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

VINTAGE METAL

www.vscwa.com.au



Wally Phoebe, Kevin Dorn, Alan Armstrong, Denny Cunnold and Peter van der Struyf with the car

CAVERSHAM CAR TEST RUN

PLUS: Vale Dick Turpin
VSCC Planning Workshop
New Scrivener Singer Special
Collectors' Book Review

Next General Meeting: Monday 11th June 2018

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FROM THE PRESIDENT



Hi Folks.

I begin this month's President's report with the sad news of Dick Turpin's death on Monday, the 7th of May. Dick was a wonderful member who worked tirelessly for the Club and regularly competed in our events. He battled cancer for a number of years never letting the disease prevent him from doing the things he loved. He and his T.Q. will be sadly missed.

On the 22nd of April, 31 members took part in a workshop, held at the Clubhouse, to develop a long-term plan for the VSCC's future development. (See the Workshop Summary on page 13). After a morning's discussion the enormity of the task became apparent. For the Club to continue to prosper four major areas were identified as essential components of the Development Plan:

1. "The building of a new Clubhouse we can call our own" and where it should be sited.
2. Succession of club office bearers and officials.
3. Attracting new members and promoting our Club.
4. Management of our events.

Time constraints prevented us from dealing with all four so we focussed on issues 1 and 4.

There was agreement that the VSCC needs a Clubhouse we can call our own but not all were in favour of building at "Caversham." A working group has been established to look at all options relating to where the clubhouse should be sited and to present those to the Management Committee in September.

Alan Armstrong has been elected to chair that group and been seconded to the M.C. to assist communication.

Planning the Future Management of our Events wasn't so easily dealt with.

It soon became apparent that there was a multitude of issues that needed resolving and clear policies developed to guide the competition event organisers.

A number of concerns and ideas were identified. Unfortunately we didn't have time to discuss the merits or otherwise of these. (They are listed in the Workshop Summary on page 13). When you read these, remember they are concerns raised by attendees at the workshop and considered worthy of further discussion. In the next Planning Workshop some will be accepted and some rejected.

The Management Committee has been pro-active in the need for long-term planning. A trial of the "Wild Apricot" membership software, which will greatly reduce the workload of our Administrative Officer and Event Managers, has begun. This will bring the Club Management practices in line with 21st century accepted processes.

The Two Round the Houses events have been given long-term security with the signing of five year contracts with local governments. The two paid people working on behalf of the VSCC are also under contract.

It was obvious to the workshop participants that one day isn't time enough to plan the VSCC's future. To that end we will continue the work in a second workshop to be held in early August. If you have a contribution to make, relating to these issues, come along and be part of the process.

Continued on page 6.

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 9 April 2018

1. **Meeting opened:** 8:04 pm Rob Ozanne presiding, 44 members present.

2. **Apologies:** Mike Upton, Ivan Okey, Terry Reynolds.

3. **New Members and Guests:** prospective members – Peter and Sarah Fry

4. **Adoption of minutes of March meeting**

Moved: Paul Wilkins **Seconded:** David Moir **Carried**

5. **Business arising:** nil

6. **Treasurer's Report:** Sheryl Swarbrick reported on behalf of Graeme Robson. Current balances and other cash amounts are available from Sheryl or Graeme.

Acceptance of the Treasurer's Report:

Moved: Max Gamble **Seconded:** Alan Armstrong **Carried**

7. **Secretary's report:**

Correspondence In:

- a. York Veteran Car Club – York Motor Show 26 Aug (BC)
- b. Michael Watkins – membership application (SS)
- c. Randle Beavis – calendar for next 5 years (PB)
- d. Officeworks – invoice (SS & GR)
- e. CAMS – communications workshop for clubs (MC)
- f. Westnet – invoice (SS & GR)
- g. Rusty Kaiser – concessional licence enquiry (DM)
- h. CMC – historic stickers (BC & SS)
- i. Pat Oldham – day licence enquiry (PB)
- j. Joshua Ginbey – membership application (SS)
- k. Westnet – receipt (SS & GR)
- l. ACMA notice of expiry of radio licence (SS & PB)
- m. Luptons Liquid waste – invoice for NMSF (SS & GR)
- n. Curtin FM – invoice for NMSF (SS & GR)
- o. City of Albany - remittance (SS & GR)
- p. Statement from CAMS (SS & GR)
- q. CMC – clarification of historic stickers (SS & BC)
- r. Frank Clay (Tactico) – invoice for website maintenance (SS& GR)
- s. Tourism WA – expiry of ATDW listing for NMSF (DM)
- t. CMC – GM minutes and Classic Car Show summary (GW & RO)
- u. United Fuel Injection – remittance for NMS (SS & GR)
- v. Bill Clazie – acknowledgement of sanction letter (PB)
- w. Peter Pisconeri – change of address (SS)
- x. Officeworks – invoice (SS & GR)
- y. National Motor Museum – newsletter (MJ & BC)
- z. Wheatbelt Volunteering News – (RB)

