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# VINTAGE METAL

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

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Next General Meeting: Monday 7th August 2017



JKL Square Riggers in Albany

## IN THIS ISSUE



Christmas in July



Australia's First Cars



Mark Jones Retirement



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## FROM THE PRESIDENT

Hi Folks.

Albany is done and dusted for 2017 and it's only three months till the Coalfields 500. Time to relax for a week or two or so I thought. That notion was quickly scuttled.

Dad's Army are having their Christmas in July on the 12th, Peet have won the contract for developing Lot 800 at Brabham which could have repercussions for our tenancy, and the change in Government has affected our negotiations for a lease over the "D" circuit. It's also the end of the financial year with all that entails. The list goes on...



It seems the year to date has gone way too quickly. The Annual General Meeting (AGM) will be held on the 6th of November and nomination forms for vacant management positions will be included in September's Vintage Metal.

Evan Edwards has been acting Treasurer since April and has indicated he will not be available after the AGM. If you feel you could take on the Treasurer's role please give it some thought. To explain what's involved have a talk to Evan, Sheryl or me.

In last month's President's report I wrote about the increasing size and complexity of our round the houses events at Northam and Albany and the work-load they place on our volunteers. The debrief sessions that were conducted after these events highlighted the need to look at solutions to this problem. It may mean we have to employ a person as an event manager. To do this additional funding would be required and that can only come from increased fees, sponsorship or grants. Not to do anything would mean the loss of some of our enthusiastic and hard-working volunteers. Another solution is for more members to take an active role in the Club's organization. An introductory training course for officials, organized by Craig Bradtke, is described in this edition of VM (*VSCC News*, page 6). It would be very encouraging if we get enough participants to make it a success.

Sadly, I have received a letter of resignation from Robyn Larkin. Rob has been a tireless worker for the VSCC for nearly 20 years. She gained her CAMS license in 2002 but was a marshal at the first Vintage on Avon held in 1999. She has been involved in the organization of Albany since 2003 and played a key role in the Club's many activities. Her guidance, experience, knowledge and ability to apply common sense have contributed to the success of what has been an ambitious program of events over those years. We wish her happiness, contentment and success in her plans for life post VSCC.

I was shocked to learn of Bob Pinkerton's recent death. Bob was a talented engineer who helped many members with car restoration and construction and a great bloke to go with it. An obituary is included in this edition (page 18).

Thanks to the large number of members who have renewed their membership. If it has slipped your mind please take this as a gentle reminder.

July's General Meeting was cancelled because of a power outage. This was unfortunate because we had a great roll-up despite the rain. I look forward to seeing you at our next General Meeting on August the 7th.

Drive safely.

*Rob Ozanne*

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

## Minutes of General Meeting

Held at the clubrooms, Caversham, 3 July 2017

**1. Meeting abandoned:** A power blackout in Caversham and surrounding areas left the clubrooms in darkness. The meeting was abandoned and all business held over to the August General Meeting on August 7.

## EDITOR'S RAMBLINGS



### Apology

I must apologise for getting Nicole Lothe's name wrong in the photo credits for the Albany story and the J K & L Square Riggers Update. Hugh Fryer quite rightly emailed me to point out my error.

### Forgotten Committee Member

If you look at the inside front cover of this issue, you will find a new name in the list of committee members — new to the list that is. Mike Upton was co-opted on to the committee last September, but that information only filtered through to me in the past couple of weeks. I apologise to Mike for seeming to ignore him, but he is now on the list.

While on the subject, Ivan Okey has also been added to the committee, co-opted to take the place of Mike Barnes as Regalia Officer and on the committee.

### Extreme Weather

Looking through the old magazines donated to the club I found the following quote regarding the weather: "Really, this weather business is getting worse and worse. We have got used to having three days of summer per annum, and carrying umbrellas and Wellingtons throughout the year. But to be landed with a second Noah's Flood and other indications of heavenly wrath in the middle of one of our principal races is a little too much."

Sounds right up to date, doesn't it? I lifted the quote from the September 2012 issue of *Classic & Sports Car*, where it was described as: "One magazine's frightfully Cholmondeley-Warner report of the 1951 washout..."

It was part of the description of the International Trophy race at Silverstone on May 5, 1951, the final of which was abandoned after six of the scheduled 35 laps. Reg Parnell in Tony Vandervell's Thinwall Special 4.5-litre Ferrari was declared the winner. A contemporary report suggested that he was best at "flying on instruments..." In second place was Duncan Hamilton in his Lago-Talbot and third was Graham Whitehead (ERA B-type). The first of the previously all-conquering Alfa Romeo team was Fangio, one lap down.

Incidentally, this race and not the 1951 British Grand Prix, was the first recorded defeat of the all-conquering Alfa Romeos by an F1 Ferrari, but most agree that it was the weather, and not the Ferrari, that defeated the Alfas.

