

PAST TIMES



Website www.vaawa.org.au

August 2021

Facebook <https://www.facebook.com/groups/Vaawa/>



**1960 Mk 2 Zephyr - Owned by Mark and Ligaya
Has only travelled 35000 miles from new and is very original.
A lucky find indeed.**

PRESIDENT'S REPORT

It was good to see a large turnout at the AGM last month, even better to see so many people willing to jump in and help with running our great club. I am honoured to be elected as your President for a third term. We have some brand-new members on the committee this year, so as you might expect it may take a little while for everything to settle down as the new committee find their feet. It is especially nice to see Dave Currell back, as his knowledge and forward thinking is invaluable for the future of the club.

With the 50th Anniversary year in 2022, I can see a great year ahead for the club. Loris and her team of enthusiastic social committee members, have already achieved a good deal of forward planning for next year. We do have some gaps in this current year's events so please do not be shy about volunteering to organise an event, just contact Loris if you have an idea or two.

I have contacted some past members (mainly ex-Presidents) to try and push ahead with the book of the history of our club, so I am now setting a deadline for any information to be considered for the book to be with me by the end of September. So if any of you have information, photo's, or articles that you think may be relevant, please let me have it by September 30th.

As many of you know the workshop continues to provide a great service to members. Just to let you all know that the workshop conducts work on members vehicles in the understanding that anyone receiving help will provide the workshop with something useful to it.

In recent weeks they have received a Milwaukee Drill from Ray Smith, a Milwaukee angle grinder from Erica Stanley and a Milwaukee battery and charger from Robert Hyde all for services rendered.

In most cases the benefit to members far exceeds any cost incurred by them in providing something for the workshop.

Talk to Bob D'Jong if you need any help with your vehicle.

Looking forward to seeing you all at the August meeting.

Kind Regards,

Tony Warner

President

Vintage Automobile Association of WA Inc.

0417 555 073



Anniversary mast head

In discussions with Frank Ferrari, we thought it would be appropriate for us to change the front cover of the Past Times for the 2022 year to reflect our 50th anniversary. We would like to challenge you all to come up with some ideas on what this might look like. Please send your ideas to Frank



The President's Run 2021



A big thank to those of you that braved the wet weather to come along to the President's run. Funny thing though was, as soon as we reached the venue the sun came out and it turned out to be a lovely day. On the way there we went down Cardup Siding Road where Ross Maggs was waiting for us, we all gave him a toot as we passed.

The following brave members came along: myself, Loris and Cynthia in the white Daimler, Pauline, Adele and Trevor Harrison in the black Monaro, Brad Mills with Lee in his WB Holden, Mark and Ligaya in the Mk 2 Zephyr, Bob D 'Jong in his Mk 1 Zephyr, Paul Berkovicious in his Holden VB SLE, Ray Bienke in a Valiant, Martin Steere in a GT Ford, Bill Redeckis 37 Ford, Brian & Lynette Rodwell (modern) Brain Tucker and Ann Holden Statesman, Jon and Sandy Ramirez (modern) Barry & Dot Ryle with their Holden Statesman De Ville, Rob, Lorraine and Aka in the trusty HR Holden and finally Ray Roberts in his Valiant Charger.

Members seemed to really enjoy the venue, our hosts were very friendly with the food coming out very quickly. The food was very nice indeed. So, as far as I know no cars shrunk during the drive to the venue and as far as I know no cars rusted either! A big thank you to Bob D'Jong for volunteering to be "Tail end Charlie".

Proudly sponsored by Shannons



Tony Warner

President





More on the President's Run....

We all gathered at the club rooms on a slightly damp morning but it look liked the weather would hold off. I came in my 1979 VB Commodore SLE 5-litre, Tony's Daimler, Martin's XW GT, Bob's Zephyr, Mark & Ligaya in a Zephyr MK2, Bill's 1937 Ford, Pauline's Monaro, Ray's S series Valiant (Drove from Beverly!) and Brad Mills in a black WB ute. We cruised off and had a nice run down the highways, but the rain came down hard once we got down Armadale way. The rain held off as we pulled in to the Hall at North Dandalup to allow some more members to join the cruise and regroup. The cars that joined in were a very nice WB Statesman and a Land Rover. Ray Binke's (Owner of the S series) brother, met him here and the next minute Ray is riding around the car park on an early fifties AJS motorbike! This was the bike that Ray rode as a lad on the family farm 41 years before, it had just been restored by his brother, very nice job. We then took off to the venue via a lot of backroads. After another wet drive, we arrived and were able to park on the grassed area in front of the restaurant which was very nice and the weather cleared up to be sunny. A few local members were waiting for us, Ray Roberts in his Charger, Rob Hyde in the HR and Brian & Ann Tucker in a HJ Statesman. I guess there would have been 25 to 30 people attending and we enjoyed a very nice lunch and had a good time discussing all things automotive. It was all done and dusted by around 3pm and the last of us left soon after.

