

# PAST TIMES

50<sup>th</sup> ANNIVERSARY 1972 - 2022

Proudly sponsored by Shannons



December 2022



**1958 Chevrolet Apache, owned and restored by  
Jan and Kevin Sadler**

## From The President's desk

Sitting at my PC and realising that we are almost at the end of our anniversary year and wondering where the past 12 months has gone.

What a busy year we have had and what support from you the members to all the events we have put on to celebrate our 50 years. If I started to thank individuals I will be here for a week. I am unsure how much the Anniversary car badges made to attendances or if it was the excellent way the events team put events together or if it was just relief of being a little freer of Covid perhaps a combination of all the above.

I think I can safely say that this past year has seen the most cars out on runs and the most members attending events, I have to say I am one very proud President, and I would like to thank each and everyone of you for your contribution over the past year. I also should make mention of the workshop crew who have helped to get more cars to events by providing mechanical support which in turn gave many members confidence to get their cars out.

The three events that I really found inspiring was the book launch, we now have an accurate record of our clubs first 50 years, I really must thank Loris Cooper for her excellent work compiling this book and to all the members who contributed, the second was the Gala Dinner great planning from Loris's team ably supported by Sylvanna. Who can forget the fashion show for which the main player was Cheryl Glew and a host of ladies and gentlemen who made up the fashion parade, the spin off from this was the production of the 2023 calendar a big thank you to Sian Ferris again Cheryl Glew for the professional calendar that was produced and almost sold out, the third event that sticks in my mind was the run to York which was a re-enactment of the very first run the club had. It was suggested that my ambition to have 50 cars for our 50<sup>th</sup> anniversary was unlikely to happen, you will not get 50 cars I was told, well not only did we get 50 cars we smashed it with 58 cars in total albeit two had to retire due to mechanical issues and a belated apology Willie Siroen as his car missed out on getting a photo taken.

The committee have decided that we will continue the attendance competition next year but the reward for attendee's is yet to be worked out. We will need someone to collate the attendance record though so if you feel like taking on a small role and can use a spreadsheet, please let me know.

I am hoping that by the time you read this the Toyota Camry will have been painted and, on the way, to being put together. The committee have decided that the car will be sold once completed. We will most likely have silent auction but with a reserve as we have already had one offer.

I would like to thank all those members who went to the funeral of our Cynthia Payne it was a very moving ceremony, many of us went to Cynthia's house for wake. We have also lost another member, Jim Doherty has passed away, he was the owner of the green 1926 Dodge that we worked on recently. The car was needed for his grand daughters wedding which he did achieve.

In signing off all I need to do is to say again thank you all for the support this year it has been fantastic. Have a safe and happy Christmas I look forward to doing it all again in 2023.

Kind Regards

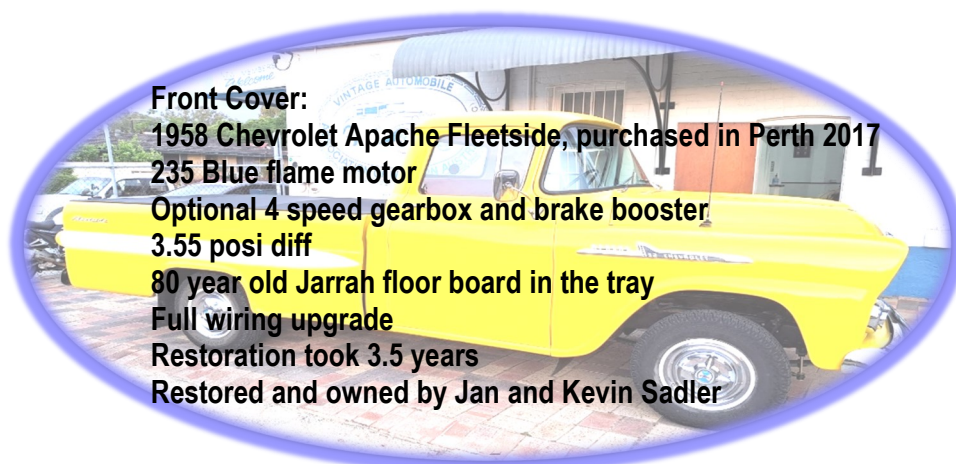
*Tony Warner*

President

Vintage Automobile Association of WA Inc.

