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

# VINTAGE METAL

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

## VINTAGE STAMPEDE

VSCC Season Finale at Barbagallo Raceway



**PLUS:** VSCC Trophy Night  
Perkolilli Festival of Speed  
Regularity Report

**Next General Meeting: Monday 5th February 2018**

Vintage Sports Car Club of WA (Inc.)

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# FROM THE PRESIDENT



Hi Folks.

My best wishes to all members for the New Year. The planned 2018 programme of events, both social and competition, will provide plenty of interest for both the competition-orientated and those who enjoy the club's social activities. The year is also one where members will have to make some hard decisions relating to the long-term future of the VSCC.

The club certainly farewelled 2017 in great style. The Vintage Stampede and Hill Climb were, as usual, a wonderful success; the organization ran without a hitch, the participants enjoyed themselves, had plenty of track time and all the cars and drivers went home in original condition. Once again thanks to Paul Bartlett and the Competition Team for all their hard work.

The Annual Dinner and Awards Night was well supported by club members and partners. Eighty guests enjoyed a sumptuous meal hosted by our hardworking Admin Officer, Sheryl Swarbrick. It was also pleasing to welcome the many ladies who came along and added a refining touch to the evening. The winners of the 2017 event categories were awarded their trophies and the coveted Annual Awards, recognising special achievements, presented to deserving recipients. (The award winners are listed on page 16).

The final event for 2017 was the Dad's Army Christmas Show, organised by Ron Fabry and Graeme Whitehead, and held at the Bull Creek Aviation Heritage Museum. Forty plus members met at 10.00am at the venue for morning tea, followed by a guided tour of the museum and a lunch in the outdoor area of the RAAFA association. (Photos on page 8).

The support these three events enjoyed is an indication of the good health of our club. Perhaps there is also a message here that we need to provide a greater variety of events all year round.

2018 is going to be a very busy year. Apart from our normal competition events at Northam, Albany, Collie and Barbagallo, the addition of the Goomalling Sprints on October the 13th will provide ample opportunity for members to exercise their cars. In addition a Club Day at Collie is planned for March (the date yet to be decided). This will be a fun day just for VSCC members to practice and tune their cars before Northam. It might also be an opportunity to try out the new extensions to the track.

On a more serious note, last year I used this page to talk about our future tenancy of the Club House and the options open to us (see November's VM). At this time the Government and the Developers have not made a final decision but the indications are that it is to be demolished. The club needs to make some hard decisions about what we are going to do if and when this happens. To make sure that any decision the MC makes has the support of the members a workshop, to continue planning for the future of the VSCC, will be conducted at the Club House on Sunday the 22nd of April. This workshop is open to all financial members of the VSCC and, if you wish to have a say where you think the future of the club lies, then come along and make sure your ideas are included in the making of those all-important decisions. (Details in the March VM).

Just before Christmas, Ron Fabry and I met with Tim Hillyard from the Department of "Planning, Lands and Heritage" to find out what stage the negotiations for the lease of the "D" Circuit and York Street had reached. We had a very positive response from him. All that is required now is a more detailed future development application. During February we hope to enlist the support of Will Croft and others to finalise this.

At our February General Meeting time will be set aside to discuss the proposed new constitution and hopefully approve its adoption. Copies of the changes have been circulated to members and are on the website. Mike Upton has worked hard on this and guided us through the process of updating and complying with Government regulation.

That's all from me for this month. Be safe.

*Rob O'zanne*



Club members gathered for the Annual Dinner and Trophy Presentation

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

### Minutes of General Meeting

Held at the clubrooms, Caversham, 4 December 2017

1. **Meeting opened:** 7.00pm. Rob Ozanne presiding 53 members and 27 guests present.
2. **Apologies:** None.
3. **Adoption of the minutes of the November General Meeting.**  
**Moved:** Craig Bradtke **Seconded:** Mike Gallagher. **Carried.**
4. **Business arising:** None.
5. **President Rob Ozanne:** Proposed that the meeting procedure be suspended and the Annual Dinner and Prize giving take its place. **Seconded:** Graeme Whitehead. There was no further discussion and the motion was passed without dissention.
6. **Next Meeting:** 8.00pm Monday the 5th February 2018.

### Annual Dinner and Trophy Presentation

We'll let the pictures tell the story.

