

December 2017

Issue No. 321

# VINTAGE METAL

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

www.vscwa.com.au

Annual Dinner, Awards Night & General Meeting: Monday 4th December 2017



WA entries in London to Brighton Run

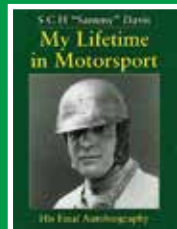
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Book review



Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

PO Box 1127, GWELUP WA 6018

Telephone: 0400 813 141

Email: admin@vscwa.com.au

# OFFICE BEARERS 2017/18

President: Rob Ozanne mobile: 0429 556 134 Email: jenrob@westnet.com.au  
 Treasurer: Graeme Robson mobile: 0407 197 519 Email: grobson@sharynlongca.com.au  
 Secretary: David Moir mobile: 0400 813 141 Email: david.moir@iinet.net.au  
 Administrative Officer: Sheryl Swarbrick mob: 0416 025 667 Email: entries@vscwa.com.au

## Club Management Committee:

Paul Bartlett:	Mobile: 0419 907 378	Email: pkbart@bigpond.com
Craig Bradtke:	Mobile: 0408 913 926	Email: rbradtke@bigpond.net.au
Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
Ron Fabry:	Ph: (08) 9457 9179	Email: rfabry29@hotmail.com
Ed Farrar:	Mobile: 0409 311 366	Email: edhfarrar@gmail.com
Mark Jones:	Ph: (08) 9387 3897	Email: markljon@iinet.net.au
Len Kidd:	Mobile: 0422 797 461	Email: an.len@live.com
Ivan Okey:	Mobile: 0447 267 938	Email: yekornavi@yahoo.com.au
Mike Upton	Mobile: 0415 432 975	Email: mupton@chariot.net.au
Bert van Zuylen	Mobile: 0409 820 440	Email: vanzuylenbert87@gmail.com

## Club Officials 2017/18:

Competition Secretary & Committee:	Paul Bartlett (Chair) - 0419 907 378	
Dads Army:	Ron Fabry Ph: (08) 9457 9179	Email: rfabry29@hotmail.com
Regalia Officer:	Ivan Okey — Mob: 0447 267 938	Email: yekornavi@yahoo.com.au
Bar Manager:	Graeme Whitehead - 0412 919 370	
Membership/Entries Registrar:	Sheryl Swarbrick — Email: entries@vscwa.com.au	
Vintage Metal:	Bob Campbell — Email: bob@campbellfreelance.com.au	Ph: (08) 9279 7555 Mobile: 0419 849 835
Web Master:	Frank Clay — Mobile: 0448 013 288 — Email: frank@tactico.com.au	
Historian 1969 on:	Len Kidd — 0422 797 461 — Email: an.len@live.com	
Historian pre-1969:	John Napier-Winch	(08) 9404 8863 Email: houseofwinch@gmail.com

Librarian:	Mark Jones — (08) 9387 3897 - Email: markljon@iinet.net.au	
CAMSWA Sport and Club Development Comm:	Paul Bartlett	0419 907 378
Council of Motoring Clubs WA:	Graeme Whitehead	0412 919 370
Concessional Examiner:	Boyd Kolozs	Mobile: 0466 791 298 Email: kolozs@westnet.com.au

Chief Scrutineer:	Barry Mackintosh	0497 136 523
	Max Gamble	(08) 9276 2903

VSCC Log Books:	Coordinator	Bert van Zuylen	0409 820 440
Eligibility Officer:	Group JKL	Max Gamble	(08) 9276 2903
Eligibility Officer:	Group MOPQR	Neil McCrudden	0407 867 473
Eligibility Officer:	Group N	Steve Boyle	0419 904 734
Eligibility Officer:	Group S	Tony Brett	0427 004 709
Eligibility Officer:	Clubmans	Craig Bradtke	0408 913 926

## FROM THE PRESIDENT

The end of the year is nearly upon us and is finishing with a flurry of activity. The Vintage Stampede is on November 27 at Barbagallo Raceway, a VSCC display has been organised for the Celebration of the Motorcar at the Cottesloe Civic Centre on the 3rd December and the 30th Anniversary Dinner, Awards Night and General Meeting is on Monday the 5th of December (see page 11 for details of the dinner).

The Annual General Meeting (see minutes on the next page) has been conducted and a new Management Committee elected. It is very pleasing to note all twelve members who served on the 2016 Committee are continuing in 2017.

Mark Jones, the Club Librarian, has worked hard this year to maintain the collection and is constantly adding new books and magazines. A recent addition is a book "Red Dirt Racers" written by Graeme Cox. It is the story of a hundred years of Motor Sport at Australia's oldest surviving motor racing track, Lake Perkolilli. It's a great read and I recommend it to you.

At our November General Meeting Mike Broughton made an offer to pay for members' name tags mounted on lanyards and we thank him for his generosity. If you would like one of these talk to our Regalia Manager, Mike Barnes, and he will organise one for you.

One of the highlights of 2016, of which there are many, has been the VSCC guest speaker programme organised by Len Kidd. At our November meeting Mark Duder brought along his Renault Alpine and talked about the history of the car. Mark described the restoration and specifications of the car but, more interesting for me, was Mark's personal competition history. His anecdotes about dirt rallying and his participation in Targa Tasmania and Classic Adelaide revealed a lot about his talents and enthusiasm for Motor Sport.

I think this is enough from me this month. I look forward to meeting up with you at the Stampede or over a glass of wine at the 30th Anniversary Dinner.

Safe Driving.

*Rob Ozanne*

## CHANGES TO CONSTITUTION

The Management Committee is proposing changes to the club's constitution to conform with new government requirements for associations under the Associations Incorporation Act.

These changes will be discussed at the club's general meeting at the Clubrooms, Caversham on Monday 5 February 2018. Voting on the new constitution is proposed for the general meeting in March 2018.

A copy of the proposed constitution is available on the club's website ([vscwa.com.au](http://vscwa.com.au)) under "Documents".

The website also has a summary of the proposed changes and a copy of the current constitution dated 2011.

Members are encouraged to understand the proposed changes, so we can have an informed discussion at the general meetings next February and March.

In the meantime, we welcome any comments or questions.

David Moir

Secretary, VSCC WA



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

## Minutes of Annual General Meeting — 6th November 2017



Ian Fry presides over the AGM

- 1. Meeting opened:** 8:00 pm, Ian Fry presiding with 36 members present.
- 2. Apologies:** Lou Symes, John Davies, Ross Oxwell.
- 3. Adoption of previous year's minutes:**  
**Motion:** That the Minutes of the 2016 Annual General Meeting of The Vintage Sports Car Club of Western Australia (Inc) be adopted as a true record.  
**Moved:** David Moir      **Seconded:** Paul Wilkins  
**Carried**

#### **4. Business arising from Minutes:** nil

#### **5. Treasurer's Report:**

5.1 copies of the audited accounts for 2016/17 were available at the meeting.

The President noted that the financial report shows a deficit for 2016/17 compared with the sizeable surplus for the previous year. He said this was largely due to the club's investment in infrastructure such as safety barriers for Northam and security for the clubrooms in 2016/17.

**Motion:** That the Treasurer's report be received.

**Moved:** Max Gamble      **Seconded:** Ivan Okey      **Carried**

**5.3 Election of an auditor for 2017/18** (required under Clause 22 of the Club Constitution).

**Motion:** That Ivan Ashley be elected Auditor of The Vintage Sports Car Club of WA (Inc) for the 2016/17 year.

**Moved:** Ron Fabry      **Seconded:** John Illig      **Carried**

#### **6. President's report:** Rob Ozanne reported that:

It gives me great pleasure to deliver the 2017 VSCC Annual President's Report.