0417 555 073

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**Front Cover:**  
**1958 Chevrolet Apache Fleetside, purchased in Perth 2017**  
**235 Blue flame motor**  
**Optional 4 speed gearbox and brake booster**  
**3.55 posi diff**  
**80 year old Jarrah floor board in the tray**  
**Full wiring upgrade**  
**Restoration took 3.5 years**  
**Restored and owned by Jan and Kevin Sadler**

In Memory of my father who loved only his wife more than he loved the Willys 77 he owned as a young man. Though he owned and loved the Willys 77, he told me that the 1939 was the model that all the young men of his era lusted after and he considered it to be the ultimate in automotive style. Obviously shared by a lot of people because the models were very popular for hot-rodders and especially to make Gassers

Willies bodies were assembled in many countries, in Australia by Holden Motor Builders primarily except for one year. Because of this, the Holden had more freedom in the body design and released more models and different designs than the US. For this reason in the US currently, Holden Body Built Willys cars are worth more than the local cars and are in high demand. There is a steady export stream of local Willys cars to the US making them rarer here.

## Spot Quiz

Elephant Stamp to the first person who can answer the following. (I may even be able to sort out something more substantial).

- On external appearance only, how would you tell the difference between a US body Willys sedan and a Holden body. (without looking at the body tags)
- What was the year that Holden did not assembled Willys and why.
- Who assembled Willys instead for that year and how do you tell the difference
- What the difference between this body and those of earlier and later models. (Again, without looking at the engine plates).
- This nose design, colloquially known as a "sharknose", who designed it and what was its proper name.

Good luck, if you cant answer all, answer what you can. Closest to the mark wins, judges decision final, bribes considered,( Beer, money and feme fatales all legal tender).

Let me know your answers.

*Steven Hollis* [sjhollis@hotmail.com](mailto:sjhollis@hotmail.com).

### NON VAA EVENTS CALENDAR 2022 50<sup>th</sup> ANNIVERSARY YEAR

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
All		Thur	9:00am to 11:00am	Chrome Bumper Morning Coffee	Gracies Café 45 Berkshire Rd, Forrestfield		
Dec	18 <sup>th</sup>	Sun	9:00am to 11:30am	Custom Cars and Coffee	Perth Motorplex Cnr Anketell & Rockingham Rds Kwinana Beach	<a href="https://www.facebook.com/customcarsandcoffee/">https:// www.facebook.com/ customcarsandcof- fee/</a>	
	31 <sup>st</sup>	Sat	8:30am to 10:30am	Classic Cars & Coffee	University of WA, Car Park 3, Hack- ett Drive, Crawley	<a href="https://classiccarsandcoffee.com.au/">https:// classiccarsandcof- fee.com.au/</a>	
Feb	5 <sup>th</sup>	Sun	8:30am to 10:30am	Classic Cars & Coffee	University of WA, Car Park 3, Hack- ett Drive, Crawley	<a href="https://classiccarsandcoffee.com.au/">https:// classiccarsandcof- fee.com.au/</a>	
	19 <sup>th</sup>	Sun	7:00am to 1:00pm	Northam Vintage Swap Meet & Show and Shine	Northam Recrea- tion Centre		
Mar	26 <sup>th</sup>	Sun		Classic Car Show	Ascot Race Course		



Minutes for the V.A.A. of WA monthly **General Meeting**  
held at Clubrooms, 19 Helen Street, Bellevue – 8<sup>th</sup> November 2022

Open meeting	Meeting opened at 8.01pm
Members present	As per meeting book
Apologies	Martin Steere, Ray Roberts, Ray & Val Smith, Shane Killalea, Paul Barkavicious, Terry Egan, Pauline Velden
New Members / Nominations	1. John Tolich & Susan Gurney 2. Kelvin & Cindy Portland 3. Kim Anning & Emerson Munro
Previous minutes	Keith Agar moved a motion that the previous minutes be accepted as a true and correct record, seconded by Graham Hough, passed by vote. The motion was carried.
Business Arising	<i>No business arising from the minutes.</i>
Correspondence	Lorrell De Brenni reported: * Synergy – direct debit now organised * Midland/Bellevue rail re-alignment * AVVVA outings * Council letter – property will automatically be rezoned to residential if and when we sell, this does not affect our current practices. There was no objection to this, so the council has formalised this.
Treasurer's Report	Val Smith – apologies: Tony has reported that the bank balance was \$38,000.00 plus Payments due: Life member board & batteries \$356.00 (already approved by committee) Tony Warner - \$230.43, Whiteman Park BBQ area, electrical terminals & magazine postage Shirley Everett - \$112.39, raffle & sausage sizzle Steve Hollis approved payments, seconded by Brian Tucker passed by vote. Payments accepted.
Events	Loris Cooper reported: * Cynthia passed away, aged 92 yrs – funeral on Mon 21/11, Pinaroo at 12.00. * Melbourne Cup lunch at Swan Athletic Club – 40+ people in attendance, good time had by all, * Billy Cart Run - congratulations to Graham Hough, Domenic P & Damien Hollis on your efforts, well done, * Run to Rockingham – Sun 20/11, meet at club rooms at 9.30, byo picnic lunch / BBQ at Brian & Mary tucker's place with a scenic run after to Point Peron, * Christmas lunch, 11/12 at Swan Restaurant and Function Centre at 11.30am – need to confirm before 25/11, * Last Hurrah – Fri 16/12, starting at 6.30pm, badge winners revealed, lots of fun, pizza and drink will be supplied, please confirm attendance with Loris for catering purposes, * Events meeting on Sat 06/11 –line up of events for the first six months is looking good. Annual Breakfast BBQ at Whiteman Park - 15/01/2023, The committee has come up with about 10 suggestions/ideas for events for next year. If you have any suggestions for events email Loris. The EH Holden Car Club has an event on 02/01/2023 – details will be added to Facebook page if interested, Graham Hough reported on Billy Cart Run:
Swap Meet 2023	Will be held at Swan Athletics Club, 02/04/2023