Clockwise from left: Rob Ozanne speaks, Sheryl Swarbrick prompts; Tony Brett receives one of his trophies from Rob; Ian Fry, Rob and the Julian Cowan pre-1960 Hillclimb Trophy





Clockwise from bottom left: Max Gamble and Rob in conversation; Mike Connell receives the Group MOPQ Regularity Trophy from Rob; Barry Mackintosh presents the Scrutineers' Choice Trophy to Mark Duder; Paul Bartlett informs the crowd; Ivan Michelsen wonders if Rob got the right man; Ken Tong receives the President's Trophy from Rob; Mike Gallagher receives the Max Gamble Trophy from Max. Photographs of Trophy Night by Glenn Swarbrick.

# EDITOR'S RAMBLINGS



## Success!

At a recent Dad's Army Tuesday one of the team said to me: "You know, I look forward to getting *Vintage Metal* every month."

That might not sound much, but it means a lot to me. For members to look forward to receiving *Vintage Metal* means that I have succeeded in making the magazine something people want to read.

## Letters to the Editor

My call for letters from readers about the direction the club should take in the future has been answered with enthusiasm. There are also letters from VSCC Life Member Jim Harwood and from the new owner of the Smith V8 Special that I described in the November 2017 issue, Greg Bader.

Letters on the club and its future come from longtime and relatively new members plus one from one of our overseas readers, motoring historian H. Donald Capps. There are some interesting suggestions from the letter writers and Don Capps makes it clear that our problems are far from unique. You will find the letters on pages 10 to 14.

If you have any thoughts on the future direction of the club, please put fingers to keyboard and dash off a letter to the editor. If you haven't embraced the computer age, a letter addressed to The Editor at the club's PO Box (see the front cover) will also reach me.

Remember! A letter to the editor is the only way that you can express your opinion to the whole of the VSCC membership.

## COUNCIL OF MOTORING CLUBS OF WA (Inc) Newsletter

The CMC has established a quarterly newsletter that is sent out to member clubs, including the VSCC. The newsletter is designed to inform members of issues that might affect our motoring pleasure. The first issue looks at the history of the CMC, Code 404 licensing and an overview of the Australian Historic Motoring Federation (AHMF). There is also an easy to read flowchart of the code 404 system and the current CMC calendar.

This first issue of the CMC newsletter has been uploaded to the VSCC web site under "Documents". It makes interesting reading, particularly the description of the Code 404 system and the flow chart showing the processes involved in getting a Code 404 licence.

## Great Southern 500

In 1992, the late Paul Terry organised a road race from Perth to Albany, the Genevieve 500, for vintage and veteran cars. To commemorate that event, the VSCC has planned a rally to be run from Perth to Albany from Monday 28 May to Sunday 3 June 2018, arriving in Albany in time for the Albany Classic. Ross Oxwell and Vicki Clark have been doing the paper work.

An advertisement for the event and request for expressions of interest is on page 23. Please read the advertisement and, if you are interested, let Vicki know ([vicki@albanyclassic.com](mailto:vicki@albanyclassic.com)).

*Bob Campbell*

## Vale Jenny Gallagher

The President and members of the VSCC of WA extend our sincere condolences to Mike Gallagher and family on the loss of Mike's wife Jenny, who passed away in early January.

# VSCC OF WA CALENDAR 2018

## February

5	General Meeting
10	Workshop Saturday
13	Club 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 Champs 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	
22	Planning for the Future Workshop	
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

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# DAD'S ARMY NEWS

## Christmas Function

Dad's Army's Christmas function was held at the RAAFA Aviation Heritage Museum and RAAFA Club at Bull Creek on December 12.



Left: Avro Lancaster as flown by many Australian crews, mainly over Europe, during World War II. Right: A Macchi trainer, one of those we saw flying over the Perth area when the Macchi was the RAAF's main training plane.

More than 40 members and guests gathered at the museum at 10 am for morning tea after which we were shown around the museum. It is an amazing place with aircraft, photographs and models telling the story of aviation in Western Australia. There was also a great deal of

information about the role of the RAAF in World War II, with examples of the Lancaster bomber as flown by Australian crews over Europe and the Catalina that maintained an astonishing transport route that started with a leg from Perth to Colombo!

The museum is well worth a visit and you will spend hours

wandering through the vast number of exhibits. There really is something for everyone.

After the tour we were treated to an excellent lunch on the concourse outside the RAAFA Club, with drinks available from the bar.

## Last Dad's Army of the Year

On December 19, we enjoyed the last Dad's Army Tuesday of the year. Some of the final detail work went into the Caversham Car and the usual chores of cleaning the club rooms



Shep looks at the basket of a hot air balloon and decides he'd be safer in the E-type



The relaxing outlook from the lunch area





Above: Four shots of the Dad's Army group enjoying lunch

and emptying the bins were carried out. A good time was had by all and we are all looking forward to the January gatherings on Saturday the 20th and Tuesday the 30th.