Paul Berkavicius

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The President's Run 2021

'RAINY DAY' THURSDAY MYSTERY RUN 15TH JULY 2021

Well, five brave and hardy club members met at the Club Rooms at 9:00am. It was a cold and damp morning, BUT the sun was out. Obviously most thought it would be a wet and horrible morning and that a better option would be to stay in bed, hence the low number of members that turned up.

How wrong can you get? We headed up the hills through Darlington and Mundaring and continued out on Mundaring Weir Road to; yes, of course, Mundaring Weir. We had a brief stop here and checked out the water level in the dam...and to report, it still has a long way to go before she fills up. It was while we were at the dam that we experienced the only bit of rain for the whole morning. We continued onto Kalamunda and went to a great little café called "Mason & Bird" for a morning coffee and cakes. It was a most enjoyable hour of relaxation with great company. Those that braved the elements were; Dave Currell, Rob Hyde, Cynthia Payne, Tony Warner and Loris Cooper.

The next Thursday "Mystery Run" will be on Thursday 12th August, 2021...hope to see you then!

Cheers

Loris Cooper



BANNAWARRA STATION YALGOO

WEDNESDAY 25TH AUGUST – MONDAY 30TH AUGUST 2021

Take some time out and come along to the above Club Run.

This will take you away from the Hustle and Bussell of everyday life.

At the moment numbers are needed as this will also incorporate a BUSY BEE at the property.

Bring your own caravan, camper, tent or even a swag and sleep in the barn.

Limited accommodation on the site with limited Telstra service.

1st in best dressed. Please book with Peter 0418 914 617

Saturday Night - Back to 1950's Barn Dance Night will be held in the shearing shed.

Ladies bring your partners in period dress or just turn up.

Gents - jeans/boots and hat.

During the stay we have a major item for those interested in helping to stand up a CRANE.

We are trying to obtain a front end loader along with the Matatu loader and a bob cat. We will try to dig under one side of the crane to stand this up.

HELP!!! People with experience required PLEASE !!

2nd is to repair shearing shed equipment.



VAA Club 50th Anniversary - VAA Ladies Planning Committee

Wanted

Dear Members,

We would like to borrow Vintage Clothing, male or female for the periods of 1920s through to 1970s.

As part of our 50th anniversary celebrations in 2022, we are thinking of holding a fashion event.

Ideally, we would love garments to be modelled, but any garments too fragile or valuable could be displayed. Clothing can include, men's and ladies clothing, formal/informal, dresses, suits, hats, gloves, shoes, handbags, shawls, etc, etc.

If you would like to model your own garments, we are keen for you to walk the runway.

One person will be in charge of keeping your treasures safe and they will be returned after the event.

Please contact: Cheryl Glew on 0432239349 or email: cheryl.glew@outlook.com

Kind regards

Cheryl Glew

VAA Member



AUSTIN HEALEY MARK11 1965

The test car, which was to de-luxe specifications, cost 705 pounds including taxes of 208 pounds. The Mark11 used the same engine as the Mark1 but with larger carburetors to increase power. Modifications on the outside gave a more modern shape, also disc brakes and a boot lid were added which gave the car extra weight.



In this year 1965:

The Kinks and the Rolling Stones toured Australia

Prince Philip visited Australia and opened the Royal Australian Mint.

Indigenous Australians gain right to vote in State of Queensland

First drawing of the birthday lottery to determine those eligible for National Service.

Captain Cook Bridge, Sydney is opened.

Limited free-trade agreement negotiated between Australia and New Zealand.

Margaret Court wins Australian Women's tennis singles for the sixth consecutive years.

In March the Queensland government legislates to ban pickets and restricting pamphlets and banners at the Mount Isa Mine. The striking workers return to work later in the month

In July snow is recorded as far north as Clark Range in Queensland, killing drought weakened livestock at the same time, extremely heavy rainfall in the north coast turn drought into flood, with Brisbane having the wettest ever July day with 193.2 millimetres. (7.6inches).

Australia lose a five test series away to the West Indies 2-1. The West Indies side included Garry Sobers, Rohan Kansai, while Australia featured opening batsmen Bill Larry and Bobby Simpson.

In June 1965 Steve and Mark Waugh, cricket players were born.

