



December 2018

Issue No. 332

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

VINTAGE METAL

www.vscwa.com.au



HISPANO SWITCHES ON

PLUS: 2018 AGM
2019 Provisional Calendar
VSCC Planning Workshop Stage 2
Book Review: Classic Racing Engines

**December General Meeting, Annual Dinner, Awards
Night – Wednesday 12th December 2018**

Vintage Sports Car Club of WA (Inc.)

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FROM THE PRESIDENT

VSCC PRESIDENT'S ANNUAL REPORT FOR 2018

It gives me great pleasure to deliver the 2018 VSCC Annual President's Report.

I find it hard to believe it is three years since I became President of this wonderful club. It has been a privilege and a pleasure serving in this position.

2018 has been a successful year for the VSCC.

My job over those three years has been made easier because of the support of the very capable people on the Management Committee who have tackled the challenges thrown at them and worked together as a team ensuring the smooth running of the club. Six of the committee who started out with me in 2016 are still on board and five will be continuing on in 2019. The stability of the management team over that time has, in no small way, contributed to the successful operation of the club.

I wish to thank all those members who volunteered their time to work on the Management Committee since 2016. Special thanks to David Moir who has carried out the duties of Club Secretary with a quiet efficiency that enabled the committee to conduct business in an orderly and efficient manner, Sheryl Swarbrick for her contribution as the Club Administrative Officer and Paul Bartlett for his wise counsel and organisation of the Competition Programme. Paul wears a number of hats; he has also carried out the duties of the VSCC representative on the CAMS State Council and the CAMS Sport and Development Committee.

Thanks also to Ron Fabry for the excellent work he has done in developing a social program for club members, Mark Jones for maintaining and managing the library and assets register, Ed Farrar for keeping us true to our heritage and Len Kidd who made sure our history is preserved for posterity. In 2017 we welcomed Ivan Okey, who manages regalia, and Bert van Zuylen who began work on logbooks.

This year two new members joined the committee: Graeme Robson replaced Evan Edwards as Treasurer, and Mike Broughton took on promotion and assists Ivan with regalia.

Mike Upton, who ushered in our new constitution, and Craig Bradtke, who played a key role in the organisation of the Northam Motor Sport Festival, retired from the committee during the year and we thank them for their contribution.

The running of the club is not solely the responsibility of the members of the Management Committee. A number of sub-committees looked after the activities that make membership of the VSCC such a pleasure.

The club owes a debt of gratitude to Paul Bartlett and the Competition Committee, who conducted a successful motor sport program for the year, Ron Fabry and the "Dad's Army" and Club House maintenance groups and Brian Eyre and the Caversham Committee.

Thanks also go 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 events. Finally thanks to all those who provided supper, organised guest speakers and took on tasks that make our club the envy of others.



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. There are too many involved to name individually. However, there are a few who have made a massive contribution. Phil Shephard, 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.

My report highlights the large number of people who have taken on 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.

In my 2017 Annual Report I identified a number of challenges facing the Management Committee and members including:

The development of a mission statement to guide future long-term decision making, the planning for an alternative Club House, the negotiation of a lease over the Caversham “D” circuit, the introduction of a data base, the recruitment of new members and the need to review the competition programme.

It is pleasing to note that we have tackled these issues during 2018 with varying degrees of success. “Wild Apricot,” a data management system, has been introduced and should be fully implemented in 2019. This system will dramatically reduce the workload involving the huge amount of paper work required to run our administration and events.

Two Planning Workshops run during the year were well attended and enabled members to focus on these issues and make recommendations to the Management Committee. The outcomes reached in these workshops are described in *Vintage Metal*.

The Future

The club is in good shape and running well but faces a number of challenges in the coming year.

Finding a permanent home for the VSCC will be a major priority.

We are a relatively small club that runs large and complex events a club twice our size would find daunting. These events, because of their nature, impose a huge workload on the club administration and members. This situation needs constant review to make sure the events we organise are able to be run without overstressing the members.

There has been a small increase in membership this year but recruitment of new members, particularly younger members, is a priority for 2019.

The monthly issue of the *Vintage Metal* is a significant impost on the club finances. It is a wonderful production but other alternatives at a cheaper cost need to be investigated.

One of the dangers any club faces in this day and age is the misinformation that can be spread by the internet. While it is a very useful tool for communication but if misused, it can be very corrosive and undermine the goodwill that is essential for the wellbeing of the club as well as the willingness of members to volunteer. It is far better to resolve issues face-to-face than become involved in an escalating email conflict.

Once again I thank you all for your support over the last three years. The VSCC is financially secure, has an administration that is based on good business practice and well supported by its members. The future outlook for the Club is a very positive one.

Rob Ozanne

President of the Vintage Sports Car Club of W.A.

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

Minutes of Annual General Meeting

Held at the clubrooms, Caversham,
5th November 2018

1. Meeting opened: 8:36 pm, Ian Fry presiding with 42 members present.

2. Apologies: Alan Guelfi.

3. Adoption of previous year's minutes:



Motion: That the minutes of the 2017 Annual General Meeting of The Vintage Sports Car Club of Western Australia (Inc) be adopted as a true record.

Moved: David Moir **Seconded:** Bob Campbell **Carried**

4. Business arising from minutes: nil

5. Treasurer's Report:



5.1 copies of the audited accounts for 2017/18 were available at the meeting.