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Minutes for the V.A.A. of WA monthly **General Meeting**  
held at Clubrooms, 19 Helen Street, Bellevue – 8<sup>th</sup> November 2022

Magazine	Frank Ferrari – JonJon Ramirez did an excellent job with the November edition, and it was good to see a different perspective to the magazine
Registrar & CMC	Dave Currell – New nominations: 1. John Tolich & Susan Gurney, 1979 Ford Fairlane - nominated by Dan Fanetti 2. Kelvin & Cindy Portland, 1978 Triumph motorcycle - nominated by Justin Pinkard 3. Kim Anning & Emerson Munro, 1927 Studebaker - nominated by Willie Siroen Graham Hough moved to accept new members, seconded by Brian Rodwell. All in favour, carried unanimously. We now have 285 memberships, 461 people. There are well over 700 cars and 500 are on concession licences. CMC Meeting – concessional licence guidelines have been updated October 2022. The next meeting is November 2022. Website updated, donating \$9000 to the Motor Museum at Whiteman Park for model car cabinets, discussion on possibility of sponsorship at Carlisle TAFE for students to learn traditional panel beating skills.
Building Report	Graeme Hough - All good
Workshop Report	Bob DeJong - Terrific
Merchandise	Brian Tucker - The monthly mug winners were in last month's magazine Calendars are selling well; don't forget we have bucket hats and caps for summer. Great to see the windscreen banner are selling well & look great on the cars Final order for the 50 <sup>th</sup> anniversary polo shirts
General Business	* The club has several Rapid Antigen Tests available if anyone is interested * There are photos of member cars on the website, it would be good to get some new / updated photos on there so think about providing Greta with pic of your car. * Hills Billy Cart Festival – 2 <sup>nd</sup> place for Middle-weight class and Best Vintage Theme, the billy cart pilots were Graham Hough and Damien Hollis. Congratulations to Graham Hough, Domenic Paoliello and Damien Hollis on your efforts. * Frank Ferrari – Thank you to Mark from CEVA Transport for moving car to Sydney * Jason Ferris - if changing car rego from normal to club, ring DOT (Dept of Transport) ahead of time to check if available where you can get changeover done & wait time, have put a box of temperature gauges in the workshop if anyone is interested, maybe we should look at putting a second billy cart in the festival next year, this year was a really good day. * John Buise a long time ex-member unwell Tony to find out how he is.
Raffle winners	\$183.00 Black F98 – Steve Velden Blue D96 – Greta Jonsson Red C99 – Mark McKenzie Purple A99 – Bob De Jong (mug winner) Orange C17 – Peter Goldsmith
Display car	Kevin Saddler – Chevrolet, had a full restoration done Next month display – Steve Hollis, Willies
Close Meeting	Closed at 8.48pm

**VAA Melbourne Cup – Tuesday 1<sup>st</sup> November 2022**  
**At the Swans Athletics & Sporting Club, Mc Donald Street, Herne Hill**

A happy group of 44 punters, from the VAA Club, the Swans Athletics Club and the Bellevue Community Club turned out for our luncheon at this lovely venue. The prize for the best fascinator went to Sheryl Jurkov who donned a delightful garden inspired creation and runner-up was Hanni Caddy in a very Mongolian styled hat. Tom Polich organized the sweeps which was won by Wendy George from the Bellevue Community Club. A BIG thank you to the Swan Athletics Club for their hospitality and putting on a very tasty spread and Kelly for the bar service.



Maureen Rose and Tom Polich



Verily and Phil Cater



Kath and Keith Agar



Hanni and Allan Caddy



Debbie & Martin Paine, Hanni & Allan Caddy, Kath & Keith Agar, Val & Ray Smith





Mary Tucker with her Mum and Sister



Marilyn and Ron Hartshorn



Cheryl Glew, Sheryl and Justin Jurkov



Members of the Swan Athletics Club



Gretar Jonsson, Kathy & Dan Fanetti, Cheryl Glew, Sheryl Jurkov



Graham Hough, Lorrell and Troy De Brenni, Dom Paoliello and Tony Warner



Ina De Jong, Mark and Deb Atkinson, J.J, Wendy, Gunther, Alan and Linda Warner, Bob De Jong



## 50th ANNIVERSARY ROCKINGHAM RUN 20th NOVEMBER 2022

Another well attended run for the 50th Anniversary by members and friends, David a member from Belliar brought his Morris eight for its first ever run with the club.