Cynthia

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WANTED Truck rims 5 stud, 1 3/4' hole with 5 7/8" centre hole and approx. 5" wide for 7.00 x 20 tyre to suit 1940's Dodge. If able to help please contact M Davey 96201245 or email: mmdavey@westnet.com.au *Maitland*

FOR SALE

Unfortunately, one of our members has passed away, and the family have offered our club members first pick on the car a 1926 Model T Ford. It has a few other parts from another car with it. No price discussed.

Please contact - Graham on 0409 737 977



WANTED

Wanted - 1942 - 1945 Willys Jeep. It is a BG model. Cash buyer waiting. Call Tom on 0401803675

For Sale

RARE 1938 British Austin 4 passenger convertible for sale. Good solid condition. Nice dry repainted underside. Original 4 cylinder engine. Larger than the Austin Bantam. It look like a "reduced" 1938 Buick cabriolet!

Nice front. A nice FUN car! \$15,000 (Montreal area) 514 745-6278 Gilbert Bureau

Montréal Québec 1926 Cadillac convertible. Barn find. Unusual car. With a LOT of spare parts, including another chassis with mechanical components if needed. RHD. Rare wire wheels. A nice project of a full classic automobile. \$16,000 CND

514 745-6278 The car is near Montréal Québec Canada gbureau@videotron.ca c Canada



VAA Office Bearers 2021-22



* Denotes committee of management

POSITION	MEMBER	PHONE #	
President	Tony Warner	0417 555 073	*
Vice President	Domenic Paoliello	0407 446 682	*
Secretary	Martin Steere	0407 993 933	*
Registrar	Dave Currell	0419 998 589	
Treasurer	Val Smith	0416 018 119	*
Assistant Treasurer	Vacant		
Events Coordinator	Loris Cooper	0402 032 270	*
Swap Meet Coordinator	Ray Smith	0416 018 119	
Committee Member	Ray Smith	0416 018 119	*
Committee Member	Peter Egan	0418 904 851	*
Committee Member	Brian Tucker	0428 803 606	*
Committee Member	Kevin Lockyer	0407 355 245	*
Committee Member	Graham Hough	0408 905 226	*
Committee Member	Tom Polich	0401 803 675	*
Scrutineer	Ray Roberts	0438 911 387	
Assistant Scrutineer	Brett Roberts	0402 233 487	
Building Manager	Graham Hough	0408 905 226	
Club Caretaker	Mark McKenzie	0400 701 142	
Librarian	Martin Paine	9247 1729	
Club Historian	Ron Perry	9295 3420	
Webmaster	Dave Currell	0419 998 589	
Workshop Manager	Bob DeJong	0400 064 937	
Magazine Editor	Frank Ferrari	0419 421 087	
Dating Officer	Trevor Harrison	9398 1272	
Kitchen Manager	Shirley Everett	0424 422 270	
CMC Delegate	Frank Ferrari	0419 421 087	
Raffle Coordinator	Domenic Paoliello	0407 446 682	
Raffle Assistants	Elijah, Isabella, Jackson		

COMMITTEE OF MANAGEMENT MEETING DATES

2021

Tuesday, 31st August
Tuesday, 26th October
Tuesday, 28th December

at 7:30pm at the Club Rooms
at 7:30pm at the Club Rooms
at 7:30pm at the Club Rooms

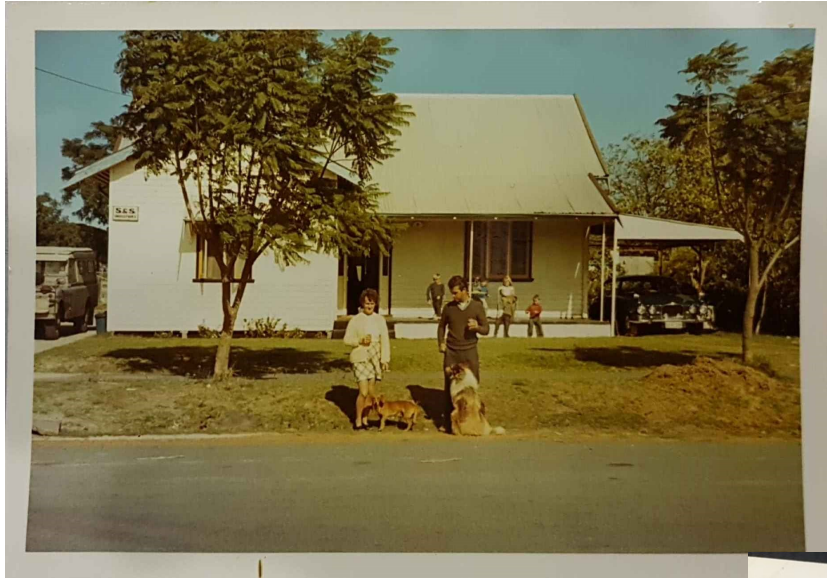
2022

Tuesday, 22nd February
Tuesday, 27th April
Tuesday, 28th June

at 7:30pm at the Club Rooms
at 7:30pm at the Club Rooms
at 7:30pm at the Club Rooms

