

# PAST TIMES



July 2025



**1957 International ASC 162 – Owner Brian Brookes**

## From the President's Desk

This is the big one, our AGM. All positions, become vacant and elections take place. This is your chance to have your say on who YOU want to run the club. Voting will be required as there are more nominations than positions available with many people nominating for the committee of management positions. A nice problem to have, showing many members wanting to contribute to the club's management. Committee of management have decided on a ballot, with all management nominations listed and members select six members from the list, wear comfortable clothing as it may be a long night.

My favourite of the month went to Val Smith who has been working long hours with all the renewals issued and received. Val also takes care of banking, accounting audits and MYOB. Val is our quiet achiever, and we thank you for all your extra effort.

VAA Acting President

*Domenic Paoliello*

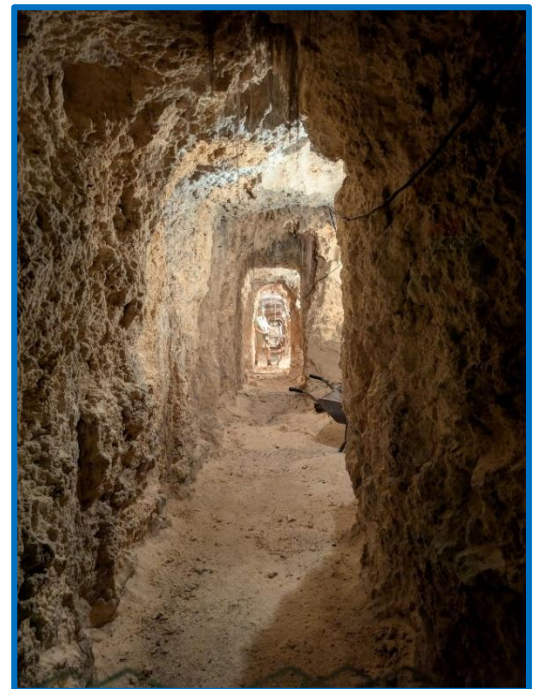
### TUESDAY 8<sup>TH</sup> July 2025, ANNUAL GENERAL MEETING

VAA Club rooms, 19 Helen St. Bellevue  
8pm



Right - An unfinished tunnel. Our Tour guide theorised, maybe the war was over before this tunnel was completed. The Military utilised personnel from around the Kalgoorlie area, for tunnel construction. These men were experienced in mining.

Left - Barry Ellis. One of our experienced, knowable, entertaining Tour Guides



See more Tunnel Tour, pages 5 and 6

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Mug of the Month



The VAA is again supporting the Motor Neurons Disease Charity to help find a cure



Mug of the month winner Michael Hill Presented by Brian Tucker (left) and Bill Redeckis (right) All looking hansom in their MND beanie's



Bill Redeckis in his warm, distinctive beanie, socks and jumper promoting sponsorship of Motor Neurons Disease

Raffle winner Bill Redeckis presented by Brian Tucker



Domenic's Favourite of the month.

VAA Treasurer Val Smith.

Thank you for all the work you do, keeping our finances on track. For also collating and processing membership invoices, payments and receipts.



Photographer: *Gretar Jonsson*

## From The Front Cover

This Story is about my ASC 162; Ugly we call her.

This model of International, there were not a lot of them made. I know there were not a lot in WA, I was told by an inter salesman that about 120 came over to the West. I think this one would be about the only one still licenced in WA. The first time I saw this truck was in an international sales yard in the country town of Quairading in 1986.



One day I was reading the Elders Weekly, when I see in the "Truck For Sale" section, an ASC 162 with a blown motor, so I rang the number, it was in the farming area of Pingelly East of Perth. When I was talking to the Farmer, his name was Kevin White, he told me about the truck and what he had been doing with it. He said he had a farm hand driving it doing super spreading, he thought it was a VW, didn't need water and he cooked the motor. So, he took the spreader off and left the truck in the paddock. Then he told me what he wanted for it, I said "no way", I told him what I had paid for my AS162, he asked "how much!", I told him \$200. With a cough and a splutter, he said "you are not getting this one for that". He then went on to tell me what a hard time the farmers were having, I said you look like keeping it then. I also told him; "I will give you a ring later to see if you have it sold". About 12 to 18 months later I was looking through some old papers and came across the number of the ASC 162, so I rang the number, got Mr White and asked him about the truck, he told me I was the only phone call he had got for it. I thought good now it's my turn, so I gave an offer, a little better than what I paid for the AS 162, he was expecting a bit better but as I was the only call, he let it go.

