

# PAST TIMES



November 2025



1974 XB Falcon - Owners Kath and Keith Agar

## President's Report

Welcome to the November president's report.

Congratulations to Loris and Tony Warner. The two lovebirds, finally tying the knot. Big thankyou to Jim for bringing his husky (skid steer) on his Mack truck, levelling out the new driveway assisted by Mark. With Jack and Ricky on the compactor making a pothole free yard. Jim is my favourite of the month again for outstanding contributions to the VAA

Thanks also go to Loretta for organising the Halloween party, a very spooky enjoyable event with some members talented singing on display.

VAA President

*Domenic Paoliello*



Two of our winners at Halloween  
Shirley and Alistair

VAA Events Oct - DEC							
Month	Date	Day	Time	Event	Address	Contact	Phone
All		Wed & Sat	9:00 am to 12:00 pm	VAA Workshop	Club Rooms	Bob de Jong	0400 064 937
Nov	9 <sup>th</sup>	Sun	TBA	AVVVA BQQ	Whiteman Park	TBA	
Nov	11 <sup>th</sup>	Tues	8:00 pm	Club Meeting 7pm sausage sizzle 8:00 pm Meeting	Club Rooms	Rhonda Barton	0809 880 378
Dec	7 <sup>th</sup>	Sun	TBA	Christmas function	Swan Athletic Sporting Club	Pauline Velden	0405 144 919
Dec	9 <sup>th</sup>	Tues	8:00 pm	Club Meeting 7:00 pm Sausage sizzle 8:00 pm Meeting	Club Rooms	Rhonda Barton	0809 880 378

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## Mug of the Month



Mug of the month  
Paul Fitzgerald



The VAA once again supporting telethon. FAT CAT surrounded by some of his favourite snacks, and his drink of choice Passion Pop.

This year the mug of the month winner could choose between a pink or yellow Hi Vis fat cat. The pink was chosen; the yellow was placed in the general raffle. Many thanks to the VAA for supporting this charity.

*Brian Tucker.*



Yellow Fat Cat  
winner  
Destry Schrock



### Wedding Celebrations

Congratulations  
Loris and Tony

18<sup>th</sup> Oct 2025

Swan Athletics Sporting Club

VAA club members would like to wish the happy couple a long and Happy marriage and thank them both for the work they have done for the club



## From The Front Cover

We have only just purchased this XB Falcon, we have waited many years and will be its 3<sup>rd</sup> owner. Kevin, the previous owner bought this in 2002 for \$2000.00 from its 1<sup>st</sup> owner who lived in Katanning WA, the licence at that time was \$300.00 per year. Kevin worked for me for a number of years and drove this to work. Due to a bout of sickness, it has been garaged and covered up for 10 or more years. I asked him when he was ready to sell, please give me 1<sup>st</sup> option. The paint work is original; I'm told it has never been in an accident. It has had new Carpets installed and the seat upholstery re done, but everything else is original. I have been told only 400 were produced painted this colour, so it is a collectors purchase I believe.



*Kath and Keith Agar*

## Halloween Sat 25<sup>th</sup>



Halloween was a fantastic night, with 41 people attending, thanks to all who attended.

Thank you to Steve Hollis our DJ on the night, for bringing the cakes, Domenic Paoliello for helping set up, Pauline Velden for help with the music, Shirley and Neville Everett, and Dianne and John McCracken for helping set up and buy supplies. We had a few great singers try out the mic and some not so great, just kidding.

Thank you everyone who dressed up, you all looked amazing, especially our winners, Alastair Hollis, Shirley Hollis, Freya, Kath Agar and to our winner Joe Brajkovich for your spooktacular costume, you really lit up the room, literally.

*Loretta McCracken*



Workshop Sat 11<sup>th</sup> Oct

Road and carparking repairs.

Jim's Mack truck and Bobcat were used in the road and car park upgrade. Jack and the "Whacker" at work, smoothing things out.



Photos above and right  
Some gear selection  
rectification for Mr Tucker's  
pride and joy.  
1954 Ford Mainline Ute



*Gretar Jonsson*

Photos below

Lance's new 1950 Anglia is being viewed and admired by his friends. (From left Bill Redecks, Lance Glew and Kevin Cook)



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## Workshop, 1954 Ford Mainline

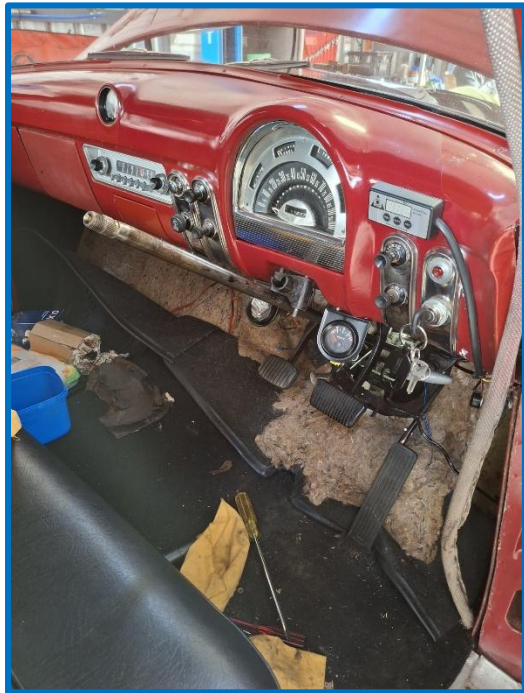
**M**y 1954 Ford Mainline ute had an issue with the gear linkage, either having only 3rd and reverse or no gears.

Previous owners had done a botched job of the linkage. As there was a complete gear linkage in the rear of the ute in good order, I presume that the previous owner was going to change it.