5.2 Graeme Robson reported that the financial report shows:

- a) a small surplus (compared with a deficit for 2016/17).
- b) Net assets increased slightly from 2016/17.

Motion: That the Treasurer's report be received.

Moved: Graeme Robson **Seconded:** Paul Wilkins **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 2018/19 year.

Moved: Graeme Robson **Seconded:** Tony Brett **Carried**

6. President's report: See *From the President*, page 3.

7. Elections:

7.1 Nominations for positions: Following the notice in the September issue of the *Vintage Metal* magazine, the following nominations have been received:

Secretary: David Moir

Treasurer: Graeme Robson

Committee Person: Ron Fabry

Committee Person: Mark Jones

Committee Person: Ivan Okey

Committee Person: Michael Broughton



7.2 **Motion:** That these elections be accepted.

Moved: Max Gamble

Seconded: Simon Fry

Carried

7.3 The Chair suggested that the incoming committee would co-opt suitable persons to the positions of President, Vice President and Committee Member.

8. Other Business:

8.1 **Competition:** Paul Bartlett reported as follows:



- a) He thanked all those who gave assistance in running events.
- b) **Northam**
 - i. thanks to Randle Beavis for his leadership and effort
 - ii. The Shire of Northam has agreed to funding for the next three years and to provide event support.
 - iii. The hillclimb at Mt Ommaney is likely to continue despite the proposed development nearby.
- c) **Albany**
 - i. This continues to be very successful with five fields of 30 cars each at maximum track capacity.
 - ii. The new pit area worked well.
 - iii. The City of Albany has committed funding and support in kind over the next five years and has made a contribution to the pedestrian bridges fund.
 - iv. We need to overcome timing problems at the Mt Clarence hillclimb.
- d) **Collie Coalfields 500**
 - i. We had one of the largest fields of cars run by our club.
 - ii. The event was very successful despite bad weather on the Saturday.
- e) **Vintage Stampede:** Entries close in several weeks but numbers are quite low at present.
- f) **Issues:**
 - i. The club relies on non-members to provide key officials to run events and there have been problems with some officials this year.
 - ii. We have decided to run only Club Championship events for 2019 – not at State Championship level.
 - iii. We need to decide whether to expand the age limit for vehicles eligible to run in round-the-houses events.
 - iv. We aim to introduce log books for all vehicles next year.
 - v. We plan to use an on-line entry system for events and make more use of social media.

8.2 **Workshop:** Ron Fabry reported that:

- a) He thanked Graeme Whitehead and Kevin Dorn for overseeing the maintenance and security of the clubrooms.
- b) The Dad's Army group needs to ensure that those volunteering for strenuous tasks are physically capable to do so.



- c) He was encouraging interaction with other clubs and the need for them to support our events.

In accordance with the Constitution, there being no other business, Ian Fry declared the AGM closed at 9:30 pm.

Minutes of General Meeting

Held at the clubrooms, Caversham, 5 November 2018

1. **Meeting opened:** 8:03 pm, Rob Ozanne presiding, 42 members present

2. **Apologies:** Alan Guelfi

3. **New Members and Guests:** nil

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

Moved: David Moir **Seconded:** Ivan Okey **Carried**

5. **Business Arising:** Nil

6. **Treasurer's Report:** Graeme Robson presented the account balances at 5 November. Members should contact Graeme for account balances
The Collie Coalfield 500 event was run with a small surplus.

Moved: Graeme Robson **Seconded:** Michael Grogan, that the Treasurer's report be accepted **Carried**

7. **Secretary's report:** David Moir reported:

a. **Correspondence In:**

- i. Andrew Stark – offer to sell domain name
- ii. National Motor Museum – newsletter (BC, MJ)
- iii. All Ford Day – cruise
- iv. Awards Australia – Young Achiever Awards (MC)
- v. Wheatbelt Volunteer Hub – International Volunteering Day (RB, PB, RO)
- vi. Pre-War Group – report on Beverley Run
- vii. CMC – club contacts for correspondence (DM)
- viii. CMC – offer to list events in calendar
- ix. CMC – general meeting minutes and President's Report (GW, RO)
- x. Western Motor Sport – proposal for sprint, regularity, hillclimb championship (PB, RO)
- xi. Geoff Hender – membership renewal (SS)
- xii. Quickmail – invoice (SS, GR)
- xiii. Extreme Marquees – order for marquee (MB)
- xiv. VCCQ – newsletter (BC, MJ)
- xv. CAMS – request for events for 2019 (PB)
- xvi. Mini Car Club – request for Mini-only event at Albany Classic 2019 (PB)
- xvii. WASCC – date for Stampede 2019 (PB)
- xviii. Tayla Roberts – show 'n' shine at Repco Cannington
- xix. Officeworks – invoice (SS, GR)
- xx. Rare Spares – loyalty statement (DM)

VSCC OF WA CALENDAR 2018-2019

Complete 2019 Calendar is shown on pages 16 and 17

December

- | | | |
|-----------|---|----------------------------------|
| 1 | Hillclimb, Jack's Hill | Club Hillclimb Championship Rd 3 |
| 2 | Vintage Stampede, Barbagallo Raceway Club | Regularity Championship Rd 4 |
| 3 | Management Committee meeting | |
| 8 | Workshop Saturday | |
| 11 | Dad's Army Christmas Function | |
| 12 | General Meeting, Annual Dinner, Awards Night | |
| 17 | Competition Group | |
| 18 | Dad's Army Tuesday | |

January 2019

- | | | |
|----|--------------------|--|
| 19 | Workshop Saturday | |
| 29 | Dad's Army Tuesday | |

February

- | | | |
|----|---------------------------|--|
| 4 | General Meeting | |
| 9 | Workshop Saturday | |
| 12 | Club Management Committee | |
| 18 | Competition Group | |
| 19 | Dad's Army Working Bee | |
| 26 | Dad's Army | |

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE FEBRUARY 2019 ISSUE IS JANUARY 11, 2019.