*Bob Campbell*

**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE SEPTEMBER ISSUE IS AUGUST 11.**

# VSCC OF WA CALENDAR 2016/2017

## August

- 5 Workshop Saturday
- 7 General Meeting
- 11 Copy Deadline September *Vintage Metal***
- 13 Targa City Sprint, Perth CBD (TBC)
- 15 Club Management Committee
- 21 Competition Group
- 22 Dad's Army Working Bee
- 29 Dad's Army

## September

- 2 Workshop Saturday
- 4 General Meeting
- 11 Copy Deadline October *Vintage Metal***
- 12 Club Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army
- 30 Collie Hillclimb (Club Hillclimb Championship Rd 3)

## October

- 1 Coalfields 500 (Club Regularity Championship Rd 3, State Historic Regularity Championship, State Historic Race Championship)
- 2 General Meeting
- 7 Workshop Saturday
- 10 Club Management Committee
- 11 Copy Deadline November *Vintage Metal***
- 15 *Vintage in the Valley***
- 16 Competition Group
- 24 Dad's Army Working Bee
- 31 Dad's Army

## November

- 4 Workshop Saturday
- 6 General Meeting
- 11 Copy Deadline December *Vintage Metal***
- 14 Club Management Committee
- 20 Competition Group
- 21 Dad's Army Working Bee
- 26 Vintage Stampede, Barbagallo Raceway (Club Regularity Champs Rd 4)
- 28 Dad's Army

# VSCC NEWS



## August General Meeting

The guest speaker at the August meeting will be Michael Broughton, showing and describing his Porsche 356, which is familiar to any regular attendee at VSCC events. It is shown on the left, charging through the rain at the 2016 Coalfields 500 meeting at Collie.

## Abandoned Meeting

As mentioned on the Minutes page, there was a power blackout at the clubrooms on the night of the general meeting for July, resulting in the meeting being abandoned.

All business was held over to the August general meeting on Monday August 7.

## Christmas Function

Following up on the success of last year's Christmas function at Burswood on Swan, the Management Committee has decided to do it all again.

The December general meeting will be combined with the annual trophy presentation and Christmas function on December 4 at Burswood on Swan Function Centre. More details in future issues of *Vintage Metal*.

## Caversham Development

As the president has told us in his column, Peet and Co have been selected to develop the land on which our clubrooms are sitting. He is seeking a meeting with the developer to discover what ramifications there are for our continuing tenancy. The committee is also meeting with the new Minister for Planning to find what effect the change of government is going to have on our negotiations over the D-circuit at Caversham.

## Introductory Course for Officials

Craig Bradtke is organising an introductory course for would-be CAMS officials. He has been negotiating with the CAMS Administration Officer for WA, Simone Watkins, who has been very helpful.

The aim is to conduct a course at the VSCC clubrooms for members of the VSCC, the Sports Car Builders Club and the Historic Racing Association who wish to become CAMS officials. As soon as a date has been set, Craig will inform those who have expressed interest in the course. The course will be held in August ready for the Coalfields 500 meeting at Collie in September, which will have a 2-hour endurance event included.

If you are interested in becoming a CAMS official to officiate at VSCC events, please contact Craig on 0408 913 926 or email [rbradtke@bigpond.net.au](mailto:rbradtke@bigpond.net.au).

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Churchlands Primary School Year 6 students Niah Cauchi, Kaia Prosper and Ori Tsaan drew charcoal sketches of Mr Jones's Volkswagen Kombi camper van to display at his farewell assembly on Friday.

## Mr Jones – we'll miss you and your Kombi

When Churchlands Primary School Year 6 students found out their deputy principal, Mark Jones, was retiring, they got drawing. Mr Jones is a self-confessed car guy, which gave art teacher Melinda Cockerill an idea.

"I've got photos of his different years at the school," she said. "But I thought it would be good to put in something that's from the children who are currently at the school, and that's more personal. So the Year 6s have been doing observed drawings of Mr Jones's very favourite car, his Volkswagen Kombi, looking at the shapes, lines, designs and reflections."

The idea was to display the Kombi drawings at the school's special car-themed assembly on Friday, June 16, a celebration of Mr Jones's contributions to the school. He said that though he would greatly miss the school's multicultural community of parents, students and staff, he was looking forward to having more time and energy for his passion for 1960s and 70s cars in his retirement.

"I've always been a car guy," he said. "I've got six older cars, so there's going to be a lot of restoration and maintenance of the fleet. I'm in the final throes of building my dream garage, with a hoist, mezzanine studio, a kitchen and everything."

Mr Jones is ending a 45-year teaching career. He joined Churchlands PS in 1987, and said he was proud to see how the school had grown over those 31 years — from 160 students to now more than 550. He said one of the most re-warding parts of the profession had been seeing students grow up, with some from early in his career now enrolling their own children at the school.

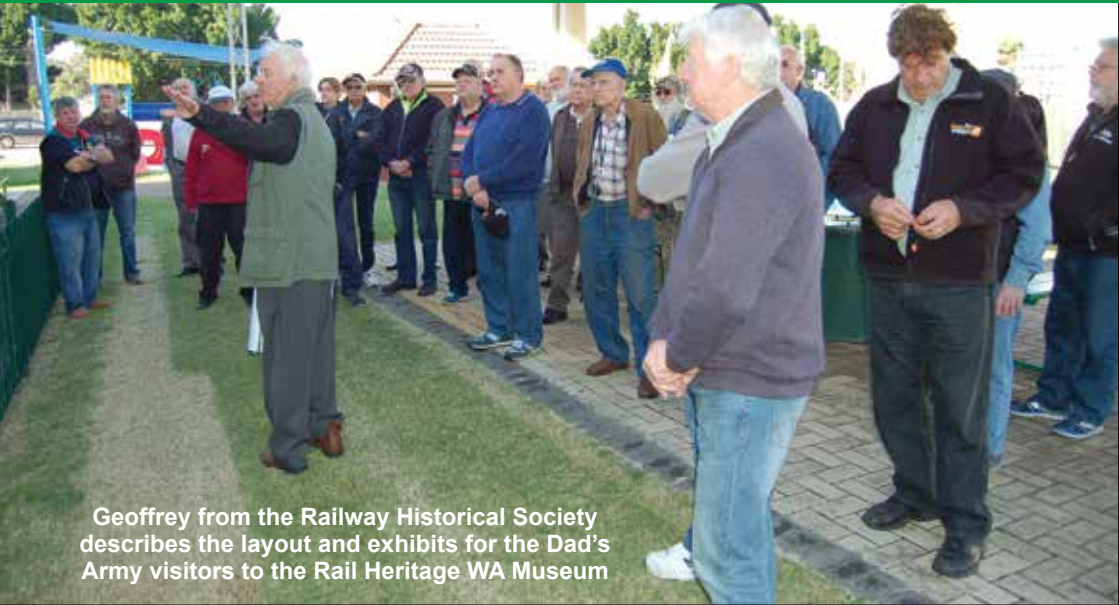
"Churchlands is continually changing," Mr Jones said. "There's always been something to stay for.

