

March 2022

Issue No. 362



*The Journal of The Vintage Sports Car Club of Western Australia (Inc.)*

# VINTAGE METAL

[www.vscywa.com.au](http://www.vscywa.com.au)

## MORE CAVERSHAM PHOTOS

**PLUS**

All the News from the VSCCWA  
New Clubrooms Progress Report  
History of the Northam Flying 50  
Book Review - Motor Racing Mavericks



**March General Meeting – Monday March 14**  
**VSCCWA Caversham Clubrooms**  
**6.30 for 7.00 pm**

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**COVER:** Mike Tighe in the Reimann Motors Cortina GT in the 1967 WA Sedan Car Championship. Photo supplied by Bill Richards.

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Advertise your business in *Vintage Metal* at very reasonable rates.

*Vintage Metal* is published monthly 11 times per year (February to December), in A4 full-colour format with an approximate distribution of 400 per issue distributed by email. Rate card available from David Moir.

**Advertising copy closing date: 11th of the month prior to month of issue. Eg Copy for February issue due January 11.**

Magazines are in members' inboxes by the last week of the month prior to month of issue.

Of course, VSCC members can advertise cars and automobilia free of charge. Contact Editor Bob Campbell, 0419 849 835 or robertcampbell4@icloud.com for members' ads.

**For all commercial advertising contact David Moir**

**0400 813 141 — david.moir@iinet.net.au**

# FROM THE PRESIDENT



## Northam Is On

The Northam Motor Sport Festival will be our first major event for the year. It is on the 9th and 10th of April with the Lindsay Monk Hillclimb at Mt Ommanney on the Saturday and the Northam Flying Fifty around the streets of Northam on the Sunday.

While there was some discussion at our last monthly meeting as to whether COVID restrictions or shortage of volunteers may force us to cancel the event, we are now confident it can go ahead. The Shire of Northam is giving us great support and the Northam Organising Committee is pulling out all stops, as they usually do to make it a great event.

Supplementary Regulations and entries will be available shortly so keep an eye on your inbox for further information.

## New Entry Process

Northam will be our first event which will use the Motorsport Australia online entry system. This system will streamline the entry process for both competitors and organisers but it's important that you register with Member Portal on Motorsport Australia's website before entering. This allows you to enter your details and the details of your intended cars and drivers so that then entering for each event during the year becomes very simple.

Refer to the Motorsport Australia web site, [motorsport.org.au](http://motorsport.org.au), for information about the entry system or ring the Member Services hotline on 1300 883 959 during Melbourne office hours.

## Dad's Army Needs You

Our Dad's Army crew is looking to boost numbers for its get-togethers several times each month. This is a great opportunity to meet up with like-minded car enthusiasts for some camaraderie, to get involved in some interesting projects and help with some simple maintenance on our clubrooms.

There is an advertisement on page 7 of this issue so have a look at that and come along on a Tuesday or Saturday to get involved.

## Whiteman Park Moves Ahead

We've made a significant step forward with the building of our new clubhouse at Whiteman Park. We've signed a contract with builders for the 40 x 12 metre steel shed which will house the clubhouse and workshop with an estimated completion date of August this year. However, there are several other components to the project which are still being developed including power and water, access roads and car parks, building fit-out and a separate shed for pre-event scrutiny.

In the meantime, the Whiteman Park sub-committee, with the support of Dad's Army, have erected a fence around the boundary of the 6,500 m<sup>2</sup> site and lockable entry/exit gates.

## Major Milestone in Club's History

The signing of the lease for the land and the commencement of construction are major milestones in a long-running exercise for our club to gain our own clubhouse. This began in the mid-2000s with the work to secure the use of our existing clubrooms and workshop at Caversham, followed by the major effort by many to make those premises suitable for use before opening in 2008.

Around 10 years later, we began the work to secure a lease on the "York St" site off West Swan Rd for a clubhouse. Unfortunately, this project came to an end a year or so ago with the local council refusing our application to develop the site.

The most recent developments to secure the Whiteman Park site have been led by Ross Oxwell and Brian Eyre, with the support of the other members of the Whiteman Park sub-committee. Their efforts build on the many years of effort by a number of hard-working club members who have each made a contribution for the greater good of the club.

When our Whiteman Park clubhouse is completed in the next year or so, it will stand as a monument to all who have contributed over the two preceding decades.

*Glenn Swarbrick*

# VSCC OF WA CALENDAR 2022

## March

- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 8 Management Committee
- 12 Dad's Army
- 14 General Meeting
- 21 Competition Group
- 22 Dad's Army
- 29 Dad's Army

## April

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 9 Lindsay Monk Hillclimb, Mt Ommanney Club Hillclimb Championship Rd 1
- 10 Northam Flying 50 State Regularity Championship Rd 1 (Historic only)
- 12 Management Committee
- 19 Dad's Army
- 25 Competition Group
- 26 Dad's Army
- 30-1 May Supercars Championship Round, Wanneroo Raceway

## May

- 1 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 1 Classic Car Show – Ascot Racecourse
- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 28-29 WASCC Race Meeting
- 24 Dad's Army
- 31 Dad's Army

## June

- 4 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 5 Albany Classic Club Regularity Championship Rd 2 (Historic only)
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 11 Dad's Army
- 13 General Meeting
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 25-26 WASCC Race Meeting
- 28 Dad's Army

**DISCLAIMER:** The Vintage Sports Car Club of WA (Inc.) accepts no responsibility for any problems resulting from any products, services or procedures advertised or written about in this journal. Advertisers or their representatives, outlets or agents must ensure at all times that products and/or services represented are suitable for the advertised purpose and intended use. Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, its membership as a whole, or the Editor.