- aa. CMC – cancellation of quiz night (BC)
- bb. Motorsports Latest – promo for online listing
- cc. Rare Spares – loyalty club statement
- dd. ACMA – receipt for renewal of radio licence (PB, SS & GR)
- ee. Ken Tonge – expense claim for NMSF (SS, GR & PB)

Correspondence Out:

- a) Unique Cars – correction to VSCC listing (DM)
- b) Rusty Kaiser – concessional licence enquiry (DM)
- c) Pat Oldham – day licence enquiry (PB)
- d) Randle Beavis – letter of acknowledgement (DM)
- e) Anna Farrell - letter of acknowledgement (DM)
- f) Notices of sanction re NMSF to eight competitors

Acceptance of the Secretary’s Report:

Moved: David Moir **Seconded:** Steve Boyle **Carried**

8. President’s Report: Rob Ozanne reported on the Planning Workshop held on 22 April:

- 31 members participated
- Four key issues were identified
 1. Clubhouse – a working group has been convened to consider the options of the York St site, a Whiteman Park site or a central location.
 2. Management of Competition Events – recommendations given to the Competition Committee.
 3. Succession for club officers – further work required.
 4. Promotion and building membership – further work required.
- A further workshop will be held later in the year.

9. State of Play Reports:

- a) **Competition:** Paul Bartlett reported that:
 - Northam – the Competition Committee has discussed the outcomes of the NMSF
 - i. Sanctions for drivers going faster than the minimum lap-time and firm enforcement of driver standards.
 - ii. Requirement of CAMS or VSCC logbook to clarify vehicle eligibility.
 - iii. Purchase of additional radios and headsets for officials.
 - iv. Preventing drivers from entering pit area during running of each event.
 - Albany
 - i. 140 entries received.
 - ii. Changes to layout of pit areas.
 - iii. Scrutiny will be on 19 May at the North Metropolitan TAFE.
 - Collie Coalfields 500 on 29/30 September is proposed to be the official opening of the long circuit.
- b) **Workshop:** Ron Fabry reported that:
 - The Caversham car is progressing well.
 - The generator room at Caversham is to be converted to an historic workshop.
 - He is exploring joint events with other clubs.

- c) **Library:** nil
- d) **Social:** Michael Broughton reported that he was revising the banners for use to promote the club at events.
- e) **Regalia:** nil
- f) **Caversham:** nil.
- 10. **General Business:**
 - **Membership database** – Michael Broughton reported that the club was trialing the Wild Apricot software to manage member invoicing, emails and website development.
 - **Vehicle eligibility** – discussion on the number of competition entries from JKL category cars vs. cars from the MOPQ categories.
 - Thanks to Thierry Michot and Jennie Ozanne for providing supper tonight; a volunteer is needed to do likewise for the June meeting.
- 11. **Guest speaker:** Bruce Jones spoke on his building of the clubman replica of a Lotus Seven which he had on display.
- 12. **Next Meeting:** Monday 11 June.
- 13. **Meeting Closed:** 9:15 pm



Bruce Jones's clubman that featured at the May General Meeting. This car is actually for sale, see Bruce's advertisement on page 30.

From the President continued from page 3.

The August workshop will focus on increasing the Club's Membership, addressing the need to attract younger members and Succession Planning. The unfinished work on the Management of our Events will need to be completed and documented.

I would like to thank all those who attended the Planning Session for their time, concern and valuable contribution to the process. We have made a good start on this difficult task and the outcomes will lead to a secure future for our wonderful Club.

We have received 150 entries for the Albany Classic and it's shaping up to be an event not to be missed. I look forward to catching up with you there.

Drive safely.

Rob Ozanne

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE JULY 2018 ISSUE IS JUNE 11, 2018.

VSCC OF WA CALENDAR 2018

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	

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	Club Hillclimb Championship Rd 2
30	Coal Fields 500, Collie Motorplex	Club Regularity Championship Rd 3 State Historic Race Championship

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EDITOR'S RAMBLINGS



The Editor in his one and only entry at Albany at the wheel of the late Paul Terry's Bentley Special. The year was 1992 and the result sheet shows: Event 7 - Category B Sports, Special and Racing Cars, First Place - Bob Campbell. My wife Helen took the photograph.

Change to Editor's Email Address

I am phasing out my use of the *campbellfreelance* email address I have been using for some years. My preferred email address is now **robertcampbell4@icloud.com**. This address is now shown under the Vintage Metal heading on page 2 of *Vintage Metal*.