"Technology is one of the big changes. When I came here, we had two telephones sharing one line, we'd just got our first computer, and we were still using typewriters. Now we've got more than 400 computers and the kids are using the technology every day, whereas back then it was something that was locked away."

Staff and students invited the community to join them at the 1.45pm assembly to say goodbye to Mr Jones, and wish him all the best in his retirement.

*First published in Post Newspapers, June 17, 2017. Reprinted by permission.*

# DAD'S ARMY NEWS



Geoffrey from the Railway Historical Society describes the layout and exhibits for the Dad's Army visitors to the Rail Heritage WA Museum

## Christmas in July

Dad's Army invaded the Railway Historical Society's Rail Heritage WA Museum at Bassendean on July 12 to celebrate Christmas in July.

The invasion force gathered in a restored dining car for morning tea, ably supplied by Graeme Whitehead, before our guide Geoffrey (no surname on his name-tag) joined us to tell us about the history of dining cars on the WAGR.

Dining cars were introduced by the WAGR in 1904 — the first state in Australia to run dining cars. They were first introduced on the Perth-Kalgoorlie trains.

If you want to experience a traditional dining car, the Hotham Valley Railway offers dining in its dining car on Saturdays while you trundle through the bush.

After morning tea and the initial briefing, we gathered on the lawn overlooking the locomotive and rolling stock display to be split into smaller groups for guided tours.

It was a treat for boys of any age. Steam engines and diesels of all sizes. The first engine bought for the Fremantle to Guildford Railway more than 120 years ago (left) is called Katie and has led a varied life. Built in 1880 by Robert Stephenson of Newcastle on Tyne, it arrived



in Fremantle in 1881 on the barque Fitzroy. Katie pulled loads of stone for the North Mole at Fremantle. In 1887 the saddle tank engine was modified and gained a tender. In 1899, Katie was sold to Westralian Jarrah Forests Ltd to be used on timber railways until 1940. The WAGR restored it for display in 1956 and it passed to Rail Heritage WA in 1959.

Opposite top left is WA's first mainline diesel engine, the first of the X-class diesels. It's called





Yalagonga after the chief of the Oor-Dal-Kalla Swan River aboriginal tribe.

The X-class and XA-class locos, delivered between 1954 and 1956, were 2-Do-2 diesel electrics with Crossley V8 2-stroke diesel engines developed from WWII patrol boat engines. Unfortunately, the engines were not very reliable and it took the considerable skills of the maintenance staff at Midland Workshops to solve the problems. X1001 was retired from service and placed in the museum in April 1983.

On the right is one of the last class of steam engines bought for the WAGR. 24 V-class entered service between April 1955 and November 1956, numbered V1201 to V1224. Four have been preserved. It was the biggest rigid frame locomotive in WA and V1207 once pulled a train weighing 1310 tons, a record for a single WAGR steam locomotive. The V-class firebox was the largest that could be fired by human rather than mechanical means. V1220 came to the museum in 1972.



### Dad's Army June 27

The boys were busy at the Dad's Army Tuesday on June 27. The Caversham Car was driven around to the workshop, where Denny applied another coat of paint, closely supervised by Alan Armstrong.

The trailer was put to work hauling rubbish as some of the team cleared dead wood from around the clubrooms. A donated sheet of steel kept the rubbish from falling through.



**Left:** A suitably masked Denny applies green paint.

**Right:** The trailer earns its keep carting rubbish



## DAD'S ARMY DATES - 2017

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
AUGUST	5	22	29
SEPTEMBER	2	19	26
OCTOBER	7	24	31
NOVEMBER	4	21	28

# HISTORIC TOURING CARS AT ALBANY



Bill Meeke (Falcon Rallye Sprint) and Rod Quinn (Alfa Romeo GTV2000) lead the field out



Kevin Organ (Monaro GTS327) holds off Patrick Dick's Mustang



Frank Viskovich (Mustang) and friends head out



The Jaguars of Laurie Lapsley and Mike Gallagher sandwich Mark Abbott's Cooper S



Glenn Badger's Falcon XW GT, Rod Quinn and Bill Meeke



Mike Gallagher leads a gaggle of historic touring cars with beautiful King George Sound behind



Kevin Organ's GTS327 and Patrick Dick's Mustang lead the way



Rod Quinn (Alfa Romeo GTV2000) closely followed by Randle Beavis (Lotus Cortina)

*Photographs by Terry McGrath*

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# FIRST AUSTRALIAN-MADE MOTOR CARS

*These stories were first published in Floyd Clymer's Historical Motor Scrapbook Number 3 in January 1946. Our Regalia Officer, Ivan Okey, found this and Scrapbook Number 8 when he was sorting through some old books. Floyd Clymer died in 1970 and the rights to all of his*

*publications up to that date are now owned by VelocePress.com. Reprinted with permission of www.VelocePress.com.*



Colonel Tarrant in 1946

## Remarkable record of Colonel Harley Tarrant

**P**ossessed as he is of remarkable vitality and memory and keenly interested in the happenings of the day, although 84 years of age, it is a distinct pleasure to converse with Colonel Harley Tarrant, the man who blue-printed and constructed Australia's first motor car, away back in 1897.