**NOTE! DEADLINE FOR ARTICLES FOR THE APRIL 2022 ISSUE IS MARCH 15, 2022  
ADVERTISING DEADLINE MARCH 11, 2022 .**

# VINTAGE SPORTS CAR CLUB OF W.A. (INC)

## Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 7 February 2022

1. **Meeting opened:** 7:07 pm, Glenn Swarbrick presiding, 30 members present.

2. **Apologies:** Ron Fabry, Max Gamble.

3. **New Members:** Sandra Stevenson

4. **Adoption of minutes:**

**Moved:** Rob Ozanne **Seconded:** Mark Duder, that the minutes of the November and December meetings be accepted. **Carried**

5. **Business arising:** nil

6. **Treasurer's Report:** Sheryl Swarbrick reported the current balances. Account balances and cash amounts can be obtained by members from Sheryl.

**Moved:** David Moir **Seconded:** John Illig, that the Treasurer's report be accepted. **Carried**

7. **Secretary's report:** Details of correspondence in and out may be obtained by members from David Moir

**Moved:** David Moir **Seconded:** Mark Jones, that the Secretary's report be accepted. **Carried**

8. **President's Report:** Glenn Swarbrick reported that:

- a. We are carefully considering COVID requirements for the coming round-the-house events at Northam and Albany.
- b. We and the ACMC are negotiating a financial assistance agreement with the City of Albany for the Albany Classic for the next five years.
- c. Developments at Whiteman Park are progressing well under the leadership of Ross Oxwell and Brian Eyre.
- d. Sad news that Jack Cocks died recently.
- e. The Albany Classic 2021 has been awarded Motorsport Australia's WA Motorsport Event of the year.

9. **State of Play Reports:**

a. **Competition:**

i. **Northam Motor Sport Festival (9/10 April):** Mark Duder reported that:

1. We are considering whether we can run this event under COVID rules – any change will be advised to members shortly.
2. If the Flying Fifty couldn't go ahead, we may run the hillclimb alone.
3. A recent visit to Northam showed that the Shire has made improvements to the area inside turn 1 at the bottom of Minson Ave.
4. There will be no monster truck display this year and that area will be used for trailer parking.

ii. We are planning training sessions for flag marshals.

iii. The Motorsports Australia on-line entry system will be used for all future events; competitors are urged to register now with the system and enter the details of your cars and drivers to make entry of future events easier.

iv. **Albany Classic:** Rob Ozanne reported that:

1. We are negotiating a memorandum of understanding with the ACMC for 2022 – 2028.
2. We are negotiating an agreement with the City of Albany for five years from 2023 – 2028.

b. **Dad's Army:** Chad Raven reported that:

i. The Dad's Army crew has encountered some very hot weather for the start of the year.

ii. They have been helping with work at the site for the new clubrooms at Whiteman Park.

c. **Library:** nil.

d. **Social:** nil

e. **Regalia:** Steve Gilmour encouraged members to buy club T-shirts.

f. **Whiteman Park:** Ross Oxwell reported that:

i. The lease with Whiteman Park was signed on 5 January.

ii. Plans are underway to build a 40 x 12 m clubhouse and adjoining inspection shed.

iii. We need \$50,000 to bridge the gap between the total estimated cost and the club's existing funds – members are invited to assist with financial donations or fund-raising.

- iv. Work is underway to build a boundary fence and gates.
- v. Ross formally presented the lease documents to the President. Glenn remarked that we had achieved a major step towards our own clubhouse and this was the culmination of many years of hard work by a small group of dedicated members.

**10. General Business:**

- a. Graeme Whitehead reported that work on the Standard Special is proceeding well; the location of the engine on the chassis and the design of the body are being developed.
- b. Barry Macintosh reported that Max Gamble is to have a back operation shortly.

**11. Guest speaker:** nil

**12. Next Meeting:** Monday, 14 March (note: public holiday on 7 March).

**13. Meeting Closed:** 7:55 pm.

## VSCC NEWS



**Whiteman Park Lease Signed**

The lease for the site of the new clubrooms in Whiteman Park has been signed and Ross Oxwell, chair of the Whiteman Park Committee, handed the lease over to club president Glenn Swarbrick at the February general meeting (see photograph at left).

With the lease signed, work has started at the site. First was the need to insert gates into the fence between the building site and the road, and this was accomplished in late January, which will allow vehicles to enter the site.

Next job was to build the fence around the actual building site, the 6500 square metres that we have leased. Work began but had to be temporarily abandoned when a total fire ban prevented the use of the posthole digger. As the heatwave conditions ease, it should be possible to get the remainder of the fence

built, providing the necessary security on site for the earthworks to begin. The clubrooms are on the way.

**Clarification on Code 404 Impromptu Runs – Logging Runs on Consecutive Days**

The Council of Motoring Clubs (CMC) has recently received queries from some member Club Registrars on the ability of Code 404 vehicle owners to log Impromptu Runs on consecutive days, as a means to drive or ride to an overnight destination and return the following day.

Section 8 of the Concessional License Code 404 Information Booklet describes the conditions of restricted use for a vehicle licenced under the Veteran/Vintage/Post Vintage/Invitation Class Concessional Licensing Scheme, including an ‘impromptu event’ involving one or more vehicles over a one day period that is not a recorded club event but which must be recorded in the club’s run log. Clarification issued by the Department of Transport on the recording requirements for such ‘Impromptu Runs’ was forwarded to member Clubs on 29th November 2021. This reiterated that Impromptu Runs are a one day event, meaning that the run must commence and end on the same day.