DON'T FORGET!

**General Meeting, Annual Dinner and Awards Night
Wednesday December 12 at the VSCC Clubrooms!
See page 13 for details**

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EDITOR'S RAMBLINGS



Odd Choice of Advert

On Saturday November 10, the Weekend West newspaper had a supplement showing headlines from the November 11 1918 edition proclaiming: “SURRENDER OF THE ARCH-ENEMY – GERMANY SIGNS ARMISTICE.”

The advert in the supplement was for Audi cars...

Hand Built Thoroughbreds

Mr Secretary Moir recently received an email from Geoffrey Farrance, Historian of the Alvis Car Club of NSW, apparently triggered by a story in *Vintage Metal*.

Unfortunately, I can find no trace of the supposed article, but the information in the email was intriguing, so I did a bit of digging for more information.

Mr Farrance suggested that a contributor to our magazine had claimed that: “Morgan is the only car still hand built in the traditional way.

“I am afraid he is incorrect,” said Mr Farrance. “Although not built in the same numbers as Morgan, Alvis are building ‘new’ in the traditional way the 4.3-litre Vanden Plas DHC of prewar vintage using original chassis numbers approved by the board at the time. They were not built due to Alvis having to stop building cars to build war needs.

“Admittedly the new car is at a much higher cost than a Morgan but still lovingly hand built.”

As Mr Farrance said, the Alvis Car Company has now resumed production of the famous Alvis 4.3 Litre model, 72 years after the last 4.3 Litre car was produced. This Alvis model was the fastest non-supercharged production car of its day, and the all-British “Continuation Series” will live up to that heritage. Manufactured from the original works drawings, the car will be powered by the Alvis 4.3 Litre six-cylinder engine faithfully produced to the 1936 design and retaining all its period character and quality, but utilising modern technology for emission compliance as well as delivering even more power.

Apart from the fuel injected engine, the only deviations from the original 1936 design are things which the vast majority of us would want in our 1930’s car for driving in the modern era. These are limited to hydraulic disc brakes instead of mechanical cable operated drums, a collapsible steering column, fuel injection and computer controlled engine management (which will result in an increase in power over the original) and a high mounted brake light. While the car comes as standard with the same all-synchromesh (ahead of its time in the 1930s) 4-speed gearbox as the original, Alvis will fit a modern 6-speed unit for those who intend spending time on motorways.

The Alvis had independent front suspension, and the new cars can be fitted with either the original steering box or rack and pinion steering. Handling and performance are well up to modern traffic demands and with a 0-100 km/h time of well under 10 seconds the Continuation DHC (that’s DropHead Coupe in case you wondered) could give a fright to much more modern looking cars.



Alvis Continuation Series Vanden Plas DHC

Bob Campbell

DAD'S ARMY NEWS

Racing Tin Lizzie Visits

It's been exciting times at Dad's Army recently, what with visits from a variety of specials, vandals snapping taps off and graffiti "artists" exercising their dubious talents. And of course the regular need to rebuild parts of the fence.



The latest special to visit Dad's Army was Graeme Cocks's Model T Ford based racer on Tuesday October 23. Ron Fabry snapped a few shots of it with his camera. Of course, all this visiting by the JKL mob is at least partly to promote their big day at Lake Perkolilli next September (see page 30 for an advertisement).

As you can see from the photograph at left, Graeme's T looks as though its mother was seduced by a Brooklands special. That's not a criticism, the little car looks great. It is posing on one of the old runways at Caversham, the gravel surface of which is probably smoother than the tracks a Model T special might have raced on in the 1920s.

smoother than the tracks a Model T



It is but one of many specials that you will be able to see in action at Perkolilli.

At left and right are other shots that Ron took of the Ford, parked on the hard standing, being manoeuvred to put it back on the trailer, using the talents and strength of Dad's Army members to get it on the trailer and strapped in place, ready to return to its garage.



Model A Progress

The chassis and what there is of the body of the Dad's Army Project A Model Ford is progressing with the chassis resplendent in a coat of black paint. The scuttle and windscreen frame are mounted and the frame extension for the rear of the body has been removed.

As you can see from the photographs overleaf, we are close to having a rolling chassis. To quote from Ron Fabry's email of October 30: "You better hurry up with the mechanicals as we are almost ready to rock'n'roll."

Mind you, the scuttle needs a bit of TLC to get it to look right from all angles and some steering gear would definitely help. Still, it does have wheels and even brakes, even if there is



no pedal nor linkage to operate them. In fact, for a near rolling chassis, there is an extreme lack of controls.

The engine and gearbox are being rebuilt by members of the Dad's Army team and the team



are looking for a suitable pair of seats for driver and passenger (riding mechanic?).