After a chat with Bob the Mainline was placed on the whiteboard. The day arrived when it was the ute's turn, after a workshop meeting to decide how to tackle the job, it wasn't long before Jim Whatley had the steering column out, and Bob de Jong had all the linkages undone. I could only look on in amazement as the way things were going, I would be driving it home that day.



Jim Whately and Dan Fanetti working on the steering column



My old mate Murphy's law paid a visit, the steering column that was to replace the faulty one was shorter and it was found to be from a newer model with a different shaped steering wheel.

Jim was brought up in the country where you have to be innovative and make do with what you have got, even if it is only fencing wire. The two columns were cut and welded making the short column the correct length.

Even though that part was now correct and the linkage was adjusted; it was still not going into gear correctly. With a lot of thought the linkage was cut lengthened and welded, with new bushes Bob had sourced, the linkage and gear changing should be close to as it would have been when the ute was new. After 2 Wednesday and 2 Saturday mornings the ute came home, what appeared to be a straightforward job became quite complex.

Sincere thanks to Bob and Jim and the VAA workshop crew for their time and expertise.

*Brian Tucker*

VAA Christmas Lunch  
 Sunday, 7<sup>th</sup> Dec 2025  
 Swan Athletic Sporting Club  
 26 McDonald St, Herne Hill  
 Contact: Pauline Velden  
 0405 144 919



PROUDLY SUPPORTING BEYOND BLUE,  
THE CHIDLOW TAVERN'S ANNUAL

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**ALL STAR JAM**

CALLING ALL MUSOS!  
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CAUSE AND JOIN US  
FOR A JAM

**LIVE MUSIC FROM 12PM**

ALL WELCOME

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HELP US, HELP THEM, HELP THOSE IN NEED



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>  
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## Lake Perkolilli Red Dust Revival 29<sup>th</sup> Sept to 5<sup>th</sup> Oct

**M**y expectations for our trip to Lake Perkolilli, having never been to anything like this before, was that there would be a lot of cars and even more car enthusiasts. Expectations met!!

What I did find so heartwarming, and what I didn't expect to find so much of, was the countless number of joyful smiles I saw on the faces of so many dusty crusty looking people.

Smiling while they were driving,

Smiling while they were watching the driving,

Smiling while they were scratching their heads to figure out how to make repairs after driving.

So many happy, but very dusty, faces.

My strongest memory of the trip, was watching Michael in his dusty overalls with Lance in ONLY a pair of shorts, his white hair now tainted orange from the dust, and Ray (who was always appropriately dressed) working in the 37 degree heat for hours and hours, wind blowing a gail trying to solder the holes in the fuel pump.....unsuccessfully, which was not a shocking surprise to me.

Evenings spent together sharing race driving adventures and whose time was beating who, still many more smiles.

Looking forward to our next trip



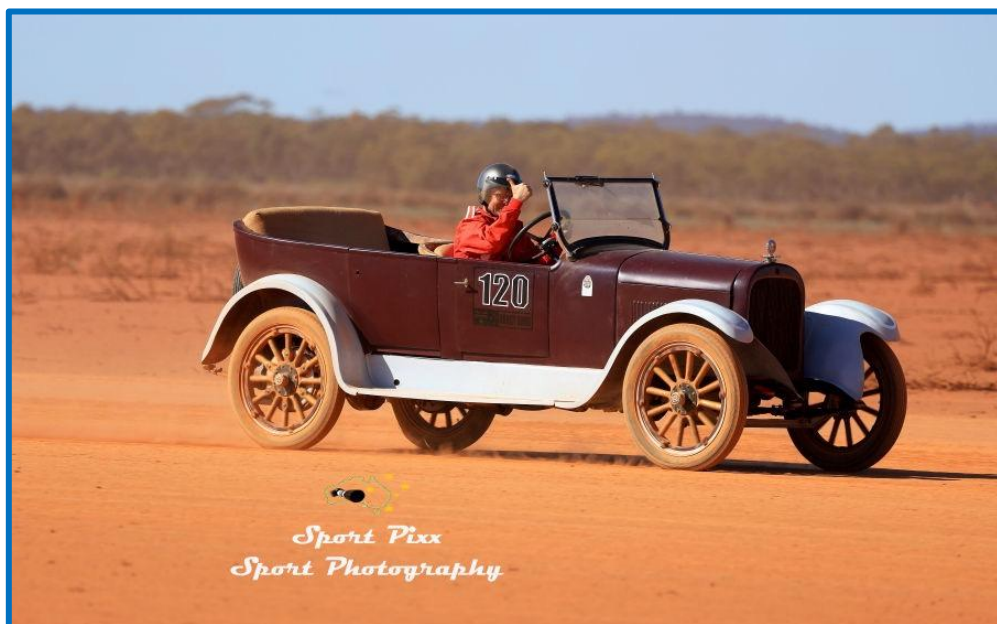
*Debray Hill*

**M**y first visit to Lake Perkolilli Red Dust Revival was eye opening. Thousands of campers with caravans, tents, swags etc. Hot showers, toilets and rubbish bins, cleaned and serviced daily. Coffee, tea, beer, wine and food at city prices. Food and coffee vans arriving each day for attendees' convenience. And most importantly 140 pre WW11 cars and up to 70 motor bikes, from all over Australia and the world. Contestants all with a passion for veteran and vintage racing, helping each other and enjoying an iconic event.

My wife and I felt honoured and privileged to represent our club the VAAWA and enjoy such a well organised historic race week.



*Lance Glew*



Jason Ferris and Horace crossing the finish line

## Car 291, 1927 Rugby R6

On our first visit to the Red Dust Revival in 2022 we were an amateurish crew just learning the ropes.