Thank you to Helen Campbell (Bob's wife) for a beautifully presented salad platter (right) that was quickly cleared by the boys.



Phil Bolden goes back for seconds

## DAD'S ARMY DATES - 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
FEBRUARY	10	20	27
MARCH	10	20	27
APRIL	14	17	24
MAY	5	22	26

# 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.*

## **A Message from a Life Member**

Dear Bob,

Thank you for the mention in *Vintage Metal*. You have developed this into a great little magazine and I always enjoy reading it.

Thanks also for the advert of the picnic set which I shared with my friend Tom.

The club has certainly grown and is a credit to all involved. It is now business organised and the President has proved to be a very capable and nice fellow, as are the committee including your good self.

Ashley and I often play together and are available as a trio or a duo, ideal for special club nights. He is a joy to play with and a true master, much loved and admired.

Would love to chat with you sometime.

Best regards,

James Harwood

South Perth

## **Smith V8 Special Returns to WA**

Bob

I read your article in *Vintage Metal* (Nov 17), specifically on the AGP Smith Special at Shannon's auction. Thought I would close the loop — happy to report that this car is currently on the train, finally making its way back to Perth

Car is in "average" condition and my plan is to spend some time getting it fully operational and maybe even consider a respray (current paint nearly 40yrs old, in a poor state). I have spent time with the previous owner (Rodney) and he has provided quite a few volumes on the cars history (and still there are some gaps etc)

I note in the article (last paragraph) you mention that Harry did a couple of races post '51 — I will do some more reading on this, but my information is that he passed (suicide) in September 1951. Thinking that the "Harry Smith" that appears post that date is a different person (from Narrogin, into trials races etc, <http://www.terrywalkersplace.com/Articles/harrysmith.htm>).

Anyway, hope to get it to a club meet at some stage, these cars need to be driven, not hidden.

Cheers

Greg Bader (by email)

## **A Pragmatic View on Where do We Go from Here?**

Sir,

### **1 Club Name**

The word "Vintage" (original definition is pre-1931 Vehicles) only applies to a tiny number of vehicles seen at Club events and imparts an image of Old Cars/Old Drivers. Change from VSCC to CSCC (as in Classic Sports Car Club) or similar. Such a change is unlikely to lead to the loss of current members but would hopefully attract more new members.

## **2 Caversham Circuit**

Stop pursuing an impossible dream. To restore the surface to useable condition would cost 2 to 3 times the current total of Club funds. And even if that work were done, given the proximity of current and future housing developments and current track licensing requirements, the restored track would be of little practical use.

Having missed just one Caversham meeting 1962 – 68 I have very warm memories of events there and understand how some Club members feel about Caversham. But the reality is that if you were old enough to drive yourself to the last meeting in Oct '68 you now qualify for the Old Age Pension. I suspect many new members joining the Club would really struggle to understand the Caversham initiative.

Instead, we should cherish those memories and work to expand them into more permanent records of event results/photos/records of personal experiences before the last of the Caversham devotees leave us forever.

What about a dedicated hall or display in the WA Transport Museum utilizing the Club's records to tell the story of WA racing on the country town circuits and Caversham? And maybe something permanent in a public museum at Albany as well?

## **3 Club Finances**

Standing policy should be to increase all charges annually by a minimum of CPI. And no form of concessional/one day membership should allow folks to compete at Northam or Albany – that's just making full members subsidise one day wonders entering the Club's main two events.

## **4 Club Premises**

The current club house is a wonderful asset and should be replaced if at all possible with something similar, preferably property the Club has title or long lease over.

## **5 Involving Newer Vehicles**

Given a collective will to embrace newer vehicles, this would only be a problem at Northam and Albany which have always catered for vehicles which are nominally eligible for CAMS/FIA Historic classification – basically pre-1990, replica GT40s etc notwithstanding.

Whilst the FIA seem stuck on that date, I note other "Historic" motorsport promoters in the UK and USA are catering for 90's touring cars and sports prototypes (going gangbusters in UK) and up to around 2009 in the USA/Canada for anything with 4 wheels.

Why not consider "Full Modern" at all events except Northam and Albany ARH events? And work with CAMS to gradually get some newer vehicles into ARH events. Perhaps starting with some 1990–2000 vehicles of modest performance such as MX5s, MR2s, Golf GTis, etc – no turbos, big V8s or 4wd cars. Don't worry about post 1990 purpose built racing cars – except for Formula Fords there are very few around. Concentrate on sporting road cars.

Regards

John Hurney (by email)

## **An International View**

Bob,

I was surprised to realize that I now have been reading *Vintage Metal* long enough to actually be cognizant regarding the issue being addressed in this issue (!).