Entries for the Red Dust Revival are coming in already and it looks as though the Dad's Army Model A will have plenty of company on the ancient dry lake.



Don't Forget the Christmas Function

Join the Dad's Army boys at their annual Christmas Show. This year it will be held at Ron West and Ron Meredith's West Coast Motor Museum.

The museum is at 227 Woodland Parade, Stake Hill, Mandurah. Participants will meet at the museum at

10.30 am for morning tea before beginning a tour of the museum at 11 am.



Sporty two-seater Model T Ford on display at the museum

If you have done at least one Dad's Army Tuesday or a Workshop Saturday, attendance at the Christmas Show is free.

All VSCC members and friends are welcome, but if you haven't attended a Dad's Army day then the cost per person is \$25.

Please let Graeme Whitehead know that you are coming and pay your \$25 to Graeme by Saturday December 8.

You can contact Graeme on his home phone, 9279 1061, or mobile 0412 919 370.

Beer and wine will be available with lunch. Please drink responsibly.

DAD'S ARMY DATES - 2018/2019

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
DECEMBER	8		18
JANUARY	19		29
FEBRUARY	9	19	26
MARCH	9	19	26

Equivalence is a Funny Thing

A problem that has exercised the minds of motor sport administrators for many years is how to match supercharged and unsupercharged cars so that neither has an advantage.

Until the 1930s blown and unblown cars ran together with no official recognition of the power advantage of the supercharged car. In 1938 the AIACR set the new Grand Prix formula at 3 litres supercharged or 4½ litres unsupercharged in an attempt to establish an equivalence. However, the blown 3-litre cars dominated, so when the FIA (successor to the AIACR) defined Formula 1 in 1947 the unblown limit remained at 4½ litres but the blown cars were limited to 1½ litres.

The blown straight eight Alfettas dominated until 1951, with the 4-pot Maserati 4CLT scampering along behind and Ferrari's blown V12s only able to win if the Alfa Romeos stayed home, as they did in 1949. The V16 BRM and 4-cylinder Alta were unsuccessful supercharged challengers, but the 4½-litre V12 Ferraris finally broke the Alfa Romeo domination in 1951, indicating that the 3:1 ublown to blown ratio was just about right.

1952 and 1953 saw 2 litres versus 500 cc (4:1) and 1954 to 1960 2½ litres against 750 cc (3½:1), but when the FIA looked at blown engines again it set 3 litres against 1½ litres (2:1), which with the rise of the turbocharged engine failed miserably as an equivalence.

ANNUAL DINNER AND TROPHY NIGHT WEDNESDAY 12 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 \$35 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 Wednesday 5 December on 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".

Merry Christmas

Caversham Committee

Where are we at present?

“D circuit” has now been cleared of overhanging trees and encroaching foliage but needs follow up work to track edges including replacing some tyres indicating track edge. Track surface needs inspection and repairs to reduce pot holes.

In regards to the clubhouse VSCCWA club Management now have two options on the table.

Option A Work with Peet and Co who are the new custodians of the old radio room cluster and operate under some form of new agreement with them in the existing clubroom.

Option B Move to York St when / and if a new lease is forthcoming, and spend up to \$300,000 for site works, water works, electrical, supply and erect of new building, and internal fit out.
Add perhaps another \$30,000 for parking and landscaping.

Other options Purchase a self erect/pre-packaged 30m x 20m steel shed available at \$50,000 (site costs and erection extra)

Find another usable structure from somewhere else and shift / rebuild.

Note: A show of hands at the recent planning session overwhelmingly decided to adopt Plan A

Brian Eyre

Planning Workshop

A report of the proceedings of the Planning Workshop can be found at page 18.



ABC Story About Caversham

Gian De Poloni from ABC News came along to Caversham on October 30 to interview Rob Ozanne and to gather information about the D-circuit at Caversham to create a feature for ABC TV about the history of the circuit. A radio feature is also planned.

The editor grabbed his camera and rode with Gian and Rob, taking photographs of the proceedings.



▲ Gian takes an atmosphere shot of Rob next to one of the bridge abutments near KLG Corner (the corner leading into the start-finish straight).

► Gian interviewing Rob about the VSCC plans for the D-circuit by the abutments of the other footbridge near the exit from the straight



Gian recording his introduction to the feature



Rob describing the old pits area



This shot shows the condition of the track from Bugatti corner in the distance to KLG Corner (just behind the camera).



FESA were conducting driver training for fire crews on the old main straight



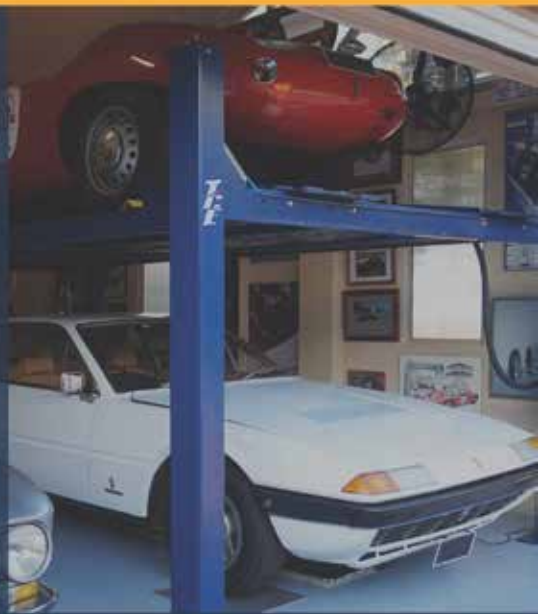
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PROVISIONAL VSCC OF WA CALENDAR 2019