After 18 months rebuilding the 1927 Rugby R 6 that I had bought from the club, I towed the old car up to Kalgoorlie. Lynette stayed with her cousin in Boulder, and our son Jason drove across from Adelaide to meet me. We camped out at Perko under a tree next to the pits, under an annex attached to the roof of Jason's Forester and we slept on the ground in our sleeping bags.

We had a great time driving several laps a day for 7 days and the Rugby ran like clockwork. I didn't refill the petrol tank; the car used no oil and all we did was top up the radiator each day.

But moving up to Perko '25.

We now have to get more serious and professional to beat that upstart new team from the club, "The Dodgy Brothers" with their souped up, smart looking 1924 Dodge 4. So, we have launched the Roddy's Rugby Racing Team.

Brian Rodwell - Team Owner and Manager  
Jason Rodwell - No 1 Driver and Camp organiser

John Jenkin - No 2 Driver and Chief Engineer  
Harry Jenkin - No 1 Apprentice and Gofer

This year John, who has been Jason's mate since High School, prepared the car, took it through scrutineering at Whiteman Park. He towed it out Lake Perkolilli and kept it running perfectly all week.

We drove in all the events for our group each day improving our lap times from 4 minutes 49 seconds at the start to 3 mins 30 secs by Thursday and Friday.

As John had to be back in Perth for work, we packed up and left on Friday afternoon. As it happened, we left at the right time, before the rain started, which washed out Saturday and Sunday. It was a shame that the event did not finish as the Variety Club would have hoped, but we still had a great week.

By the time the next Red Dust Revival comes around the Rugby will be 100 years old, and I will be 88 years old.

I am now handing the running of the team over to the next generation, Jason and John, so that the Rugby will continue in her new Life. John's son Harry who is 14, and Jason's youngest daughter, Fenella also 14, will be the third generation to look after the Rugby in the future.

*Brian Rodwell.*

I am 14 years old, and this was my second time at Perkolilli. It was a lot of fun; I stayed for five days and got to learn lots about the cars there. I got to do a few laps as a passenger around the racetrack in car number 291, with Brian Rodwell as the driver, which was a lot of fun. I even got to crank-start our 1927 rugby a couple of times.

Driving around the site in our car was great, too. It was cool to see all the vintage cars and motorbikes and hear the stories behind them. I am looking forward to coming back next time and getting the chance to drive our car.

*Harry Jenkin*



## Car 120, 1924 Dodge

**D**one and Dusty (and then Muddy)

After several brilliant days of fine weather Friday arrived with strong winds and Willy Willie's blowing away campers' tents. Then the rains came on Saturday, with 60 mm of rain leaving 6 inches on the racetrack. By this time most campers had left fearing being stuck in the mud.

Despite the above you would be hard pressed to find anyone who won't return in 2028. A most enjoyable week for all involved and a major fund-raising event for disadvantaged children through the Variety Club.

Horace (named after one of the Dodge brothers) a 1924 series 116 Dodge Brothers Touring car and sold by Winterbottoms Motor Company in Perth. Features a 212 cubic inch L-head 4-cylinder engine producing 35 horsepower, a 3-speed selective sliding transmission. It has a 12-volt electrical system, a top speed of 50 mph and 2-wheel mechanical brakes.

Although not designed as a racer Horace is typical of the cars raced at Perkolilli in the 1920's and 1930's. When many new cars were supplied by the dealers in an effort to promote their brands.

Horace went very well considering it hadn't been run in over 70 or so years and was completely untested. The result of 2 years work by a dedicated few. Apart from a small spring that snapped in the magneto and a pin hole in the vacuum tank all went well. It didn't have an oil leak as first thought, just a slightly overfilled sump. No damage.

With Michael Hill, Jason Ferris and Steve Hollis taking turns at the wheel, even though Horace finished in 99th place out of around 140 cars and reached almost 50 mph, he will be retired from racing now and the restoration completed. All chrome work has been done, and professional upholstery is ready to be installed. After registration we are planning to use it on club runs.

Plans are now in place to build up a competitive racer for 2028, and we would like to invite members who wish to be a part of this new venture. We really want hands-on people with a spirit of adventure to pool resources, knowledge and enthusiasm.

Thanks go to the Dodge Brothers and their wives/partners, including Keith Smith and Keith Agar for their ongoing involvement and support.



Jason Ferris driving Horace

*Ray Smith*



Brian Rodwell car 291, Mickael Hill car 120

## From Black Dog to Red Dust: How a Dodge and a Dry Lake Helped Me Heal

There was a time not long ago when life felt like a battle I was losing. Depression and PTSD had taken hold, and every day was a struggle just to show up. My marriage was hanging by a thread, and I was barely coping. The Black Dog wasn't just nipping at my heels—it was devouring everything I cared about.

RUOK Day? That felt like a cruel joke. When you're in the deepest depths of mental illness, the last thing you want to do is talk. There's no light, no emotion, no reason to connect. Just black.

I never thought I'd admit that publicly. But here I am. Because things changed—and I want to share how.

My wife had finally had enough. She gave me an ultimatum: **Get help**. And thank God she did. She found an organisation called **Open Arms – Veterans & Families Counselling**, and within two weeks, I was sitting with a psychologist. That led to a referral to the **WA Centre for Trauma Treatment**, where I started getting the specialist help, I desperately needed.

But healing didn't just happen in therapy rooms.

For the last two years of FIFO life, I was part of something special: **The Dodgy Brothers**. Together, we built a car. Not just any car—a magnificent vintage Dodge. That project became more than metal and mechanics. It became a lifeline.