Last year our aim was to promote greater member participation in Club activities and to maintain the friendly atmosphere the VSCC is noted for. I think by any measure we have achieved those goals. However, this doesn't mean we can take these things for granted and in the coming year, the membership and management need to work together to maintain these aims.

Once again, the Management Committee has worked hard to ensure the Club ran smoothly and effectively. The twelve enthusiastic members dealt with a number of challenges and I thank them all for their time, hard work and support during the year.

I would especially like to thank Evan Edwards who stepped back into the Treasurer's position when Rad Dickerson retired and filled that position for the rest of the year. Thanks also to David Moir who has carried out the duties of Club Secretary with a quiet efficiency that has ensured the Management Committee was able to conduct its business in an orderly and timely manner.

The appointment of Sheryl Swarbrick as a paid Club Administrative Officer has proved to be an excellent decision. Sheryl is not only an extremely capable administrator, but her

charm and unflappable nature have facilitated the way the Club carries out its business.

The Club owes a debt of gratitude to Paul Bartlett who, once again, co-ordinated our successful motor sport program for the year. The Vintage Stampede, Northam, Albany and Collie events were conducted with great professionalism under his stewardship. Paul wears several hats: he has carried out the duties of the VSCC representative on the CAMS State Council, the CAMS Sport and Development Committee and is a member of the Management Committee.

Ron Fabry and Dads' Army have once again conducted a program that caters for those members who like to socialise, restore cars or just meet to chat and reminisce. Ron has organised a number of interesting visits during the year which proved popular.

The maintenance of the Club House was also a major part of their responsibilities. My thanks go to Ron and the Army for taking on these activities and conducting them so effectively.

Thanks also go to Ed Farrar and Len Kidd who planned social activities and organised guest speakers for our meetings. The 2016 Annual Dinner at Burswood on Swan was a resounding success and the Entwined in the Valley run was enjoyed by all who attended.

Mark Jones looked after the Club Library, which is enjoyed by many members, and spent a great deal of time on the onerous task of updating the VSCC Asset Register. Thanks Mark.

This year we were required, by Government, to renew our Constitution. We have been fortunate to have Mike Upton on the Management Committee to lead us through this sometimes-painful task. I thank him for his expertise and persistence in this area.

Lou Symes has acted as a liaison person between the Government and the Club in our negotiations relating to a lease over the "D" circuit. He represented us for several years and I thank him for his perseverance. Lou has now retired from the Management Committee and Ron Fabry and I will continue his work with assistance from Ed Farrar.

The success of our events at Northam and Albany rely heavily on our members and volunteers who live in these towns. Without their co-operation and commitment, the running of these events would not be possible. Craig Bradtke has been the Management Committee representative who has co-ordinated the Northam Motor Sport Festival in partnership with Randle Beavis and his team of helpers. Craig has not only attended all the Northam meetings, but has made concrete barriers and organised the replacement of essential infrastructure. His contribution has been invaluable, and we owe him our thanks.

Ivan Oakey was co-opted to the Committee to look after regalia when Mike Barnes retired. We thank him for joining us.

During the year several Management Committee members have retired: Rad Dickerson, Brad Peters, Mike Barnes, Evan Edwards and Lou Symes. These members have made a significant contribution towards making the Club the success it enjoys at this time and we thank them for their service.

The running of the Club is not solely the responsibility of the members of the Management Committee. My thanks to Graeme Whitehead, ably assisted by Mike Connell, for stocking and manning the bar; Bob Campbell, for producing Vintage Metal; Frank Clay, for managing the website; Barry Mackintosh, for administering scrutineering and Ken Tong for co-ordinating officials and providing the pace car at our competition events.

The successful running of our events also relies on the co-operation and participation of many people. There are too many involved to name individually.

However, I am compelled to name a few: Phil Shepherd, Vicki Clark, the Albany Organising Committee and the Albany volunteers, Randle Beavis and Craig Bradtke and their volunteers, the Scrutineers, Flag Marshals, Radio Operators and all the other people

involved in our events, we thank you.

Finally, thanks to all those volunteers who provided supper for the General Meetings.

My report highlights the number of good people who have taken up active roles in the running of the VSCC this year. The wonderful support and goodwill the Club receives from its members is certainly an indication of its good health.

The Future: 2018 will pose some significant challenges for the incoming Management Committee and members.

The development of a mission statement to guide future decision-making is needed urgently. In the coming year the planning for an alternative Club House, the negotiation of a lease over the “D” circuit and the introduction of a data base are decisions that can only be made meaningfully with a clear long-term goal.

Like all Clubs at this time the VSCC membership has declined in 2017. The recruitment of new members, particularly younger members, and the revitalisation of what we offer them will be a priority. I suspect our Club has a critical mass as far as membership numbers are concerned. Should our membership fall below that number there would be implications for the type and scale of the events we run and the frequency and quality of our Club magazine.

Nine of our 2017 Management Committee members have indicated their willingness to continue on in 2018. This is very pleasing because it is an indication of their enthusiasm to continue developing the programs we have initiated in the last two years and provides stability in the Club’s Administration.

Thank you all for your support and we look forward to serving you in 2018.

## 7. Elections:

7.1 Nominations have been received for the following positions:

Treasurer: Graeme Robson

Committee Person: Bert van Zuylen

Committee Person: Ivan Okey.

7.2 Confirmation of election as nominations do not exceed vacancies:

**Motion:** That these elections be accepted — acknowledged by acclamation.

7.3 Presentation of VSCCWA Club Management Committee

President: Rob Ozanne

Term Expires: Nov 2018

Treasurer: Graeme Robson

Term Expires: Nov 2020

Secretary: David Moir

Term Expires: Nov 2019

Committeeperson

Craig Bradtke

Term Expires: Nov 2018

Committeeperson

Ron Fabry

Term Expires: Nov 2018

Committeeperson

Paul Bartlett

Term Expires: Nov 2018

Committeeperson

Ed Farrar

Term Expires: Nov 2019

Committeeperson

Mike Upton

Term Expires: Nov 2019

Committeeperson

Mark Jones

Term Expires: Nov 2019

Committeeperson

Len Kidd

Term Expires: Nov 2019

Committeeperson

Bert van Zuylen

Term Expires: Nov 2020

Committeeperson

Ivan Okey

Term Expires: Nov 2020

## 8. Other Business: Nil

In accordance with the Constitution, there being no other business, Ian Fry declared the AGM closed at 8:30 pm.

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

## Minutes of General Meeting

Held at the clubrooms, Caversham, 6 November 2017

**1. Meeting opened:** 8:30 pm, Rob Ozanne presiding, 36 members present.

**2. Apologies:** Lou Symes, John Davies, Ross Oxtwell.

**3. New Members and Guests:** **Guests:** Steven Strickland, Joy Brewster Jones

**4. Adoption of minutes of October general meeting**

**Moved:** David Moir    **Seconded:** Mark Duder                      **Carried**

**5. Business arising:** nil

**6. Treasurer's Report:** Sheryl Swarbrick reported for Evan Edwards, listing the current balances, which can be obtained from Sheryl or Graeme Robson.