January

- 19 Workshop Saturday
- 29 Dad's Army Working Bee

February

- 4 General Meeting
- 9 Workshop Saturday
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army

March

- 9 Workshop Saturday
- 11 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army

April

- 6 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 6 Minson Ave Motorkhana, Northam Club Regularity Championship Rd 1
- 7 Northam Flying 50
- 8 General Meeting
- 9 Management Committee
- 13 Workshop Saturday
- 15 Competition Group
- 16 Dad's Army Working Bee
- 23 Dad's Army

May

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

June

- 1 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 2 Albany Classic Club Regularity Championship Rd 2
- 8 Workshop Saturday
- 10 General Meeting
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army Working Bee
- 25 Dad's Army

July

- 1 General Meeting

PROVISIONAL VSCC OF WA CALENDAR 2019 CONT'D

- 6 Workshop Saturday
- 9 Management Committee
- 15 Competition Group
- 23 Dad's Army Working Bee
- 30 Dad's Army

August

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

September

- 2 General Meeting
- 7 Workshop Saturday
- 10 Management Committee
- 12-16 Red Dust Revival Lake Perkolilli
- 16 Competition Group
- 17 Dad's Army Working Bee
- 24 Dad's Army

October

- 5 Workshop Saturday
- 7 General Meeting
- 8 Management Committee
- 14 Competition Group
- 18-20 Collie Historic Races Club Regularity Championship Rd 3
State Historic Race Championship
- 22 Dad's Army Working Bee
- 25-27 Perth Classic at Barbagallo WASCC
- 29 Dad's Army

November

- 2 Workshop Saturday
- 4 General Meeting and AGM
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army
- 30 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3

December

- 1 Vintage Stampede, Barbagallo Raceway Club Regularity Championship Rd 4
- 2 General Meeting
- 7 Workshop Saturday
- 10 Management Committee
- 16 Competition Group
- 17 Dad's Army

Summary of VSCC Planning Workshop

28 October 2018 (Photos by Thierry Michot)

The club conducted its second strategic planning workshop for 2018 at its Caversham clubrooms on Sunday 28 October. The workshop was attended by 21 members and was run by President Rob Ozanne.

The aim of the workshop was to work on the four main issues identified at the first workshop on 22 April to guide current and future decision-making. A report on the April workshop was published in the June issue of *Vintage Metal*.



Succession Planning

Rob outlined the current management structure and pointed out that, at present, there had been no nominations for the positions of President, Vice-President or Competition Secretary. The workshop discussed how to avoid this situation in future and whether changes to committee roles were needed.

The following suggestions were discussed:

- Create the position of Vice-President to allow someone to under-study and assist with the President's role and enable that person to step up to the

President's position in coming years.

- Appoint coordinators for the major competition events for the year (Northam, Albany, Collie and Vintage Stampede) to take on the major part of preparing for and running each event to reduce the workload of the Competition Secretary and to train a potential replacement for that role.

Competition Events

Paul Bartlett outlined the major issues facing the club in running competition events, including:

- Whether to run the events at CAMS State Championship level or club championship level
- How we handle members vs. non-members entering competition events
- Modern vs. classic/vintage car categories for VSCC events.

The following suggestions were discussed:

- Revert to club championship level for 2019 events (i.e. discontinue CAMS State Championship level) for historic regularity events.
- Create a VSCC Historic Regularity Championship, points to be accumulated from Northam, Albany, Collie and the Stampede.
- Review vehicle eligibility for VSCC events to include more modern vehicles



- Introduce a surcharge for non-members to enter VSCC events and discontinue one-day memberships.



Clubhouse and Caversham

Brian Eyre outlined the work of the Caversham sub-committee.

- The Caversham D-circuit had been cleared to act as a fire-break but the road surface was very rough;
- The Dept of Planning, Lands and Heritage is having the York St road reserve transferred to Whiteman Park to enable a lease to be issued to the VSCC for clubrooms; and
- Estimates had been prepared for the cost of building a clubhouse on the site of around \$350,000 for a tilt-up

construction of 18 x 24 m with a pitched roof, including fit-out, landscaping and fencing.

He proposed two options:

- Option A – lease the existing clubrooms from Peet Ltd.
- Option B – build new clubrooms on the York St site.

The Caversham Sub-committee was requested to pursue both options and report to the Management Committee in the new year.

Club Promotion and Membership Growth

Rob stated our current membership is around 315 members, growth is relatively stagnant and we have a lack of people volunteering to serve on committees and assist with the running of events.

The club's unique offering is historic regularity "round-the-houses" events which provide the opportunity to have fun with close vehicle-to-vehicle "competition" and perform in front of spectators.

The following suggestions were discussed:

- Run "come-and-try" days to encourage new members;
- Accept more modern vehicles for VSCC competition events to attract younger members;
- Use social media to promote the club and its events;
- Appoint a media/IT officer to keep media content current;
- Interact with other clubs to promote our club e.g. hot rod show.

The workshop's recommendations will be

worked on by the Management Committee, the Competition Committee and the Caversham Sub-committee and members will be kept informed.