Different people, different skills, different visions—but one shared goal. And more importantly, shared time. Time is precious. And what I learned is that with time, you make precious memories. You build trust. You find connection.

During those two years, I wasn't judged. I wasn't belittled. My voice was heard. My friendship was respected. And for that, I'll be forever grateful to the Dodgy Brothers. They probably didn't know how much it meant—until now.

### Enter Lake Perkolilli

If you've never been to **Lake Perkolilli**, let me paint you a picture: red dirt stretching to the horizon, vintage engines roaring through the haze, and old diehards gathered around classic cars and bikes with big smiles and even bigger stories. We rolled in with our racer—**Car #120**—and from the moment the tyres hit the clay, it was game on. My first drive was just magic. I can't really explain it but bloody hell it was just fantastic. Not only driving but watching those old machines tear across the lakebed, kicking up clouds of dust like it was 1930 again, was pure magic.

But it wasn't just about the cars. It was the campfires, the banter, the sunsets. It was mateship. It was healing.

One of the best moments? Sitting with the crew, the Dodge parked up, dust settling, and the golden light of sunset washing over everything. That's when I realised: **this is living**.

As someone who works in WHS, I've got to give props to the organisers. Everything was run smoothly and safely—even in such a remote and rugged location.

### Why This Matters

This wasn't just a car event. A celebration of survival, of community, of purpose. It reminded me that healing doesn't always come from talking—it can come from doing. From building. From being part of something bigger than yourself.

So, if you ever get the chance to head out to Lake Perkolilli or any other similar event with a bunch of friends — **do it**. Bring your camera, your mates, and maybe a vintage car if you've got one lying around. It's not just an event—it's an experience. And for me, it was a lifeline and a memory that will stay precious to me for a very long time.

I have many photos of that week (over 300), but this one is my favourite.



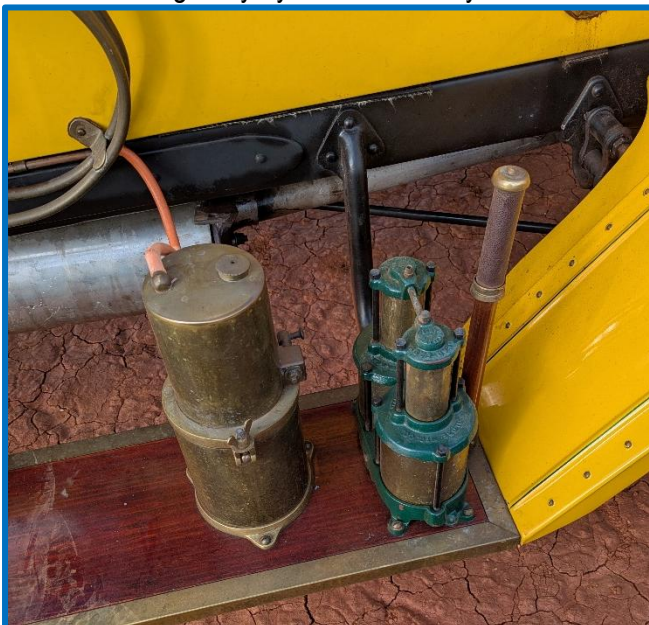
*Jason Ferris*

Perko Group,  
from Left,  
Michael Hill, Lance Glew,  
Keith Smith,  
Jason Ferris holding Zoe,  
Ray Smith and Keith Agar.  
Absent - Steve Hollis

## Car 69, 1913 Willys Overland

Our first day at Perkolilli I noticed this beautiful Overland, although the car was amazing enough for a closer look, what caught my eye was the Acetylene Gas Generator mounted on the running board. For those who missed the

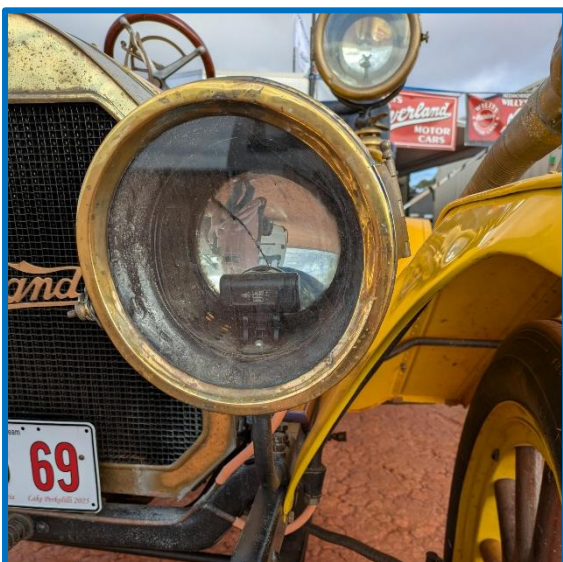
headlight history article, look back at September 2025, page 5.



The owner had acetylene lights mounted and if you look closely, you can see the pipe gas supply lines. The owner justifiable proud of his vehicle offered me the opportunity to sit in the car for a photo. Having done the headlight research article the month before I was quite excited with what I had found and the stunned look on the owner's face when I asked if this was a gas generator was priceless, but I jumped at the chance for a photo with his car.



Photo above. Left the Acetylene Gas Generator. The apparatus next to the Generator is a hand operated tyre pump. Photo above right. The fuel gauge on the side of the fuel tank. Car 69 Willys Overland travelled all the way from QLD in a container



The brass snakes running up the front guards are the outlet pipes from the Claxon horn.



*Cheryl Glew*

## Car 12 1935 Lagonda Rapier

**O**n September 29th we took the Lagonda Rapier off to Kalgoorlie to attend the RED DUST REVIVAL at Lake Perkolilli. This would be its 4th attendance since I completed the cars rebuild in 2005.