He improved on that history-making effort in 1905-6, when driving one of his own Tarrant cars, by sharing honours in the fine trophy awarded for the first and second Reliability Motor Trials, including a round trip from Melbourne, via Sydney, to the Blue Mountains and back to Melbourne. Another Tarrant car, driven by Mr. Russell

Grimwade, also came through the severe tests. The magnificent trophy, donated by Messrs. Dunlop Rubber Co. Ltd., and now held by the Royal Automobile Club, bears the records of the only six cars to come through successfully, two Tarrants and four imported.

Later, as overseas mass-production made local construction unprofitable, Colonel Tarrant imported British and other types, notably the Argyll, made in Scotland, in one of which he won a number of motor competitions. In 1910, when war was threatening in Europe and universal training was introduced in Australia, Colonel Tarrant, for several years an officer in Light Horse and later in the Field Artillery, moved strongly in the direction of forming an Automobile Corps for inclusion in the Australian forces, in which he also served. This mechanised unit was therefore the forerunner of all our tank and other armoured units in the Australian forces, if not throughout the world. His prescience in this, as in earlier problems, was unerring.

In a wealth of photographic and other data, owned by the Colonel, in which motors bulk large, some highly interesting records were discovered by us. During a period of industrial turmoil, several years before Federation, the State Premier found it necessary to call on the army to maintain law and order, and Light Horse units were mobilised, mostly from the country. The late Colonel Tom Price was in command, and is generally credited with the introduction and present method of wearing the Australian Army hat.

Living in retirement at Toorak, with his gracious lady who fully shares all her husband's interests, this big Australian pioneer of industry and defence still radiates that progressive and constructive spirit which has directed his activities for so long. May the years of retirement for both be long and happy.

## Australia's First Petrol-Driven Car

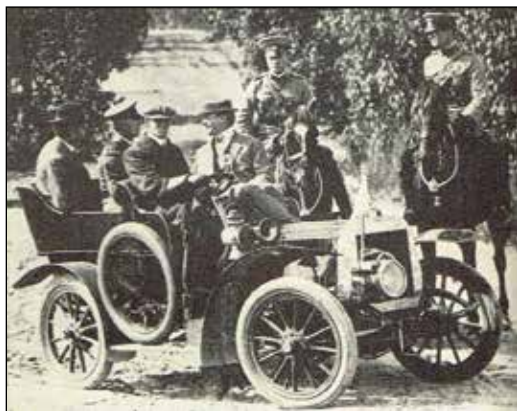
There has been considerable agitation in recent years, favouring the building of motor cars in Australia, many not knowing that cars were built locally as early as 1897 and were quite as reliable as the best imported in those days. Here is a picture (opposite top) of Tarrant Car No. 1, sold in 1899 to the late Chandler brothers of Little Collins Street, with both brothers sitting in their purchase in front of the Tarrant Motor and Engineering Coy. In this model the single cylinder horizontal engine was located at the rear, but later 2- and 4-cylinder



models carried the engine in front.

### Army History In The Making

The group in the photograph below is of interest to many people, for it was here, at Langwarrin Camp, that Senator Pearce, then Minister for Defence, gave the necessary authority for the formation of the Automobile Corps of Australia in 1908. The Minister is seated in the back seat with his staff officer, while two other staff officers are being



interviewed. The car, a Tarrant, is a similar one to that in which Colonel Tarrant tied with three imported cars for the Dunlop Cup Reliability Test of 1280 miles in 1905. This car had recently been sold to the "Herald" Newspaper Company and in the front seat (in straw hat) is shown a reporter for that publication. These 2-cylinder Tarrant cars held a high reputation for reliability, over the bad roads of those days.

## CADILLAC AWARDED DEWAR TROPHY IN ENGLAND-1909

Prior to 1909 most automobiles were built from parts that were far from interchangeable. The conditions of the Dewar Trophy test conducted by the Royal Automobile Club of Great Britain were dramatic and severe. Three single cylinder Cadillac cars were sent to London for the unusual test. They were completely dismantled and the various and sundry parts thoroughly mixed by throwing in a conglomerous heap. The three cars were then



reassembled from the mixed parts. Wrenches and screw drivers were the only tools allowed to be used. The cars were then immediately and with no testing, started in a 500-mile test run, which all three cars completed with absolutely no trouble, and at near record speed.

American precision manufacturing methods and workmanship had scored a distinct triumph by winning this famous Dewar Trophy test. Photos from the collection of Hi Sibley.

*Clymer.*

*Like the stories on pages 12 and 13, these Rolls-Royce stories are from Floyd Clymer's Historical Motor Scrapbook Number 3. The Rolls-Royce stories date from 1921. Reprinted with permission of www.VelocePress.com.*



This photograph was taken at the Springfield, Mass. factory of the Rolls-Royce Works, in 1921, before the American factory was discontinued. Note that the Rolls-Royce cars shown in this photograph are stripped down, having no top, permanent body or fenders. For years, Rolls-Royce cars have undergone strenuous road tests before delivery to the purchaser. These cars were in condition for road testing before delivery. — *Clymer*

## **VISITORS AT ROLLS-ROYCE WORKS**

### **Grouped Around Six Chassis of the Latest Type**

Since the wheels began turning at Springfield, Mass. about a year ago, a great many persons, in the motor trade and out of it, have visited the Rolls-Royce Works. They have invariably reported the experience as extraordinarily interesting and informing.