**Moved:** Len Kidd    **Seconded:** Mike Upton                      **Carried**

**7. Secretary's report:**

**Correspondence In:**

1. Returned newsletter – Paul Sorenson: (SS)
2. CAMS – invitation to renew affiliation (RO)



Rob Ozanne presiding

3. VSCC Vic – newsletter (MJ)
4. WASCC – invoice for track hire (PB, SS)
5. WA Tourism – Regional Events Scheme applications open (PB)
6. Officeworks – invoice (SS)
7. Telstra – invoice (SS)
8. Wheatbelt Hub Volunteering – workshop (RB)
9. York Motor Museum – request for donations (DM)
10. A John Parker – offer of magazine articles (BC)
11. Rare Spares – loyalty statement (DM)
12. WA Motor Museum – newsletter (BC & MJ)
13. All Ford Day – event info
14. Tactico – invoice (SS)
15. WA Tourism – contracts for Albany Classic (PB)
16. WA Young Achiever Awards (MC)
17. Vicki Clark – brochure for 2018 Albany Classic (RO)
18. CMC – promo for Britfest
19. CMC – promo for Cunderdin Hot Rod Show
20. Pre-emptive Strike – invoice for V Clark's computer repairs (SS)
21. Atlas Geophysics – use of Caversham for drone test (RF)
22. CAMS – calendar information (RO)
23. Steve Steicke – membership query (DM)
24. CMC – general meeting minutes (GW)

25. Andrew Benn – Vintage Stampede query (PB)
26. Officeworks - invoice (SS)
27. Vince Troth – membership query (SS)
28. VCCQ – newsletter (BC & MJ)
29. Ashley Morgan – invoice for audit (SS)
30. Nathan Tasca – query re 1930s Singer racer (BC & MC)
31. Telstra – invoice for credit (SS)
32. David Abbott – request to use Caversham for brake testing (RO & RF)
33. T Falconer – membership query (SS)
34. Greg Nicholas – Stampede entry (SS)
35. Radlink Communications – invoice (SS)
36. Peter Pisconeri – change of address (SS)

### Correspondence Out:

1. Vicki Clark – brochure for Albany Classic (RO)

**Moved:** David Moir

**Seconded:** Ivan Okey

**Carried**

8. **President's Report:** as per Annual General Meeting

9. **State of Play Reports:**

- a) **Competition:** Paul Bartlett reported that:

- **Vintage Stampede**

- i. 65 entries received to date

- ii. Decision at scrutiny next Saturday as to whether there are enough entries to proceed with the event

- iii. Opportunity to foster apprentice mechanics from North Metropolitan TAFE to motor sport and older vehicles

- **Discussion** on encouraging younger cars and drivers to competition events.

- b) **Workshop:** Ron Fabry reported that:

- He thanked the Dad's Army team for their help during the year and they had recently stripped the clubroom floors prior to sealing.

- They had several interesting visits to museums and workshops during the year and more are planned for 2018.

- A visit to the RAAF Museum at Bull Creek is planned for 10:00 am, 12 December

- The Caversham Car has received parts and equipment from 49 members and 32 members have given their time to work on it.

- c) **Library:** Mark Jones thanked members for their contributions to the library.

- d) **Social:** The President reported that we will have an annual Dinner and Trophy Night at the clubrooms on 4 December from 6:30 pm; it will be a partners' night with semi-formal attire. [See page 11 for details.]

- e) **Regalia:** Ivan Okey reported that some old stock is available at bargain prices and he is awaiting orders from members for new stock.

- f) **Caversham:** The President reported that Lou Symes has retired from the Management Committee and the Caversham Committee; Rob and Ron Fabry will take over negotiations with government with assistance from Ed Farrar; Mike Gallagher has helped prepare a detailed submission to the WA Planning Commission.



**10. General Business:**

- New fences have been installed at Caversham to isolate the “Bush Forever” area.
- It was suggested that the number of members attending general meetings be included in the minutes.

**11. Guest speakers**



Paul Bevis presents his Fiat Abarth Spider

- **Paul Bevis** spoke about the Fiat Abarth 124 Sport Spider Rallye he had on display at the meeting.

**12. Next Meeting:**  
Monday 4  
December (includes  
Annual Dinner).

**13. Meeting  
Closed:** 9:20 pm



Rob Ozanne presents Paul Bevis with a token of the club's appreciation

## Mission Statement Example

*Further to the President's remarks about our need for a mission statement and for those who haven't made it to the clubrooms recently, the draft mission statement below can be found on the whiteboard in the meeting room. As it says in the last line, it is for your consideration. Please contact a committee member or email the editor with your thoughts.*

The VSCCWA serves to protect the heritage of Historic Motorsport and Vintage Motoring in WA by way of:

- Promotion of events that represent the past
- Historical fact collection and archival
- Education
- Training

By the preservation of historically important facilities located in Caversham and preserving the history of the racetrack located within

For your consideration

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**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE  
FEBRUARY 2018 ISSUE IS JANUARY 11, 2018.**

# EDITOR'S RAMBLINGS



## Mission Statement

At the AGM our esteemed president told us that we need a mission statement to guide our future growth. A draft mission statement has been written on the whiteboard in the main room of our clubrooms and you can read it on page 9.

A point made by Paul Bartlett at the AGM was that the name of our club could be interpreted to suggest that we are only interested in cars built up to December 31, 1930. That, after all, is the definition of a vintage car as laid down by the founders of the original Vintage Sports Car Club back in 1934.

You can read the whole story on the VSCC web site, [vscc.co.uk](http://vscc.co.uk). At the outbreak of World War II the VSCC had about 300 members. Today, the club has around 7,000 members and runs over thirty five competitive events annually.

I digress. Vintage car means different things to different people (there's a song in there somewhere) and vintage racing in the USA involves some remarkably recent cars. The management committee has suggested we use "vintage and classic sports and racing cars" for the revised constitution. That will include most of the cars we are likely to be playing with and it shouldn't offend anyone.

There is a story in this magazine that presents my thoughts on the possibilities for the future of the club. It does not reflect the club's policy, but is intended to get you thinking. If you send your thoughts to me by email we could set up a forum in the magazine. Please keep it polite or your emails won't be published.

## Annual Dinner and Trophy Night

The Annual Dinner and Trophy Night will be held at the Caversham clubrooms on December 4. See opposite for details.

## Gentleman Jim Harwood Makes His Mark in the City (picture, right)

VSCC life member Jim Harwood showed up in the West Australian newspaper on November 9th when he was pictured busking in London Court.

Jim's companion, violin virtuoso Ashley Arbuckle, was accompanied by Jim on the harmonica. Jim has been playing the harmonica for 83 years.

Ashley was among the world's top violinists until a neurological condition forced his retirement in 1999. With the symptoms relieved, he now enjoys playing in less formal surroundings than the concert halls of his professional career.



## Letters to the Editor

On page 12 of this issue you will find letters to the editor. I hope that the letters will encourage other members to put fingers to keyboards or pen to paper to express their opinion about the course that the club should follow in the future — or any other subject.

*Bob Campbell*

# VSCC OF WA CALENDAR 2017/2018

Complete 2018 Calendar is shown on pages 16 and 17

## December

- 2 Workshop Saturday  
**4 Annual Dinner, Trophy Night and General Meeting**  
12 Dad's Army Christmas Function — All Welcome (See page 16)  
12 Club Management Committee  
18 Competition Group  
19 Dad's Army

## January 2018

- 20 Workshop Saturday  
30 Dad's Army Working Bee

## February

- 5 General Meeting  
10 Workshop Saturday  
13 Club Management Committee  
19 Competition Group  
20 Dad's Army Working Bee  
27 Dad's Army

## ANNUAL DINNER AND TROPHY NIGHT MONDAY 4 DECEMBER



You are invited to join us at our annual dinner and trophy presentation night at the Caversham Clubrooms from 6:30 pm.