For what little it might be worth, the VSCC of WA is experiencing some/many (take your choice) of the problems that other similar clubs and organizations are experiencing elsewhere around the globe.

As members age, membership rolls begin to shrink, slowly at first and then quite noticeably. It comes as a shock that new members — especially younger members — are not lining up at the door to join. Indeed, it comes a shock that many of the possible younger members have little to no interest in the whole thing, either the automobile or the racing of old cars in pretty much any form. Oh, there is certainly an interest on the part of some, but they also have other more relevant — to them — interests as well. There is also the factor that you point out that technology has truly upset the apple cart of racing cars that are, to be blunt, not easy to support when it comes to their demands for serious gobs of money and lots of wizardry to make them run, to say nothing of their abilities to outmatch both circuits and drivers.

As time has passed, I have come to have less and less and now very little interest in the racing of vintage or old — again, take your choice — racing cars here in the USA and Europe. Somewhere along the line, the notion of “fun” died. Even Willie Green admitted that to me some years ago when we had several beers — with Willie buying! — at the Monaco historical GP. There are, of course, exceptions, but generally it has all seemed to have something that I rarely even pay attention to these days.

Trevor Lister, editor of the Classic Motor Racing Club (New Zealand) newsletter, came all the way over to Watkins Glen to give a presentation on the issue regarding the confusion pertaining to how Maserati identified its cars — apparently by the *motore* rather than the *telaio* (chassis). We touched on some of the similar issues you are addressing there and, again, elsewhere. Others in the USA echoed your basic concerns.

The Society of Automotive Historians (SAH), is also an aging organization that is having “challenges” with its membership. Our recent biennial automotive history conferences have been poorly attended in comparison to earlier conferences — at the last conference in Cleveland, the presenters and the officers of the SAH WERE the bulk of those present...

As an automotive historian, especially as one focusing on the automobile in competition, it often seems that the only people who are really interested in that use of the automobile are groups such as yours. While I have become somewhat dismissive of the large vintage racing meets here in the USA that tend to be excuses for people with more money than talent to strut their wealth and steamroll the plebs with cars that often scarcely resemble what they were Back In The Day, there are still those here similar to yours and they, too, are struggling. The big events get into the two magazines that cater to the vintage racing crowd, the lesser ones, not always. Guess who has more fun?

Needless to say, another interesting issue! Needless to say, I am both honored and delighted to be able to read them! Sorry that I rambled on so, but Trevor and several others I have spoken with lately have all covered this same ground with similar voices.

As an aside, SAH is partnering with the Historic Vehicle Association (USA), the Revs Institute (of Naples, Florida), and the College of Charleston (USA) to hold a conference on automotive history at the HVA National Laboratory in Allentown, Pennsylvania in April 2018. I am one of the co-chairs for the conference. At the conference that the HVA held on its own in 2016, vintage racing was one of the topics discussed. It had a very large and receptive audience, by the way, so clubs such as yours are not entirely forgotten....

Best regards,

H. Donald Capps (by email)

*Don Capps is a retired US Army colonel and member of the Society of Automotive Historians, currently serving as a member of the Board of Directors and Chair of its International Motor Sports History Section. He is also an enthusiastic reader of Vintage Metal.*

## More on Where do We Go from Here?

Hi there Mr. Campbell,

How reassuring that I am not the only member of the VSCC who is concerned for its future without change, thanks for the other letters in “Vintage Metal” that are similar in nature to my own, their inclusion was reassuring.

If I may, a few ideas that were (maybe still are) in place in similar circumstances in the UK with similar organizations as the VSCC with whom I have had long term contact.

I mean no negatives when I call people under 40 years of age “kids”. It is just a matter of directional relevance!

The modern cars (even the dull and porridge like) are a lot quicker and better handling than just about all of the current members cars. How many members would like to sling a V6 Camry around with the same gusto as a Midget/MGB, Spitfire etc on the same “tracks” as currently used, I think a Corolla has about 100hp and is as boggy as they come. Honda Civic anyone — about 120hp in the right configuration. Then we could move onto various Skylines, GTI Golfs etc... Point is any of the above can be bought for something like \$5000 used and would see off just about all of “our sort” of cars.

The kids I have contact with want “drifting” and “battles” not finesse and engineering appreciation lessons. You just have to admire their car control though, even if it is so different to our understanding of what a good car should do. Don't worry about putting the power into the road and minimizing wheel spin and don't worry about lost momentum due to lack of grip, rejoice in the burning rubber and excess horsepower. Let the computer do the thinking!