The History of S&S Industries Est. 1967

A story of a family owned business that started from very humble beginnings. Established 50 years ago, S&S Industries – a family owned business – are still going strong, supplying to the Panel and Paint Industry



Willie & Greta with sons Gary, Tony, Jeff & Ron



The History of S&S Industries

Willie Siroen immigrated to Australia April 1st 1954 at the age of 16.

Greta Helsemans immigrated to Australia in 1955 at the age of 18.

In 1958 Willie met Greta at The Dutch Club in King St Perth and in 1959 they got married on 6th Feb. By 1964 there were 4 sons, Gary (2/9/59), Tony (5/5/61), Ron (27/10/63) & Jeff (11/9/64).. That girl didn't arrive..

When they got married they rented 1 room of a friend's house in Mt pleasant.

Then moved to Daley St Tuart Hill where they rented a converted garage which was attached to a house, paid 2lb10/week when wages were around 12 pound (with 2 sons Gary & Tony).

In 1962 they moved to North Perth where they lived in a house with friends Bob & Mia for 2 years (with 3 sons Gary, Tony & Ron & Jeff on his way) – this was when it was decided to get a house of their own..

In 1964 they moved to a state housing commission house in Burnett St Embleton on a rent/buy scheme where you get ½ your rent back if you buy within 2 years – They rented for 2 years then paid the deposit to buy the house with the ½ rent they got back. The family lived in Burnett St Embleton for 4 years.

Prior to having children Greta worked at Charlie Carters.

Willie however had more of an adventure - In the days prior to S&S Willie worked at a company called Superfurn assembling dining suites with Laminex tops and chromed frames. He then got a job as a truck driver for the company who did the deliveries for Superfurn. Whilst doing deliveries he noticed a sign outside Tony Margio Motorcycles saying "boy wanted", Willie wanted a change and got the job as general hand and ended up being the head mechanic. Willie took the business over after about 12mths when Tony became ill. Willie admits that at the time he was "too young and too carefree" and recalls whenever he sold a bike he would close the doors and go out for a good time. He closed the business after about 12mths and got a steady job at West Australian Motorcycles where he remained for a further 12mths. From there he did ½ day work for Ted Stalaski Motorcycles and ½ day work with Mick Rooney in the car yard section doing the mechanical repairs for both companies.

In 1966 Willie heard that Wrights Car Sales in William Street Perth was closing down so he decided to give it a go and took over the lease. The yard had no cars in stock and Willie changed the name to William Motors.

Willie couldn't afford to get a dealer's licence as they were around 10,000 pounds to buy so he used a licence from a friend Ernie Bestry, he paid Ernie a fee for each car he sold.

Willie has always confessed to being good with his hands and not good with a pen so he employed a smooth talking salesman named Neville Shiels from a nearby car sales yard to do all the paperwork and some of the selling.

In less than 2 years Willie wanted to get out of this business as he was regularly harassed by the local police who kept putting stickers on the cars because they didn't like this Dutchman. Willie didn't enjoy what he was doing so he decided to close the business down in July 1967 to take on a new venture which was offered to him.

In 1967, Jack Verbruggen, a Dutch family friend from Melbourne had been talking to Willie about a paint thinners formulation he had available for sale. With no knowledge or background in chemicals Willie decided to bite the bullet and take on the challenge and purchased the formulation.

To this day he recalls the figure was around 250 pounds but can't recall ever paying him.

Neville Shiels in the meantime wanted to be a part of this venture and convinced Willie to take him on as a partner. After much discussion about a business name and Neville wanting his name mentioned first, like Shiels & Siroen, Willie clicked and said "ok we'll call it S&S Industries, you can have the 1st "S" and I'll have the 2nd".



This was the beginning of S&S Industries and where the adventure begins.

First up they rented a small unit in Rowe St Osborne Pk to operate the business from. Soon after moving in they had a visit from the local council who didn't allow them to open for business as the building wasn't suitable for chemicals.

They searched and found a new building which was being built to spec (eg bundled) in Gordon Street Osborne Park, this is where the thinner was initially made.