A general invitation has now been extended to all of the members of the Automotive profession to inspect the complete construction of the Chassis in detail. Those touring New England this summer are sure to pass through or near Springfield and should not miss this opportunity.

The distribution of Rolls-Royce Cars, like the production, has proceeded exactly as scheduled. Sales all this season have been very gratifying, being entirely in accordance with the planned programme.

S. deB. Keim, General Sales Manager, whose offices are at Springfield, Mass., reports that Branches have been opened in Boston and Chicago in addition to New York, and several manufacturers' representatives have been awarded the sales account. Rolls-Royce offers a very interesting maintenance service which is unusual and effective, affording great satisfaction both to user and dealer. As to Service, that is a matter always taken care of by Rolls-Royce direct. Awards of the sales account have not been made as yet in a number of the larger cities; for example, Cincinnati, St. Louis, Baltimore, Cleveland, Kansas City and Philadelphia.

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## **Rolls-Royce of America — 1921**

### **Famous English Chassis Now Being Produced Here**

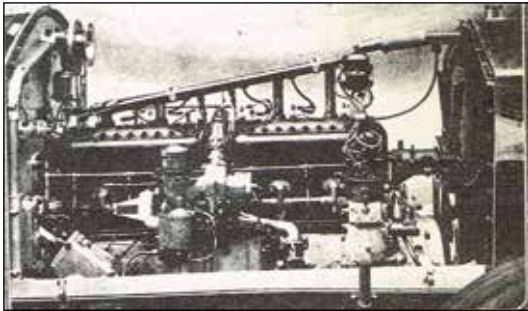
ROLLS-ROYCE, which, for the past seventeen years, has been manufactured only in England, is being brought into being in America in exactly same form, with the same materials, accuracy and fine workmanship. The manufacturing plant in Massachusetts turns out part for part in identically the same manner as those produced on the other side, so that the resulting vehicle when placed next to one produced in the English shops is not

distinguishable by even the minutest detail. Thus we have the Rolls-Royce of America, produced under English supervision, the pick of the Derby shops being in charge.

Every effort is made to produce the most trustworthy vehicle possible for a class of customers that demands the very maximum of luxury. Naturally such a car is costly, the Rolls in chassis form selling for \$11,750. The bodywork may be anything the buyer wishes and because the chassis is fairly long, 143½ inches, the body designer has a maximum of freedom.

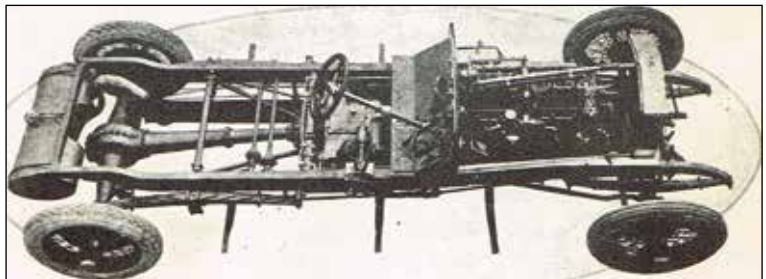
The smoothness and quietness of this car is due primarily to the accuracy with which the parts are made, fitted and balanced and the retention of these features is a function of the quality of the materials used. Throughout the chassis the most expensive alloy-steels are employed, as, for instance, the crankshaft which is chrome-nickel steel, machined all over, the bearing caps are of nickel steel, the valves are of chrome-vanadium, and so on.

The six-cylinder engine has two blocks of L-head cylinders of 4½ by 4¾ inches bore and stroke. This makes the engine almost “square” and in that respect is very different from nearly every American engine which has a greater stroke-bore ratio. The crankshaft is mounted on seven bearings resting in an aluminium crankcase. This shaft has at its forward end a friction type of vibration damper, so that periodic vibration of the crankshaft is eliminated. In addition to the damper, the gear at the end of the crankshaft is mounted against springs so that the driving force passes through the springs

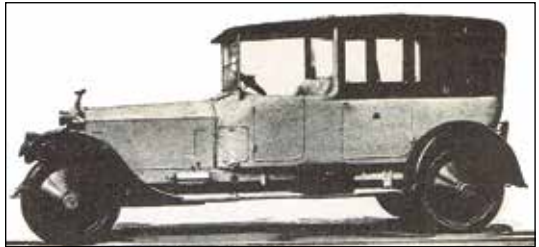


Right side of the Rolls-Royce engine showing the battery ignition unit which is used in conjunction with a magneto, the Rolls-made carburettor and the water pump. The joints in the water and oil piping are brazed.

first. This method “eases” the drive and eliminates gear noises. Attached to the crankshaft are connecting rods machined all over and the pistons are of aluminium alloy. In order to reduce so-called “slapping” brought about by looseness of the fit of alloy pistons, the latter are slit longitudinally.



An unusual view of the American-made Rolls-Royce chassis showing clearly the neatly-enclosed drive through the two-part torque member. Notice also the brake cross-shafts which are fitted with small differentials to affect brake equalisation.