From information that my father collected regarding the Lagonda, I knew it had been raced pre-WWII at Lake Perkolilli and at the 1937 Albany Grandprix by the car's first owner Tom Berry. Armed with this information I went to the State library and searched for any information, managing to confirm the details I had and a little more about the Rapier's racing credentials. I however couldn't find any further information about Tom Berry himself. Knowing the race history of the car I felt it important to attend both Albany and Lake Perkolilli events if possible. In 2023 I was in England visiting the Rapier Register, a club dedicated to the Lagonda Rapier, of which I'm a member, there I chatted with the club historian Ann Pilgrim. I shared what little information I had and mentioned the TROVE website.

I had committed to attend The RED DUST REVIVAL 2025 when it was first announced last year.

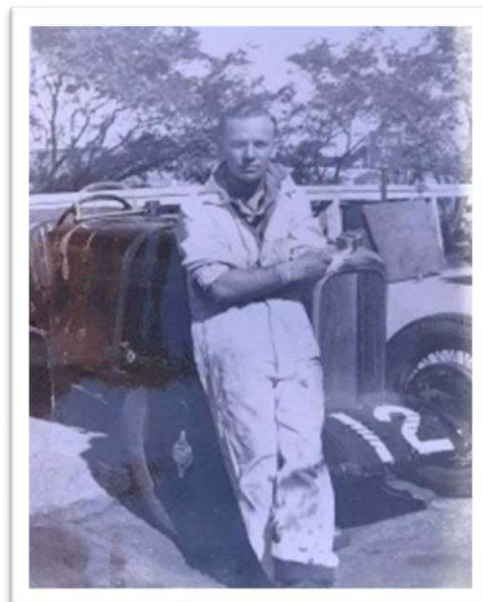
In June this year I received an email from Ann with a fantastic amount of information about Tom Berry and his wartime history which I shared with Graeme Cocks. This resulted in the article in the Dreamers in The Dust event program. I had decided that I would dedicate my information board and run on Lake Perkolilli to the memory of Tom Berry. So, this tied in beautifully with the fantastic article by Graeme.

I arrived at Perkolilli on Tuesday morning, found a suitable campsite then negotiated a pit area spot next to the Austin 7 group. Once set up it was off to register for the event, only to find out that the event organisers no longer accepted the Motorsport Australia licence, so I had to purchase a single event licence to participate (not happy Jan).

Finally, I had a run around the track with my cousin Kim as pit crew. The car ran flawlessly with Kim reporting the speedo reaching 70mph and a lap time of 3.10min. I decided not to abuse the Lagonda and after the practice run left it parked in the pits for the Wednesday.



Thursday was the first day of action, a reasonable day weather and dust wise. The cars were flagged off with a gap between cars. This was a little too close as the dust clouds from vehicles ahead did obscure vision for part of the track. At one point driving in faith that the car in front was doing the same, I made my way to the inside edge of the track only to see the white Chrysler of Peter Harold driving alongside. He had run off the track and been bush bashing. This shook me a little, but I drove on. When out of the dust cloud I was able to put the foot down. I managed two outings clocking 2.38min and 2.48min fastest lap times per event. This left me 46<sup>th</sup> fastest for the day out of the approximately 120 cars. Not bad for an unmodified car of 1100cc. I also caught up with Lance Glew, Ray Smith and others from the VAA, it was fantastic to see club members attending the event.



Tom Berry, with the Lagonda, Albany 1937



The dusty Pit Area Friday

I had been there in 2014 when the weather turned, and the track washed out. Not wanting to risk it I CALLED TIME, packed up and returned to Kalgoorlie with the Rapier. I had forgotten to return the timing device, so I went back on Saturday which, frustratingly, turned out to be a fantastic day for driving on the track as the small amount of rain had not affected the track yet. By Saturday night the rain arrived. Sunday morning Lake Perkolilli was a LAKE. Apparently, it was the most rain in 43 years.



Lake Perkolilli after the rain. The Pit Area, fenced off middle left of photo, under water

Overall, it was a great event with a magnificent selection of prewar cars. The comradery and atmosphere were fantastic with everyone willing to help out and give a hand or advice.

Possibly due to the change of managing group the event was not as well organised as previous events I have attended from a driver's safety and planning perspective.

We have "Dreamers in the Red Dust" Lake Perkolilli 2025, in the club library. In this book you will find the life of Tom Berry and the Lagonda history, along with other stories of past and present, Perkolilli Vehicles and Competitors

*Editor*

*Paul Dean*



Steve Hollis in the Pits



A makeshift workshop at our camp in the desert



## Car 61, B.E.E. Special

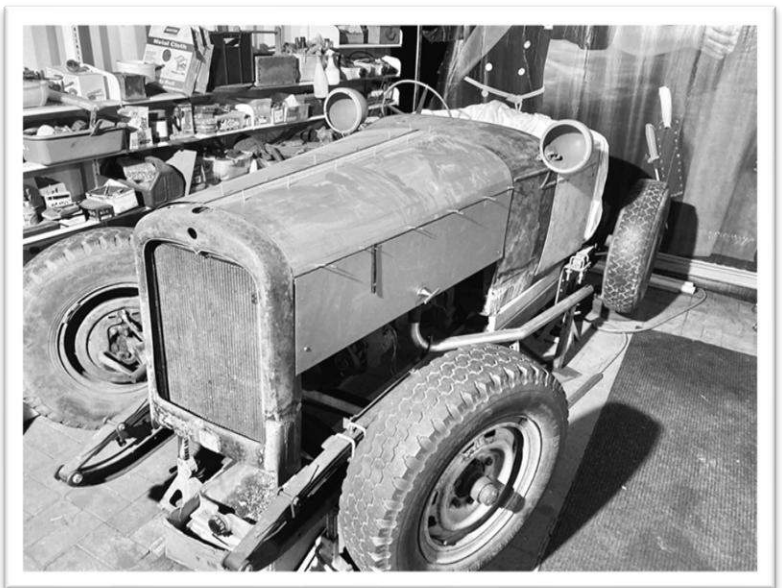
Named for Miss Blaire Elise England, the BEE Special is a combination of over 10 years of Chevrolet car and truck components.