Original Acrylic thinners label as used in 1967

S & S Industries operated from the Osborne Park address during 1967 & 1968.



Willie had 28 cars left over from William Motors, every time a car got sold the money was invested into S&S Industries, Neville didn't put in anything. Willie kept selling his cars and putting the money into S&S until after about 6 months there were no cars left and there was no money in the bank.

It was then that Willie realised Neville had no money and had a drinking problem and most of his time was spent at the local bar.

The partnership ended just 11 months after it began with Willie having to buy Neville out of the business even though he didn't put anything in. Willie had no money for the buy-out, luckily Greta's parents offered to loan the money to him for the buy-out. In that 11 months Willie lost everything he had and was forced to start all over again.

Willie's always had a saying – "never look back, always look ahead". This is a saying he's always adhered to in life, not only in business but also in his personal life and racing days when he was known as "The King of the Go-Carts"

Another one of his famous sayings is "If you're going to do a job, do it properly, or don't do it at all.."

In 1968 Willie & Greta decided to sell the family home in Embleton to purchase a cheaper but larger property in Wells Street Bellevue, which had room out the back yard to set up the thinners plant plus a vacant block next door for possible future use.

They had \$6000 from the sale of the Embleton property, of which they paid \$4000 to the chemical companies and left them \$2000 as a deposit.

They paid \$12,000 for 2 blocks and the old house (which was built in 1931). They kept the 2nd block vacant in case they got in financial trouble and had to sell it off.

It was a truly memorable property: thinners being made in the back yard, initially under trees, strong smells from the nearby Midland abattoirs, Midland Cement Works directly over the back fence and in the flight path of the airport. The house from The Castle had nothing on this place.

The house had a large pigeon coupe along the back fence which the previous owner housed up to 700 pigeons. Willie pulled the coupe down and built a so-called thinners shed from all the materials – he even straightened out all the nails for re-use.



Willie started making thinners and winning a few clients, until summer came. This is where he found the formulation worked ok in the cooler months but it failed in the warmer months. He lost many of his clients.

He worked extremely hard for months on end to get the formulation correct. A few of his clients wanted to see this battler succeed and were happy to be his guineapig and trial the product until it was right. A fellow by the name of John Riccardi from Riccardi's Panel & Paint was one of these people. John said to Willie's son Tony at S&S's 50th anniversary celebration, "I wanted it to work and was willing to work with Willie to make this happen. All of my painting career I have used Dulux acrylic paints, but I was never happy with the Dulux acrylic thinner because it always caused the paint to fry up".

Willie went back and forth to John's business in Spearwood trialling it until one day when John said "that's it, do not change a thing. Since that day I have always used S&S's Acrylic M6 thinners".

Many of the previous clients gave Willie a 2nd chance and were happy with the new brew. That same formulation for Acrylic M6 remained in place until S&S stopped making thinners in 2015 (47 years later).

It was during these early days of S&S that Willie was fined for backyard car dealing. Willie had a lot of contacts who either wanted to buy or sell a car. So Willie would buy cars, do them up and sell them to put the profits back into S&S to purchase stock etc.

Initially he thought he got caught because of all the cars he had around the yard but later found out it was because the authorities were monitoring his newspaper adverts.

When he was issued the fine he had no money to pay it, so he bought another car did it up and sold it to pay that fine. Willie admits now that if it wasn't for this backyard dealing S&S probably wouldn't have survived. It kept the business going and kept him out of financial trouble.

The larger paint companies (especially Dulux) tried everything to get this Dutchman out of the market. They told everyone that he was a backyarder (which was correct, in more ways than one) and they wouldn't warranty their products if S&S thinners were used. Willie was a stubborn Dutchman that never gave up; he persevered and got a lot of people on side because they knew he was a battler who was trying to make a living. Plus his thinners were around 1/2 the price of the big boys.

Willie said another reason for the success of S&S thinners was because of its consistency. It has always been made in small batches, above ground and agitated; the big boys mixed theirs below ground in large tanks which meant it couldn't be agitated so the consistency var-

The History of S&S Industries cont'd...

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Willie said another reason for the success of S&S thinners was because of its consistency. It has always been made in small batches, above ground and agitated; the big boys mixed theirs below ground in large tanks which meant it couldn't be agitated so the consistency varied the longer it sat in the ground due to separation.

Tony says he recalls the early 200 litre and 500 litre mixing vats having agitators which were from a Hoover washing machine fitted low through the side wall of the vat to stir the thinners. The shaft on the agitator went through a housing which also housed a compression seal. It was held in place by two big nuts, one on the inner side and one on the outer side of the tank.