One weekend I got my son-in-law, and we took off to Pingelly with a set of tractor loading ramps, got a tractor off the farmer, pushed the truck up the ramps, tied it down and headed home.



As time went on, I stripped it down to just the cab sitting on the chassis, the motor had a crack down number 5 pot. I had another motor at home, so one of my mates gave me a hand and we built one out of two. I pulled all the wheels off and did the brakes, new brake lines, new steer tyre, the panel work was in good shape, so I gave it a paint job, then I had to find a tray for it. I found one at a wrecking yard, a good steel one, so I painted it up and dropped it on. I also put on a bit of bling; in all it came up pretty good. One day I was looking at it and thought I must put something on the back, OK how about a load of 44GL drums? I got hold of some drums from a quarry I was working at, brought them home and gave them a coat of silver paint. I got a sign writer mate of mine, Robert Lister who lives in Bendigo Vic, to make me some Shell stickers and send them over. I put the drums on the truck and welded them together, so they were fixed to the truck.

Continued from previous page

One day at the Brookton Motor Show, a bloke asked my son Jamie, Did the drums have anything in them and what was in them? He said, "sure do, one side has Glider fuel, and the other side has Hot Air Ballon fuel". The bloke looked at him and walked away shaking his head.

Well, that is about all for now about my ASC 162. Till next time I get a rush of blood to the head and write a story about one of my other Trucks and adventures. Till then.

*Brian Brookes*



## WW2 Tunnels



Above - The view from the Observation Post.  
Below - In the Observation Post, from here coordinates were relayed to the Gun Angle Computer Room.



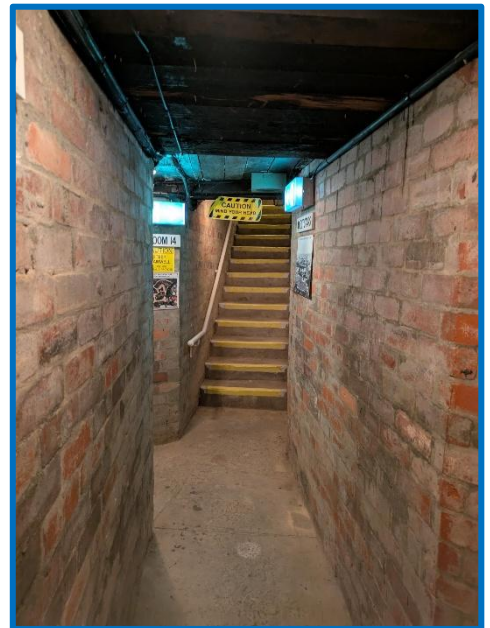
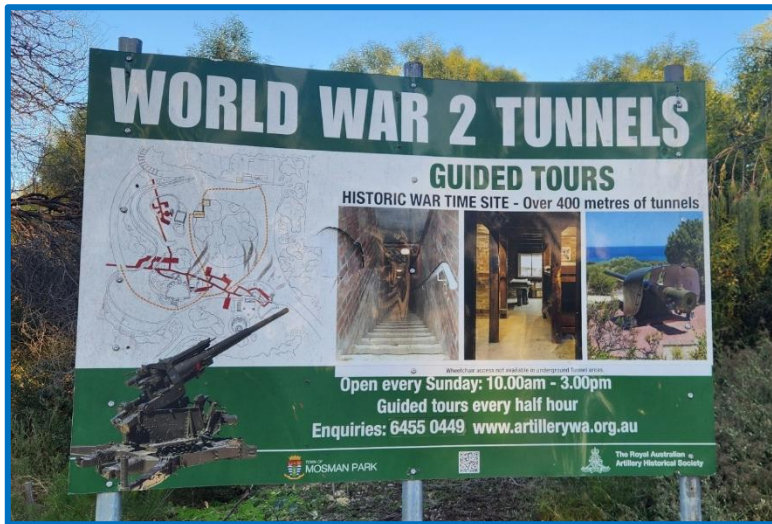
Above - Gun Angle Computer Room

Gun Angle Computer does the conversion of range and bearings provided from the Observation Post, taking into consideration the gun's position from the Observation Post, wear on the barrel and temperature of the charge.