Some of the programs instituted in the UK involved displays at local high school fêtes, using partly dismantled cars under restoration at car shows and events that are not trad car events to show how great the differences are twixt old and new. We used to borrow modern cars from dealers to illustrate our point. Taking some of our old cars to display and show'n'shine days run by the enthusiast for more modern machinery. To see a Healey 3000 parked and shown off next to a full on Nissan 300ZX racer does get everyone's attention.

One very popular display involved taking along a kit of parts needed to service an “oldie” grease gun, oil filter, air filter, plugs, three types of oil, points and a condenser, feeler gauges etc, etc, and then showing a gallon of oil and two filters and a code reader for the modern car.

Instead of circuit “racing” we did a few “sprint” events (think Brighton speed trials and you may get an idea).

One of the most popular events was trialing, low speeds and not horsepower dependent, often won by “golden oldies” because more modern motors are just too powerful and break traction too easily.

Another popular idea was a “swop yer car” event, kids trying to master manual gears, stumbling carbs and lack of comfort! It was always fun to see oldies trying to “tame” 300hp four wheel drive WRX's and allowing themselves to relax into letting the computer do the thinking! All at about 50km/h max around a few cones in a car park.

We also nearly always went to events held by other car clubs — and that alone got rid of the perception of snobbery and elitism among the members and more importantly the members of other car clubs.

Food for thought, or just the ramblings of an old fool - answers on a post card please !

Chris Broughton (by email)

## And Again...

Hello Bob

As a new member of VSCCWA (three years) I would like to contribute to the “where are we heading debate”. I am well aware of the purpose of the founding members and the rich history of the club.

I am the owner of a 1984 Peugeot 205 GTi that has started to participate at hill climbs and circulate on the track in recent years. I was asked to join the club and to put the car on the track by a number of committee members whilst talking to them at various “round the houses events” and car displays. I have had considerable help from these same members to get my car to the stage of now being allowed to compete in such events “by invitation”.

The Peugeot 205 GTi is termed a “classic” but does not have a competition history in Australia even though they do have a very rich history in Europe. The GTi was homologated as a prototype in 1983 and I had a real battle wading through CAMS vehicle classifications and the various regulations as I worked to make the car compliant for sprint and regularity racing. It has been deemed a “modern classic”.

According to CAMS the cut-off point for classic cars is 1977 and I am suggesting that this should be updated by 10 years to 1987. This will allow some of the more modern classics to be entered into events but won't allow some of the high technology of some of the latest cars.

If some of these more modern classics are allowed to compete in regularity racing they should do so as completely standard “production” vehicles with no modifications allowed as is the case with my 205. This would keep the costs down and mean all cars would be competing on a level playing field.

I know there is only room for a limited number of fields at each event and that there are only a limited number of cars that can fit into each field. Perhaps the cars could be grouped according to times rather than classification.

Finally I enjoy being out on the track with cars of similar engine size and horsepower and the 205 is quite competitive against such. I don't enjoy being run down by highly modified monsters that can catch the tail end cars in just two laps!

Brian Eyre (by email)

## 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

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# VSCC PERPETUAL TROPHY WINNERS 2017

Trophy	Winner
Terence Smith Quiet Achiever Trophy	Hugh Fryer
Max Gamble Trophy for Best Club Member	Mike Gallagher
List Family Trophy	Jamie Scott
President's Trophy for Individual Effort	Ken Tong
Scrutineers' Choice Car of the Year	Mark Duder (Alpine A110)
John Davies Trophy	Craig Atkins
Healthway Smokefree WA Trophy	Thierry Michot
VSCC Trophy	Randle Beavis
Clem Dwyer Trophy	Mike Sherrell
Peter Briggs Hillclimb Trophy	John Morrow
Shannons Insurance Northam Trophy	Christine Malone
Julian Cowan Pre-1960 Hillclimb Trophy	Ian Fry
John Mulleron Trophy for Austin Healey Consistency	David Moir

## Competition Winners

### Hillclimb

Modern Sports	Tony Brett
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### Regularity

Group JKL	Mike Sherrell
Group MOPQ	Mike Connell
Group N	Jamie Scott
Group S	Tony Michelsen
Outright Modern	Tony Brett

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



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# VSCC VINTAGE STAMPEDE 2017

The VSCC Vintage Stampede for 2017 was held on Sunday November 26 and there was a great turnout of competitors split into five groups.

