 am for breakfast or coffee, and depart from there at 11.30am with a run sheet to take us to the south-western parklands for the event.
13 March 2011

Saturday & Sunday **2nd VCCSA Two-day Rally at Strathalbyn.** Only 4 Weeks to go! There will not be another Bulletin before this event so get yourselves organised now! To date 43 vehicles are entered with a good many more expected. For details see the rally website: <http://vccsa.org.au/strathalbyn> . Join us if you can!
2 & 3 April, 2011

Sunday **Run to Mylor Oval** This event will be on the 15th – not 8th as would be our normal outing day as it is Mothers Day. A day at the Mylor Oval, with members trying out different vehicles in an 'off-road' situation around the edge of the Mylor Oval. Depending on the weather there is a barbeque to use, so if it is a nice day it will be a bring-your-own barbeque lunch.
15th May 2011



The Rally Calendar – here comes Strathalbyn

Well the VCCSA Strathalbyn Two Day Rally is now only 4 weeks away! For those who didn't attend last year, the format is pretty simply and, above all, relaxed. All that we ask is that you enter the event by filling in the entry form (sent out in an earlier Bulletin, but now best obtained from the rally website <http://vccsa.org.au/strathalbyn> or from the secretary – see contact details on the front page of the Bulletin). Although the closing date for entries is mid-month – Friday March 18 to be precise – please try to enter well before the deadline to help the Secretary get things in order before she departs for an interstate trip.

If you plan to come, there are really only three vital pieces of information:

- If you plan to drive down in your veteran, assemble at the Blackwood Station car park, east side of the tracks by 8.30 AM for 9 AM departure. Miss the group, and we'll see you down there!
- If you are trailering down to Strath, assemble for 9 AM onwards at the Strathalbyn Oval, enter via Coronation or Ashbourne Roads. Morning festivities and optional run (at 10 AM), main run to leave at 1.30 PM.
- The Sunday run leaves the Oval at 10 AM sharp.

With 43 vehicles already entered, why not come down for the weekend – or ever one of the days – for some fine veteran motoring? See you there.



The Car in the Crate

In the January Bulletin we showed how veteran Daimlers were crated for shipping to the colonies. Here we see more examples of the carpenter's art.

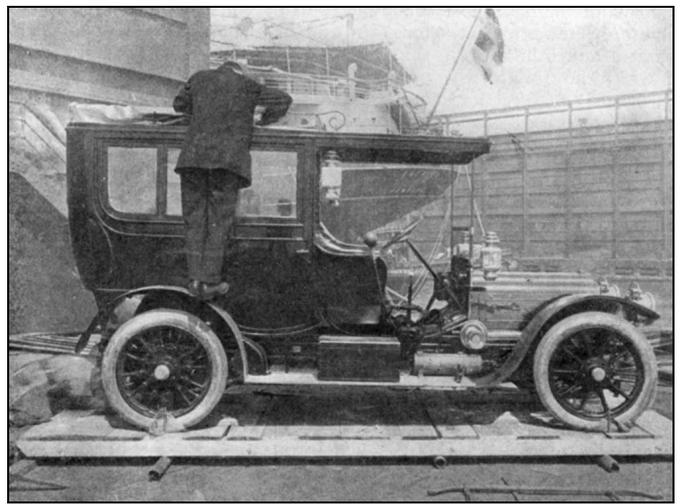
The first comes from Alan Meredith, and shows De Dion Boutons being unpacked on the street outside the premises of A. Russell & Co. in New Zealand. Perhaps not as robust as the Daimler offerings, the crates seem to have done their job none the less. The long journey to Australia from the 'old country' was most often a one-way affair: without doubt the route was dominated by British and continental vehicles shipped to agents for sale here.