A Rolls-Royce with an English-made body produced for Lord Reading, preparatory to taking up his viceregal duties in India.

# CLIFF BYFIELD'S LATEST PROJECT

This story was inspired by an email I received from Ron Fabry with four photographs attached showing Cliff Byfield's latest creation.

Ron wasn't sure of how old Cliff is, but he is 93 and still working away on his various cars.

I chased up some more information about this car and found that Alex Hyman had interviewed Cliff about the car for 720 ABC Perth radio in May last year. The information in this article is gleaned ("borrowed") from that article.

Cliff's first job when leaving school was working for an undertaker in his home town of Northam, making coffins. This soon palled and he signed up as an apprentice coachbuilder in Perth. His apprenticeship was interrupted by a stint in the RAAF as a gunner in Lancaster bombers, flying 31 missions.

Returning to Perth, he resumed his apprenticeship, learning glass cutting, fabric work, oxywelding, panel beating, spring making and more. It was then that Cliff built his first car, because of the extreme shortage of cars in Perth at the time, putting a new body on a burnt out Citroën. Since then he has built around 15 cars and restored many others, including the amazing Byfield Jaguar currently displayed at the WA Motor Museum.

The latest one is based on "an old Riley that followed me home one day and sat outside the gate looking very forlorn". Cliff couldn't resist it and bought it with the idea of restoring it, but, "...when I opened the doors.. the thing literally imploded".

There was nothing for it but to strip the car down to the bare chassis and build a completely new body, using all of the skills



learned over many years.

It looks very much like a Riley RM chassis from the late 1940s or early 1950s, with torsion bar independent suspension at the front and a torque tube rear axle until 1951 when a conventional live axle was fitted.

Clive continues to produce remarkable coachwork in his backyard workshop and shows no sign of slowing down!

*Bob Campbell*



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# AVE ATQUE VALE



**Bob Pinkerton** AKA – Pinko, Blue Hills or Gwen Meredith

Born: 24th April 1947 Launceston Tasmania.

Died: 22nd June 2017 Balikpapan Indonesia.

We are saddened with the passing of our good friend and motor sport enthusiast Bob.

Bob was a passionate and enthusiastic follower of all things Peugeot, having restored a magnificent 403 before embarking on the restoration of many iconic historic racing cars in Western Australia including the Jack Nelson built White Mouse (Ford 10). He has had a hand in many a historic racing car, always willing to provide assistance. This culminated in him creating his well-travelled front engined Peugeot racing car. A beautifully crafted machine reminiscent of period racing cars of the 1950's.

Bob frequently took his hand-crafted machine to Winton and Phillip Island Historic meetings

each year, often returning with the silverware. He was a master of the regularity discipline.

Bob suffered a heart attack in Indonesia whilst in transit to Turrigan Borneo, where he was to attend the opening of a Museum honouring the defence of Borneo by his father, a member of Z Force AIF. Bob was passionate about keeping alive the memory of Z Force and of the gallant work they carried out during WWII, especially the action at Barrio in 1945.

Bob was cremated in Indonesia and his ashes returned to Australia on the 1st of July 2017 accompanied by his daughter Justine. He is survived by Justine and son Christian.



Bob exercising his beautifully presented Peugeot special



He is fondly remembered as a very generous man by his friends in Indonesia and Malaysia.

His wishes were for his remains to be scattered at sea, a curious notion, having a career in aviation, a sport on land, now in the afterlife he wishes to master the oceans.

RIP Bob.

*Tom Benson*

# BAROSSA VINTAGE COLLINGROVE PREWAR HILLCLIMB



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### Nights



**Fri** - Welcome Dinner



**Sat** - Annual Dinner



**Sun** - Farewell Dinner

**Pre-1941 Racing ~ Sports ~ Touring cars**

Post-1941 cars by invitation - Come-and-Run Class for non-CAMS licensed drivers

### Days



**Sat** - Barossa Vintage Tour & Light Lunch



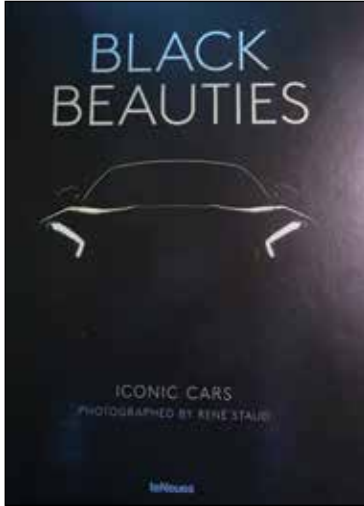
**Sun** - Barossa Vintage Hillclimb

**'The Big Event'**

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Sporting Car Club of SA

# FROM THE LIBRARY

## BLACK BEAUTIES: ICONIC CARS photographed by RENE STAUD



The black car can embody many meanings. An executive limousine in black symbolizes power, authority, and menace. A sports car in black can be a strange creature. A Ferrari is usually painted in red. An Aston Martin usually appears in silver. *Black Beauties: Iconic Cars Photographed by René Staud* showcases nearly 300 pages of iconic cars. With introductory texts and additional essays by a variety of experts, *Black Beauties* becomes an intellectual meditation on the colour black. What is it about a black car that makes it so appealing? Essays from car designers to advertising executives to an ophthalmologist all weigh in. To be sure, *Black Beauties* is 'just pictures' but it is also a thoughtful exploration of the commonplace but controversial (non-) colour.