The winners on the day were as follows:

Group 1 – Mike Sherrell — MG TC

Group 2 – Steve Boyle — Fiat 125T

Group 3 – Kevin Taylor — Renmax BN1

Group 4 – Colin Dinis — Torana XU1

Group 5 – Greg Nicholas — Datsun 260Z 2+2

Photographs came from Mark Duder, Tim Falconer and — most of them — from Ken Langdale. Ken also supplied the front cover photograph. Ken can be contacted on his mobile at 0418 947 775 or by email at apm@amnet.net.au. Except where otherwise noted, all of the photographs on pages 18 to 20 are by Ken Langdale.



**Stuart Kostera, Ford Fairlane Thunderbolt, with Bill Clazie's Falcon chased by John Purser's HDT Commodore replica**



**David Ward's 911 Porsche chased by Greg Nicholas's 260Z and Allan Guelfi's Porsche**



**Chris Bothams' Datsun 260Z chases John Morrow's Porsche 911**



**Group 5 field through the windscreen of Mark Duder's Alpine A110**



**James Alberti's XY Falcon, Mick Moylan's Galaxie and John Purser's Commodore**



**David Moir's Austin Healey 100 ready to go. Mark Duder photograph.**

**Group 5 field down the Supercharge Straight from Tim Falconer's Datsun**



**Greg Nicholas's 260Z leads the Group 5 field down the start-finish straight**



**James Alberti's Ford Falcon XY**



**Chris Bothams' 260Z and Josh Copeland's Alfa Romeo 1750 GTV**



**John Morrow's 911 Porsche chased by Chris Bothams' 260Z**



**Julian O'Hara, Ford GT40 replica, having fun with Mendo Jonevski and his Mustang**



**Martin Bullock exercises his Chevron B20**



**Tim Falconer in his Datsun 200B SSS coupé**





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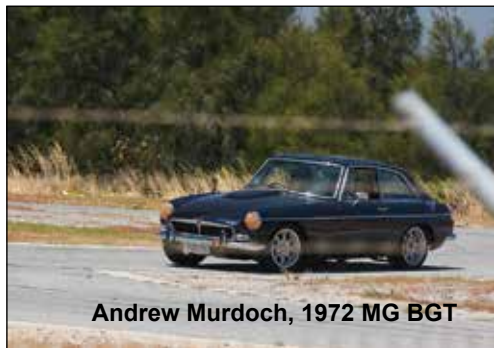
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# VSCC HILLCLIMB — JACK'S HILL NOV 25 2017

A late decision was made to have a hillclimb on the same weekend as the Vintage Stampede and 12 cars and 13 drivers turned up to attack the hill. The first three places went to John Webb (1976 Porsche 911, 54.15 secs), John Morrow (1981 Porsche 911, 56.97 secs) and Tony Brett (1990 Westfield, 1:02.33).

Photographs were supplied by Sean Eyre, son of Brian Eyre, who finished 9th in his Peugeot 205 GTi with a time of 1:12.16.



**Andrew Murdoch, 1972 MG BGT**



**John Webb, 1976 Porsche 911, the winner**



**Simon Fry in the 1937 Austin Seven Special he shares with father Ian**



**James Hopper, 1971 Ford Escort MkII**



**Brian Eyre, 1984 Peugeot 205GTi**



**Graeme Robson, 1968 Renault R8 Gordini**



**Gordon Mitchell, 1978 Fiat X1/9**

**YOUR EXPRESSION OF INTEREST INVITED:**

# **GREAT SOUTHERN 500**

Monday 28 May 2018 to Sunday 3 June 2018

In the spirit of the Genevieve 500  
Finishing at the Albany Classic Motor Event  
Pre-1940 cars travelling 500kms on bitumen through the Great Southern.  
Competitive fun within the Traffic Code  
A fund-raiser for charities



**Proposed program:**

Monday 28 May: 107 km

Depart WA Motor Museum proceed to York

Tuesday 29 May 137km

York to Narrogin via Brookton

Wednesday 30 May: 139km

Narrogin to Katanning via Dumbleyung

Thursday 31 May: 140km

Katanning to Stirling Range

Friday 1 June: 130km

Stirling Range to Albany via Mt Barker

Saturday 2 June:

Fun day in and around Albany – Denmark

Sunday 3 June

Display or Compete at Albany Classic

Monday 4 June (optional)

Tours of Anzac Centre, Whale World

Activities every day and night

To register your expression of interest

Contact Vicki Clark [vicki@albanyclassic.com](mailto:vicki@albanyclassic.com).



*This story is lifted from the Autumn 2017 issue of The Oily Rag, journal of the Historic Sports and Racing Car Association of New South Wales Inc (HSRCA), by permission of the editor and the writer. It is relevant to the situation in WA regarding Regularity events.*

# REGULARITY REPORT

by David Ellis

**R**egularity is one of the most inclusive, welcoming and fun categories in Historic racing. As the times change, however, so must we, and we're working to improve the category to make it more inclusive while improving the safety, enjoyment and smooth running of its events.