The vehicle's chassis is a standard Chevrolet of 1927 vintage, presented in an inverted state (Underslung), the steering box is mounted overhead on the RHS to maintain right hand drive configuration. This underslung arrangement reduces the ground clearance and in combination with the lower mounting of the drive componentry has an enhanced centre of gravity.

Turning pre 1929 Chevrolet Chassis" upside down was a lark of the period, as was putting in the later model power trains. Easy to do on these chassis as they shared common suspension and engine

pickup points for over a decade. Lengthening and shortening chassis' and relocating engines in the chassis to improve weight distribution was a widespread practice.



The BEE Special's Front Suspension is 1937 Chevrolet semi elliptical spring with the leaf pack inverted and utilises 1937 truck front bronze bushings and standard threaded bushings to the rear.

Rear suspension is early Chevrolet ¼ elliptical, again the spring leaves are inverted. The front axle is a 1937 ½ ton Chevrolet unit married to the 1927 Steering box giving 1.5 turn lock to lock steering ratio. The resultant wheelbase is 109". The power train components are Standard units from the 1937 30CWT truck. The engine is mounted 24" rearward. The torque tube is reduced in length to achieve this. Therefore 216 Cubic Inch displacement Chevrolet engine of 3.½" bore x 3.¾" stroke rated at 29.4 HP of 89 BHP, 3 speed constant mesh transmission of Muncie manufacture and the rear axle is traditional Chevrolet torque tube of 4.11 ratio. The 10" crown wheel and heavy-duty axle featured in the truck are utilised. The rear axle gives a track of 59" when combined with the 8 spoke passenger car artillery wheels reducing the overall track. The front axle is fitted with 4 spoke Artillery wheels which have 1" less offset and maintains the track at 60 inches. Tyres are 6.50 x 16" Nylon cord in conventional layout.

Continued from previous page

Brakes are standard truck 11" diameter drum brakes married to a Wagner 1" master cylinder and pedal assembly from a 1936 Chevrolet passenger car is utilised. These provide adequate stopping power. The narrow body of the BEE special is of Holden origin "1928 vintage". Radiator, cowling, doors, and floor are effectively standard, the rear seat squab is of a custom design, manufactured from a 44 Gallon drum. Bonnet is also custom to accommodate the larger engine. As the power train is 24" rearward, the seating position is correspondingly further to the rear than it would be in the 1927 model. This puts the seating position much lower and near the rear axle of the car as traditionally found on contemporary sports cars of the era.

Hopefully, Miss BEE or Blaire will be riding the highways in the car named for her very soon.



## Lake Perkolilli with the BEE Special Chevrolet,

I had a plan, that is to get the new car to Lake Perkolilli for the Triennial Red Dust Revival, if it failed, I had a backup, take my trusty 1936 Badger Special Chevrolet and have the usual fun. I built the Badger Special Chevrolet over 30 years ago. It's been to every event at the lake in the modern era, so a total of 6 events.

I take the week off before the event, travelling up to the lake 38kms NE of Kalgoorlie on the Kurnalpi Road, early, well before anyone else gets there and enjoy the serenity. Lake Perkolilli is a dry, dusty, red clay pan with a 3.3km circular circuit, the site of WA first race circuit.

To my joy, I got to have both the new car, The BEE Special and the trusty Badger Special there. I will change cars as the mood fits, sometimes it's nice to have a calm relaxing ride in the Badger, it's a bit like an old glove, I know all its peculiarities.

The road to the Red Dust Revival was a relatively short one, I had entered the Badger Special, but 12 weeks out from the event, I also entered the BEE Special, at this stage it was a rolling chassis, that's it, no body, no cooling system, no electrics, just a set of axles mounted to a chassis with an engine and transmission connected to the back wheels.

I can confirm that by working 12-14 hours a day, with liberal amounts of support from friends who feed me essential parts, I made it to the start line with what could only be described as one of the coolest looking machines with the most impressive engineering ever seen at the event.

Still ringing in my ears is a comment I overheard from two avid hot rod enthusiasts. One said to the other: "You know what mate, we've been doing it all wrong, all the chopping and channelling we do to get the desired effect and this idiot just turns the chassis upside down and hey presto its done" I just smiled and slowly slid off my milk crate and laughed as I walked off to the Workshop feeling very proud.



Car 109, 1936 Chevrolet Badger Special

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So how did I go? Well like a rocket, it did two laps from a standing start, that's 6.6kms in 4mins 7 seconds. That's flying. It didn't miss a beat, I didn't have much time to prepare the car before I left sunny Albany a week prior to the event, in fact when I drove it to the Albany City Kart Club open day on the weekend prior, it was evil! It boiled constantly, and the steering and suspension geometry made it near on un-drivable. I arrived home shaking, I've driven better shopping carts at the supermarket.