*Black Beauties* is a 300-page massive coffee table art book weighing 3.5 kg! If you like beautiful studio photographs of cars, then this book is for you! Chapter titles reveal different aspects of how the colour black is perceived. These include

*Black Heritage, Black Elegance, Black Power, Black Legends, Black Eternity, and Black Universe.* Essays come with titles like: *Paint It Black!*, *Black Is A Non-Colour*, and *The Synthesis of Power.* Text is in German and English.

Staud deserves credit for his eccentric selection of automobiles. The predictable models and marques are thoroughly represented. Since this is a German publisher and the book was printed in Italy, the Germans and Italians are well represented. BMW, Mercedes-Benz, Ferrari, Lamborghini, Volkswagen, Audi, and Maybach get their share of the spotlight.



Volvo PV544



Maserati A6G200 (1950-51) coupé

The photographer uses a variety of backgrounds, from simple primary colours to situating cars in real places like garages and showrooms. He does this in combination with a varied camera angles and lighting strategies. A large proportion of the photos are two page spreads.

An easy book to get lost in for an hour or so, just looking and dreaming....

Donated by the reviewer — it's too big for my shelves! It's current and also available online through the Book Depository for \$113 with free postage.

Mark Jones

VSCCWA Librarian



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# JK&L SQUARE RIGGERS UPDATE



JKL and Squareriggers  
in the Albany paddock

*Photographs by Nicole Lothe*

**E**ven getting to Albany was a challenge for many of the cars in the pre-war group this year.

Hugh Fryer calls the cars in our group “lovely old things” that probably require more work between events than others. Sometimes that is an understatement,

When test driving his TC a few days before Albany with son Dan, Mike Sherrell had his starter motor decided to engage when travelling at speed. The accompanying noises and smoke it appeared catastrophic but after being towed home and analysed was easily resolved.

In the last event at Northam Stuart Elvidge had growling noises from the cars diff. On stripping down the pinion was found to be missing some teeth, fortunately new Standard crown wheels and pinions are available from England. Stuart worked hard to get the car back together for scrutineering, then had a great day at Albany.

The great looking single-seater Austin Seven of Ian and Simon Fry had the engine out to replace a leaky rear main seal and have a new clutch fitted. While the engine was out a new intake manifold with a smaller SU was fitted, which resulted in more horsepower!

Most other cars had minor maintenance and fettling work carried out which resulted in most cars running well all day.

In our last event of the day, one of our regular entrants in a White Car that competed in Albany



Hugh Fryer, Austin Seven



Ian Fry, Austin Seven Special



Barry Mackintosh, Bartlett Special

pre-war, broke down on the back straight. This happened to be our pack up area, so while the car was being recovered and we were dismantling the secondary barriers, much discussion took place as to what the problem might be. It was later discovered that it had run out of petrol!

The group really is a family affair. At Albany there were

three father-son driving combinations in our group: Barry and Christopher Mackintosh with an immaculately prepared Silver Salmson each; Mike and Dan Sherrell sharing Mike's evergreen MGTC; Ian and Simon Fry sharing their Austin Seven single-seater; usually Lou and Wes Symes are competing in their MG.



Jack Del Borello, White Mouse



Geert de Klerk, Austin Seven

There were more father-son pairings there: Bryan in the dark Green MGTC with his dad Ken as pit crew; Terry O'Flaherty in the Dodge open wheeler had his son as pit crew.

Some were there with their extended families, Geert de Klerk not only had his wife Karen but also his brother and sister-in-law, 2 children and many more.

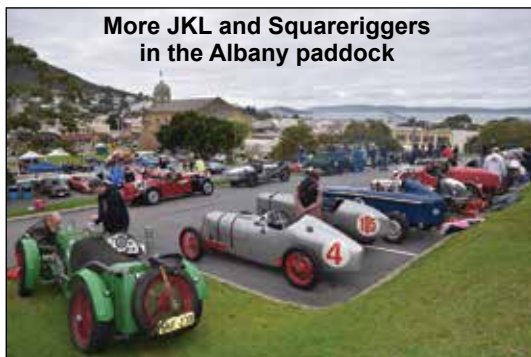
There were quite a few generations of the Cocks



Graeme Cocks, Silver Wings

family. The brothers Graeme and Rodney were driving under the watchful eye of Dad. Also in the extended family were Rodney's wife, sons and daughter-in-law and grandson as shown in the photograph in the July *Vintage Metal*. Let's hope Huon gets it in his blood as well!

**More JKL and Squareriggers in the Albany paddock**

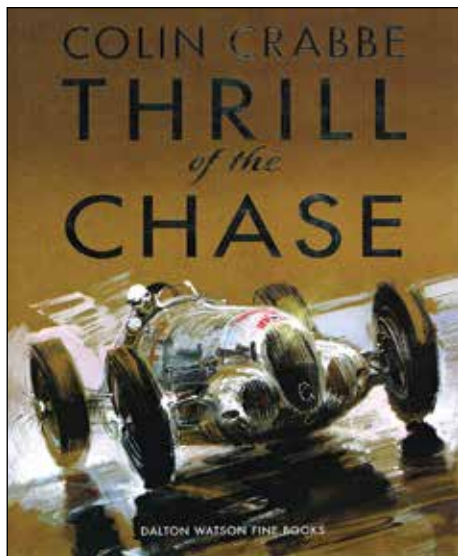


*Heza Henry*



Ross Oxwell's Riley chases Richard Baird's Terraplane

# BOOK REVIEW: THRILL OF THE CHASE BY COLIN CRABBE



This is one of those marvellous books that you can plunge into anywhere and find a great story that will grab your attention. Colin Crabbe is a great raconteur and has told his story as a series of anecdotes that invariably entertain and sometimes amaze the reader.