In 1945 mechanical computers relied on the relative movement of straight and curved levers, cogs and sprockets to do the calculations



see more page 6



Saturday 7th June was a splendid, beautiful day and a great day of course for an adventure!

We had our members attend with their family and friends for the tour of the tunnels.

Some 29 people all up which was a good turnout.

We had three tour guides, David Carter, Roy Smith and Barry Ellis.

We were taken in 3 different groups.

The above guides give their time voluntarily and came specifically for our group booking on a Saturday, which is normally closed.

Thank you sincerely to these gents.

Our guide was Barry Ellis, a young gentleman of 86 (his birthday is on Monday 9th June!)

The restoration plan for the tunnels was formed in 1988.

Original tunnelling began in 1942 and was completed in early 1943. The work of the army tradesmen.

Barry worked for 40 years in the explosives/ammunition division of the Airforce and was very informative of how things worked and what had happened behind the scenes and what the missiles consisted of, and how a team of men and women, play an integral role, to launch the missile.

The displays of the rooms/tunnels were all original and it's hard to believe, that this was in our hometown of Perth!!

These guys are very passionate about what has been preserved and our history.

They are keen to do another tour for other members who were not able to go this time.

Perhaps we can do this again next year!

Photo below - Observation Post

*Pauline Velden*

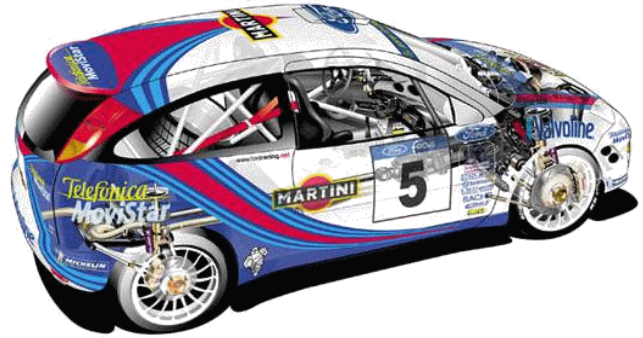


## Ford Focus World Rally Championship

The Colin McRae Ford Focus WRC was a dominant force in the rally scene, showcasing Ford's engineering prowess and Colin McRae's driving talent. It was modified and featured a turbocharged 2.0-liter Dura-tec engine producing around 300 horsepower and 406 lb-ft of torque. The car had a six-speed sequential manual transmission and a sophisticated four-wheel-drive system. It weighed approximately 1225 kg (2700 lbs).

### The Key Specifications:

- **Engine:** 2.0-liter turbocharged inline-4 Dura-tec.
- **Power:** Around 300 bhp (300 horsepower).
- **Torque:** Approximately 406 lb-ft (550 Nm).
- **Transmission:** 6-speed sequential manual.
- **Drivetrain:** Four-wheel drive.
- **Weight:** Roughly 1225 kg (2700 lbs).
- **0-60 mph:** Approximately 4.2 seconds.



*Ford Focus WRC (World Rally Championship) was a highly modified vehicle based on the Ford Focus road car*

### Modifications and Details:

- **Engine:** The engine was heavily modified from the standard road-going Focus, including the use of a turbocharger and various performance upgrades.
- **Chassis:** The chassis was also heavily modified, sharing only the basic shape and some body panels with the production Focus.
- **Suspension:** The car utilized a Reiger suspension system, a popular choice for rally cars.
- **Drivetrain:** The four-wheel-drive system included an active centre differential and advanced electronic controls.
- **Gearbox:** The gearbox was longitudinally mounted to optimize weight distribution and allow for quick changes during service.



My replica, in pictures below, was built by a good friend of mine, although it doesn't have the Full Racing Drivetrain, it is a copy of the famous Ford Focus driven by Rally Champion Colin McRae in 1995.

*Peter Callo*



## The Amazing 120

Something, I have wanted to do for some time was drive a vintage car in some type of event with other similar cars and likeminded people. I can't remember how the conversation started but it did and for a few of us it sounded like a fantastic challenge.