The seals didn't have a long life span because of the solvents which meant when the tanks were empty someone had to hop in the fume filled vats (climb down a rope or ladder on the 500ltr tanks) and whilst holding their breath hold a spanner on the nut while it was undone from the outside, sometimes it would take 4 or 5 breathes of air before the job was done. Tony recalls it seemed to be him or Willie that would take turns of being the one in the tank.



Willie would get annual visits from the Mines & Explosives Department to inspect the premises and its facilities. Luckily it was the same inspector who had a soft spot for Willie turned a blind eye on what was really a back yard operation.

In 1969 the "Pigeon Coupe" thinners plant was demolished and a new so-called factory took its place in the back yard along with a underground tank in the driveway which was supplied by BP to store Toluene.

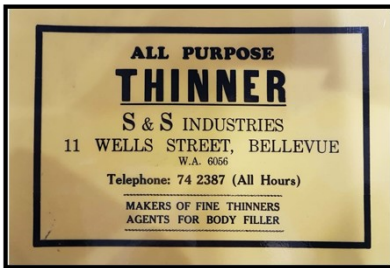
In the early 70's Willie developed a thinner called "All Purpose" or AP. The larger paint companies said it wasn't possible to have a thinner that would work with Acrylic & Lacquer paints.

He proved them wrong and a short time later Dulux came out with their "Dual Purpose" thinners.



Being very mechanically minded Willie made most of the machines to manufacture these products, can lid presses, paint milling machines, putty hardener filling and crimping machine.

He still however required a good machine to mix the plastic putty and after lot of searching he found a machine hidden behind a private house in Claremont. After digging the 4 1/2 ton machine out of the ground he discovered the machine was going to be too heavy to load onto either the 1 ton Mitsubishi Colt and 1 1/2 ton Mitsubishi truck he had so the machine was dismantled into 2 sections and loaded onto the vehicle without the use of cranes and transported back to Bellevue on a Sunday (both vehicles slightly overloaded).



Willie Siroen & John Lane

Business was growing steadily so in 1971 Willie decided to build a factory on the vacant property next door to make his paints and putties. Whilst building he was approached by a man named Len Brown who owned a company in Morley called Concord Plastics. Len found out that Willie was building the new factory and wanted to rent the old one from him as he was no longer allowed to manufacture body fillers in Morley.

Willie agreed and for a while both companies were making body fillers from the same premises using the same mixing machine. Len really liked the putty mixing machine Willie had and wanted to buy it from him (pictured right). Willie didn't want to sell it because he knew that while Len was using the machine he had Len secured as a tenant, so instead an agreement was made that Len could use the machine as long as he made Willie's putty's for free and Willie just paid for materials. The brands of filler made for S&S were Widespread and Microlite, whilst Concord's brand was Concord.

Len kept hassling Willie to sell the machine until eventually Willie through a stupid figure of \$3000 at Len knowing he wouldn't pay that much. Len said the figure was ridiculous to which Willie replied "you know I don't want to sell it". One hour later Len came back and said "sold" which shocked Willie because he knew he didn't have the mechanism to hold Len in the rental property any more. In 1972 Willie & Len decided to trial a partnership for 12 months by amalgamating the two businesses together, they called the new business - S&S Concord Distributors.



The History of S&S Industries cont'd...

This trial lasted about a year as they agreed there were too many chiefs, so amicably they decided to go back to the way it was prior to the trial.

In early 1973 the family moved to Darlington and the Castle in Wells St was demolished to make room for a new factory.

In November that year there was a family tragedy with the oldest son Gary passing away at the age of 14. Gary was a chronic asthmatic. He passed away at the Kellerberin Preventorium, where he was being cared for.

Tony said, "To me, these 6 years (1967 – 1973) now looking back is the period where I have the greatest admiration for my parents.

They started a very labour intensive business from scratch, with no money, no knowledge of the products they were going to make, they could barely speak English, hand built most of the machinery to manufacture the goods they produced from whatever could be found as cheap as possible, and yet they still raised 4 kids – 1 a chronic asthmatic and yet they still gave us the best life we could hope for. Dad fitted a motor in the Austin J40 pedal car, built his go-carts and we seemed to go to the speedway almost every weekend, we had a heavy involvement with cubs and scouts and seemed to be always travelling somewhere or doing something on weekends, including visiting Gary at either Princess Margaret Hospital or the Kellerberin Preventorium".

From the mid 70's S&S was purchasing Berger Paints and 3M products from Tom Wanstall at S&G South to resell to the trade. During the time of dealing with S&G Tom sold the business to Des Withnell who was formally an employee of Berger Paints. Willie applied for a direct distributorship with Berger Paints in 1979 but was rejected because they felt they already had enough distributors in the metro area.