Albany Poster

I know that the Albany Classic is advertised on page 27, but this smaller ad looked so nice I couldn't resist including it (below right).

The original of the poster will be auctioned, as usual, at the post-event dinner. If you wish to bid on the poster, but can't make it to the dinner, you can submit a sealed or telephone bid. Please contact Sheryl Swarbrick on 0416 025 667 to organise your bid.

I know it's a bit late, but it's not too late to grab your gear and head down to Albany for the Classic. Of course you might have to camp in a tent, but there might be more salubrious accommodation available. Look it up on the web.

Albany Photographs

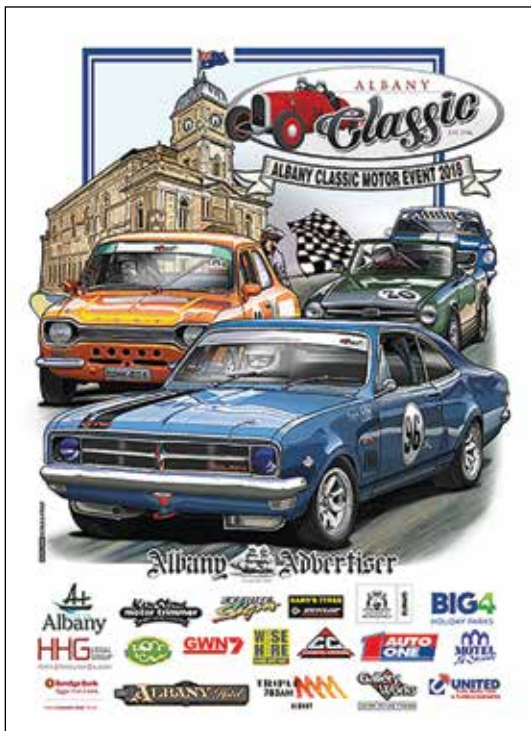
While we're on the subject of Albany...

If you have any high resolution photographs of the classic, please email them to me at **robertcampbell4@icloud.com** by June 11 for inclusion in the July issue of *Vintage Metal*. Thank you.

How Historic Can You Be?

Some major historic events overseas are having trouble attracting the older cars that were the basis of historic racing in its formative years. At a meeting held by Historic Sportscar Racing at the end of November last year to celebrate the history of the Sebring 12 Hours races, there was only one 1950s car entered, or as Burt Levy reported in the March/April issue of *Vintage Motorsport* (**vintagemotorsport.com**):

"Sebring's history dates back to 1950, yet there was only one car from the '50s entered (Albert Carr's '59 Bugeye...and that with a 1275!) and the only MG on hand was pro Chris Dyson's MG-badged Lola B01/60 "675 kg. class" prototype from 2003 (and it didn't





How long can we rely on J, K, L and squarerigger cars to attract members and spectators? Do we need newer cars?

run). There were likewise no Triumphs, Big Healeys, Alfas or (and they always did well here) Porsche 356s. That's a shame."

Burt suggested a special category for 1950s and 1960s cars, but would it be supported?

In the UK, the organisers of the Silverstone Classic for 2018 (July 20-22, so you still have time to get there) have dropped the race for Group C endurance cars of the 1980s. They have replaced it with an event for the Masters Endurance Legends series, which is for prototype and GT cars from 1995 to 2011.

The change was triggered by the poor turn-out for the Group C race last year, but it also fits well with event promoter Nick

Wigley's ambition to expand the Classic's audience by attracting younger spectators. (Information extracted from *Motor Sport* magazine December 2017 issue.)

The British solution might strike a few problems in this country with CAMS specifying that cars will not be considered for historic racing until 10-15 years after their frontline competition career. 2011 models do not meet that criterion.

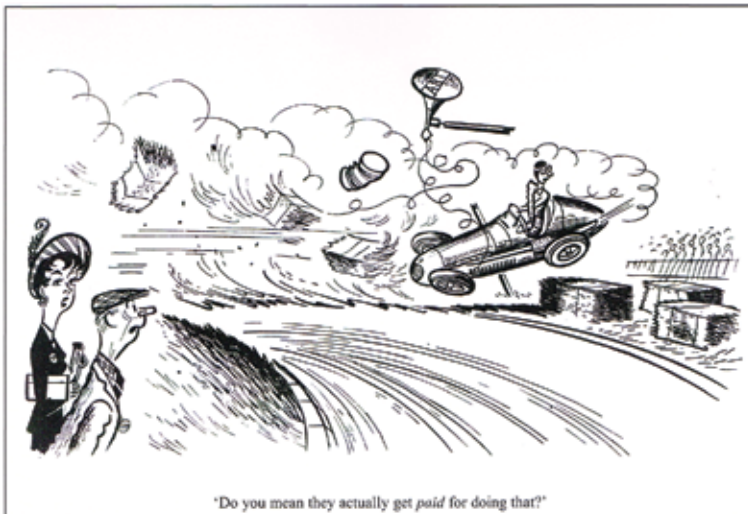
Dodgem Cars

Racing drivers' predilection for running into each other, which seems to have spread from Australia's Supercars series and the British Touring Car Championship to the lofty heights of Formula One, brings to mind a couple of the late Russell Brockbank's classic cartoons.