Let us do Lake Perkolli. So, on the 14/10/2023 I and a few others all threw in a \$1000 for an investment in fun. But wow, how time flies.

Saturday the 21<sup>st</sup> of June 2025 was the day it all became very real.

The Dodgy Brothers 1924 Dodge was officially given its Lake Perkolli entry number.

Yep, you guessed it 120. The day also represented 100 days to go until the event starts.

It also means we can book our camping and entrance tickets – woohoo.

So mixed with accomplishment is the fear that we still have a lot to do.

1. Wiring
2. Finish panel and paint work
3. Fit the seat linings
4. Finish the rear floor
5. Fit all the chrome work when it arrives, etc etc.

A big shout out to Lance for allowing us to use his place and tools etc.

Ray Smith has been awesome. He has organised for all the chrome work to be done as well as organising for the seat linings to be remanufactured and has done a lot of the panel work and wheel work. But with Ray and Michael Hill away for the rest of the month and July, it is now up to the rest of us to get the beast finished.

So, between myself, Steve Hollis and Lance we have a bit on over the next few weekends.

A shout for some help. As part of the conditions for the drivers we need some race gear.

*(2) Apparel conforming to AASA Appendix 4 (Apparel Requirements for Speed Events – Club) i.e. enclosed foot-ware and covering ankle to wrist, to the neck - all-in fire-resistant materials which must be presented for inspection and approved at time of scrutineering.*

So, if anyone has some they can spare or sell that would be very much appreciated.

The Dodgy Brothers would like to thank Keith Agar for his generous donation. We would also like to thank all members and non-members who have helped us with parts and advice on our journey so far.

*Jason Ferris*



### As I Remember (AVVVA 1985 – 2005)

by Colin Campbell (18.02.1920 – 30.09.2015)

AVVVA Secretary from June 1985 – July 2000

When I retired from WAGR in 1980 (Locomotive Driver), Leo Naughton, Lindsay Weatherall and I used to attend meetings of Vintage Automobile Association in Mundaring. Dave Lucas and Barry Bristow-Stagg also used to travel down as well. We proposed that we would form a Branch of Vintage Automobile Association in Northam, but the hierarchy said NO. We then decided to form a club of our own. I posted a notice in the local Northam newspaper of our intentions and arranged for use of a room at the New Northam Railway Station in Peel Terrace Northam for 12 months. The inaugural meeting was held Thursday 27<sup>th</sup> June 1985 with 18 people signing the attendance book. Leo Naughton agreed to be President, and I agreed to be Secretary. At the first meeting it was agreed to become the **Avon Valley Vintage Vehicle Association**. Meetings to be held monthly and it was agreed to invite people who were interested in any form of motoring activities to become a member. Cost of membership was set at \$10.00 per year. (July to June).

At one early meeting, Vintage Automobile Association men Neville Cullenane, Gordon Cutler, Stan Perry, Bob Thornton and Ian McKail came up to support us. I set to work to draw up a Constitution and Rules and received great help from Ken McIver, Belle Morre and Stan Perry. We were finally incorporated on the 23<sup>rd</sup> April 1986 and received an agreement to conduct concessional licence with Department of Transport for our members on 23<sup>rd</sup> July 1986.

We started attending Agricultural Shows in Toodyay, Meckering, York, Northam and Merredin. We started raising money for the club by running raffles of wood with Keith Hill, Bob Llyod, Theo Bekkers Senior, Lindsay Weatherall and Alan Host regularly assisting.

Max Cust generously loaned us \$1500.00 to procure bumper badges, that were based on our logo, which was drawn up by Derek Host. Alan Host was a brilliant Treasurer and soon the funds and membership grew to several hundreds. Unfortunately, Leo Naughton suffered a stroke and was forced to retire, with Dave Lucas taking over the Presidency of AVVVA.

When we vacated the room of the New Northam Railway Station, I was able to secure the St James Church Hall where we carried on. The Old Engineers Rooms, adjacent to the Old Northam Railway Station, became vacant (Was a Youth Hostel) and negotiations with the Northam Town Council allowed us their use (1992). We set to work and modified it to the present AVVVA Club Rooms. George Sheen alerted me to the fact there was a large shed at Goomalling owned by the Shire and was up for tender and removal. I tendered \$300.00 for the shed, which was accepted. Over several weekends we had it demolished and stowed at Dave Lucas's place.