This is a partners' night so bring along the "other half" and enjoy a great meal, a few drinks and some good company.

Dress is semi-formal and the cost is \$30 per person (the club is subsidising this event).

There will be a three-course sit-down meal and a glass of bubbly for the ladies on arrival. Other drinks at reduced VSCC prices.

Please RSVP to Sheryl Swarbrick by Monday 27 November on [entries@vscwa.com.au](mailto:entries@vscwa.com.au) or 0416 025 667

Payment by EFT to the club account BSB 036-080 Acc 108568 with your surname and "dinner".

# DAD'S ARMY NEWS

## Dad's Army Christmas Show



The 2017 Dad's Army Christmas Show is on at the Aviation Heritage Museum of WA at the Air force Memorial Estate on Bull Creek Drive, Bull Creek.

The Format for the day is as Follows:

- 1 Meet at the Museum for morning tea at 10am.
- 2 Guided tours will start at 10.30 for our people attending.
- 3 We would think these tours should finish between 12 and 12.30 at which time we will move up to the outdoor under cover area of the RAAFA Club. This is where Dad's Army will provide a Cold Meat & Salad Lunch .

Dad's Army will be placing some monies on the RAAFA Club Bar for drinks.

The drinks from the bar are Beer, Wine, Cool Drink and Water .

If you are interested in attending you will need to book with Graeme Whitehead so we can cater for you. Graeme's contact numbers are as follows:  
Mobile — 0412 919 370: Home — 9279 1061

The cost to you for this event is: if you have done at least one Dad's Army Work Day or one Workshop Saturday this event is FREE! If you have not done any of these days it is \$20 per person paid to Graeme Whitehead as soon as possible!!

This Event is for all VSCC of WA members or anyone who may be interested in becoming a VSCC of WA Volunteer or member.

Graeme will need to know if you are attending by Thursday 7th of December!

## Caversham Car Update

There are many sayings about the difficulty of completing a project, even when that project appears almost complete. The Caversham Car team are discovering that the devil is in the

detail. Wally Phoebe has spent a lot of time working on the electrics and the cooling system still has incontinent tendencies.

Other areas of concern are the brakes and the electric cooling fan, while the seat mountings are in need of adjustment so that people of normal stature can drive the car.

With all of that the car is now looking very smart and Denny Cunnold is to be congratulated on the excellent finish of the bodywork. Photographs of the cars that were completed in the 1950s show that the VSCC car is much the best finished of the bunch.



The Caversham Car looking very smart



**Caversham Car Costs**

There was a question raised at the November general meeting about the Caversham Car. Ron Fabry reported that the car “has received parts and equipment from 49 members and 32 members have given their time to work on it.” There have also been donations from sponsors who were not actually members, but wished to help.

The budget for the car was set when the project began and the costs so far are well within that budgeted amount.



Wally Phoebe applies modern electronics to much earlier electrical equipment

Paul Blank has offered to value the completed car for the club and indications are that it will be a valuable asset, worth more than the amount spent. How much more will be revealed when Paul carries out his formal valuation.

**Clubrooms Maintenance**

As mentioned in previous issues of *Vintage Metal*, an ongoing problem at the clubrooms



Denny Cunnold, more often seen under the Caversham Car, sweeps up millipedes

is an infestation of Portuguese millipedes. A variety of insecticides have been tried with slight effect. The dead and surviving millipedes have been swept up and binned.

If any member knows of an effective treatment for these beasties, please let Ron Fabry know.

The floor of the meeting room has come in for vigorous cleaning. The whole floor is being stripped by Dad’s Army members ready for sealing before the Annual Dinner.



Dad’s Army members work on the clubroom floor

**DAD’S ARMY DATES – 2017-18**

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD’S ARMY TUESDAY
DECEMBER	2		19
JANUARY 2018	20	30	
FEBRUARY	10	20	27
MARCH	10	20	27

# LETTERS TO THE EDITOR

*DISCLAIMER: The following letters from members of the VSCC of WA and readers of Vintage Metal express the opinions of the writers. Opinions or comments in the letters do not necessarily reflect those of the Club, its committee, its membership as a whole, or the Editor.*

## **Future Membership**

Hi there Bob,

I am a member of the VSCC WA (albeit an “outsider”), and would like to comment and respond to the unattributed article on page 22 of the recent “Vintage Metal”. [October 2017]

I cannot recall who observed that to continue to do the same actions, and expect a different outcome was indeed a definition of madness. Or something similar to that anyway.

Having just gone back to look over 3 years’ worth of the club magazine, I see the same people, the same layout, the same cars, and even the same adverts! And change is expected?

I did consider putting myself forward for a committee position a few years back — at the behest of a few members and a then office bearer. I was advised by an office bearer (still on the “top table”) to not bother, as change was a poison to the club, and that status quo was the desired position.

Outcomes are a direct result of input — and all the time that new faces are seen as a threat to the status quo, especially if those new faces have a differing view to the establishment the club will be forever a never ending episode of “Yes Minister”. Committees are made of folk who individually can do nothing, and collectively decide there is nothing to be done.

To example how some rather unexpected organizations are SEEKING change, my lady and I have recently returned from a 6 month stint on Bali at the behest of the local office for tourism, to see what might be done to help make the many thousands of Kuta visitors to the beaches of that area of Bali enjoy the experience better.

One small thing was to make Coke Zero available from the beach vendors. The imagination level among the retailers on Bali is not very well exercised. Same old T-shirts, same old fake sunnies etc, etc. Most of us have seen the lack of choice.

Among the beach vendors not one was selling sugar free drinks. Upon suggestion it was tried at a few locations, and such was the uptake by tourists, they now all sell the stuff.

Point is — it takes not much to effect wholesale change. And to be unobservant to the changing wants and needs of the potential member cohort is silly.

Change for progress has to be desired, and fear of change overcome.

Regards,

Chris Broughton

(by email)

## **The State Of The Sport The March of The Millennials**

Dear Bob

I thought the article in October regarding, “The State of the Sport The March of The Millennials” was very useful in keeping the debate about how to attract new younger members to the club. The article asks what is to be done to guarantee the future of the VSCC. I believe the article partially answered the question, it seems fairly straight forward, as was suggested a new age category should be introduced. Might I suggest 1977 to 1994 age category (end of Group A touring Cars). This should bring a myriad of interesting cars, e.g.

V8 Holden Commodores, Sierra Cosworths, Porsche GT3s, Nissan GTRs, early Subaru WRXs and Mitsubishi EVOs to mention a few. Obviously these are very potent cars and I would suggest are not suitable for the Northam and Albany round the houses races, however there is no reason that these more modern cars could not be invited to the Collie and Barbagallo and the VSCC Hillclimbs. We cannot afford to wait, an action group needs to be formed immediately and various car and motor clubs approached for expressions of interest from Motor Sport enthusiasts who may want to participate in VSCC events. It should not be impossible for the club to have a modern category up and running by late 2018. Really the only difference between sports car enthusiasts of the millennial generation and the baby boomers is the choice of cars. I as a teenager felt old E type Jags, MGs etc were a bit of old hat. RS Escorts, Cooper S minis, 911 Porsches, BMW 2002s, 3.0CSLs (all with wide sticky tyres and extended Group 4 wheel arches) were my dream cars. Now as a 57 year old I appreciate race/sports cars from the 1930s to the 1990s but understand that these old relatively slow cars are not of interest to the Millennials at this stage of their lives. As I said we cannot afford to wait that long. Every issue of "Vintage Metal" lists an obituary of a former member.