The Department of Transport considers that logging Impromptu Runs on consecutive days for the purpose of engaging in a motoring activity that is in effect a multi-day event is inconsistent with the intent of the Code 404 scheme and is not an acceptable practice. The CMC has been advised that the Department’s auditing processes will include reviewing club run logs to identify any such unacceptable vehicle use.

The CMC Technical subcommittee is currently revising the Code 404 Information Booklet to update and clarify the scheme provisions and the revised version will be made available on approval by the Department of Transport.

**Proof of Vaccination**

Those of you who attended the general meeting on Monday February 7 will know that you had to provide proof of vaccination or proof of exemption from vaccination. This is because anyone entering licensed premises in WA has to provide the proof and our clubrooms are licensed (the bar sells booze, remember?).

As Dad's Army has morning tea in the licensed part of the premises, those attending Dad's Army days must also supply proof of full vaccination. It's annoying/frustrating/you name it, but them's the rules.



# Dad's Army Needs You!



**Dad's Army days – first Saturday and last 2 Tuesdays each month  
8am • 12 noon (morning tea provided)**



Dad's Army Christmas lunch 2021



Project cars in the workshop



Renovating clubrooms

All VSCC members are welcome to come to a Dad's Army day to have a cuppa and chat with like-minded members and help keep our clubrooms organised

Dad's Army was formed when the VSCCWA took possession of the clubrooms at Caversham in 2008, to prepare the near derelict building for occupancy. As time and the club moved on, Dad's Army took on a maintenance rôle.

It is the powerhouse of the Vintage Sporting Car Club of Western Australia. Cleaning and keeping our clubrooms tidy is a small part of what we do, as Dad's Army is mainly about spending time at and enjoying the surrounds of our property. There is always something to do – building cars in our workshop, setting up and dismantling the scrutineering tent, helping make morning tea for everyone, or sitting down to enjoy a book from our ever expanding library. Be part of the VSCCWA and enjoy all that belongs to us.

Now that work has started on the creation of our new clubrooms at Whiteman Park, Dad's Army needs more volunteers to help prepare the new premises and to keep the new clubrooms in tip-top condition.

In case you wondered, Dad's Army members range in age from early 40s to late 80s. All are welcome. If you have a Saturday or Tuesday morning free, come along and enjoy the company of fellow petrolheads and old car tragics.



Setting up scrutineering tent



Fixing the fences



Earlier project, the Caversham Car

**Participation, Practice, Perseverance, Preparation, Performance**

## DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
MARCH	12	22	29
APRIL	2	19	26
MAY	7	24	31
JUNE	11	21	28

# WHITEMAN CLUBHOUSE NEWS

## Whiteman Wise-ups:

It's been a busy month on the Whiteman Clubhouse Project. Firstly, thanks to our Management Committee who have approved a small number of sums of money needed for progress to be made. One of those was \$3000 for fencing materials, which were picked up on 25th January from out Cannington way – thanks Graeme Whitehead for the use of the truck. On the 25th and 26th of January Barry Mackintosh, Chad Raven, Graeme, Kevin Dorn and Ross installed heavy pine posts with braces, installed two sets of gates and re-tensioned the front fence.

Thanks to Kevin Dorn for the use of the motorised auger (unfortunately limited to 600 mm depth, the rest being scooped out to 900 mm with a piece of pipe), other tools required for the task, and the expertise in their use.



Gates installed at the Whiteman Park site.

On the 1st and 8th of February these blokes with the addition of Brian Eyre and Mark Jones returned to continue installing heavy pine posts. An extension for the auger to take it to 900 mm was made by Kevin and Barry, thus speeding up the process. Bracing of the corners was completed, a tension wire run the perimeter and 60 star pickets driven. Thanks to Graeme for the use of battery powered drills, and to Kevin for donation of the star pickets. The fence mesh for the west side was run and temporarily hung on the posts – this will require wire “twitching” to the tension wire at about 1 metre intervals and to the star pickets at each lateral, time consuming but necessary to make the fence kangaroo-proof. All of this will need to be repeated for the south and east fence lines.

Finally three strands of barbed wire (about 1 kilometre) will need to be run and attached for the whole perimeter. This activity has

been delayed by the imposition of Total Fire Bans (TFBs) and Harvest Vehicle Movement Restrictions (HVMR) imposed by DFES and the City of Swan.

Meanwhile \$300 has been paid to Coastline Sheds to both engage them and to obtain engineering drawings necessary for the Building Permit Application (BPA). Coastline has been paid a further deposit of \$15000 to lock in the price for delivery of the shed kit for the end of June 2022. A builder has been engaged to erect the 40 m x 12 m shed complete with concrete floor in July-August, again at a fixed price.

Plans for the layout of the block, the Clubroom and the workshop/store are in the process of finalisation. Plumbing and electrical contractors, a ventilation expert and people to install roadways have been consulted, and should be locked in soon. The Development Application is said to be lying in an In-tray at the WAPC and should come our way soon, so that the BPA can be lodged with City of Swan.

Then there was the saga of the Dunny – it looked like we could get one via Jack del Borrello, but it turned out to be a “temporary builder’s dunny” not a self-contained “portable builder’s dunny”. The search goes on...

It should be obvious that Club members owe an awful lot to these people mentioned – it's too few doing too much. You can help correct the situation by putting your hand up to join the group – after all, you as a member are the beneficiary.