The first that came to mind was one of a fleet of racing cars having a huge accident, with cars and wheels flying off in various directions. Watching this carnage, a sweet young thing turns to her boyfriend and says: "My driving instructor would fail the lot of them!"

The other was one that featured in *Brockbank's Grand Prix Calendar 2011* and also in the book *101 Brockbank Cartoons*, both of which are in my collection. It is reproduced below.

Bob Campbell



"Do you mean they actually get paid for doing that?"

In case you are having trouble with the caption, it says: "Do you mean they actually get *paid* for doing that?"

The book, *101 Brockbank Cartoons*, seems to be available from Automoto Bookshop in the Dymocks Building in George St Sydney for \$50 (automotobookshop.com.au).

DAD'S ARMY NEWS



A Sad Farewell to a Dad's Army Stalwart

Dick Turpin, an enthusiastic member of Dad's Army since its inception, passed away on Monday May 7.

He had been in hospital for about seven weeks and at the time of his death was being cared for at the Glengarry Hospice. An obituary for Dick, written by two of our members who knew him well, appears on pages 16 and 17.

The two photographs with this article show

Dick as we all remember him, first at the wheel of his beloved Triumph Special and below with other members of Dad's Army at the 2014 Christmas function. The engine of the Rolls-Royce that he is examining displaces several times the 650 cc of his racing car, but was still of great interest to Dick.

We shall miss him.

Christmas in July

Be prepared! Graeme Whitehead and Ron Fabry are deeply involved in planning for this event, which should happen about mid-July. More information once the date and venue are finalised will appear in the July Vintage Metal or you'll hear about it at Dad's Army Tuesdays or Saturday.



Caversham Car

The Caversham Car has been taken for shake-down runs in the grounds of the club rooms and a few teething troubles have shown up. You should be able to see the car at Albany if transport can be arranged.

Left: Denny Cunnold delves under the bonnet while Peter van der Struyf looks on.

Below: The engine bay of the editor's A40 Devon never looked like that! The show car standard of the under-bonnet area stands out.





Top Left: L-r — Wally Phoebe (second from left) uses 21st century technology to check engine temperatures while (from left) Denny Cunnold, Peter van der Struyf, Ron Fabry (looking concerned) and Kevin Dorn look on.

Centre Left: The Caversham Car looking very smart with “number plates” by Lance Barrett.



Top Right: Kevin Dorn takes the Caversham Car for a spin on the access road with Denny Cunnold riding shotgun.

Centre Right: The car emerges into the sun as Denny attempts a speedometer check using the walkie-talkie radio...which wasn't cooperating.

Bottom Left: Alan Armstrong gets his angle-grinder to work creating feet for a display stand to be set up in the generator room museum that is Dad's Army's current project. Watch this space for progress reports.

DAD'S ARMY DATES – 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
JUNE	9	19	26
JULY	7	24	31
AUGUST	4	21	28
SEPTEMBER	8	18	25

VSCC NEWS

Historic Stickers

It was announced at the CMC meeting in April that the new car HISTORIC stickers have arrived. These are to replace the one with smaller (Motorcycle) lettering that have been previously supplied.

The CMC committee agreed to replace any existing stickers on Historic vehicles with these new slightly larger ones. Sticker size is now 40 mm X 180 mm.

This announcement seemed to cause some confusion with the use of the stickers.

Firstly this only effects motor vehicles. There is no change to the requirement for motorcycles.

Most concessionally licensed vehicles will have a HISTORIC (or earlier VETERAN, VINTAGE, POST VINTAGE, INVITATION) metal plate fitted above or below the DoT number plate front and rear. There is no change in this case. Our understanding is that most vehicles on a concessional license are using the metal plates.

However on some vehicles fitting of the metal plates was impractical. When this was the case you could use a sticker instead.

A few vehicles will have a sticker front or rear or both. This free replacement is for these vehicles only. If your club has an member with a vehicle (not motorcycle) on concessional license licensed under your clubs authority with an existing sticker(s), these should be replaced with the larger sticker.

Vehicles with metal plates already fitted do not need an additional sticker.

For stickers or further clarification, contact Sheryl Swarbrick.