Patrick Dick, 1959 Jaguar Mk1, Michael Smith, 1964 Cortina GT and Steve Boyle, 1972 Fiat 125T

Regularity is open to a large range of production, sports, touring and racing cars as well as replicas and cars with a degree of modification. The rules defining which cars may run are not as strict as other categories, and the committee is able to approve invitation of compatible cars.

Drivers in the category do not compete for track position or ultimate lap time – they compete to be the most consistent. This significantly reduces the on-track pressure and competition, making Regularity a safe and welcoming form of motorsport.

The open nature of the category and the non-competitive nature of its events make Regularity one of the best points of entry to the sport of Historic Motorsport. Regularity is a great category in which to build confidence, skill and experience. It's also a joy to watch, because of the sheer variety of cars on display and tendency to draw out cars and drivers who may not otherwise compete.

In an effort to continue developing the Regularity category, increasing its appeal and improving the format, some changes are being trialled and implemented.

The Regularity category is currently undertaking a transitional change in order to retain and appeal to the many cross sections of motoring groups within the Club and beyond.

At recent meetings the category has attracted quite a cross section of vehicles, and whilst this is good for numbers and spectators, it means that the cars don't always match well as a group.

Traditional Regularity cars can be overshadowed or intimidated by later model and highly modified vehicles. We also want to ensure that Regularity does not become a category to send vehicles that don't comply with other race categories, but still need a place to run.

The future growth of the Club will also require the acceptance of modern vehicles. This is hugely important, but has brought with it an inherent and increasing speed variation within



Len Kidd, 1969 Porsche 911T leads Terry O'Keefe, 1964 Morris Cooper S, Simon Morrison, 1969 Toyota Corolla KE10 and Andy Thompson, 1965 Triumph 2000





John Illig, 1962 Elf F2 leads Geoffrey Findlay, 1972 Manx Renault and Evan Jones, 1969 Lotus Super 7 Replica

the group, which is an issue for smoothly and safely running together.

Before this speed differential became an issue, and to accommodate all of the above issues, it was agreed that the best way to move forward would be to split into a traditional Historic Regularity group and a Supersprint group.

This was trialled at the Autumn Wakefield Park Meeting and was hailed as a huge success. So, moving forward the Regularity category will be listed as two separate groups for

each meeting. The criteria for each will be:

### Historic Regularity

- Historic cars that are 30 + years
- Historic cars in near manufacturers' trim and appearance
- Historic cars with period modifications only
- Category will comply with the CAMS 130% rule

### Supersprint

By nature Supersprint will likely be the bigger and faster group and open to:

- Historic cars with higher speeds
- Modified historic cars
- Non-compliant race category cars
- Invited categories
- Modern Regularity



Barry MacKintosh, 1927 Bartlett Special and Dick Turpin, 1960 Triumph Special

### The desired outcomes will be to:

- Retain a compliant Historic Regularity group that may attract new members or allure some of the old faithful who may have been intimidated and lost by recent growth and speed to return.
- To become Australia's premier Historic Regularity group by strictly enforcing the historic policy.
- The Supersprint group will cater for all of the modified, faster and more modern vehicles in a safer environment.
- Will allow for the Club to grow and attract modern vehicles.



*Photographs with this article are from the 2013 Albany Classic and show the variety of machinery that appears at Regularity events. Photographs by Bob Campbell.*

Ramon Panizza, 1964 Cortina Mk1 leads Darrel Manning, 1961 Simca Aronde and Keith Hornsey, 1963 Studebaker Lark

# JK&L SQUARE RIGGERS UPDATE



Silver Wings at speed — Lake Perkolilli 2014

**THE WAIT IS OVER!**

**PERKOLILLI IS ON AGAIN IN 2019**

After vowing “never again” to run another Lake Perkolilli Festival of Speed and then being asked constantly about when we’ll be heading to the claypan again, Graeme Cocks has decided to partner with vintage motorcycle enthusiasts Greg Eastwood and Nic Montagu to have another pilgrimage to Perko.

So pencil in these dates: 12 to 15 September 2019. Yes, that is 2019 which gives you enough time to make a Perko racer if you don’t have one already. It also gives all the people from the eastern states who said they would have crossed the Nullarbor if they had more notice to get their act together and come west.

The format will be the same as the successful/unsuccessful (depends how you like it) 2014 Centenary of Speed with a couple of days of track testing to whip up the dust and then a two day festival of events.