That's when the Badger Special came along to save the day, I parked them side by side and simply copied the steering and suspension settings onto the BEE Special and it drove wonderfully, I have no idea what the settings are, but they are correct! The engine was pinging itself silly on the ride home and no amount of timing adjustment would cure it, that's when I had a look at the main jet in the Rochester carburettor, it was fine, but further investigation found the power valve sticking, a quick rub to get the aluminium oxide off the brass plunger and hey presto we were flying and not overheating. It went that well at the lake I was cranking 28 degrees advance into the engine and it just kept going. I took it above 80 MPH for a short time during the runs, that's about as brave as I dared go, still remembering the catastrophic failure I had with the first engine only 4 weeks prior, when it's hydraulic locked after a cylinder wall failure and shot the crankshaft out through the sump. When that happened, I thought it was game over, especially when I couldn't find a sump. But after a mate sent me two, which as it turned out, wouldn't fit as this is an oddball block, a Facebook friend heard of my plight and contacted me offering a glimmer of hope, I got one off a lend lease truck in Wagin. As it turned out what I was searching for wasn't actually what I needed. A happy mistake that I stumbled upon what I needed.

I got lucky so many times in the build, I painted the car the morning of a terrible storm and got the paint to tack dry just in time as the temperature in the afternoon plummeted to 10 degrees and humidity went to 100%. Friends helped with obscure brake clips and odds and sods that were near on unobtainable in the time given. Lucky to have such supportive people around, a friend coughed up the aero screens from his special that he's had salted away for 10 years. All sorts of favours were called in to make it happen and I thank them all for the support.

Now for the hard part, cleaning it! White upholstery and black paint aren't that conducive to red clay!  
Keep them Chevys rolling.

*Thomas Benson*



What an amazing week! I must admit I was a little apprehensive about camping in the desert. The best advice I received. "Don't take any clothes you are attached to", advice I am glad we followed.



We met Sunday morning and with the 1924 Dodge securely loaded on the trailer we travelled in convoy, planning to camp in Southern Cross and continue to Lake Perkolilli Monday morning. By Southern Cross we were all keen to continue to the event, a decision we later regretted.

Rookie mistake, driving out onto the claypan for the first time, after dark. No guide, no roads or tracks established, the mud map didn't make a lot of sense. We lost our convoy, drove in different directions, not quite sure if we were driving through the bush or on a track. We camped where we found a space. Monday morning, we walked through hundreds of trailers, trucks, car carriers, caravans, campers, tents, even saw more than a few

swags set up in the red dust. We found our group and moved camp. So, our week began.

It was such a joy to watch the younger members of our group embrace the adventure, Michael Hill and Jason Ferris took charge, attending the driver's meetings, taking turns on the track, chauffeuring members of our group in time trials and paying passengers in the celebrity events. They were also on hand with tools, ideas and help to tweak, repair and modify the car over the weeklong event.

Before events started for the day, the ladies in our group walked the track, often picking up lost car and bike parts. We usually met drivers out on the track, looking for some part that had fallen off the day before, inspecting what we had found to see if it was the bit that would get their vehicle back on the track.



From Left, Delray, Michael Hill and Jason Ferris

Lake Perkolilli, Red Dust Revival is a very dusty event, but the camaraderie and excitement was infectious, and the showers were hot, most welcome at the end of a dusty day. We viewed cars and bikes from all over Australia, met people from overseas, and chatted with locals. The last night we were all together the men in our group were already excitedly planning the next car they will build for Perko.

*Cheryl Glew*

## Wagin Hay Day, 18<sup>th</sup> Oct

We have been hearing about the Wagin Hay Day for a while, growing up on farms Brian Tucker, Lance and I were interested to see what it was all about. We were guided by Brian Brookes through back roads from Byford to Wagin. He even thought to guide us back to the city on a different route. It was interesting to see a different part of the country and was a change of scenery for us. We usually just stick to the highways, (all about the destination and not the journey, something we really should change 😊)

Hay Day is a Tracmach (Vintage Tractor and Machinery Association of WA) field day, hosted by Peter Spurr on his property in Wagin. From what I can gather watching, listening and talking to people at the event, this group is passionate about the preservation, restoration and demonstration of these old farming machines. Hay day is, as the name indicates, a day of cutting hay.



1928 International tractor

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We saw a huge array of machines, and I was very surprised there were so many preserved machines in working order. Cutting, raking, chaff cutting, stationary bale makers, mobile bale makers, along with sheaf making and stook construction demonstrations. A very interesting, educational day. Farming in yester year was very labour intensive, it is amazing the imagination and ingenuity it took to design machines to replicate the work of a man with a sickle or scythe. Also made me wonder how modern day WorkSafe would have stifled the development.

At the end of the day Peter put on a BBQ for the volunteers,

as we were sleeping in our vehicles on the property we were invited to join, old-fashioned country hospitality I remember as a kid. In the morning, we watched the clean-up, and the tractors were driven back to the shed before we left for home.

I guess it is not everyone's cup of tea, but we enjoyed the relaxed, educational atmosphere of the event and commend these men and women for their foresight to preserve our farming history. I encourage anyone interested in vintage tractors or farming machinery and practices to wander out to Wagin for a look next Hay Day.

*Cheryl Glew*



## General Meeting Minutes 14<sup>th</sup> Oct 2025

19 Helen St Bellevue

Meeting opened at 8.01pm, Attendees as per attendance book

**Opening** by Domenic Paoliello

Domenic welcomed members to the meeting and commented that there seemed to be a full house which was gratifying.

**Apologies** Ray Roberts, Peter Callo, Michelle Miles, Pierce Zlaman, Peter Goldsmith, Jim Whately, Lester D'Souza, Renata Dixon, and Martin Payne.