The Railway Preservation Group were given control of the Old Northam Railway Station and the fenced land behind it. They agreed that we could have whatever portion of it we required to build a shed and workshop. I drew up plans for the existing shed and submitted them to Northam Town Council. These were approved and a building permit was granted. I also checked with W.A.G.R. Engineers Department as the shunting road was still in use. Our plans were all approved. It was generally accepted that the existing fence lines were the boundaries, and we owned the shed and everything in it, also the land it was built on.

In later years when the top points were removed, the wagons were given to us by W.A.G.R. as our property, also the land they rested on. We used the gates salvaged from the Goomalling shed to enclose them. We were also granted access to our shed. The building of the shed was a big monument to all who toiled and organised its completion. Great help was received from Ian Hitchcock, Theo Bekkers (SNR), Barry Kitto, Jim Donovan, Dave Lucas with Tom, Noel and Wesley assisting Keith Hill, Gary Bolt, Craig Hill, Lyle Metcalf, Dale Tyler, Bert Hayes, George Sheen, Alan Host, Barry Ferguson and many more.

The girders were donated by Howard Solomon and the steel uprights by George Sheen. The floor was laid by Noel Lucas. Ian Hitchcock organised a crane for many uses. We purchased new iron for the roof and all new purlins etc were organised by Dave Lucas.

One Sunday morning I noticed some toilet doors for sale in Bayswater. They were slightly bigger than we required but after some haggling on the phone we reduced the price and Keith, Ian and I set off to secure them.

The shed was completed and officially opened by MP Max Trenorden. The ramp was constructed with help from Wally Steven. When George Sheen sold up, he donated all his tools, cupboards, welder and gantry to the club. When he was deceased, the Club received the Austin Healey Sprite, a tractor and several motors.

The Ford V8 truck was donated by Bill Ralph of Kalgoorlie. The Morris Oxford by Peter Chiffings of Northam

The Harley Davidson Motorcycle was restored by Alan and Derek Host, the side car made by Theo Bekkers (SNR).

The Lightburn Zeta sedan was donated by Ross and Jan MacGregor of Northam.

Bert Hayes and Fred Singleton were chief organisers of the Biannual Classic Fairs (First one in 1993).

The Fairs proved to be a lot of work for no return and were discontinued in 2001 due to a lack of public support.

The Annual AVVVA Northam Vintage Swap Meet was born and proved to be very popular with the public ever since.

*Continued next page*

We continued to have outings to Pingelly, Brookton, Dandaragan, Toodyay, etc and various trips. I served as Secretary for 15 years and then Fred Singleton took over as Secretary.

### Our Rail Wagons

The Three wagons were given to us by the W.A.G.R. Lou Smithall a Yardmaster at the Avon Yard organised them with full agreement from the District Traffic Superintendent, Laurie McKenzie. Theo Bekkers (SNR) and I inspected them, and Lou arranged for a shunter to bring them over. It was agreed that they were our property We also owned the land they occupied. I approached John Keady D.L.S. for some paperwork. He agreed but it was never received.

### The Crossley Motor.

This motor was one of Leo Naughton's activities. Bob Starling had the full knowledge of its history. It came from a pumping station near Minivale. It was set in concrete, and Leo had to remove it with the aid of a jackhammer. He restored it to running order and mounted it on a truck chassis (ex Lake Garce) donated by Doc Walsh. When Leo deceased, it was donated to the Club. Great assistance was provided by Ian Hitchcock with its present position.

### The Blackstone Motors.

These motors were donated by the Water Board. Ian Hitchcock organised their present place and AVVVA Club members modified the present covering, together with the Crossley.

### The Cutaway Humber Motor.

Theo Bekkers (SNR) "brainchild" a 1955 Humber Hawk chassis and running gear. The motor ex 1960 Humber Hawk and various sections cut away to allow viewing of the working parts. Help from Theo, Dave, Goerge Walmsley, Ron Morris and Barry Kitto.

The Annual Club fee was a family ticket and in lots of cases, great help was received from other members of the family, particularly the women folk.