It was a great get together over lunch, meeting new and old friends.

At 1.30 the car run began with some 20+ cars, of most makes and models.

This run was organised to showcase the coastal strip that Rockingham has to offer from the CBH Grain terminal that ships grain to all parts of the world, to the pristine beaches and waters of Rockingham and Palm Beach.

The convoy of cars passed Premier Mark McGowans house then thru the tourist restaurant and coffee strip then Palm Beach with the yachts moored on the crystal clear calm waters of mangles bay. Onwards to Point Peron which is classified as a marine park with its Sea lions, Dolphins, Penguins and Pelicans just a few of the marine life.

From Point Peron we drove thru the bush over where the RSL and other holiday camps are before reaching Shoalwater scenic drive, along this drive the sea is a lot rougher than Mangles bay but is ideal for all the wind surfers that we saw.

Known as Shoalwater islands marine park there is a ferry that goes to Penguin Island to see the fairy penguins, there is also a tour that goes to see the sea lions on the island.

On the return journey of the coastal drive a photo shoot of members and vehicles was arranged, special thanks to Gretar and Loris for their photography.

To finish it was a day that showcased what Rockingham has to offer but also showed the people and tourists of Rockingham the Vintage Automobile Association of W.A. in its 50th year

Many thanks

*Brian and Mary Tucker*



All the cars parked up across the road from Tucker's



**RUN TO ROCKINGHAM – SUNDAY 20<sup>TH</sup> NOVEMBER 2022**

**Hosted by Mary & Brian Tucker, at their home at 149 Rockingham Beach Road, Rockingham.**

The day could not have been more perfect. The weather was ideal for getting out in our cars, and what an outstanding turnout - 44 Members & partners enjoyed the magic day. Half turned up at the club at 9:30am, ready for the 10:00am departure. We had an easy drive (all of us in 'convoy'), down to Rockingham and met up with the remainder of members. Mary and Brian had the BBQ ready along with tea & coffee. After lunch, we all climbed into our cars, and followed Brian & Mary, in their beautiful 1925 Hupmobile, and took a very scenic drive down to Point Peron and return trip back. Thank you so much to Brian and Mary Tucker for opening their beautiful home to us all...we look forward to a return trip in 2023.



Brian Tucker and his 1925 Hupmobile



Tom Polich and Sean Killalea



Cheryl Glew and Kath Fanetti



Ann Calloway



Linda Warner and Kath Fanetti



Tom Polich, Sean Killalea, Phil Carter and Gretar Jonsson

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Standing: Cheryl Glew, seated L-R Shirley and Neville Everette, Pierce Zlaman and Martin Steere



Brian Brookes, Janelle Flannery and friends



Having lunch under the patio



Linda and Alan Warner, Jason Ferris waving in the foreground



Pauline Velden



Something seems to be bothering Jason!!



Gretar Jonsson, Phil Carter, Linda and Alan Warner, Jason Ferris

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**RUN TO ROCKINGHAM – SUNDAY 20<sup>TH</sup> NOVEMBER 2022**  
**The 'oldies' & their owners**



Dave Bass – 1938 Morris 8



Tom Polich – 1969 FB Holden



Brian Brookes – 1951 Chev Skyline



Linda and Alan Warner – 1965 Vanden Plas



Kathy and Dan Fanetti – 1956 FJ Holden



Martin Steere – 1969 XW Ford Falcon



Sue Fletcher and Tom – 1946 Oldsmobile



Tony Warner and Loris – 1986 Daimler



Cheryl and Lance Glew – 1940 Ford Deluxe



Lorrelle and Tony De Brenni & Ava -1956 Humber



Mark McKenzie -1960 Ford Zephyr

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Mary & Peter Egan  
1963 Holden EH Premier



Gretar Jonsson  
1964 Ford Thunderbird



Phil Carter - Daimler



Keith Agar & Pierce Zlamann – 1942 Ford GPW



Domenic Paoliello – 1953 Cadillac  
Fleetwood



Brian & Mary Tucker's beautiful home on Rockingham Beach Road



## Continuation of my interpretation of fashion history, 1950s. By Cheryl Glew

Work gains made during World War 2 proved temporary as women were dismissed from 'men's work' to make way for the returning servicemen.