Regards

Hugh Kennedy

(by email)

## **November issue of Vintage Metal**

Hi Bob,

Thanks for Magazine copy. It is much appreciated. A good article on Wakefield Park. We were really pleased our grand-daughter did so well in the Cooper BMW, which I remember at its first event at Mt Druitt in June 1957. It was then owned and raced by Jim Madsen. It has always been a fabulous car and to the best of my knowledge it still holds the Aust. Flying Kilometre Land Speed Record for its class. It set this at Coonabarabran in 1957. It's a Mark X, with a supercharged R69S BMW engine as it was originally. Probably the only Cooper of this type in the world to use a supercharged BMW engine.

I notice with interest your comments regarding CAMS activities with historic racing. They have certainly done no-one any favours. The reason the Zephyr doesn't run very often any more is largely thanks to their stupid 95 dBA maximum noise limitations. It's all a lot easier with less hassles and less expense operating under AASA. If there is going to be a future for proper historic pre-1961 in Australia it has got to be with this organisation.

I have forwarded your email to my son Greg.

Thanks very much for your interest. If I can be of any further assistance to you in the future, please don't hesitate to call.

Regards,

Graeme Snape

(by email)

*Graeme is the owner of the Zephyr Special mentioned in Ross Oxwell's story about the All-Historic Racing at Wakefield Park in the November issue. The CAMS comments were also Ross's. The Cooper BMW also mentioned in the story and in my ramblings in the same issue is now owned by Graeme's son Greg and driven by his granddaughter Melissa.*

*I got the description of the Cooper wrong, describing it as a Mark IX, when, as Graeme says above, it is a Mark X. Bob Campbell, Editor*

# VSCC OF WA CALENDAR 2018

## January

- 20 Workshop Saturday
- 30 Dad's Army Working Bee

## February

- 5 General Meeting
- 10 Workshop Saturday
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army Working Bee
- 27 Dad's Army

## March

- 3 & 4 Collie Icebreaker
- 10 Workshop Saturday
- 12 General Meeting
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army Working Bee
- 27 Dad's Army

## April

- 7 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 7 Minson Av Motorkhana, Northam
- 8 Northam Flying 50 Club Regularity Championship Rd 1
- 9 General Meeting
- 10 Management Committee
- 14 Workshop Saturday
- 16 Competition Group
- 17 Dad's Army Working Bee
- 24 Dad's Army

## May

- 5 Workshop Saturday
- 7 General Meeting
- 8 Management Committee
- 14 Competition Group
- 22 Dad's Army Working Bee
- 29 Dad's Army

## June

- 2 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 3 Albany Classic Club Regularity Championship Rd 2
- 9 Workshop Saturday
- 11 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army



# VSCC OF WA CALENDAR 2018 CONTD

## July

- 2 General Meeting
- 7 Workshop Saturday
- 10 Management Committee
- 16 Competition Group
- 24 Dad's Army Working Bee
- 31 Dad's Army

## August

- 4 Workshop Saturday
- 6 General Meeting
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army Working Bee
- 28 Dad's Army

## September

- 3 General Meeting
- 8 Workshop Saturday
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army Working Bee
- 25 Dad's Army
- 29 Collie Hillclimb, Collie Motorplex
- 30 Coal Fields 500, Collie Motorplex

Club Hillclimb Championship Rd 2  
 Club Regularity Championship Rd 3  
 State Historic Race Championship

## October

- 1 General Meeting
- 6 Workshop Saturday
- 9 Management Committee
- 13 Goomalling Sprint
- 15 Competition Group
- 23 Dad's Army Working Bee
- 30 Dad's Army

Club Hillclimb Championship Rd 4

## November

- 3 Workshop Saturday
- 5 General Meeting & AGM
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army Working Bee
- 27 Dad's Army

## December

- 2 Vintage Stampede, Barbagallo Raceway
- 3 General Meeting & Annual Dinner
- 8 Workshop Saturday
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army

Club Regularity Championship Rd 4

# Lancia Is (Almost) No More

The big news in Australian motoring in recent months has been the gradual demise of local manufacture, but in Italy the news is even worse! The giant Fiat-Chrysler conglomerate is in the process of killing off the Lancia brand.

Thanks to the Goodwood Road and Race email newsletter that Syd Sunter-Smith forwards to me, I now know that the only Lancia model still available, and that only in Italy, is what is described as “the rather inadequate Ypsilon city car.” When that goes out of production in a couple of years that will be the end of Lancia.

Lancia was founded in 1906 by ex-Fiat works driver Vincenzo Lancia. The company had a number of “firsts” to its name. In 1913, for example, Lancia introduced first European car to be equipped with standard electrics for its lighting, starting, etc, the Theta. In 1922 the Lambda model had the world’s first monocoque structure. Ten years later the Lancia company introduced the world’s first production V4 engine in the Augusta.

Post World War II, Lancia’s Ardea introduced the production 5-speed gearbox and the first V6 in the 1950 Aurelia. The Aurelia coupe by Pininfarina was claimed to be the first GT Gran Turismo car.

While Vincenzo stayed out of racing, the success of the Aurelia in competition encouraged his successor, son Gianni, to order the development of first the D24 sports racing cars, and then the Formula 1 D50. The cost of the racing programme was more than the company could support and in 1955 the company was taken over by Fiat, with the D50s passing to Ferrari, who was having major problems keeping up with the Mercedes-Benz Grand Prix cars. The resultant Lancia-Ferraris gave Fangio his penultimate World Championship in 1956 but were less competitive in 1957.



Steve Boyle’s Lancia Fulvia HF (left) and Flaminia that he presented at the May 2017 general meeting

The Lancia road cars maintained some degree of design independence to start with and the Fulvia and Flavia models had no Fiat equivalent. The Fulvia developed into a more than useful rally car and in rallying Lancia remains statistically the most successful marque of all time, despite officially withdrawing from rallying in 1992!

Lancia dominated rallying for 20 years, winning the World Rally Championship in 1972 (Fulvia V4), 1974-76 (Stratos), 1983 (037), and 1987-92 (Delta Integrale). Quite a feat, that has yet to be bettered, and quite an exceptional car marque overall.

Commercially, Lancia has been less successful, having had major problems such as a reputation for rusting that it shared with other Fiat owned marques. Unlike Fiat and Alfa Romeo, Lancia never fully recovered from the rust fiasco.

More recently, apart from the Ypsilon, Lancias sold in Europe have been re-badged Chryslers. There was the new Thema (a Chrysler 300C), Flavia (Chrysler Sebring), and even the Lancia Grand Voyager MPV!

Lancia will go out, not with a bang, but a whimper as the little Ypsilon gradually fades away, and with it a history that goes back 111 years.

*Bob Campbell*

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**RACECAR**



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# WHERE DO WE GO FROM HERE?

The VSCC of WA recently celebrated 30 years of running round the houses regularity events and, on the face of it, the club is very successful. However, the bulk of our membership is aged from 65 to 85 and we need more people in the 45 to 65 age group or even younger to guarantee the future of the club.

Recently some of the senior members of the club have expressed concern about the financial viability of the club, but the reports presented at the recent AGM suggest that the club is still financially healthy. The loss recorded for the club year 2016-2017 was largely due to expenditure on replacing and updating safety equipment needed for our annual events at Northam and Albany. There were also other one-off expenses such as the security equipment installed at the clubrooms, all of which pushed the final figure for the year into the red.