You don't have to always be available, and you don't have to do everything – send me an email (Lroxwell@westnet.com.au) and I'll put you on The Whiteman Park Clubhouse mailing list and you'll know what's happening.



The Whiteman Committee hard at work planning the layout of the block, clubroom and workshop/store on February 15.

Clockwise from left: Brian Eyre, Barry Mackintosh, Ross Oxwell (Chair), Graeme Whitehead (obscured), Mark Jones, Chad Raven and Kevin Dorn.

*Ross Oxwell*  
Chair, Whiteman Committee



# EDITOR'S RAMBLINGS



## Barnato Hassan for Sale

My local library allows me to borrow digital editions of magazines as soon as they are released to the public, which means that I get to read the latest overseas magazines when they are released in their home countries. One that I enjoy reading is *Octane* magazine and an advertisement in the March edition caught my eye.

Back in the 1930s, Woolf Barnato commissioned Walter Hassan to build him a Brooklands racing special based on the Speed Six Bentley that Jack Dunfee and Cyril Paul drove to victory in the 1931 500 mile race at Brooklands. However, that car was found to have a cracked frame, so Hassan produced a new chassis to his own design, a narrow affair with deep side members and an underslung rear axle. After an engine blow-up in the 1934 BRDC 500 Miles race, it was re-engined for 1935 with an 8-litre engine, Bentley's biggest.



By the end of 1935 the Barnato Hassan, driven by Oliver Bertram, was able to lap Brooklands slightly faster than the John Cobb Napier-Railton, which had a 24-litre Napier Lion engine and looked somewhat more stable on the banking. The Barnato Hassan's final season at Brooklands was 1938 and Bertram managed to lap at 143.11 mph (230.264 km/h), making it the second fastest car ever around Brooklands, beaten only by Cobb's 143.44 mph (230.795 km/h) lap in the Napier-Railton.

The Barnato Hassan suffered the indignity of being fitted with an ungainly two-seater sports car body in the immediately post World War II years, resulting in its attracting the nickname 'the Whale'. Fortunately later owners restored it to its former elegance and it is in its speediest Brooklands form that it is offered for sale, at offers

in excess of £4,500,000! That's almost \$8,600,000 in Aussie dollars in case you are thinking of putting in an offer. It might be a little unwieldy around Northam, and lapping at over 140 mph might be frowned on...

## Supply Problems Affect FF1600

I heard from an impeccable source that there will be no FF1600 cars at the first WASCC race meeting of the year on February 26 and 27. The reason is that there is a world wide shortage of pistons for the Ford Kent engine. With no pistons there can be no engine rebuilds to prepare for the new season, so no FF1600 cars at the first race meeting.

With any luck the supply problem will be solved in time to prepare the cars for the May meeting on the 28th and 29th of that month or even the Supercars meeting on April 30 and May 1.

## Do You Believe in Magic?

Have any of you ever wondered why the clubrooms are not knee-deep in dust and Portuguese millipedes, or how the damage done by vandals and thieves was repaired? It wasn't the work of housekeeping brownies or whatever other mythical creatures your favourite fantasy author favours.

All the work was done by or under the supervision of Dad's Army. No magic, just hard work and the knowledge of where necessary skills and resources could be found.

Dad's Army is a group of (mainly) older members of the VSCCWA and a few friends of the club, most of whom are past members. If all of the Dad's Army regulars were suddenly 30 years younger, one or two would still be at school, but the senior member of the group would be almost 60 and virtually all of the rest would be over 35.

Dad's Army is in need of some young blood. Take a look at page 6 above to find what is involved and why you should think about committing time to joining Dad's Army. With construction of the new clubhouse and workshop about to begin, a rejuvenated Dad's Army is needed to get the new premises into order, just as the original group got the Caversham building into order in 2008.

## Northam Scrutineering – Volunteers Needed

I know it's looking ahead a bit, but scrutineering for Northam is on Saturday March 26 at Caversham.

We need volunteers to turn up on Friday March 25 to erect the scrutineering tent. Please arrive around 8 am. Morning tea will be provided as for a Dad's Army day.

We also need volunteers on the Saturday after scrutineering closes at 11 am to pull the tent down again. There will be a sausage sizzle on scrutineering day, so we can feed the volunteers.

It's all very sociable and the more volunteers we have, the easier the work. So make your way to Harrow Street and the old runway near the clubrooms and join in the tent raising and lowering.

Bob Campbell

# DAD'S ARMY NEWS



## Dad's Army Saturday for April

Forget anything you heard about there being no Dad's Army Saturday in April. It is definitely **ON**.

Scrutineering for Northam is the week before on March 26, so April becomes very busy with Dad's Army on the second, Northam on the ninth and tenth and Easter from the 15th to the 18th. Then there's Anzac Day on the 25th.

And while we are scotching rumours...

## NORTHAM IS ON!

In spite of rumours to the contrary, the Northam Motor Sport Festival is **ON!**

Entries open February 26 and close March 26 and Supplementary Regulations will be coming out soon.

This year's event celebrates the 70th anniversary of the first Northam Flying 50, which was held on April 14, 1952. We're only four days off the exact anniversary.

Scrutineering is on Saturday March 26 and we need volunteers to put the tent up on Friday the 25th from 8 am. Morning tea will be supplied.

We also need to pull the tent down after 11 am on the 26th of March. there's a sausage sizzle on that day.

## Wally Phoebe Having Surgery

Wally is booked into hospital for surgery on his knee. It will probably have happened by the time you read this, but we wish him well and a speedy recovery.