Leaving behind the masculine responsibilities of the war years women were eager for luxury and fashionable things. Fashion prioritized elegance, and formality. Women made a special effort to dress appropriately for every occasion; it was considered imperative that accessories matched perfectly. Gloves and hats of course were part of every smart outfit. The right coat was a key element to pull together a polished look, it was vital the coat was just long enough to cover the garment underneath. With war time restrictions lifted, coats became luxurious, furs took off and were for many women the ultimate status symbol of the era. Lace production stopped during World War 2 and afterwards lace was sought after obsessively. The overall mood of the 50s was femininity and most women were back into traditional roles as wives, mothers, and homemakers. Glossy magazines advocated that woman should always look well-dressed, even when doing housework.

The overarching sentiment of the 50s was "New and Improved" this sentiment washed into not only fashion but every aspect of life. With the hard times of the depression and war behind them, the growing middle class of the 1950s started to live their lives in different ways. Prosperity brought the concept of leisure into the mainstream, as holidays and air travel became more affordable designers responded to the growing market with a new category of clothing. "Resort Wear", although it implied casual, people dressed it up, it was more colourful and revealing than everyday wear. Playsuits, beach dresses, bathing suits and cover-ups in vivid colours, including Hawaiian, Indonesian Batik, and animal prints. Cocktail parties were part of the changing world, this is when we see the emergence of the cocktail dress, worn with veiled cocktail hats and gloves. The formal mid-calf length dresses in luxurious fabrics were designed to wear between 5 and 8pm. There was also a trend for ballerina length wedding dresses, often made of or incorporating copious amounts of lace.



**1953 Cadillac owner-Domenic Paoliello  
Photograph-Sian Owen  
Models-Loris Cooper and Christel Ferrari**

Christian Dior's "New Look", released in 1947, was an instant success, and the nipped-in waist and full-skirted silhouette remained popular for evening wear, day dresses, skirts, and tailored suits for the entire 1950s. Tailoring for women was one of the strongest trends, suits from the 40s were military inspired but they evolved in the 50s as designers explored tailoring techniques to create the idealised feminine form. Soft round shoulder line, tight fitting bodice to shape a small waist before flaring out to accentuate the hips. Skirts hit mid-calf and were either full or pencil thin. After the war male designers

dominated the fashion industry. Coco Chanel was convinced women would rebel against the "illogical" silhouette male designers favoured. She believed the cinched in waist, padded bra, fitted pencil and full, heavy skirts were uncomfortable, impractical, and manipulated women to strive for an un-natural form. At the age of 70 she came out of retirement releasing her 1<sup>st</sup> collection in 15 years. Her famous words are still true today, "Simplicity is the keynote of all true elegance" her simple unstructured designs were in direct contrast to the popular hour-glass silhouette made popular by Christian Dior. Her 50s iconic tweed jacket is instantly recognised as "The Channel Jacket" and has earned classic status. Vogue remaining loyal to Chanel, featured the new release and her style once again became popular.

## Continuation of my interpretation of fashion history, 1950s

With more leisure time the craze for sportswear started by American designers in the 40s developed with wrap-over dresses, pedal-pushers, twinsets, trousers, poodle skirts, and sundresses. The idea of choice rather than following one specific style was new and women embraced the choice. No matter what women were wearing they still did their best to ensure they looked stylish.

After the war men were back in civilian clothes and wanted to indulge a little, clothing manufactures adapted to the new mood, experimenting with their designs. With the restrictions of war lifted, American suit makers offered a softer more casual suit style with double breasted jackets, and full pleated trousers, with a turned-up cuff. Business suits with a softer, slimmer jacket and slightly tapered trouser were predominantly worn for work, usually single breasted but more mature businessmen preferred a slim double-breasted style. London gentlemen retained their formal business dress code of dark 3-piece suit and bowler hat. British Savile Row launched suits in expensive luxury fabrics, shoulders followed a more natural line, rather than being padded and jackets were cut for a slimmer fit. Italian menswear makers pioneered light weight suiting in fine fabric such as silk, offering a balance between casual and polish. Tuxedos and dinner suits, 1<sup>st</sup> worn in the 1800s, were very much in vogue during the 1950s as formal wear for most evening occasions. Hats, most popular the Fedora, were a key accessory, not until the mid-50s was it acceptable for men to go bareheaded. Moving through 1950s men's wear started to relax and become more casual no longer wearing business suits outside of the office, sports coats and blazers were the casual alternative. Traditionally young boys wore shorts and graduated to trousers around puberty, but with many soldiers serving in tropical locations during WW2, the idea of adult males wearing shorts for leisure started to germinate. We see tailored shorts for the 1<sup>st</sup> time, although the perception of shorts as being only for young boys took several decades to change.