Albany Poster Auction Sealed/ Telephone Bids

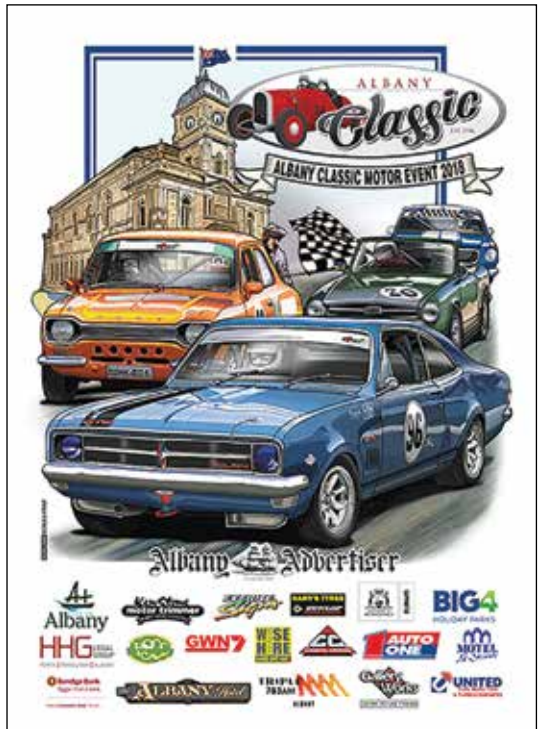
As in past years, the original painting of the Albany poster (see right) will be auctioned at the post-event dinner.

If you can't make it to the dinner, do not despair. You can submit a sealed or telephone bid. For details of sealed and telephone bids, contact Sheryl Swarbrick on 0416 025 667.

Planning Workshop 2 – August 2018

The Planning Workshop held on April 22 succeeded in setting in motion several trains of thought. However, one day was not enough to develop those trains into a clearly defined plan for the future of the club.

A second Planning Workshop will be held to develop those trains in the areas of membership and succession planning.



SUMMARY OF VSCC PLANNING WORKSHOP 22 APRIL 2018



Rob Ozanne opens the proceedings

The Club conducted a strategic planning workshop at its Caversham clubrooms on Sunday 22 April. The workshop was attended by 31 members and was run by President, Rob Ozanne.

The aim of the workshop was to prepare a long-term strategic plan for the club to guide current and future decision-making.

Things we do well

The first session aimed to identify the things the club does successfully and produced a list of activities including:

- Competition Events (regularity at Northam, Albany and Vintage Stampede; hillclimbs and sprints)
- Camaraderie (a variety of ages, experiences and vehicles; technical advice; Dad's Army; the Caversham car restoration)
- Vintage Metal magazine
- Maintaining our clubrooms
- Concessional Licensing
- Resources and library



Part of the gathering of members

Things to improve

The next session identified the things the club does, but could improve upon, including:

- Recruiting and promoting officials for competition events
- Succession planning for club officers
- Secure the clubrooms and the Caversham "D Circuit"
- Recruiting and retaining younger members
- Membership database
- Conduct events on the Caversham circuit
- Social events
- Broader spectrum of events for eligible vehicles
- Touring events
- Sunday drives
- Lack of forward planning and strategy
- Promoting club events
- Website and Facebook
- Out-dated format
- No member access (e.g. for sale items)
- Manage asset register



The other half of the group

Where we should be in five years?

Participants were asked to envisage how they would like the club to look in five years' time and this produced concepts such as:

- Being WA's premier club for classic cars
- Running races and other events at Caversham
- Preserving "round-the-houses" events
- A permanent clubhouse at Caversham with secure storage for archives, a large car park and servicing/scrutineering bays
- Full suite of club officials
- Men's Shed (Dad's Army)
- Generating interest amongst members using modern media with the website and



Brian Eyre addresses the group



David Moir belts out a number...or is he making a point?

Facebook up-to-date

- A new circuit at Whiteman Park
- Plenty of social events and a good number of female members
- Participation with other clubs and joint promotion of events
- Concise eligibility criteria for competition events
- A secure club funding stream from government grants and event sponsorship

Four Key Issues

The workshop then proposed four key issues which the club should focus on:

1. Clubhouse and Caversham
 - a. D Circuit viability for competition and inherent risks is not viable for competition
 - b. Pursue permanent clubrooms at either Caversham, Whiteman Park or an alternative more central site
- c. Set up a working group to establish:
 - i. Viability of options
 - ii. costs and funding options
 - iii. negotiate with government
 - iv. design
 - v. schedule
2. Succession for club officers
 - a. List volunteer positions and document duties, particularly for Competition Secretary
 - b. Identify suitable candidates and call for volunteers for specific roles



Mark Jones puts his point of view

- c. Identify training required for positions
- 3. Club promotion and building membership
 - a. Update website
 - b. Trial the use of “Wild Apricot” software for registration and membership
- 4. Management of competition events
 - a. Exclude non-VSCC members from “round-the-houses” events
 - b. Withdraw “round-the-houses” events from state regularity championship
 - c. Use a “pace car” to limit speed in “round-the-houses” events