More worrying in the long term is the apparent reduction in membership numbers. This could well be due to the club's ageing population. As a worst case, it could be due to a reduction in the appeal of our club and its events to prospective members.

## Finances

Let's bite the bullet and go to the least popular area of assessment for our future. There are several sides to this. Club events must be financially viable. There is no point in running events that the members enjoy if each event costs the club money. We are a not-for-profit organisation, but we must cover costs. Therefore we must look at every event and make sure that income from entry fees and sponsors covers the entire cost of the event with a surplus to put aside for necessary updates to safety and other equipment. So far the club seems to be managing this side of things very well.

Membership fees must reflect the value of membership. The club management committee pushed through an increase in fees fairly recently and a full member now pays \$155.00 per year. This might sound high to some of us, but an organisation I pulled out of a couple of years ago charged me \$260.00 for my last year of membership — and it offered a lot less for that fee than the VSCC offers to members. In case you are wondering, I didn't pull out because of the fees. I hadn't managed to get to a meeting for more than two years, so membership seemed pointless.

## Attracting Members

This is a problem for many organisations today. We need to look at what attracted the original membership and then update that attraction to match the world of today. The club was founded after the WA Sporting Car Club decided it was no longer going to organise the annual York Flying 50. One reason for the WASCC's lack of enthusiasm was that they could not convince any of their members who were clerk of course for one of the York events to come back and do it for a second year. They ran out of willing members and, without a clerk of course, there could be no event.

Since its foundation as a one-event club, the VSCC has developed into a leading motor sports club, organising at least two round the houses events every year plus hillclimbs, the Vintage Stampede and race meetings. The Flying 50 has moved from York, where there never was a race



Action from the 1981 York Flying 50

meeting, to Northam, where there was. Albany has developed into a well organised event that brings crowds south in the middle of winter — which has to be good for the town.

Eligibility for entry to the VSCC events has changed over the years, but slowly. This is a bone of contention for members and would-be members. Should the club continue to insist on maintaining the current eligibility criteria or should we move with the times?

When the club was founded in 1986, the Appendix J (Group Nb) sedans were not much over 20 years old. They were old cars and inexpensive to buy, although modifying them for competition could be expensive. Not only that, but they were the cars our members had grown up with. Many members could remember watching the historic racing cars when they were front line competitors.



Move on thirty years and those 1960s cars are too old for today's target membership group. They grew up with ground effects, wings and slicks and increasing use of electronics. Renault pioneered turbocharging in F1 in 1977 and the exhaust driven superchargers turned up everywhere. The sheer power of turbocharged touring cars makes the old Group N cars look tame.

The popular option for extending vehicle eligibility seems to be to allow vehicles up to the mid-1990s. As an example of what this means for our fields, let's concentrate on sedans. Recent events at Albany have shown that even the Jaguars and Toranas running today have an unfortunate affinity for the concrete barriers. Try to imagine the turbocharged sedans of the 1980s and early 1990s squeezing through the chicanes at Albany or Northam or bouncing over the bumps through the curves and up the straights. The turbo era in Australian touring car racing began when Robbie Francevic introduced the boxy Volvo, soon to be joined by the Nissan Skyline then the all-conquering Ford Sierras. The rule of the Sierra came to an end with the advent of Nissan's "Godzilla", which dominated Group A racing.

Open-wheelers and sports-racing cars of the 1980s and 1990s were built very close to the ground for aerodynamic reasons and this makes them unsuited to anything but very smooth surfaces. If for no other reason, this makes such cars unsuitable for round the houses events.

If the answer to the problem of attracting younger members to the VSCC is to introduce later model cars to our events, then the club must look at running events at the racing circuits at Barbagallo and Collie, with the possibility of sprint events at the Motorplex where I believe events have been run using a mixture of drag strip and access roads.



## Future Events

The popularity of the events at Albany and Northam makes them essential to the club's future, and the Vintage Stampede never fails to attract entries. The hillclimbs associated with Northam and Albany and events at Jack's Hill and the Collie hill (when it is not closed due to construction of track extensions) are popular and would be suitable events for later model cars, but we need to look further.

Due to Craig Bradtke's initiative in setting up a training course for CAMS officials, the club now has members who can officiate at speed events. Should we therefore look at running more hillclimbs, sprints or even race meetings?

When I was speaking to Graeme Snape about his family's involvement in historic motor sport on the eastern seaboard, he mentioned a sprint meeting that had been held at a country airfield. Is this something we could look into? Are there country towns that would support such an event that didn't involve closing down the centre of town for a whole day? Apparently the timing gear and other equipment was moved off the runway for take-offs and landings then moved back to continue the meeting.



The JKL and Squareriggers group recently ran a track day at Collie that was a great success in spite of heavy rain. Track days are very popular with those who wish to give their cars a run without becoming involved in racing or formal sprints and regularity runs. Such days could be combined with offers of instruction for would-be racing drivers, or perhaps days could be set aside for high-speed driving courses such as used to be run successfully by the WASCC.

Another type of event that seems to be popular with classic and historic car owners is the classic rally. Such events take a lot of organising, but the VSCC could possibly enlist the aid of other clubs to jointly run a rally type event. A classic car rally that finished in Albany or Northam to coincide with the round the houses regularity trials could develop into a classic car festival, but it would require a great deal of planning and probably a great deal of sponsorship.

Other historic vehicle clubs have had some success running swap meets and vehicle displays to mention only two possibilities. The VSCC should be looking into any practical means of attracting people to the club and its events.

## **Clubrooms**

We all know that there is little future for the club in the current clubrooms, which are destined for the developer's bulldozers in the relatively near future.

The management committee is working on possible solutions to this problem. One of the most promising is for the club to build premises on land near the Swan Valley Tourist Park.

However, the location of the clubrooms is only part of what we should be thinking about. Wherever the clubrooms are, we should almost certainly be looking at making sure that the meeting room is suitable for hiring out to community, social and even religious groups when we are not using it. This would provide an income stream that would help pay for the maintenance of the building. Having the building occupied more frequently would also help with security, as an occupied building is generally safe from break-ins and thieves.

## **You Can Help**

This article is not intended to propose a plan for the future, but to encourage VSCC members to think about the future of the club.

Do you have any ideas about the direction the VSCC should take in the future? Please contact one of the management committee (contact details on the inside front cover of this and every issue of *Vintage Metal*) or email the editor with a "Letter to the Editor" and pass on your suggestions. You have the Christmas break to think about it. The committee and I look forward to hearing from you.

*Bob Campbell*  
**Editor**



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# COLLECTOR'S BOOK REVIEW: S C H "SAMMY" DAVIS MY LIFETIME IN MOTORSPORT

S C H "Sammy" Davis  
**My Lifetime  
in Motorsport**



His Final Autobiography

**T**his autobiography of one of British motoring's most outstanding characters has been in my library for five years. When I bought it the price tag said \$19.95 but today Pitstop Online ([www.pitstop.net.au](http://www.pitstop.net.au)) has it priced at \$49.99 plus \$6.95 post and packing.

Sammy Davis was not a member of the Rat Pack, but he was one of the Bentley Boys. In later life he was incensed by statements from a politician who should have known better, declaiming that old people shouldn't be allowed to drive and that sports cars were dangerous.

Sammy was due to take a compulsory driving test because of his advanced years, so he borrowed an Austin Healey and in it he passed the test with flying colours! Naturally, the whole motoring world was informed.

Time leaves me with little time to review this book, so I shall reproduce the text from the dust jacket. It's a great book about a true character.