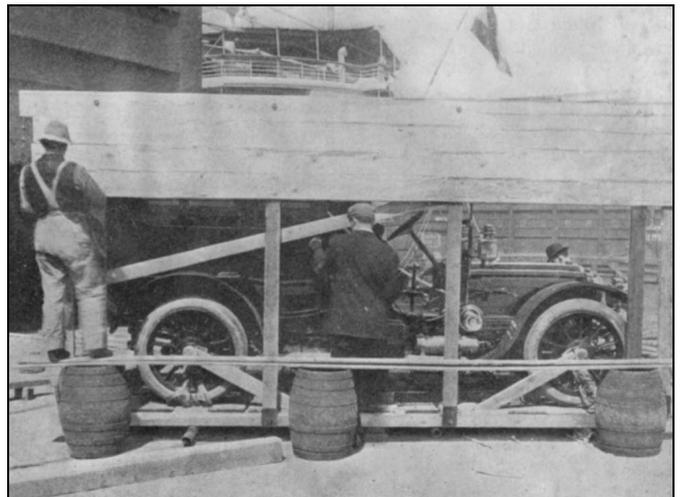
Well-to-do motorists on the East Coast of the U.S.A. had a somewhat different agenda. So fashionable was the European motor tour that the American magazine *MoTOR* carried frequent articles on the subject, and in June 1909 published a long article entitled 'Arranging for a Motor Trip Aboard' which dealt with issues such as 'How to Prepare for a Successful Tour in Foreign Lands', 'Custom House Requirements', 'Touring Guides' and, of special interest to us, 'How to Ship a Car'. The car, we are told, is best sent to New York by 'fast freight' on the railroad, for which it can be either crated or uncrated. Contrary to the images conjured by the movie *Titanic*, in which the stars indulge in some canoodling in the back seat of an uncrated car, would-be tourists are warned that "no automobiles are ever accepted on the Trans-Atlantic steamers which are not either boxed or crated".

"Two kinds of packing are now universally in use: the permanent case and the portable crate. Both cost about the same, the only difference being that the permanent case can only be used once, unless the owner returns to the United States from the same point in Europe at which he originally arrived. The portable case on the other hand, can be taken down and stored in Europe at a trifling expense and shipped to any point which the owner may select, and used again for the return voyage. In this case there is naturally the saving of a new case or crate which amounts to between \$50 and \$60."

I'm not sure what type of crate is being constructed in our photographs, but the steamer in the background suggests that the activities are being carried out on the dock, presumably in New York.



'Crating the car is a task that can not be left to the unskilled'



Does anyone recognise the fine car being crated? Note the chain drive from the countershaft to the back wheels and the roof-mounted luggage rack, onto which the poor chauffeur will no doubt have to hoist the travel trunks! Don't restrict yourselves to American brands, as most of the major continental makes were well established in the U.S. by 1909.

For Sale and Wanted

For Sale: Two man roof irons – 18 piece set \$280. Have recently completed wooden patterns (copy from original) as several people have expressed an interest. Best quote obtained was from Callington Casting at \$280 a set, sand cast in yellow brass (not bronze compound). Be aware they are sand cast and will require considerable clean up, holes drilled, additional rivets and brass rod to complete the assembly. If interested in a set or require

additional information **Contact** Neil Francis neiljfrancis@bigpond.com (08) 8373 4992

For Sale: LPG cylinder with Oxy set attachments. CIG Spray Guns, as new. **Contact** Rob Elliott 0415 697 162

Wanted: Volunteers to take on roles on the Committee for 2011-12. The nomination form is on the back page, and needs to be completed by the June meeting – plenty of time for consideration!



The Veteran Car Club of South Australia, Inc.
Nominations for Committee 2011 - 2012

**Notice of Election of Committee Members to be held
at the Club's Annual General Meeting
Wednesday, 6th July 2011**

The Club Committee is comprised of the following members: **Chairperson, Secretary, Treasurer**, and five **Members** of the Committee. Any member of the Club in good standing is eligible to stand for election to any position on the Club Committee provided that:

- the member has been nominated for election to that position by another member of the Club in good standing
- the nomination has been seconded by a different member of the Club in good standing, other than the nominee
- the nominee accepts the nomination, and
- the nomination shall be in writing, signed by the nominator, by the seconder and by the nominee and delivered to the Secretary by no later than 28 days prior to the date of the Annual General Meeting; corresponding in 2011 to Wednesday 8th June.

Nomination Form

I, , hereby nominate

to stand for election to the position of of the Club Committee

Signed (Nominator)

I, , hereby second the above nomination

Signed (Secunder)

I, , hereby accept the above nomination

Signed (Nominee)

Completed nomination forms should be received by the current Secretary, Dianne Barber, by Wednesday 8th June 2011. If submitted by post:

The Secretary VCCSA, 3 Malcolm St, Millswood 5034
email: secretary@vccsa.org.au