Max Gamble speaks, Ed Farrar listens



Paul Bartlett explains his proposals

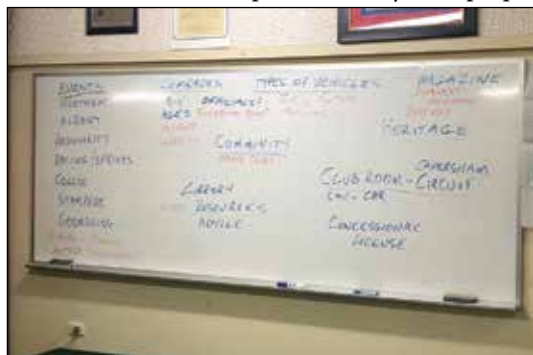
- d. Use VSCC or CAMS log book to determine vehicle eligibility for “round-the-houses” events
- e. Enable drivers to change nominated lap times
- f. Set minimum lap time of 60 seconds for Northam and Albany and a minimum nominated time of 62 seconds
- g. Appoint a Competition Secretary to supervise all events and appoint an operations manager for each event
- h. Promote CAMS officials’ courses to members
- i. Require members to serve as an official at least one event per year to be eligible to enter competition events.

Next steps

The working group for Clubhouse and Caversham is under way and the Competition Committee will consider the suggestions for competition events.

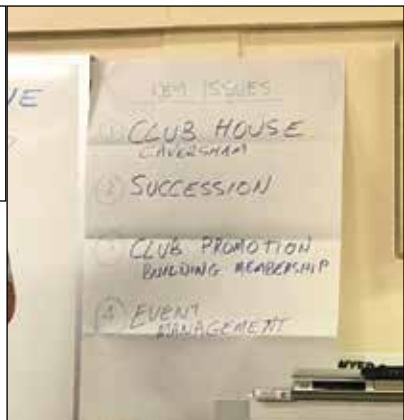
The Management Committee has begun a trial of the “Wild Apricot” membership software and is investigating up-grades for the club website.

A further workshop later in the year is proposed to continue this work.



Major points were listed on the whiteboard as the meeting proceeded

► Key issues listed for the members to peruse



VALE KEN (DICK) TURPIN



Dick as we remember him. Albany 2017.

A driver's driver. A life lived at 150%.

I first met Dick Turpin and his buzz bomb TQ Triumph early in 1964 at Caversham race track competing in WASCC racing events some 54 years ago. We raced till 1966 when I sold my TR4 to start my building company.

Our paths crossed again at Wanneroo Raceway in 1970 when I was racing the ex-Manton Mini Cooper, Dick still competing in his TQ special. The program of the Touring Car Championship noted in the existing lap records, Dick held the 1100cc racing car record with a time of 1-12.3=74.72 mph. I think it still stands .

Our paths crossed again when visiting Barry Beers wheat and sheep farm at Yealering to help with the shearing of 6500 sheep. Lo and behold there was Dick, head down arse up with a team of shearers, getting though Barry's large mob of sheep. Dick lived at this time at Yealering in a new home and built his car in the back shed. When not shearing he kept himself busy working for Coxon's Garage and driving the school bus.



Dick gives Paul Wilkins a funny look as Paul tells everyone what a good bloke he is at Dick's 80th birthday party in 2012.

In 2007 I was told by Rob Ozanne after our VSCC successful first enactment at the old Caversham race circuit that we had just been given a lease of the old RAF buildings. I was asked if could I turn it into club rooms. I had just retired from building and agreed and formed Dad's Army. One of the first guys to turn up was Dick, who proceeded to clean and paint and

more. Anything asked of him was done with a smile, a real hard worker. Dick and (wife) Ollie were on the way to Rodney's farm, but couldn't miss our Dad's Army or the morning smoko with the troops. Dick got stuck into cleaning off the hall with that big blower of his. Not to outdone, Ollie picked up the broom and started sweeping. I said to Ollie: "You make a cup of tea for morning tea."

I got a serve! "I'll sweep, you make the tea," she said. What a couple of troupers.

When I started regularity racing in the Miller Ford with the LJ&K group our paths crossed again. At the Northam event I won the Flying Fifty, Dick was second. Dick came to me and said he was going to beat me in the next event, we had a great dice and in the back straight had his car flying flat out. I noticed him in my left mirror and let him go. And thought he's



Dick cutting his 85th birthday cake at Dad's Army in August 2017. Fellow 85-year-old Peter van der Struyf looks on.



Dick leads a Group J, K, & L pack at Albany 2017

not going to get around the left hand corner. The car slid sideways hard into the concrete barrier went 1.5 metres into the air landing on its wheels.