S C H Davis, known to friends and fans as Sammy, is one of the most popular and enduring figures in the

history of British motorsport, universally remembered for his heroic, glorious victory for Bentley at Le Mans in 1927 in a car that most would have considered hopelessly damaged.

Born in the 1880s, he experienced and was involved in the earliest days of motoring and motorcycling before going off to the First World War in 1914. Though injured, he survived the War and in 1919 joined the staff of *The Autocar*. Under the pen name "Casque" he was to be the magazine's Sports Editor until 1950.

In the 1920s he earned a reputation as a particularly fast, reliable and intelligent driver in competition, showing a profound sympathy with and understanding of machinery. He drove Alfa Romeo, Alvis, Aston Martin, Austin, Lea Francis and many other cars at Brooklands and all the motor racing venues of the day. This activity, along with journalism, continued in the 1930s, when he also entered a number of major international rallies.

When hostilities broke out again in 1939, though now in his 50s and officially far too old to enlist, he was able to wangle his way into to war, and served through to 1945. In fact his forces career, covering both World



- Le Mans winner for Bentley in 1927
- Sports Editor of *The Autocar*
- A witness to both World Wars
- Founder of the Veteran Car Club

The final autobiography of S C H "Sammy" Davis - racing driver, rallyist, motoring journalist, artist, cartoonist, and one of the most popular and enduring figures in the history of British motorsport.





Wars, included service in the army, the navy and the air force - a rare distinction.

Racing driver, journalist, artist and raconteur, he was one of the founders of the Veteran Car Club and - rare for an Englishman - was awarded Citizenship of Le Mans.

This is his last autobiography, crowning the two volumes of his experiences that were published in 1932 and 1949. It was drafted in the 1960s, when he was in his 80s, but was never published. Now pieced together and edited, it tells the story of his whole life, from childhood to old age, with reminiscences of family, marriage, friends, colleagues and fellow racing drivers as well as stories from his long and illustrious driving career. His son Colin has contributed a brief memoir of his father,

More than 140 photographs, many never previously published, shed further light on this unique personality.

*Bob Campbell*

## VINTAGE STAMPEDE SCRUTINEERING

Scrutineering for the Vintage Stampede was carried out on November 11. For the first time it was performed at the North Metropolitan TAFE workshop, giving TAFE students the opportunity to see how cars used to be before electronics took over.

Mike Gallagher took the photographs below of the proceedings, which show just how good the facilities are and how lucky the club is to have been offered their use.

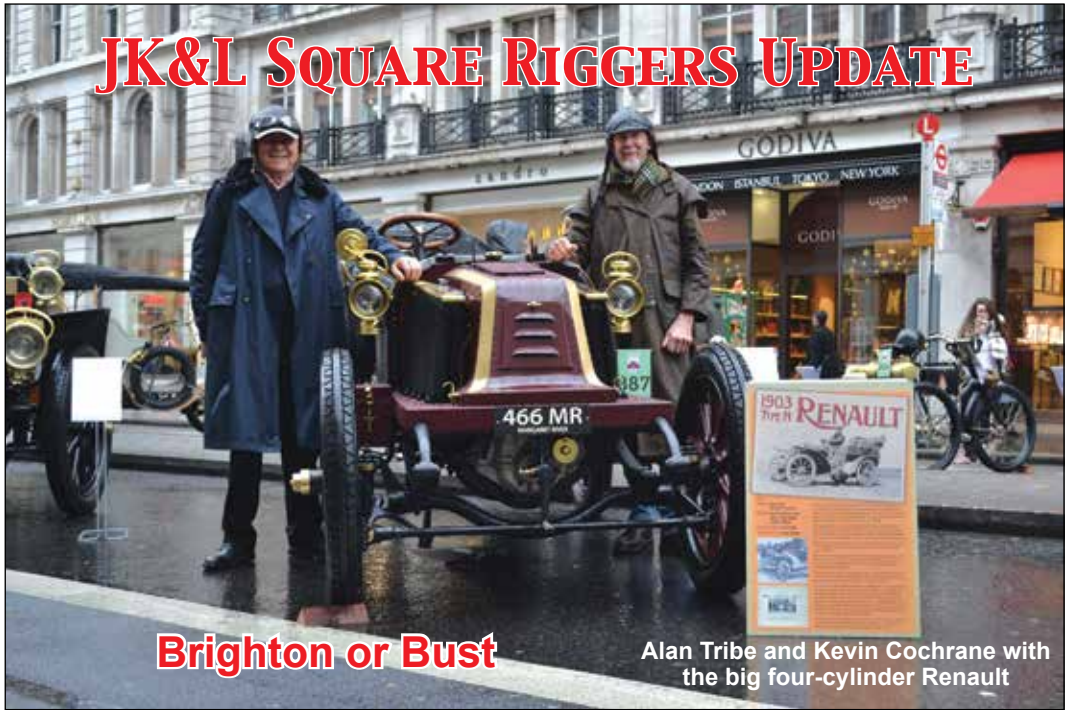


Eagle-eyed readers will spot our Hon. Secretary standing beside his immaculate Austin Healey in the photograph at bottom left. If they look more closely they will spot his “Japanese safety boots” (his description). He was quickly informed that these were not suitable wear for a workshop and he was even more quickly inserted into a rather inelegant pair of borrowed safety boots of a more appropriate style.

Be warned! If scrutineering is to be held in a workshop, you and your feet must be properly — and safely — dressed.



# JK&L SQUARE RIGGERS UPDATE



## Brighton or Bust

Alan Tribe and Kevin Cochrane with the big four-cylinder Renault

The first motor races were feats of endurance and it is still the same 120 years later when similar cars are coaxed from London to Brighton every year. The distance is about 100km, about the same as a drive from Perth to York.

This year's London to Brighton was one of the most difficult according to old hands who'd driven the run many times.

Perhaps for the first time ever, four cars from Western Australia were shipped to the UK for the run. Club founding member Peter Briggs was there with his wife Robin, with Graeme and Cathy Cocks and Lindsay Taylor (who'd restored the Renault Type A) in support. Alan Tribe with co-driver mechanic restorer Kevin Cochrane had the big four-cylinder Renault from 1903 which has been in Perth since the early days. Doug and Clare Kerr and Tony and Rose Packer entered a De Dion Bouton and a Curved Dash Oldsmobile from Doug's collection.

The weather for the run was remarkable. It began a few degrees above zero but there was no rain, snow, sleet or any other hazards usually associated with Britain in November.

All cars made it to the line, and indeed crossed the line which is in itself an achievement for cars built in 1904 or before. These cars are from the dawn of motoring when motoring was more of a sporting pursuit rather than a serious and practical form of transport.

As I am writing for the Vintage Sports Car Club, I must make the point that three of the four West Australian sporting cars have an excellent sporting pedigree. The 1900 Renault of Peter Briggs is the 110th car put together by Louis Renault and he and his brother Marcel won their first motor races using these Type A cars in the voiturette or light car class. They went on to bigger and better things and the 1903 Renault is the street version of the famous Paris-Vienna race cars of Renault. Doug Kerr's De Dion Bouton is also an example of the early cars which competed in Europe in a variety of sporting competitions.



Peter and Robin Briggs on the Renault

The little Renault of Peter Briggs which has been at the York Motor Museum for many years and was recently restored by Renault aficionado Lindsay Taylor is, it must be said, more contraption than car. It was the 36th oldest car out of more than 400 in the event. At 1.75hp it is more suited to tonking around Paris than a long distance event across England but with dogged determination the car made it from Hyde Park past the Houses of Parliament and across the Thames.