David Mair
Secretary



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NORTHAM VINTAGE



SWAP MEET

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

Sunday February 17th 2019

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)

*****LIMITED PARKING AVAILABLE ON SITE*****

Food and Drink available, no alcohol

ENQUIRIES: Sylvia Bristow-Stagg 0417 976 699
PO Box 755 Northam WA 6401
E Mail : splinter37@gmail.com

Bookings not necessary enrollment forms on day of event

NO DOGS ALLOWED AT THIS EVENT

PART PROCEEDS TO NORTHAM HOSPICE

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2019 Western Australian

All Historics Tour

Promoted by the WA Sporting Car Club

Come and help us celebrate

90th Anniversary of the WA Sporting Car Club
50th Anniversary of Wanneroo Park / Barbagallo Raceway
40th Anniversary of the 1979 Australian GP
1st Birthday of the Collie Motorplex long circuit

Two 3 day events for **all historic classes** to be held
over two consecutive weekends at two venues

Racing & Regularity

18-20th October 2019

2019 Collie Historics at Collie Motorplex

25-27th October 2019

2019 Perth Classic at Barbagallo Raceway



F1 & Indy Car Display
Formula 5000
Formula Classic (Cat 5 MNOPQR)
Formula Junior
Formula Ford
Historic Touring & Sports Cars
Historic Sports Sedans
Formula Vee

Contact the WASCC
www.wascc.com.au
admin@wascc.asn.au
+61 (8) 9306 8022

Photo courtesy of Mick Oliver



2019 Shannon's Classic Car Show

Sunday 24 March 2019

The Classic Car Show is returning to Ascot in 2019 and we would like to begin planning early. If your club would like attend, please complete this Club Booking form and return to classiccarshow@councilofmotoringclubs.asn.au by 16 November 2018. Indicative numbers are fine as this is for early planning purposes.

If your club is celebrating a milestone or a vehicle anniversary, please advise as we may use these in our publicity.

Display terms remain the same as last year: Vehicles must arrive and be in place 8 and 9.30am. No movement is permitted until 3pm when the show ends.

Club Booking Form

Club Name: _____

Contact: _____

Email: _____

Phone: _____

No of vehicles: _____

Theme / Special event:

(to help us with publicity, please advise if your club of marque is celebrating a special event or anniversary):

Vehicles sited on paving will need a drip tray (this does not apply to marked parking spaces).

Venue Facilities and Rules

Ascot Racecourse will provide a range of food and beverage options for visitors. BBQs are not permitted but clubs may bring their own picnic lunches. Due to liquor licensing for the event, alcohol may not be consumed on site. Security guards patrolling the venue may confiscate alcohol if found.

The Classic Car Show is a volunteer run event and the organising committee would welcome your assistance. Contact pauvysheill@hotmail.com



Preferred Location: _____

If the same as last year, please advise. Whilst the committee will make every effort to accommodate requests, club display areas may need to be adjusted.

HISPANO SWITCHES ON

BY BILL BUYS

Very few Hispano-Suizas ever arrived in Australia - probably not more than five or six - but the historic Spanish car maker is making a kind of coals-to-Newcastle comeback - and some of its electric supercars could well end up on the streets of Sydney, Melbourne, Perth, Brisbane or Woop-Woop.

Hispano-Suiza started life building electric cars back in 1898, switched to petrol power in 1904, and currently it has electric in its sights once again.

The brand, accepted by many as better than Rolls-Royce, was founded by Emilio de la Cuadra and Swiss engineer Marc Birkigt and built its cars in Barcelona as well as in three other centres in Spain.

They were big-bore machines, with engines ranging from 3.6 to 7.4 litres and could go like the clappers. Some went to specialist bodybuilders who produced some truly beautiful cars.

King Alfonso XIII was keen to help the fledgling manufacturer, and several of the luxurious ones ended up in the royal garage.

The move also inspired some red-blooded Spaniards to buy and race them, many with considerable success.

In 1910 a Hispano-Suiza scored a win at the French Coupe de L'Auto race, so the company named a sports touring version after King Alfonso. The 'Alfonso' Hispano-Suiza evolved over the next two years, usually fitted with a 3.6-litre side-valve 'T-head' engine with tremendous low-speed torque. With a four-speed transmission, the Alfonso was good for about 130 km/h.

In 1911 the company opened a factory at Levallois-Perret, close to the lucrative markets of Paris. The Spanish factories concentrated on more basic models and commercial vehicles, while the French factory turned out the desirable Hispano Suizas.

The first of the entirely French-conceived types was the Marc Birkigt designed H6B of 1919. By this time Birkigt had spent a lot of time in and around Paris, and he had gained an insight into what wealthy French expected of a luxury car.





So Birkigt developed an advanced 6597 cc six-cylinder engine, which was effectively half of an intended military V12 aero-engine. The cylinder block was in aluminium, with steel liners and overhead cam.

The car's substantial weight and performance was kept in check by the first successful use of four-wheel brakes with a mechanical servo. The system was so good that Rolls-Royce bought a licence to use it on their own cars.

The H6B did well in motor sport and a short-wheelbase model was called the Monza after a victory at the Italian circuit in 1922.

In 1924 an 8.0-litre racer called the Boulogne, or H6C Sport was launched and Woolf Barnato used one to set a swag of international records with it, including 300 miles at Brooklands at an average 92.2mph – or 148 km/h.