Next lap around under caution flags he was out of his beat up TQ giving me the thumbs up. I rang him on Monday morning to inquire about his injuries, broken ribs severe bruising and pride dented, he told me only did 3 km walk and swim this morning but had time to strip the car and suspension. That night was our club meeting and in walked Dick gingerly - what a tough old bird.

Even not in the best of health over the past 5 years Dick competed in his Triumph and attended Dads Army and club night meetings on a regular basis.

Finally I, along with all Dad's Army and VSCC members, will miss his happy demeanour, his wry smile and his firm hand shake, a true salt of the earth.

Paul Wilkins

Dick, born in 1932, and a VSCCWA member from 1991, was best known in our Club for his Number 14 Triumph-twin TQ Race Car, which he built in 1960 to race at the old Caversham circuit, but continued to compete at many circuits, and was even an entry for the 2018 Northam Motor Sport Festival, only being prevented because they wouldn't let him out of hospital. This must be some sort of Australian record – a bloke in the same self-built car competing for 58 years!

Dick was a country bloke, a farmer and shearer down the Great Southern, until he and long standing (and suffering) wife Ollie “retired” to Mullaloo. When he was a young fella around 20, he played footy for his local team, as you do in the bush, and got skittled while attempting to pick up the ball – it must have been a pretty big bloke! Anyway he got carted off to the Narrogin Hospital and was treated for concussion, which in those days was pretty cursory.

Friends had to take him home and retrieve his family transport motorbike as Ollie couldn't drive it. Dick couldn't get out of bed for four days, but farm work doesn't wait, so he then got up and got on with it. It was only about 8 or 9 years ago that, suffering from a bit of neck pain, he finally got it x-rayed to discover that the “concussion” was actually a fractured neck that put him within millimetres of being a quadriplegic.

A few years ago, Dick had some surgery on the urinary tract, which resulted in him being cannulated and on a collection bag, and although this setup caused him a lot of trouble, he never let it deter him from his 5 kilometre beach walk every day come hail, rain or shine, his preparation and competition in the race car, nor his monthly involvement with the VSCCWA Dad's Army. They don't make 'em like that anymore.

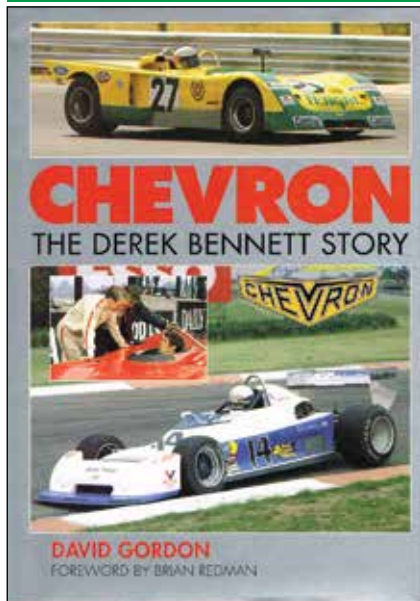


Dick painting the clubroom security gate, Dad's Army February 2017

Dick's funeral was held at Pinnaroo Valley Memorial Park on May 19.

Ross Oxwell

COLLECTORS' BOOK REVIEW: CHEVRON: THE DEREK BENNETT STORY BY DAVID GORDON



Published in 1991, this book is the definitive history of Chevron, the Lancashire marque that produced world-beating sports and racing cars under the guidance of founder Derek Bennett.

As it says above, this is a collectors' book and, long out of print, it commands premium prices. Amazon in the UK claims to have 4 used copies priced from £262.05 (around AU\$500) and one new copy at £1768.48 (about AU\$3365). My library is starting to look valuable...

The foreword of the book is by Brian Redman, one of the most successful of Chevron drivers. He drove Chevrons for the Red Rose Motors team and for the works. In 1972 Brian asked Derek to build him a Formula 5000 car after a miserable season in a McLaren M18. Ten weeks later the Chevron B24 F5000 car won on debut at Oulton Park.

It is clear from Gordon's book that one of Bennett's great talents was to be able to build a car quickly that would be immediately competitive. The Bennett method of building harked back to an earlier era. Not much for drawing

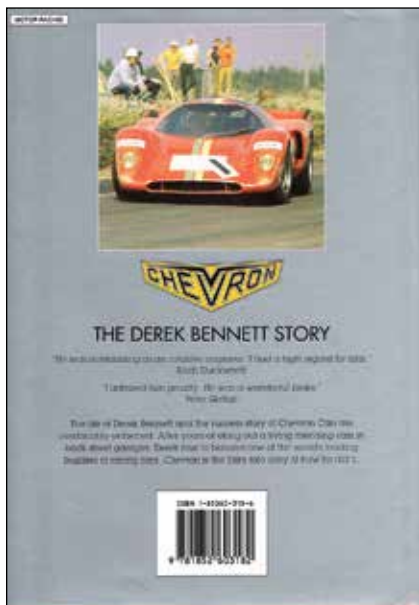
everything up before starting, Bennett would dive in and start building. Amazingly, he rarely had to go back and redo part of what he had done.