Hawaii had been an important Naval base during WW2, and it was a training ground for 50,000 marines. Returning service men brought home the Hawaiian Aloha Shirt. As affluence improved and the hard-working men were able to spend more time with their families, Hawaii became a favourite holiday destination for many Americans. Aloha shirts became enormously popular and gained wider appeal when worn by Frank Sinatra and Cliff Montgomery in "Here to Eternity", its bright, happy, tropical colours a stark contrast to the conformity of the everyday suit. With popularity growing it didn't take long for manufacturers to copy the colourful shirts and the Hawaiian shirt was born. Today fast fashion has taken on the trend and every summer we see rakes of Hawaiian shirts in most discount stores.

Throughout history young people wore children's clothes until they were old enough to graduate into adult clothes. In the 1950s for the 1<sup>st</sup> time in we see teenage fashion. There were distinct roads teenage fashion took, there were the preppy good kids in modified versions of adult clothes, and the more interesting alternative kids. As the new generation looked for ways to assert their independence by dressing differently. Many youth style tribes developed amongst the post war youth including Bobby-soxers, Beats and Hipsters in the US, Teddy boys and girls, and Rockers in UK, Boddies, and Widgies in Australia.



**Bike - 1956 AJS 500 Twin, owner - Brian Rodwell  
Photographer - Sian Owen,  
Models - Val Smith and Brian Rodwell**

Bad boy male style icon of universal rebellious leisurewear was Marlon Brando, his characters struck a chord with the new generation of young people feeding off the post war restlessness and escaping the polite conventions of 50s society. 1951 Marlon Brando introduce youth to the T-Shirt when he famously wore an undershirt on display in "Streetcar Named Desire" in 1953 he expanded on the uniform in "The Wild One" wearing a T-Shirt, jeans, and leather jacket. 2 years later in 1955 James Dean created a similar look with blue jeans, white T-shirt, and windcheater bomber jacket in "Rebel Without A Cause".



## Continuation of my interpretation of fashion history, 1950s

The Marlon Brando's jacket and blue jeans proved to be so popular with teens the education departments in UK and America banned them from school grounds.

Such looks were rebellious not just because they were associated with working class or hoodlums, but because they were social levellers, these were styles worn by film stars that most young people could afford. Denim work-wear companies recognising a new market, targeted teens with new drainpipe jeans, so their hero's style was easy to copy and readily available. Together with Marlon Brando, James Dean, and Elvis Presly they ensured the rise of jeans, worn with the white t-shirt, leather or windcheater jacket and greased back hair.

Join me again next month as I explore the singing 60s

*Cheryl Glew*

## To the Workshop Boys A BIG THANKS

We would like to thank the Guys in the workshop, who helped work on the Ford Fairlane 500.

We pushed hard to have the car cleaned, polished and running smooth, as a big surprise for Tony Jurkov 97<sup>th</sup> Birthday on November 6<sup>th</sup>

With the help of the boys in the workshop, the car was ready to take Dad on a scenic ride. We travelled around the foreshore of Applecross and Attadale then onto the Dome in Fremantle, where we stopped for afternoon tea. When he first saw the car, he recognised that it was a Fairlane, and he commented that "he once had one" He was surprised when we told him that it was his Fairlane. Tony has not driven the car for over 5 years. He has been in a nursing home for two years and this is the first time we were able to get the car up and running for him to enjoy.

We appreciate the knowledge and enthusiasm you Guys have shown us and we look forward to many more runs with the club.

*Justin and Sheryl Jurkov*



## For Sale

1928 Model A Ford Tourer professionally re-stored about 20 years ago for my father. This beautiful car has been parked and covered in his shed in Broken Hill for the last 10 years.

Contact: Geoff Crossing 0412332388



## Wanted

Any mini parts 70s to 80s

Kevin Sadler 0403004032

## Wanted Batteries

I know that some of you will have had to replace your battery, how about dropping of your old one to the club? The last time we did this we collected well over \$600.00.

Mark McKenzie

## Wanted Cans and Bottles

Hi fellow members just a reminder that if you wish to you can deposit your cans and bottles at the club any Wednesday or Saturday morning and big thank you for those of you that do so. Last financial year we collected \$1400 for the club so your small amounts do add up, you can use our Containers for change at your local depot if that suits you better our number is **C10352523** I know some of you do this already again our thanks indeed.

Mark McKenzie

## Wanted Scrap Steel

Any scrap steel, dead engines, gearboxes etc. Please drop at the club for us to sell. Last time we did this we made a good deal of cash for the club.

## 2023 Calendar \$10

Don't miss out on your 50th anniversary calendar

Club member Sian Owen has taken some beautiful photos, to put together an amazing calendar featuring our very own brave club members, modelling era specific clothing to match club members iconic vehicles. We found a motorbike, clothes, and cars, 2 for each decade, 20s through to the 70s.

Wonderful Christmas presents but we only have a few left, check availability at the club.