## Project Standard Willys

Work on the project car has slowed, mainly because it has been too hot to work on it. Several of the Dad's Army members who regularly work on the car have given in to the weather and haven't turned up to work. It's not surprising really, as we get older the heat does affect us more.

Barry is making progress with the engine and we should be planning the bodywork in the near future.

## Kevin's Singer

Work has also slowed on the Singer. Kevin has been involved with the Whiteman Park Committee, as have some of the Standard team, and between committee meetings and erecting gates and fences at the building site, there hasn't been time to work on the project cars.

## More Help Needed

As the months go by and the attendance at Dad's Army seems to be the same old group of people, with the odd one missing for age-related reasons, it is increasingly obvious that we need some new blood in Dad's Army. See page 6 above for our recruitment ad.

Should we change the name? Dad's Army does appear to exclude 50% of the population. Are there any female members of the VSCCWA who might enjoy the company and want to drive the ride-on mower, lean on a spanner or assist in the many domestic chores that abound? There are many women who are a dab hand with a paint brush or roller, and we'll probably need those skills at the new clubrooms.

It is also possible that the current name of our group infers that we are all old. Young at heart perhaps, but all verging on or way past pensionable age. It would be nice to have some young and fit members who could turn up on a Saturday, even if work keeps them away on Tuesdays.

Let's all think about how we might encourage more members of the VSCCWA to come and join us on the first Saturday and the last two Tuesdays of the month to keep the clubrooms clean and tidy, work on the project cars and solve the problems of the world over a cup of coffee.

We'll also have to change the motto. Any ideas?

*The Scribe*

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# NORTHAM MOTOR SPORT FESTIVAL

9 & 10 APRIL 2022

CELEBRATING 70 YEARS SINCE THE FIRST NORTHAM FLYING 50

# THE HISTORY OF THE NORTHAM FLYING 50

*The Northam Motor Sport Festival is back on April 9th and 10th and while you are getting ready for our annual hit of burning rubber, revving engines and octane intake, you can read on about the history of our great events.*



Northam 2021. Barry MacKintosh, Bartlett with a sliding Bryan Scrivenor, Singer 9. Nicole Lothe photograph.

form a racing circuit. The buildings were often protected by hay bales and driver safety was a secondary consideration.

There were several different tracks over the years, changing for various reasons, but the following are the most documented ones.

In 1952 the initial track known as the Town Circuit had the start and finish line in Chidlow Street, at the gates to the Showgrounds, with the Oval as the pits for the competing vehicles. It was 2.2 miles (3.5 kilometres) in length. All cars travelled down Chidlow, left into Peel Terrace and taking the sweeping bend into Wellington. Racing past the church the vehicles gathered speed along the straight down past the Court House and then left into Gairdner. This straight proved a popular place “to put the foot down” until a left into Selby then taking the chicanes through Gregory and then left into Burgoyne. Another straight until the first right of the track back into Chidlow through to the finish line.

After the initial meeting in 1952 the racing circuit was moved to what was known as the North Circuit, this was a less populated area and proved less of a problem for organisers, the direction of racing was in a clockwise direction. The North Circuit was used from 1953 to 1956. This track started in Hutt Street with the cars speeding down to Clarke Street (this part of Hutt St is now closed due to the railway line). Turning right into Clarke and then up Kennedy, past the High School and then a left into Hampton. This short piece of the circuit sorted out many gear boxes with then a quick right into Forrest Street and up the hill to Newcastle Road. Right into Newcastle and then right into Inkpen Street and left into Stirling Street. Where Stirling meets Hutt there used to be a sweeping right corner and the cars would take the corner at great speed to finish at the start line in Hutt Street.

The circuit used now was first introduced in 1999. The pits are in Minson Avenue as is the start finish line. The Flying Fifty takes us down Minson Avenue to a sharp left onto Beavis Place and another sharp left onto Fitzgerald Street. Right into Gordon Street and then left onto Wellington into a quick straight down to Grey Street where we turn left down the incline and left into Minson again. This track is 1.2 kilometres in length and a single lap is typically driven around the 62 second mark.

The Flying Fifty is a Regularity Event in which the drivers nominate a lap time. The event consists of 5 laps in which the driver tries to keep to his time as much as possible. Points accrue for any indiscretion and the driver with the least amount of points at the end of the day's racing is the winner.

The first Northam Flying Fifty also known as Northam Round the Houses event was held on April 14, 1952 on the Easter weekend.

The WA Sporting Car Club approached the Northam Town Council to discuss the idea of staging a motor race in the town. This was discussed with the Northam Council of Sporting Bodies and the Northam Car Club was to become heavily involved with the organising of the very first Northam Round the Houses event. Northam Round the Houses car racing continued for many successful years with the Northam Car Club as its co-organising club.

Before the development of dedicated motor racing circuits, car and motor bike competitions were conducted around the streets of country towns. The main streets of towns like Northam, Narrogin, Goomalling and Albany were closed off and used to



Northam 2021. Tony Brett, Jaguar enjoying the dry leading Hugh Fryer, Austin 7 Nicole Lothe photograph.

# HIGH JINKS AT THE 2021 STAMPEDE

A series of photographs taken by Geoff Williams at the Stampede. They didn't fit in the February issue.



Our sequence starts with David Dearden's 1994 Vector FF chasing Denis Coomber's 1981 Halliday JF2 at the 2021 Vintage Stampede at Wanneroo Park on December 5 2021.

Denis had opened up a bit of a gap when...

Oops! He finished up looking back at David.