H6s were built up to 1931, alongside the some French-built V12 models, big, fast luxury cars for the wealthy.

Only 16 H6C Boulognes were ever built, nine of them specifically for racing, but many standard H6Bs were fitted with the same type of 8.0-litre engine, which made them as fast as the Boulognes, though the handling on the longer wheelbase versions was never as good.

Only about 3000 Hispano-Suizas were built in France, a few of the more exotic types were also made under license by Skoda of Czechoslovakia, and by an Argentinian company until 1942. In 1946, Hispano-Suiza sold off its automotive assets to Pegaso, another Spanish brand.

One of the few that made it to Australia was sold at auction in 2015. It was a 1924 H6B saloon that fetched \$170,000. Another, in cabrio form, made the pages of a Sydney newspaper in 2011 and a third was known to have once been owned by a farmer in Toodyay, in country Western Australia.

The reborn car for 2019, was shown only as a sketch bearing lines similar to that of the streamlined supercars of the 1930s.

Miguel Suqué Mateu, great-grandson of one of the company's founders, said: "when Hispano Suiza started, it built an electric car. "Now, 119 years later, in March 2019, Hispano Suiza has its first 100% electric car."

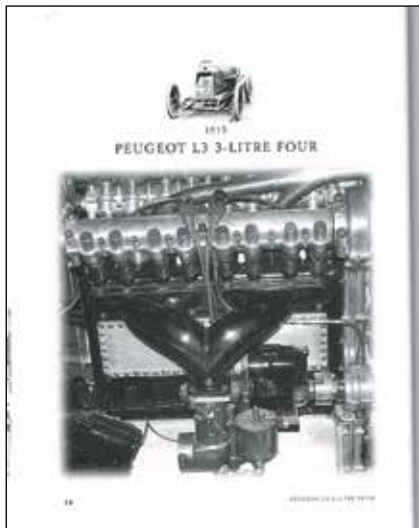
The project is backed by Grup Peralada, a Spanish conglomerate mainly known for its leisure and culture businesses.

Will the product be as iconic as the ones of King Alfonso's time?

It will, for sure, be a lot quieter. And probably even more expensive. And it will

definitely not bear the impressive bonnet ornament of a graceful stork, whose beak probably pricked many an errant pedestrian in Paris, Barcelona and elsewhere.





16-cylinder engines and the very successful 1½-litre V8. After the disaster of the supercharged 1½-litre V16 of 1947 to 1953, you would have thought that BRM would have known better, but when the new 3-litre formula came along in 1966 they went for an H-16, two flat eights on top of each other with crankshafts geared together. It didn't work. Ludvigsen explains why.

Maserati's 4CLT/48 1½-litre 4-cylinder supercharged engine is described as is the same company's far more successful 250F 2½-litre 6-cylinder. There is also a description of the Tipo 61 2.9-litre 4-cylinder. Alfa Romeo gets in the book with two straight eights, the 1932 Tipo B and the 1951 Tipo 159, and the Tipo 115-12 flat 12 3-litre from 1975.

Ferrari has six entries, but not one is a V12. There are three 4-cylinder units, the Tipo 500 Formula 2 engine from 1952-1953, the Tipo 553 Formula 1 engine from 1954 and the Tipo

750 sports car engine from 1955. The Dino 246 of 1958 and the Dino 156 of 1961 are examples of Ferrari's 65-degree and 120-degree V6s and the final Ferrari engine featured is the Tipo 312B flat 12 Formula 1 engine of 1970. Ferrari V12 engines are well covered in another Luvigsen book, *The V12 Engine*.

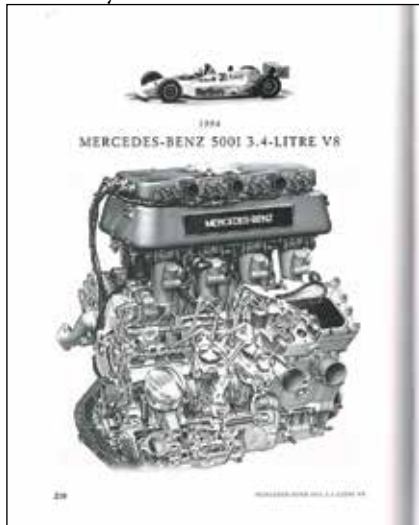
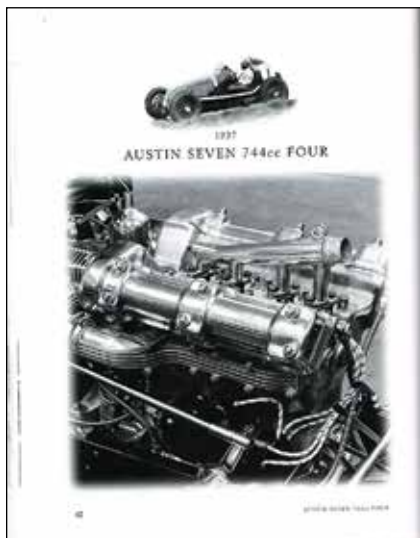
Other marques covered in this very readable book are Duesenberg, Bugatti, Delage – all straight eights from the 1920s, Cisitalia, Küchen, Lancia, Porsche, Novi, Borgward, Honda, Repco-Brabham, Drake Offenhauser, Matra, BMW, Renault and TAG-P01.