Contact; Tony Warner 0417555073, Brian Tucker 0428803606 or Cheryl Glew 0432239349

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## Membership Update

It is great to welcome the following new members for November into the club:

- Joe IOVINE who has four FIAT 124 Coupes;
- Lou and Dympna WALLIS currently driving their daughter, Nicole Lane Gaescu's, 1969 Valiant VF;
- John TOLICH and Susan GURNEY with their 979 Ford Fairlane; and
- Kimberley ANNING and Emerson MUNRO who have the ex-Willie SIROEN 1927 Studebaker.

Club membership and vehicles as at 3/12/2022:

Membership Type	Member	Spouse	Partner	Total
Life Members	11	9	1	<b>21</b>
Single Full Members	104	-	-	<b>104</b>
Double Full Members	167	145	22	<b>334</b>
Associate Members	1	-	-	<b>1</b>
<b>Total</b>	<b>283</b>	<b>154</b>	<b>23</b>	<b>460</b>
<i>Joined since 1/7/2022</i>	<i>15</i>	<i>7</i>	<i>4</i>	<i>26</i>

Vehicle Category	Full	Conc.	Unlic.	?	Total
Veteran (up to and including 31 Dec 1918)		2	-	2	<b>4</b>
Vintage (1 Jan 1919 to 31 Dec 1930)	2	22	4	13	<b>41</b>
Post Vintage (1 Jan 1931 to 31 Dec 1949)	3	55	2	11	<b>71</b>
Invitation (1950 to no less than 25 years old)	88	431	34	34	<b>587</b>
?	-	-	1	1	<b>2</b>
<b>Total</b>	<b>93</b>	<b>510</b>	<b>41</b>	<b>61</b>	<b>705</b>

The Department of Transport (DoT) is currently undertaking an audit of our club's status and concessional licensing records. This will ensure the VAA continues to meet the criteria for a DoT Approved Motoring Club and able to offer concessional licensing as well as members eligibility for a concessional vehicle licence. Now routine, it is positive and helps ensure our club records are accurate.

The VAA records are in good shape however with nearly 300 members and over 500 vehicles involved, it is inevitable that errors will occur. Any discrepancies are likely to be caused by a simple error, the club details not matching those on the registration papers or members not proceeding to concessional license once the documents are issued.

**Should you have any queries from DoT with regards to the audit of the concessional license on your vehicle, please ring me on 0419 998 589 if I can help.**

*Dave Currell*

## Concessional Licensing Update

### Veteran, Vintage, Post Vintage & Invitation Class Scheme (Code 404)

The Council of Motoring Clubs (CMC) technical committee has successfully worked with the Department of Transport (DoT) to review and update Veteran, Vintage, Post Vintage & Invitation Class Scheme (Code 404) handbook. It provides detailed information on the operation and requirements of the Code 404 scheme.

Through the hard work of the technical committee the generous scheme is largely intact. However there have been numerous detailed clarifications that impact over 200 members and 500 vehicles.

**IMPORTANT – Any member with a vehicle concessionally licensed under code 404, please take time to review and understand the revised requirements of the scheme <https://councilofmotoringclubswa.wildapricot.org/code404-scheme> .**

In summary:

The objectives of the Code 404 scheme are:

- to encourage the restoration and preservation of historic vehicles, being vehicles no less than 25 years old; and
- to maintain the manufacturer's original specification of historic vehicles.

The key principle is that: the vehicle is not used for general transport or commuting, with use of the vehicle being restricted to:

- any recorded event organised by an approved motoring Club;
- an impromptu event/run involving one or more vehicles over a one-day period which is recorded in the approved Club's 'Run Log';
- rallies organised by approved historic motoring clubs;
- closed road processions;
- being exhibited in displays, fetes and similar functions for religious, charitable or educational purposes;
- ceremonial purposes involving immediate family members, subject to Club approval and recording;
- preparing for, proceeding to, and returning from these activities;
- travel to have the vehicle repaired; and
- road testing within a 30km radius of the place of garaging or repair.

Owners of vehicles licensed under Code 404 are solely responsible for:

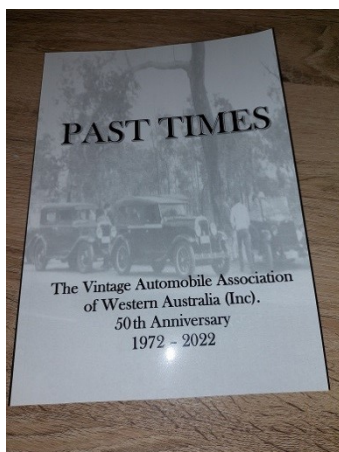
- maintaining their vehicle in its original specification (i.e. unmodified)
- remaining a financial member of a Department of Transport (DoT) approved motoring club to be eligible for the concession;
- adhering to the terms and conditions of vehicle use; and
- ensuring that the specified plate identifier/s are attached to the vehicle.