Time I wasn't here! Denis lights up tyres in reverse as David comes into shot.



Denis scurries backwards as David takes the wide line.



Left: Denis is still taking evasive action.

Right: Phew! Now lets get this thing going in the right direction...



# PHOTOGRAPHS FROM CAVERSHAM



Bob Lawrence, a friend of Alan Shephard, called with information about these two photographs. As I suspected, they are both of the same car. It is the ex-Curley Brydon car bought by Doug Green in about 1954, a Cooper Mark V with a V-twin JAP engine. John Blanden's book, *Historic Racing Cars in Australia*, shows Doug as having obtained the car from Lyn Archer, but as Curley Brydon was known as a wheeler and dealer, he could well have organised the sale.

Doug sold the car to Jack Rowe when he purchased the Ferrari Tipo 625 from Lex Davison. Rowe sold the car on to Jack Ayres, who fitted a Ford Anglia engine and VW gearbox after the JAP engine suffered major damage.

It was next seen in the hands of Hilton

McGee who recreated the JAP engine with new castings where required in the course of a complete rebuild of the car.

In 1983 it was bought and further restored by Mark Dymond. The Dymond family owns the successful Penrite Oil Company and so far as is known the family still owns the Cooper.

Bob Lawrence was a good friend of Doug Green and accompanied Doug and the Cooper to race meetings and hillclimbs around WA. He was also involved with the Ferrari and has almost completed building a replica of the Ferrari. Due to the unavailability of period Ferrari mechanical components in Australia, the replica is Jaguar powered. Bob hopes to have the Ferrari replica on display at VSCCWA events later in 2022.



Bob Lawrence also pointed out that the Repco Holden Sports didn't gain the Repco head until after Lionel Beattie bought the car from Jack Ayres. Jack had a hot Holden grey motor in the car, but Lionel bought the Repco head from Terry Le May and fitted it to the Holden engine in the sports car. The Repco head was part of the reason Terry beat Dave Sullivan to the 1959 WA Touring Car Championship. From 1960 touring cars were governed by the new Appendix J, which banned the use of the Repco head in touring car racing, which would explain why Terry sold the head from his 1959 champion car.

## PHOTOGRAPHS FROM CAVERSHAM CONT.



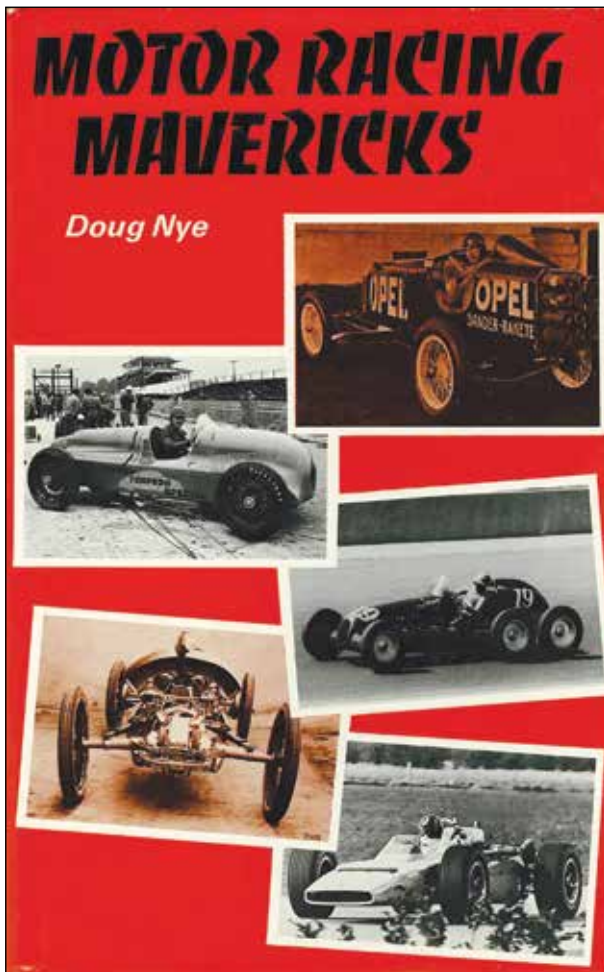
Sports cars and 'closed sports cars' before they became Sports Sedans at Caversham. The second car is, I think, Johnny Glasson, the Holden behind him could be Johnny Bertina, then there's Max McCracken's Lotus Elite hiding behind the flag marshal and an unidentified MGA. Photos on this page were supplied by Bill Richards, President of the Austin Healey Club. He didn't know the cars and drivers, but he did point out the flag marshals protected only by a row of half tyres. Can anyone identify the cars, drivers and race meeting, or at least confirm my identification.

Another shot from Bill Richards, this one of Jim McKeown in the beautifully prepared Neptune Trident Team Lotus Cortina alongside team mate Norm Beechey in the ground pounding Chevy Nova. WA Sedan Car Championship, 1967, which was won by Beechey from locals Gordon Stephenson (Alfa Romeo 1600 GTA) and Jeff Dunkerton (Mini Cooper S).



A gaggle of open-wheelers at the Shell Hairpin in another Bill Richards supplied shot. I think it is Bob Ilich in the Brabham leading Mike Tighe in the Elfin, but who are the others? And am I right? Answers by phone or email to the editor.

# COLLECTOR'S BOOK REVIEW: MOTOR RACING MAVERICKS BY DOUG NYE



Doug Nye is probably best known today as one of the expert commentators at the Goodwood Revival Meetings and Festivals of Speed, but he is a world renowned motor racing historian and this book is one of more than 70 he has written about motor racing.