There are 4-, 6-, 8- and 12-cylinder engines with a variety of valve mechanisms, some are supercharged

and some later models turbocharged, but all are developed to produce the maximum power possible (usually) with reliability.

In each case, Luvigsen describes the design philosophy behind the engine, the formula for which it was designed, its competition history and the technical specifications. In most cases there is a brief biography of the designer and sometimes, notably with Chiti and Ferrari, how the boss was convinced by the designer that it was the right engine.

Any enthusiast for classic and historic competition cars will find this book fascinating. It is a great read by a brilliant automotive historian.



Bob Campbell

JKANDL SQUARE RIGGERS UPDATE



Graeme Steinford's "Raid Car" at Winton

Hugh Fryer in Victoria

On a recent visit to Victoria, one of our regular entrants, Hugh Fryer, travelled to Castlemaine and caught up with Grant Cowie with whom he grew up in New Zealand. Grant owns and runs 'Up The Creek Workshop' specialising in restoration of pre-war cars.

Grant has some fabulous cars through his workshop. He recently moved into brand new premises, purpose built to suit the restoration of old cars. It includes a large machine shop and a dedicated assembly area.

There is a concrete mezzanine floor for storage of cars (at least six at the time of visit) and parts. The general work area is really large with two four-post hoists and room for about 12 cars.

He was working on a mouth-watering list of cars when Hugh dropped by: three Frazer Nash chain drives, a GN, five Austin Sevens including Graeme Steinford's 'Raid Car' and the 'Rubber Duck' (a 1931 Austin Seven works racer that Grant restored and raced for about 15 years before selling it to buy a Frazer Nash), two Lancia Lambdas (one a ground up restoration), a Pre-war Lago Talbot racing car, two Sunbeams (one a coach-built car with a roof that could be wound back), a large Delage Coupe, an early Jensen with Ford V8



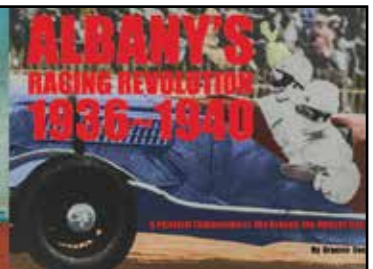
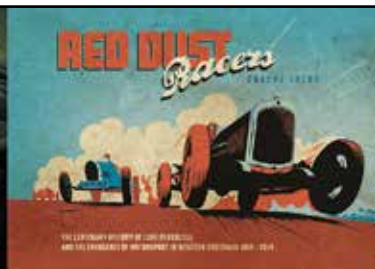
running gear and a Bentley. Grant also has a test bench with a water brake which he was using to run up a Lancia Lambda engine.

If ever you're passing through Castlemaine it is well worth a look.

Heza Henry

Opposite bottom left: Grant with the Lancia Lambda he is restoring. Opposite bottom right: GN beside coachbuilt Sunbeam

Below left: Grant Cowie, 1931 works Austin Seven racer; Below right: Front view of Lago Talbot



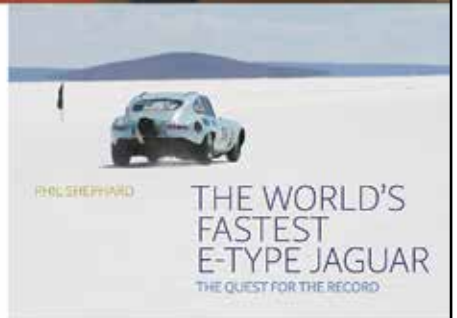
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Motoring Past



Left: Rear chassis of Lago Talbot; Right: Delage coupé;

For Red Dust Revival information go to www.motoringpast.com.au or email Graeme Cocks at perkolillimc@gmail.com

LOOK WHAT WE'VE MADE!

A vintage photograph of a woman and a child sitting in a small, open-top car. The woman is wearing a dark coat and a white hat, and the child is wearing a brown hat. The car has large spoked wheels and a simple frame. In the background, there are sketches of buildings, including one labeled 'THE MAYFAIR' and another labeled 'THE PLAYTHINGS GAMES'. There are also sketches of a person and a motorcycle.

PRE-WAR CARS AND MOTORCYCLES ARE WELCOME AT THE LAKE PERKOLILLI RED DUST REVIVAL

12 TO 16 SEPTEMBER 2019

FOR SALE

RACE CAR TRAILER

Brand new and unused lightweight race car trailer. The bed is 3100mm x 1900mm with a long draw bar (2100mm) for stable towing.



\$3,500.

DRY SUMP OIL TANK

Brand new and unused dry sump oil tank. Approximately 7 litres capacity, height 500 mm, diameter 150 mm. The tank has multiple baffles that are removable easily for cleaning.



\$500.

Contact: Brian Searles – 0438 160 435 – brian@melwest.net

Licence Plates For Sale

Bought OLD CAR licence plates & right to display about 8 years ago, barely used. They are in storage at West Perth licence centre. Black letters on white background, poly carbonate.



Asking \$525

Also available: plates
WORLD CUP on my car.



Asking \$500

Contact Richard Ranshaw Mob 0419 907 003



FOR SALE

The car is believed to be a 1929 Riley Nine/Monaco from a deceased estate

Was fastidiously looked after by the owner

It has been stored for few years and most likely not been started in that time

But looks like it is ready to go and is still registered



Asking price is offers over \$20,000

**For more info contact Tom Boardman
email teboa@hotmail.com**

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