Colin Campbell circa 2005

### AVVVA 40 Year Anniversary Lunch Run

To Jennacubbine Tavern

Sunday 13th July 2025

Depart From The AVVVA Clubrooms at 11:00am



### Menu

Lunch Special : Roast with all the trimmings \$32 pp

or A Steak cooked to your liking ( \$40 - \$50 )

Also available Chicken and Fish ( \$37 - \$40 )

Drinks at usual bar prices, tea and coffee available.

RSVP: By 28th June 2025 to AVVVA Secretary

E: fsi93402@bigpond.net.au or M : 0408 092 900

**Although the RSVP has closed for this Event,  
please contact AVVVA Secretary, asap if you  
would like to attend.**



SAVE THE DATE!

**Sunday 15<sup>th</sup> March 2026**

**AVVVA's Annual Vintage Swap Meet**

**Toodyay Show Grounds**

**Toodyay**

Follow us on Facebook : <https://www.facebook.com/avonvintagecars>

AVVVA Web Site : <https://avvva.wildapricot.org>

Email : [avonvintagecars@gmail.com](mailto:avonvintagecars@gmail.com)

**TUESDAY 8<sup>TH</sup> July 2025, ANNUAL GENERAL MEETING**

VAA Club rooms, 19 Helen St. Bellevue  
8pm

**Cars Coffee and Cake Mid-Week Run**

Every Third Thursday of each month  
VAA members meet at the Coffee Hut  
4/777A Great Northern Highway Herne Hill  
This month's Coffee and Cake meet  
Thursday July 17th, 10am

Notices

**IMPORTANT CONCESSIONAL LICENSE - 2025/26 Membership Renewal**

If you did not pay your 2025/26 Membership Renewal by 30<sup>th</sup> June, you are no longer a financial member of the VAA. As per your invoice and subsequent reminders, if you had a vehicle on a **concessional license (Code 404 or C4C)** with the VAA your vehicle is now classified as **unregistered**, as you, the owner of a concessional licensed vehicle, **no longer meet the essential requirement of being a financial member** of an approved historic motoring club.

If you are a member of a different approved historic motoring club, you will have had to transfer the vehicle to concession under that club by 30<sup>th</sup> June to maintain registration. DoTWA allows **no grace period**, and the VAA was obliged to inform DoTWA of non-financial members as 1<sup>st</sup> July.

**PLEASE DO NOT DRIVE THE VEHICLE UNTIL YOU HAVE MADE ALTERNATIVE ARRANGEMENTS.**  
**If you believe there has been an error, please contact me immediately.**

Dave Currell  
Registrar  
[registrar@vaawa.org.au](mailto:registrar@vaawa.org.au)



**James Dean's Porsche 550 Spyder**

**P**orsche 550 Spyder of James Dean became an icon of rebellion and speed. Purchased in 1955, the lightweight roadster was involved in the crash that took his life. Its eerie reputation persists, with widely circulated but disputed stories of salvaged parts allegedly causing later accidents.

The Porsche 550 was a sports racing car manufactured by Porsche between 1953 and 1956. During this period, only 90 units of the Porsche 550 were made, and it quickly became a dominant force in the 1.1- and 1.5-liter racing classes.

## Headlight History - Part 1

With Karl Friedrich Benz invention of the 1<sup>st</sup> motor vehicle in 1885 came the unique challenge of handling the horseless vehicle after dark.

Oil powered Lanterns, borrowed from horse-drawn carriages, helped with night driving of early vehicles. These beautiful brass and glass cases were built to work at speeds up to approximately 40mph. Oil lamps drew Kerosene up into a wick that gave off a modest flame when lit. Although beautiful, the light was quite dim, and they served more to make vehicles visible to others than light up the road. The oil lamps created a lot of smoke and soot, which needed maintenance. They also created safety issues with fuel, flame or burning candle. Bad weather also made it difficult to keep the lights steady. As cars started to go faster than horse drawn vehicle could, car makers were pushed to look for better lighting options.

Next month, with space available, we will look more into the development of the headlight.



*Cheryl Glew*



MINUTES OF THE VAAWA MONTHLY GENERAL MEETING

19 HELEN STREET BELLEVUE

10<sup>TH</sup> June 2025

**Meeting opened** 8.02pm

**Attendees** As per Attendance Book

**Opening** Domenic greeted the Members.

**Apologies** Alan and Linda Warner, Mark McKenzie, Brian Brookes, Colin Barton, Grant Williams, Carmelo Sciacca, Rob Voysey, Peter Egan, Dan Fenetti, Joseph Brajkovich, Destry Schrock.