Published in 1974, it is a great read for anyone interested in historic cars that didn't meet the norms of their time. Interestingly, the first chapter is about electric cars of 115 to 120 years ago.

Back then electric cars were generally set up to travel at relatively low speeds to increase the range available from the batteries of the time. However, some designers and racing drivers realised that, if range was not a consideration, feeding a lot more current through the electric motors with suitable gearing would result in a top speed that the petrol powered cars of the day couldn't match.

Nye enlivens the stories with anecdotes like that quoted below. It happened after the Baker Motor Vehicle Company exhibited its products (not its streamlined record breaker) at the Madison Square Garden Motor Show in New York in 1900.

'Mrs Hamilton Fish, a pillar of East Coast society, bought one of the Motor Show cars, and without taking driving lessons (which she obviously considered beneath her) she took it out for a run. It had a simple fore-and-aft two-way controller; the further you pushed it in either direction, the faster it went.

'The story goes that she turned smartly into a side street and promptly ran down a jay-walking pedestrian. He was just picking himself out of the mud when she realised what she had done, yanked

the controller backwards to stop and smartly reversed over him again! Before she could return he threw himself onto the verge and yelled 'Fo' God's sake Ma'am, before yo' git through yo' sure is goin' to run me over!' Mrs Hamilton Fish abandoned her Baker Electric in the middle of the street, and never drove again..'

Electric cars raced up to 100 mph, but it was the steam powered Wogglebug, renamed retrospectively Rocket, from the Stanley Steamer company that crashed at an estimated 150 mph in 1907 on Ormand Beach.

It was the amazing, opposed piston Gobron-Brillié (nicknamed Gobbling Billy) that had first set the World Land Speed Record at over 100 mph in 1904, and the Gobron is described in full.

Every conceivable oddity is here, from those early experimental machines to the surprisingly competitive six-wheeled Pat Clancy Special (a 2-4-0?) that features on the front cover, the mighty Ferguson-Novi of 1964 and the spectacularly unsuccessful STP-Lotus 64 of 1969 (bottom right, front cover).

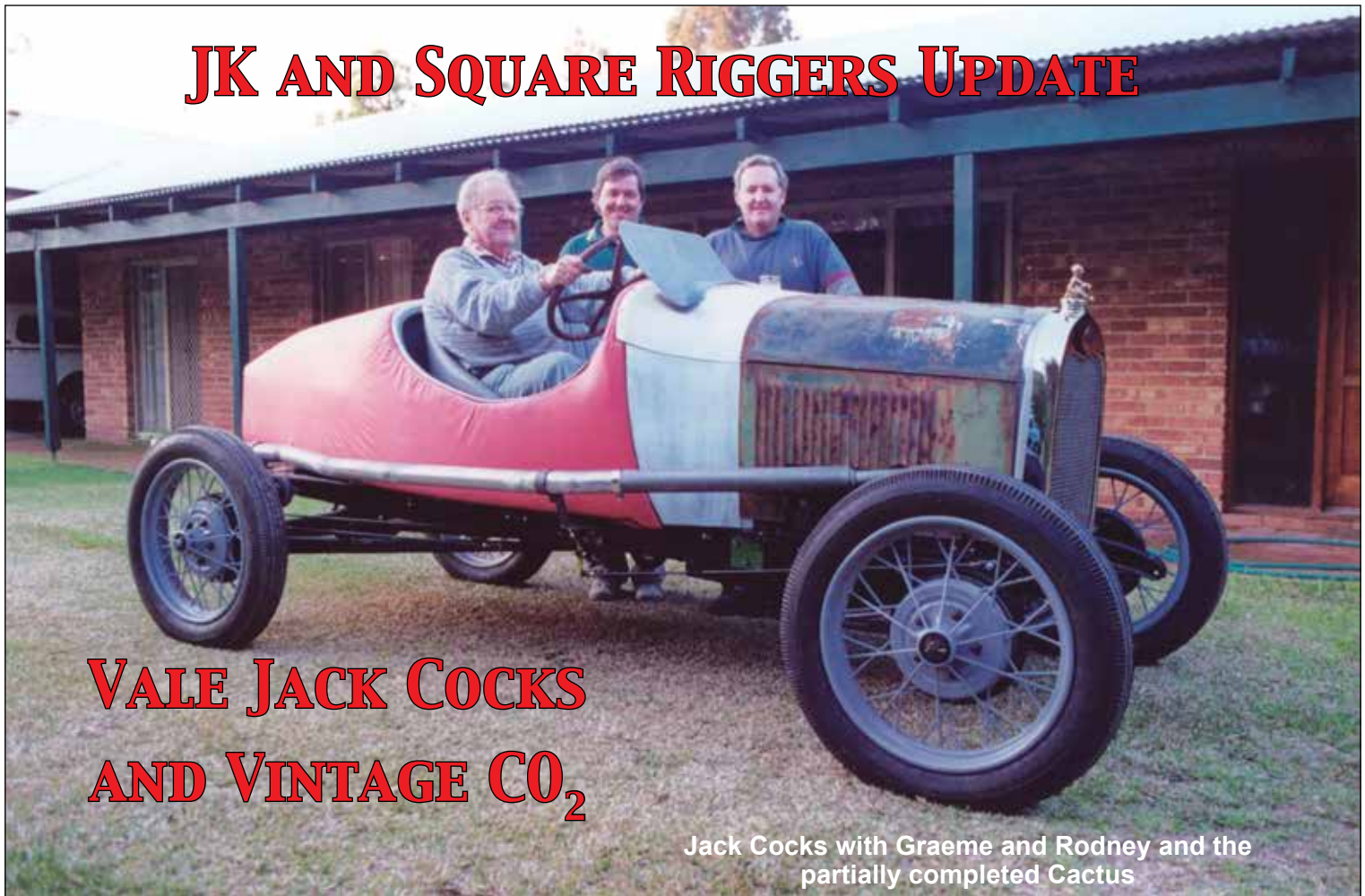
Where do you get it? You'll have to search for it on the Internet, unless your local second hand book shop happens to have a copy. Otherwise you might have success with ABE Books on its web site at [abebooks.co.uk](http://abebooks.co.uk). I found examples at prices from \$25.75 to \$42.63 plus post and packing.