In 1978 Willie & Greta closed off the front section of the building and started selling car parts & accessories. Many said he was wasting his time and money because we were in the back blocks of Bellevue whilst the biggest competitor, Jack McShanes was based in the middle of Midland. Once again the stubborn Dutchman wanted to prove the critics wrong and within a couple of years was the largest supplier of parts and accessories in the Midland area.

Willie started to realise he was losing focus on the business because it was becoming too diversified. He decided to sell off the parts & accessories division of the business 2 years after it begun to the manager of that section Peter Hyde who rented the front 1/2 of the premises for short a while and renamed the business Hydes Auto Parts.

Willie also closed the paint manufacturing section at around the same time) so he could concentrate on building S&S to become a one stop shop for the panel & paint industry.

In 1980 Willie & Greta purchased a 1/2 acre property in Elgee Rd Bellevue. The building was formally a house but the house section was soon converted to become the office/amenities block and an extension was built off to the side for counter sales. It had an existing separate factory along the back of the property which was soon extended to join the rear of the office/amenities block.

Soon after these extensions were completed a new thinners room was built and three underground tanks installed.



In 1983, Des Withnell from S&G South committed suicide and left the business for his wife Ann to run.

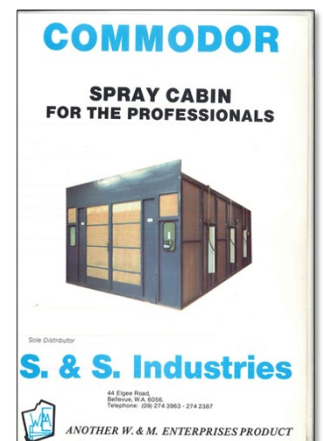
Ann kept the business going for a short time but decided it was too much for her so she offered it to Willie to purchase. An amount was agreed upon and that's when S&S Industries Victoria Park branch started. In the buyout S&S picked up the Berger & 3M agencies.

Also in 1983, Willie was approached by a family friend named Bill Madlener who owned an engineering business in Bayswater called W&M Enterprises to see if he could manufacture any products that could be on-sold by S&S to the smash repair industry.

Willie came up with the idea of spray booths, so Willie and Bill got together and designed a booth that was of modular construction, in 2 sizes. The smaller was named the Capri and the larger one was the Commodor.

Within a short period of time Bill decided to close W&M Enterprises. Willie could see there was the need for a locally produced spray booth and wanted to continue on so he purchased the equipment and stock from Bill plus took on one of his staff Derek Johnson to continue the booth manufacturing on (Derek is still with S&S today – 34 years later running that division). The new business was called Co

In 1985 Compri won the prestigious Australian Design award for the Commodor & Capri Spray booths and subsequently we were selling 100's of booths all over Australia through our appointed resellers in each state – Crash Supplies in SA – Crash Supplies in Vic – Sydney Autos in NSW - Brisbane Refinish in QLD and of course S&S in WA. At one stage Compri employed 14 staff at the factory and were producing 6 booths every fortnight.



OTHER CLUB EVENTS CALENDAR 2021

All dates subject to change/cancellation by organiser and/or Covid restrictions.

DATE/DAY/TIME	EVENT	ADDRESS	CONTACT	PHONE
July 25 th , Sun 9:30am-11:30am	Classic Cars & Coffee \$10 entry	University of WA, Car Park 3, Hackett Drive, Crawley	For more info go to: www.customcarsandcoffee.com.au	
Aug 13 th , Fri 5-5:30pm	Northam Bilya Festival Street Parade	Beavis Place Car Park, Northam		
Aug 21 st , Sat 9am	Beverley Agricultural Show	Beverley		
August 22 nd , Sun 8:30-10:30am	Classic Cars & Coffee	University of WA, Car Park 3, Hackett Drive, Crawley	For more info go to: www.customcarsandcoffee.com.au	
Sept 4 th , Sat	80 th Annual Koorda Show	Koorda Recreational Ground, Scott Street, Koorda		9684 1081
Sept 10 th & 11 th , Fri & Sat	Northam Agricultural Show	Northam		
Sept 18 th , Sat	Iron Festival	Wundowie		
Sept 19 th , Sun 9am to 3pm	Bindoon Historical Vehicle Day-all historical vehicles and motorcycles welcome	Bindoon Oval Bindoon	C. Stokes	9576 0050
Sept 19 th , Sun (tentative date)	York Motor Show	York		
Sept 19 th , Sun	Celebration of Motorsport Classics on the Swan Free To register and dis- play as an individual or club	Langley Park & River- side Drive Perth	For more info contact: RI- TA@TARGAWEST.COM.AU	
Sept 26 th , Sun 8:30 – 10:30am	Classic Cars & Coffee	University of WA, Car Park 3, Hackett Drive, Crawley	For more info go to: www.customcarsandcoffee.com.au	
Sept 26 th , Sun 9am to 3pm	Waroonna Machinery Rally 2021 Sponsored by Lions Club Waroonna	Waroonna	Lyn Young	0439 687 722
Sept 26 th , Sun	Great Southern Car Show Car \$20 M/Cycles \$10	Strickland St, Den- mark		
Sept 26 th , Sun	Bay to Birdwood Run	Adelaide, South Aus- tralia		
Oct 17 th , Sun	All Austin and Morris Day	Stirling Square, Guild- ford		
Oct 30 th , Sat 9:00 -7:00pm	Gidgegannup Show	Gidgegannup Show- grounds, Toodyay Rd, Gidgegannup 10-15 cars required	Teresa Greenfield	0438 021 374
Oct 31 st , Sun Starting 9:00am	Mt Helena Classic 2021 Hills Billy Carts	Evans Street Mt Helena	www.hillsbillycartsinc.com	