**Visitors** NTR

**New Members** NTR

**Previous Minutes** Moved that they be true and accurate by Graeme Barton and Seconded by Diane McCracken

**Correspondence In and Out**

In AVVVA

Out NTR

**Treasurer's Report by Val Smith**

**Invoices to pay.**

Cheryl Glew	\$363.26 Printing and Postage of June Magazine
Shirley Everett	\$ 46.89 Raffle Prizes
	\$ 88.27 Sausage, Bread, Milk, Sugar
Shannons	\$ 8.60 Update Jag Insurance to Concession Licence
Telstra Square	\$ 25.00 Monthly Fee
Water	\$250.00
Dave Currell	\$ 66.96 Postage for New Members
Badgemate	\$114.84 New Member Badges
BrianTucker	\$ 50.00 Raffle
Robert Hyde	\$ 74.00 Post Redirection
Cheryl Glew	\$ 10.00 Printing for AGM

Moved to accept and pay by Martin Paine and seconded by Steve Hollis

Taxation completed \$990.00 to Accountants Carter Woodgate  
\$2804.00 Taxation to Pay when due.

Val asked that all the memberships be paid by 25<sup>th</sup> June

**Business Arising** Nil

**Events** Jack appraised us of all upcoming events and let us know that there will be no more Sundowners, due to the poor attendance.

**Editor's report** Cheryl gave a comprehensive report on what is happening with the Magazine.

Thanks to all who add articles. Please continue sending them.

*Continued next page*

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**Vehicle Examiner** As Ray was absent, he asked Rhonda to let the members know that he and Brett were extremely disappointed with the turnout for the Vehicle Examination Day.

**Building Report** NTR

**Registrar** Andrew and Jennifer Baines nominated by Ray Roberts

Moved to accept by Steve Hollis and seconded by Brian Tucker. All in favour

**CMC** NTR

**Library** Terry Egan donated a pile of books, all looking remarkably interesting. The motorbike ones will be kept in the library for the members to borrow.

**Workshop** The Ford is nearing completion, and the Jag only has a little electrical work left.

**Merchandise** Brian appraised us of what is in the cupboard, and it was suggested that we source some Beanies for the club.

**General Business** As there was no power at the club on Wednesday Steve Hollis cooked bacon an Egg rolls on the BBQ for those who were there

Domenic's Favourite of the Month went to Val Smith for the huge effort she puts in at the end of the financial year.

**Raffle Winners** This month's Mug of the Month was in support of MND - winner Michael Hill presented by Brian Tucker and Bill Redeckis  
Sean Killalea, Bill Redeckis, Tom Eastough, Mike Hill, Jann Van Der Meer and Dean Channer.

**Display Car** NTR

**For sale and Wanted** Paul Fitzgerald informed us that there is a 1955 Dodge Ute on the side of Great Northern Highway if anyone is interested.

Martin Paine has a friend with a 2006 Black Holden Commodore for sale. Please see Martin for more information.

This month Mug of the Month was in support of MND - winner Michael Hill presented by Brian Tucker and Bill Redeckis

**Meeting Closed** 8.50 pm

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## Automobile trivia

- 1) The LaSabre, Enclave, and Reatta vehicle models were produced under which GM luxury brand?
- 2) The 1967 Indy 500 was paced by a convertible version of which sporty Chevy car that had only just hit the road the year before?
- 3) A company once known as "Anonima Lombarda Fabbrica Automobili," or "Lombardian Car Factory," is now better known by what two-word name, which incorporates an initialism of the company's earlier name?
- 4) The car company Holden, which is now owned by General Motors, began in 1948 in which southern hemisphere country?