# 2022/23 VAA Office Bearers and Committee

*\*Member of committee of management*

	Position	Member	Phone
*	President	Tony Warner	0417 555 073
*	Vice President	Dominic Paoliello	0407 446 682
*	Secretary	Lorrell De Brenni	0437 524 317
*	Treasurer	Val Smith	0416 018 119
*	Assistant Treasurer	vacant	
	Merchandise Officer	Brian Tucker	0428 803 606
*	Events Co-Ordinator	Loris Cooper	0402 032 270
	Magazine Editor	Frank Ferrari	0419 421 087
	Scrutineer	Brett Roberts	0402 233 487
	Assistant Scrutineer	Ray Roberts	0438 911 387
	Librarian	Martin Paine	08 9247 1729
	Club Historian	Ron Perry	08 9295 3420
	Registrar	Dave Currell	0419 998 589
	Dating Officer	Trevor Harrison	08 9398 1272
	Building Manager	Graham Hough	0408 905 226
	Welfare Officer	Jon Jon Ramirez	0451 307 225
	Workshop Manager	Bob de Jong	0400 064 937
	Club Caretaker	Mark McKenzie	0400 701 142
	Raffle Co-Ordinator	Dominic Paolillo	0407 446 682
	Kitchen Manager	Shirley Everett	0424 422 270
	Swap Meet Organiser	Ray Smith	0416 018 119
	Swap Meet Assistant	Troy De Brenni	0406 744 717
	Webmaster	Dave Currell	0419 998 589
	CMC Delegate	Frank Ferrari	0419 421 087
*	Committee Member 1	Peter Egan	0418 904 851
*	Committee Member 2	Gretar Jonnson	0419 937 506
*	Committee Member 3	Tom Polich	0401 803 675
*	Committee Member 4	Ray Smith	0416 018 119
*	Committee Member 5	Brian Tucker	0428 803 606
*	Committee Member 6	Graham Hough	0408 905 226



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<b>2023 VAA CALENDAR</b>	-	<b>\$10</b>

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## VAA EVENTS CALENDAR 2022

### 50<sup>th</sup> ANNIVERSARY YEAR

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
Dec	11 <sup>th</sup>	Sun	11:30am	VAA XMAS LUNCH 50 <sup>th</sup> Anniversary Event	The Swans Restaurant & Function Centre 10481 West Swan Rd, Henley Brook	Loris Cooper & Events Committee	0402 032 270
Dec	13 <sup>th</sup>	Tue	8:00pm	VAA CLUB MEETING 7:00pm sausage sizzle 8:00pm Meeting	Club Rooms	Lorrell De-Brenni	0437 524 317
Dec	16 <sup>th</sup>	Fri	6:30pm	THE 50 <sup>TH</sup> ANNIVERSARY YEAR LAST HURRAH NOTE: THERE WILL BE PIZZAS & DRINKS SERVED FOR DINNER ALSO 50 <sup>th</sup> ANNIVERSARY BADGES AWARDED And the Winner Is???	Club Rooms	Tony Warner	

## VAA EVENTS CALENDAR for JAN & FEB 2023

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT	PHONE #
Jan	2 <sup>nd</sup>	Mon	4:00pm-7:30pm	Sunset at Herne Hill Car Show - EH Holden Car Club \$10 per car/public free	McDonald St, Herne Hill.		
Jan	10 <sup>th</sup>	Tue	8:00pm	VAA CLUB MEETING 7:00pm sausage sizzle 8:00pm Meeting	Club Rooms	Lorrell De Brenni	0437 524 317
Jan	12 <sup>th</sup>	Thur	TBA	Mid Week Run	Club Rooms	TBA	
Jan	14 <sup>th</sup>	Sat	12:30pm	Events Planning Committee	Club Rooms	Loris Cooper	0402 032 270
Jan	15 <sup>th</sup>	Sun	8:00am	VAA Club Annual Breakfast/BBQ	Picnic shelter W Mussel Pool West. Whiteman Pk	Loris Cooper	0402 032 270
Jan	31 <sup>st</sup>	Tue		COMMITTEE OF MANAGEMENT MEETING	Club Rooms	Tony Warner	
Feb	11 <sup>th</sup>	Sat	Meet: 3:20pm at Club Leave: 4:00pm 5:00pm Dinner	VAA Annual Valentine's Run	The Henley Brook 9810 West Swan Road	Rob & Lorraine Hyde	(08) 9279 3506 Or 0418 917 132
Feb	14 <sup>th</sup>	Tue	8:00pm	VAA CLUB MEETING 7:00pm sausage sizzle 8:00pm Meeting	Club Rooms	Lorrell De Brenni	0437 524 317
Feb	16 <sup>th</sup>	Thur	TBA	Mid Week Run	Club Rooms	TBA	