More photos from the President's Run

VAA EVENTS CALENDAR 2021

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

Workshop at the Club Rooms 9am-12pm every Wednesday and Saturday

All events subject to change/cancellation according to any Covid restrictions

MONTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
Aug	10 th	Tues	8:00pm	VAA CLUB MEETING	Club Rooms	Martin Steere	0407 446 682
Aug	12 th	Thurs	9:00am	VAA Mid Week Mystery Run and Morning Tea or Lunch. Destination to be decided on the day.	Meet at Club Rooms at 9:00am. Depart at 9:30am	TBA	
Aug	20 th , 21 st 22 nd	Fri, Sat, Sun	Meet at 10:00 Am Bindoon Bakery	VAA EVENT Run to BUNNAWARRA STATION YALGOO (camp overnight for 3 nights), Barn Dance on Sat night Further details to be provided by Keith Agar	Keith Agar Peter Callo (for booking of cabin accomm)	Keith: 0417 966 862 Peter: 0418 914 617	
Aug	28 th	Sat	12:30 pm	VAA Events Planning Meeting (any Member welcome)	Club Rooms	Loris Cooper	0402 032 270
Sept	3 rd	Fri	10:30 - 12:30	VAA EVENT - Morrison Gardens Nursing Home	Leave in convoy from Club Rooms - going to 1a North Street, Midland	Carla Rowe - Morrison Gardens Loris Cooper - VAA	9250 0400 0402 032 270
Sept	5 th	Sun	TBA	VAA Event - Ron & Jenny Perry's Run & picnic lunch TBA	TBA	Debbie Paine	92471729
Sept	14 th	Tues	8:00pm	VAA CLUB MEETING	Club Rooms	Martin Steere	0407 993 933
Sept	18 th	Sat	12:30pm	VAA Events Planning Meeting (any Member welcome)	Club Rooms	Loris Cooper	0402 032 270
Sept	16 th	Thurs	9:00am	VAA Mid Week Mystery Run and Morning Tea or Lunch. Destination to be decided on the day	Meet at Club Rooms at 9:00am. Depart at 9:30am	TBA	
Sept	19 th	Sun	TBA	Annual VAA Run to York Motor Show	Leave in convoy from Club	Tony Warner Loris Cooper	0417 555 073 0402 032 270
Oct	3 rd	Sun	6:00am Sellers 7:00am buyers	VAA ANNUAL SWAP MEET	Perth Polo Ground Guildford Cnr Meadow & Helena Streets	Ray Smith Tony Warner	0416 018 119 0417 555 073
Oct	12 th	Tues	8:00pm	VAA CLUB MEETING	Club Rooms	Martin Steere	0407 993 933
Oct	14 th	Thurs	9:00am	VAA Mid Week Mystery Run & Morning Tea or Lunch. Destination to be decided on the day	Meet at Club Rooms at 9:00am. Depart at 9:30am	TBA	
Oct	16 th	Sat	12:30pm	VAA Events Planning Meeting (any Member welcome)	Club Rooms	Loris Cooper	0402 032 270

**Perry's BBQ on the farm
Sunday 5th September**

Meet at the clubrooms at 10am, leaving 10.30.

Join the Perry's at The Lakes at 11 pm and follow them to the farm.

BYO everything, Some chairs and tables available.

More info Debbie, 0433365886

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