See page 16 for answers

**VAA 2024/25 OFFICE BEARERS  
AND COMMITTEE OF MANAGEMENT**

<b>Position</b>	<b>Member</b>	<b>Email Address</b>	<b>Phone</b>
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<b>Workshop Manager</b>	Bob de Jong	bobdejong1952@gmail.com	0400 064 937
<b>Webmaster</b>	Dave Currell	registrar@vaawa.org.au	0419 998 589
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<b>Committee Member 5 *</b>	Jon Jon Ramirez	bigjonjon@gmail.com	0451 307 225
<b>Committee Member 6 *</b>	Tom Polich	tompolich8@gmail.com	0401 803 675

\*Denotes committee of management

## VAA Events July

Month	Date	Day	Time	Event	Address	Contact	Phone
July	8th	Tuesday	8:00 pm	AGM and Club Meeting 7:00 pm sausage sizzle	Club Rooms	Rhonda Barton	0809 880 378
July	17th	Thursday	10:00 am	Cars, Coffee and Cake Mid-week Run	The coffee Hunt Great Northan Highway	Jack & Dianne McCracken	0412 874 031 0411 789 915
July	13th	Sunday	TBA	AVVVA Anniversary Run	Jennacbbine	Pauline Velden	0405144919

## NON-VAA EVENTS CALENDAR - 2025/26

Also Refer Council of Motoring Clubs Event Calendar

<https://councilofmotoringclubswa.wildapricot.org/events-calendar>

MTH	DATE	DAY	TIME	EVENT	ADDRESS	CONTACT
Jul	6 <sup>th</sup>	Sun	8:30am to 10:30am	Classic Cars & Coffee	UWA Carparks 4,5 & 10 Hackett Drive, Crawley	<a href="https://www.facebook.com/perthclassiccarsandcoffee/">https://www.facebook.com/perthclassiccarsandcoffee/</a>
Aug	3 <sup>rd</sup>	Sun	8:30am to 10:30am	Classic Cars & Coffee	UWA Carparks 4,5 & 10 Hackett Drive, Crawley	<a href="https://www.facebook.com/perthclassiccarsandcoffee/">https://www.facebook.com/perthclassiccarsandcoffee/</a>
Aug	23 <sup>rd</sup>	Sat	9:00am	Beverley Agricultural Show	Beverley Recreation Grounds, Beverley	<a href="https://www.beverleyagsociety.com/">https://www.beverleyagsociety.com/</a>
Sep	7 <sup>th</sup>	Sun	8:30am to 10:30am	Classic Cars & Coffee	UWA Carparks 4,5 & 10 Hackett Drive, Crawley	<a href="https://www.facebook.com/perthclassiccarsandcoffee/">https://www.facebook.com/perthclassiccarsandcoffee/</a>
Sep	20 <sup>th</sup>	Sat	10:00am To 8:00pm	Moora Agricultural Show	Moora Oval, 75 Roberts Street Moora.	<a href="https://moorashow.com.au/">https://moorashow.com.au/</a>
Sep	21 <sup>st</sup>	Sun	9:00am To 3:00pm	Bindoon Historic Vehicle Day	Bindoon Oval 6182 Great Northern Hwy Bindoon	Reg Scantlebury 0427 774 083
Sep to Oct	27 <sup>th</sup> 5 <sup>th</sup>	Sat Sun		Flatheads Fever Red Dust Revival	Lake Perkolilli near Kalgoorlie	<a href="https://.facebook.com/reddustrevival2025">https://.facebook.com/reddustrevival2025</a>
Oct	5 <sup>th</sup>	Sun	10:00am To 2:00pm	Curtin FM Car Show	Curtin University Bentley	
Oct	5 <sup>th</sup>	Sun	9:00am To 3:00pm	York Motor Show Classics in the Vally	Lowe Street, York	
Oct	11 <sup>th</sup>	Sat	9:00am To 9:00pm	Toodyay Agricultural Show	Toodyay	
Oct	12 <sup>th</sup>	Sun	8:30am to 10:30am	Classic Cars & Coffee	UWA Carparks 4,5 & 10 Hackett Drive, Crawley	<a href="https://www.facebook.com/perthclassiccarsandcoffee/">https://www.facebook.com/perthclassiccarsandcoffee/</a>
Oct	19 <sup>th</sup>	Sun	9:00am	All Austin/Morris Day	Stirling Square Guildford	
Mar	18 <sup>th</sup>	Sun		Wongan Wheels and Torque	Wongan Hills	
Mar	18 <sup>th</sup>	Sun		Brookton Old Time Motor Show	Brookton	

Answers to trivia on page 14 - 1) Buick, 2) Camaro, 3) Alfa Romeo, 4) Australia