The Festival of Speed is scheduled for September so that we avoid the electrical storms, rain and general mayhem of October 2014 which has recurred every year since. September looks like a better month if recent years are anything to go by - slightly less rain, humidity and heat.

The ingredients which made the 2014 event so good will be made even better. Mick Rust has

committed to a new and bigger Kalgoorlie Motor Works workshops and car fixing set-up on the clay pan. The Oxwells have committed to providing their expertise to work our way



The Perkolilli pits in 2014 — before the rains!

through the competition side of things.

Already, many stalwarts of Perkos past have said they'll be bringing cars. In the first hour after it was decided to go again there were already nine cars pledged to make it to the track.

The event is open to pre-war cars and immediate post-war cars by invitation if they look like pre-war models (MG TCs and the like). The spirit of Lake Perkolilli was stripped-for-racing road cars and rustic specials. It's not for Pebble Beach promenade cars but if you want to camp in the bush, get you and your car covered in dust and have a

hell of a lot of fun then Perko is the place. We'll have more news as things take shape.

Take a look at the book *Red Dust Racers*, [www.motoringpast.com.au](http://www.motoringpast.com.au) for inspiration on the cars and bikes of Perkolilli.

*Heza Henry*



Clockwise from left: Tiny Austin Seven, big dust cloud; Ossie Cranston V8; Ford T Speedster; Quick Buick; Ford A Cactus. All at Lake Perkolilli Centenary of Speed in 2014.



# ***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.

*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  
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E Mail : splinter37@gmail.com

***Bookings not necessary***

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## FOR SALE

### 1964 MKI LOTUS CORTINA GROUP Nb Historic Touring Car

Current CAMS historic log book.

Built from a bare shell, aluminium door, boot and bonnet skins. Lotus

bottom control and steering arms, high ratio steering box. Aluminium bell housing, gear box extension and diff centre.

Correctly engineered "A" frame rear suspension, new Ford Racing (USA) block and SAS head, all steel internals, new straight cut close ratio gear set, Girling aluminium calipers, TranX LSD and Race Products floating hub diff. Dry weight 778kg (approx.)

Class lap record holder 2017 Barbagallo Raceway. WA State Title Holder 2014/15.

Arguably one of the best group N Lotus Cortinas in the country.

***In excess of \$120k to build ASKING \$58,000.***

**Contact John Harwood 0418 912 514**



## 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**

---

## 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.

A very useable classic that will provide thousands of miles of pleasure to the new owner.



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

**Contact: Craig Atkins – 0418 918 005 or craig.atkins@uwa.edu.au**

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## FOR SALE

### THE “HURRICANE”

A recreation of Vic Watson’s remarkable sports car. The final development of Vic’s single-spinner Ford, the Hurricane has a shortened chassis with coil sprung rear-end. It is powered by a well developed Y-block V8. The original car twice finished third in the Six Hours Race at Caversham (1965 and 1967), the second time

with second owner Paul Casellas, so it was no slouch!

Replica built with the assistance and approval of Vic Watson. Could be CAMS log-booked without too much trouble. Would make a superb and unique historic racer.

**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**

# EASTWOOD COLLECTION FOR SALE

## Four Well Known Cars From The Collection



### Bondley race car — \$60,000

CAMS historic log book Lb.

Built by Peter Bond in 1954. Competed in many events including 1957 Aust. Grand Prix in Caversham W.A.

Vanguard/TR2 engine, two 2" SUs, Vanguard G/box, Holden diff/rear axle, modified T Ford chassis. twin leading shoe brakes, new coach-built body (comes with original body), 130 RWHP.

Philip Island 2:21, Wanneroo 1:13.

### 1939 Dodge Special — \$25,000

Single seat race car, CAMS historic logbook Kb  
250cu side-valve 6cyl, close ratio 3 speed g/box, twin leading shoe front brakes with cooling fins on drums, 3 Carter down draught carburettors, Potvin 400 camshaft, 170 RWHP

Philip Island 2:05, Wanneroo long circuit 1:13



### Ford V8 Special — \$25,000

Single seat race car, CAMS historic log book Kb.

Represents 1938 Ford V8.

Full race engine: Ford side-valve V8, displacement 4379cc, Offenhauser heads, 3 Ford 94 carburettors, camshaft Isky 400 jnr, g/box close ratio 3 sp, Cooling fins on front brakes, 200 RWHP.

Philip Island 2:04, Wanneroo long circuit 1:13.



### Northwood Ford Special — \$25,000

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

Phillip Island 2:04, Wanneroo long circuit 1.13s



## Contact:

**Sale negotiation:**

**Peter Eastwood 0402 499 650**

**Technical:**

**Bryan Scrivenor 0407 442 180**

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