The route was made more difficult this year because of roadworks along the traditional course and it was re-routed for the first time

in 50 years to another parallel road. This proved to be a disaster. The suburban roads traversed by the veterans were clogged with traffic and it was a scene of carnage as cars were littering the roadside waiting to cool down while the traffic ground on.

A broken gas main on another road was being repaired slowing Sunday traffic to a crawl on a two lane road turned to a single lane.

It would seem that nobody was ever going to make it to Brighton. Discretion is the better part of valour and it was clear that this was not the day to drive a 117-year-old minuscule Renault to Brighton.

Further down the road, Messrs Kerr and Packer were find it tough going but they battled on with the help of roadside repair putty supplied by the RAC which has a fleet of vans with tools and essentials to keep the cars heading to Brighton.

Alan Tribe and Kevin Cochrane found the going easy by comparison, stopping for a pleasant lunch of beef sandwiches supplied by Nick Dorrington, a four-cylinder Renault owner from the UK, who has more than 50 London to Brightons under his belt.

Disaster struck the run this year when an out-of-control Benz crashed heavily killing one of the occupants and injuring several others. It was a great tragedy and our hearts go out for the family. It leaves one wondering whether a Sunday drive of 100km for 120 year old cars is practical in the car choked south of England any more.

The traffic was certainly horrendous and for West Australians who worry about peak hour in Perth, perhaps they should try driving old cars in England to get an idea what traffic hassles are really like.

All four West Aussie cars crossed the line at Brighton. The big Renault performed without fault and the De Dion and Oldsmobile made it to Brighton with makeshift repairs. The Briggs Renault was wisely returned to the road to enable Peter and Robin to drive into Brighton and cross the line.

Only those who have participated as drivers or crew will appreciate what a great achievement it was for four cars from Western Australia to be shipped to the UK to compete in this event for the first time. All four teams of automobilists should be justly proud of their achievements.



The Oldsmobile and De Dion

*Heza Henry*

## DOES ANYONE KNOW THIS CAR?

David Moir recently received an email from Nathan Tasca, a member of the VSCC of Victoria, about the Singer 9 Sports pictured below. He was looking for help, but I'll let Nathan tell the story.



Hi guys,

I recently purchased a Singer 9 Sports from an elderly gentleman in Melbourne. He had owned the car for nearly 25 years, and it had definitely been in Melbourne for about the previous 20 years through several owners.

All the previous owners had continued the story that the car had a competition history in period in WA. So I would think

sometime in the mid-1930's, possibly up until the war.....and then 'maybe' initially after the war, but I would guess that by then it would have been out-classed and out-dated, so post-war competition would be highly unlikely.

As you can see in the picture, the car has no doors - a 'trick' left only really for competition cars in the period, as standard Singer 9's and Le Mans all had doors fitted, so the car 'should' be relatively easy to recognise.

Whilst I understand it might be a long shot, would you be aware of anyone that might be worth contacting in regards to pre-war racing in WA that might know something about this car? I'd love to trace anything I can about it! I've looked through the Round the Houses book, the Albany classic page, and a host of others and not really seen much related to the Singer marque, so it might just be hearsay at this stage - but either way, I'd love to know!

Unfortunately my club-mates in the Vintage Sports Car Club over here in Victoria, and the Singer Owner's Club are all at a loss to explain the history of the car - so I've needed to expand the search on any tangent I can!

I'd love any help or contacts that you can suggest!

Regards,

Nathan Tasca.

If you have any ideas, please contact David Moir or the editor and we'll pass the information on to Nathan. We'll also let you know if we find anything out.

## YORK MOTOR MUSEUM DONATIONS

The Avon Valley Motor Museum Association (Inc) (AVMMA) was formed with the aim of purchasing the York Motor Museum and managing it in perpetuity as a community asset.

The AVMMA has an agreement with Peter Briggs to purchase the buildings and retain the vehicles in the Museum for the foreseeable future. An application to Royalties for Regions funding was successful and the AVMMA is seeking help in the form of either a contribution to our Unit Trust Scheme or as a Museum Sponsor.

Contributions can be made from \$100. For details of how you can help maintain the museum please contact Gary Byfield, chairman of the AVMMA. Gary's email is gw151@gmail.com or his mobile is 0414 885 338

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## FOR SALE – 1971 MGB roadster

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



She was reportedly raced at Wanneroo race track some time ago (maybe 20+ years) and is turbo charged.

She is great fun car to drive and goes very well. I have spent some time in restoring her and sadly need to part with her.

**Must sell! Reduced to \$9500**

**Contact Sheryl on 0416 025 667 or email:  
sheryl.swarbrick@gmail.com**

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## FOR SALE

### Mark II Jaguar delivered to Brookings Perth in 1962

Second owner car that is clean and in daily use. Always stored under cover so has a rust free body. Original power steering, upgraded (double pot) front brakes, alternator and 3-speed XJ6 auto box, limited slip diff, full leather upholstery and factory painted wire wheels.



**Price \$25,000 or sensible offer**

**Contact: Craig Atkins – 0418 918 005**

**or craig.atkins@uwa.edu.au**

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## FOR SALE – Northwood Ford

Cams historic log booked

Ford SV V8, big bore stroker engine with Potvin 400 cam, Isky valve springs, Scat crank and rods, Vertex magneto, Offenhauser heads. 180 RWHP

Ran 2.04s at Phillip Island, Wanneroo 1.13s

**Price \$25,000**

**Sorry! Had wrong phone number before.**

**Contact Bryan – 0407 442 180**



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## FOR SALE

### THE “HURRICANE”

Downsizing and will have reduced shed space.

**Must Sell!!!**

**Further information call Robin F-Stewart  
on 08 9296 0628 or 0428 925 408**

**OFFERS INVITED**



# ***NORTHAM VINTAGE***



## **SWAP MEET**

Presented by the **Avon Valley Vintage Vehicle Association of WA Inc**

Supported by the **Shire of Northam**

**Sunday February 18<sup>th</sup> 2018**

**Jubilee Oval (Showground) NORTHAM**  
Follow the Signs to the Chidlow Street Entry Gate

Selling: Vintage Cars, Trucks, Tractors, Motorcycles,  
Machinery, Engines, Used Spare Parts, Collectables, Household Items, etc. etc. etc.

*Trade Displays Welcome*

**Site: \$15.00 each (Admits one)**

Vintage Vehicles for sale ONE ONLY per site

**GATES OPEN: Sellers - 06.30am**

**Public Entry – 7.00am**

**FINISH: 12.00 Midday**

**Buyers \$5.00 per person (Kids Free)**

\*\*\*\*\*PARKING AVAILABLE ON SITE\*\*\*\*\*

*Food and Drink available*

ENQUIRIES: Sylvia Bristow-Stagg 0417 976 699

PO Box 755 Northam WA 6401

E Mail : splinter37@gmail.com

***Bookings not necessary***

**NO DOGS ALLOWED AT THIS EVENT**

***PART PROCEEDS TO NORTHAM HOSPICE***

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## Tour d'Italia

May 11-23 2018



Join us on the trip of a lifetime in Northern Italy & the South of France, enjoying the beauty, culture, cuisine, history and above all, the greatest automotive events & museums along the way. Our self-drive guided tour takes in easy drives on beautiful roads, all suited to partners too. Plenty of flexibility is built-in. Tour Director Paul Blank has been conducting tours in these areas since 2005 and his extensive experience will make Tour d'Italia 2018 the trip of a lifetime!