*Bob Campbell*



# JK AND SQUARE RIGGERS UPDATE



## VALE JACK COCKS AND VINTAGE CO<sub>2</sub>

Jack Cocks with Graeme and Rodney and the partially completed Cactus

### Vale Jack Cocks

The pre-war group of the club lost a great friend recently. Jack Cocks, the father of Rodney and Graeme Cocks passed away at the grand old age of 96 years.

Since 1997, Jack has been a regular in the pits at Albany, Northam and Lake Perkolilli until very recently when he could no longer travel. Members may not know that he and his two sons built the Ossie Cranston Ford Model A replica "Cactus" which Rod has campaigned for decades in club events.



Rodney and Jack Cocks soaking up the atmosphere at Albany in 2017

Jack grew up in Inglewood, only a few doors down the street in Sixth Avenue from the Annear family. He went to school with Max Annear. Max's father was Dick Annear who was the chief mechanic at Attwood Motors when Billy Attwood and Arthur Colliver raced a Chrysler called Silverwings to great success across the State. Dick often took the Chrysler home to Inglewood to tune it up before race events in the 1920s and early 1930s. Sixth Avenue must have been an interesting place for rev-heads in those days.

The connection only became significant when his son Graeme built a replica of Silverwings in 1997 and Max Annear attended the launch of the replica at Woodbridge House in Guildford. They renewed their old acquaintance.

When Jack and Graeme went in search of Lake Perkolilli when it was unknown beyond a few

people in Kalgoorlie, he drove his trusty Holden Rodeo cross-country from Kanowna. When they got to Perko they found that there was a track leading back to the Kanowna-Kurnalpi Road — the track that is used today.

At age 18, Jack joined the RAAF and served during the war at Labuan, Tarakan and Morotai in present day Indonesia and Malaysia. He was an armourer, loading bombs and ammunition onto Kittyhawk and Mustang fighters. After the war, he was a member of the British Commonwealth Occupation Forces in Japan. One of his great honours was standing guard at the Imperial Palace in Tokyo.



Jack Cocks enjoying the fruits of his labour, Lake Perkolilli, 2009

When he returned to Perth he bought a BSA Bantam motorcycle, then a 1928 Grasshopper Chev to travel from country towns where he was posted as a teacher and to travel to the city with his young family.

He was always up for a chat, to proudly talk about Cactus and Silverwings and the history of Lake Perkolilli. He drove Cactus at Perko back in 2009.

As a retired art teacher, he was co-opted to paint the rustic signs for the Lake Perkolilli events which are now hung in garages all over the State.

Many people make a club and Jack Cocks will be missed by his family and friends. The social atmosphere on the top row of the Albany pits just won't be the same.

## Vintage CO<sub>2</sub>

Heza Henry has given a little thought recently to where our old car hobby is heading. It's hard not to think that the movement is under attack from the Green lobby when there is talk around the world of banning old cars completely in some city streets.

When the Mayor of London says that the city needs to reject the fossil fuels of the past and embrace an electric revolution, with electric, hybrid and hydrogen cars only for the city streets, the organisers of the London to Brighton Run must be getting worried.

When one of our mining magnates buys a technology company from the Williams F1 team as part of his plan to make his iron ore mines electric, it makes one wonder how long it will take for the London philosophy to take hold in little ol' WA.

The old car movement in WA hasn't even been thinking about these things. As we talk about the merits of Code XYZ versus Code K9P, the bigger question is whether we can maintain our love affair with old cars in the post-petrol world.

To do this we need to spread the word that a few old bangers racing around a track is causing minimal harm to the environment. In Britain, the clubs have gone one step further and they have started looking at schemes to be seen to be more environmentally aware. The body in the UK which represents all the clubs, the Federation of British Historic Vehicle Clubs, has launched a carbon offset scheme so that clubs can compensate for the evils of dumping CO<sub>2</sub> into the atmosphere. The MG Car Club has joined the scheme and club members put a sticker on the car which says "I plant trees to carbon capture every mile I drive or ride".

It seems like a lot of hot air when it has been calculated that the historic vehicle community in the UK accounts for less than 0.25% of the total miles travelled on UK roads annually. Perception, however, can become reality when it comes to these things. We need to be seen to be doing the right thing.

Which brings Heza Henry to thinking about our move to Whiteman Park. The "bushland forever" at the Caversham track we know was never bushland forever. It was cleared and grazed for decades before being left to grow again when the air force lost interest in the site. Large swathes of land have been cleared for housing. We are moving to Whiteman Park where large parts of it were cleared a long time ago for farm land. Perhaps as part of our move, we can lead the way and adopt some of the Whiteman Park bushland and do our own bit of "carbon capturing".

*Heza Henry*





## FOR SALE

### 1968 MGB — not registered.

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