Considering his size, six foot six and about 135 kg, Colin was never a candidate for a Formula 1 seat, but had considerable success in historic racing with a Maserati 250F. Obviously he was suited to the days when drivers were fat and tyres were skinny. Having said that, indications from period photographs are that he was somewhat lighter in the 1960s when he raced the 250F.

He raced an amazing variety of cars including the 250F, Ford GT40, 1934 Maserati GP, Aston Martin Project DP214, Mercedes-Benz W125, Ferrari 625 TR and TR59, Maserati Birdcage and Talbot-Lago. The last of these was the car in which Colin had a

huge crash at Oulton Park in 1988 that ended his racing days.

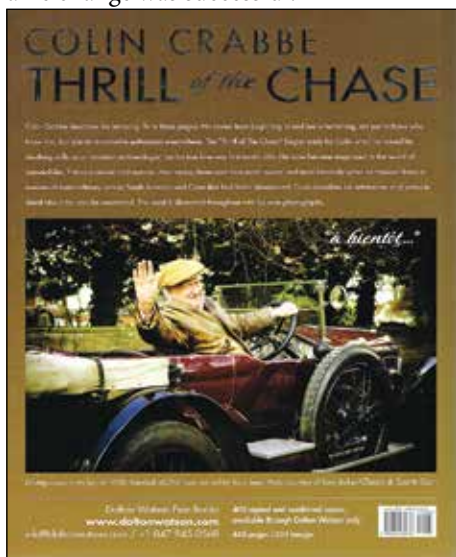
The book starts out telling of the family connection to the whisky trade and how his grandfather John Crabbie changed the name to Crabbe after he was turned down for membership of the exclusive New Club in Edinburgh because the Crabbie family was considered to be in "trade". His application after the name change was successful.

Colin's father Archie was a career soldier in the Scots Guards. At six foot five and wearing a specially made extra tall bearskin he was an outstanding member of the regiment.

Archie loved fast cars and aircraft and represented Britain in the 4-man bobsleigh at the 1924 Winter Olympics at Chamonix. He also loved shooting and fishing, so Colin's flamboyant lifestyle was obviously hereditary.

After the family history, the book tells of Colin's education in hunting, shooting, fishing, skiing and more as well as his more conventional education.

In 1983 the restoration side of Colin's business was closed and he concentrated on buying rare vehicles from overseas. This led to series of remarkable vehicles being imported to the UK by Colin, from Edwardian giants to relatively tiny British sports cars.





Colin's overseas searches began with Europe and the United States, but were soon to spread further afield and his remarkable finds in Brazil and Argentina will leave any lover of old cars green with envy. His adventures in India were straight out of a "Boy's Own" magazine.

Colin didn't only buy and sell classic and historic cars, he competed with them in classic rallies. Some of his finds became Crabbe family competition steeds, like the Cisitalia 202 SMM that Colin found in Argentina. It had competed in two Mille



1967 — Brands Hatch being chased by Charlie Lucas in a similar Maserati 250F



With Fiona in the 1930 Austin Ulster, a very tight squeeze

Cuban find as was a wonderful Ferrari 250TRC.

Descriptions of marvellous rallies for old cars, enjoyed in incredible cars like a Hispano-Suiza J12, a 1920 Rolls-Royce Silver Ghost, Porsche 2.7 RS Carrera or a Frazer Nash BMW. He even managed to squeeze himself and Fiona into a 1930 Austin 7 Ulster, which smacked of fitting a quart into a pint pot.

It is a large book, 150 mm by 150 mm with 448 pages and weighing 2.1 kg.

All in all a great read and still available from The Pitstop Bookshop for \$119.95 plus \$6.95 post and packing. The Pitstop Bookshop is still in business but only as a mail/internet/telephone order shop. Look it up at [www.pitstop.net.au](http://www.pitstop.net.au) or ring 1800 622 422.

Miglias in the late 1940s before being exported to Argentina where it won the Argentine Sportscar Championship for several years up to 1956. Colin drove it in the 1987 Ecurie Ecosse Scottish Tour with his wife Fiona in the passenger seat and had a great time. Colin reported: "The handling was similar to that of a Lotus with the most precise steering of any car I have driven."

Another source of great old cars was Cuba. Most television programmes about the place concentrate on patched up 1950s Yank tanks, but Colin extracted a D-type and two XKSS Jaguars on his first trip, along with a Maserati A6GCS, the latter complete with Skoda engine and transmission. It has been restored with genuine Maserati power.

Mercedes-Benz 300SL roadsters were another



One of the Cuban XKSS Jaguars, as found, in amazing condition, right down to the luggage rack

*Bob Campbell*

## FOR SALE – 1971 MGB roadster

She has done only 86000 miles and very few of those over the last 15 years.



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sheryl.swarbrick@gmail.com

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## FOR SALE – Northwood Ford

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Contact Bryan – 0407442280



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## Disposing of Cars and Collectibles

Over the years I've helped many collectors and their families move-on classic cars and automobilia, often from Deceased Estates. Sometimes families don't know what to do, so cars and items get given to unappreciative people, or worse, thrown out... I have excellent specialist contacts throughout Australia who can assist in ensuring your collection goes to the right people or institutions, and that the best price is achieved when an item is saleable. I also work as a classic car broker on commission. If you have old photos, model cars, books and other memorabilia as well as classic cars, please keep my name and contact details or give them to your family for when your cherished items need new homes.

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