**New members** Kevin Hewett who has a Series One Land Rover. Allan Keeble. Allan has a 1976 Jag and a 1991 Nissan Patrol. Gary Gard

**Previous minutes** Moved as correct, Sonja Headly. Seconded Keith Agar

**Correspondence in and out**

IN AVVVVA

**Events** Pauline Velden

Pauline reminded us of the upcoming Events. They are all in the Magazine. She emphasized the Halloween event at the Club rooms, which is being run by Loretta, our youngest member. Loretta has proven to be a significant help since coming. She helps with the raffle each month, and we appreciate her.

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**Vehicle Examiner** Ray Roberts, NTR, **Building Report** NTR, **Library** Martin Payne, NTR  
**Treasurers Report** Val Smith

<b>Income</b>	
Recycling Cans	\$ 54.40
Raffle	\$216.10
Cool Drink Money	\$ 50.00

<b>Invoices for Payment</b>		
Cheryl Glew	\$ 245.00	Printing October Magazine - Snap
	\$190.00	Post October Magazine
	\$ 14.95	Post Bags
John Oldland	\$2275.00	Consultation and Training Wild Apricot
MYOB	\$ 63.00	Monthly Fee
Water Corp	\$ 271.10	Water Charges
Midland Trophies	\$ 456.00	Honor Boards Update
Badgemate	\$ 12.76	New Badges
Telstra	\$ 30.00	Square Monthly Fee
Taxation	\$ 729.00	Instalment
Rhonda Barton	\$ 110.92	Pens and Clipboards for AGM
Shirley Everett	\$ 69.50	Sausage Sizzle Oct Meeting
	\$ 25.00	Raffle Prizes
	\$ 257.40	New Urn
	\$ 15.40	Kitchen Supplies

Moved for payment, Frank Ferrari, Seconded Pauline Velden, Business Arising N/A

**Welfare Officer** Shirley Everett

NTR this month. If there is a member you know who is not doing so well, please let Shirley know.

**Editor** Cheryl Glew

Cheryl gave her report and asked that we send in anything we think the members would be interested in.

**Registrar's Report** and Approval of New Membership Applications

Pauline asked that the new member, Mr. Mirer Marzel be approved.

Moved Steve Hollis, Seconded Steve Velden, All in Favour.

**CMC** Val Smith went to the meeting at CMC to inform us about the new Tax rules. She said it was an immense help for her going forward.

**Workshop Report** Bob de Jong

Bob said the Perkolilli car was in the workshop for a while. It was still not perfect but went to the event anyway. They are currently working on a Ford, and Bill's car is ready for sale.

**Merchandise** Brian Tucker NTR

**General Business**

After the success of the Perkolilli event, Keith Agar suggested that the club get more involved in more of these sorts of events. This suggestion was received with enthusiasm, so hopefully there will be an increase in members' involvement in fun events. The men who went to the Perkolilli event gave us some great information and Ray Smith has a book that a lot of the competitors signed.

It has been discussed at the Committee and at the general meetings that those members who get their magazine posted should pay extra. If any member wants their Magazine posted out, from July 2026 it will cost \$50.00 for the year on top of your Membership. Life members will still get theirs for free.

**Raffle Winners** Mug of the month's winner is Paul Fitzgerald.

Winners were Peter Egan, Destry Schrock, and Phillip Mauritz and Dougie Edwards.

Jack's Magazine question was won by Loretta

The Raffle raised \$216.10. Thank you all who contributed.

**Display Car** Kath Agar's XB Falcon. Steve Hollis will organize a vehicle for next month.

Meeting closed at 9.08

Non-VAA Events Oct - Nov					
Month	Date	Day	Time	Event	Address
Nov	9 <sup>th</sup>	Sun	8:00 am to 11:00 am	Aquinas Car Show Aquinas College	Aquinas College 58 Mount Henry Rd, Salter Point
Nov	15 <sup>th</sup>	Sat	12 noon to 4:00 pm	American Car Club WA Annual Show	Stirling Square Guildford All Classic Cars Welcome
Nov	16 <sup>th</sup>	Sun	7:30 am to 9:30 am	Hopdup Hotrods and Donuts Pre 66 Hotrods, Customs, Classic and Bikes	Jaylea's Patisserie 88 Archibald St Willagee
Nov	16 <sup>th</sup>	Sun	7:30 am to 10:00 am	Cars & Coffee	Fremantle Park Ellen St, Fremantle
Nov	22 <sup>nd</sup>	Sat	6:00 pm to 9:00 pm	Northern Steel Meet	Bunnings Joondalup
Nov	23 <sup>rd</sup>	Sun	9:00 am to 12 noon	Everything Chrysler Day	Cannington Exhibition Centre & Showgrounds Cnr Albany Highway & Station Street Cannington
Nov	23 <sup>rd</sup>	Sun	8:00 am to 12 noon	ACC Cars in the Valley	Niola Estate 148 Dale Rd Middle Swan
Nov	29 <sup>th</sup>	Sun	6:00 pm to 8:00 pm	Saturday Night	Bunnings Armadale, Armadale Road Armadale
Dec	6 <sup>th</sup>	Sat	6:00 pm to 9:00 pm	West Coast Night Cruise	Belmont Forum Carpark (near McDonalds)
Dec	7 <sup>th</sup>	Sun	11:00 am	Beyond Blue	Chidlow Taven
Dec	7 <sup>th</sup>	Sun	8:30 am to 10:30 am	Classic Cars & Coffee	UWA 1 Hackett Drive Crawley Carpark 3
Dec	14 <sup>th</sup>	Sun	7:00 am to 10:00 am	Northern Steel. Christmas Toy Donation for Perth Children's Hospital	Lottery House Carpark Boas Ave Joondalup
Dec	14 <sup>th</sup>	Sun	10:30 am to 3:30 pm	Celebration of the Motorcar	JH Abraham Reserve Crawley

Also Refer Council of Motoring Clubs Event Calendar

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