The book actually starts by telling the story of Peter Gethin's win in the 1973 Race of Champions at Brands Hatch, beating all of the Formula One cars in the mixed field. The day before Gethin had used the same car to win the first round of Rothmans European Formula 5000 Championship, so it was a good weekend for Chevron.

From there, the book flashes back to tell of Bennett's birth in Manchester in 1933 and of his childhood, including his success with model aircraft and model aero-engines.

An indifferent scholar, Bennett left school at 15 and finally settled into an apprenticeship at a car dealership. When he completed his apprenticeship and was refused a pay rise he left to set up on his own.

His main business was in rebuilding written-off cars





Derek Bennett racing a PRM

and selling them on. The business was supporting Bennett's speedway career, first in stock cars then in the increasingly popular midget racers, which were more like the TQs raced in Australia. Unable to afford to buy a car, Bennett built his own, called PRMs (for Pendleton Racing Motors from the district where his workshop was). PRMs because when other drivers saw how well built and quick the PRM was, they wanted one as well, so Bennett was soon building customer cars.

From there the progression to Chevron seemed almost inevitable. Bennett first became involved with road racing in a 750 Formula car which he developed then fitted with a Ford 1172 cc engine to

move up to the next class of club racing. With Formula Junior coming along, he built a car for that formula, front engined but advanced in its own way. At this stage the car was known as a Bennett-Ford.

Next big step was his first Clubmans Formula car. By 1964 Bennett had a national reputation as a racing driver, but was reliant on friends and business associates for cars to drive. Not having the resources to build a competitive Formula 3 car, he settled on Clubmans Formula as the best bet.

He built two cars, one for himself and one for Brian



Jochen Mass at Lourenco Marques in November 1972 in the Team Gunston B21

Classick, but now

they needed a name for the cars. Old friends Paul Owens and Doug Linton convinced him that he needed a more professional name than Bennett Special for the entry forms. Inspiration came from a poster of Highway Code symbols. "That's it," thought Derek. "We'll call them Chevrons."

Things never go entirely smoothly, but the trend for Chevron's fortunes after that was upward, with success in sports car racing and just about every single-seater formula except Formula One.

Then

Bennett took up hang-gliding...

On Sunday March 12, 1978, Bennett was taking part in a competition organised by the Pennine Hang Gliding Club. In a slalom, making tight turns only 50 feet above the ground, his glider stalled and he hit the hillside head first. He died on March 22.

As I said, this is a collectors' book. It has been out of print for many years. Look for it on the internet and you will find copies available at wildly varying prices. It's worth looking for.

BC



Howard Heerey on his way to the 1967 Clubman Championship in his B2



Keke Rosberg taking Chevron's last Formula 2 win, Donington June 25, 1978

JK&L SQUARE RIGGERS UPDATE



Photos by Bryan Scrivener

A New Scrivener Special Takes Shape

In 1914, Lionel Martin famously had his first race success at the Aston Hill driving a Singer motor car. A year later he made his own car, the legendary Aston Martin.

Bryan Scrivener has built many pre-war specials with American engines which have graced local club events for two decades and raised admiration at Phillip Island. In recent years he has enjoyed the delights of the humble Austin Seven and more recently he has made a return to local events with Trevor Eastwood's MG.



The bare chassis with the blower partly installed

He has turned his hand back to the construction of vintage specials, this time with a car based on a 1939 Singer chassis. Singer has a racing heritage. The Singer 9 team raced at Le Mans in 1933 and took off a team prize. Subsequently, the Singer Le Mans became a desirable British sporting car.

A Singer chassis hanging on a wall for decades has formed the basis of his new special.

Bryan's Singer Special has a 1939 chassis, front axles, diff and four speed gearbox all from Singer with 18inch wire wheels. The 1198cc single OHC engine has been supercharged by



1

Bryan to give the car some pep. He has used an SC14 Rootes blower, and to stop the car he has 10inch hydraulic brakes.

The construction phase has taken two years and he has now finished an aluminium boat-tail body for the car.

Bryan's cars are always fast although he plans for the Singer to be a practical and fun club car, Look out for this fine machine at future club events including Lake Perkollilli next year.

See you all at Albany,

Heza Henry

Clockwise from above:

1. The chassis with the floor pan in place.
2. The floorpan now has the battery box set into it and the transmission tunnel covering the tailshaft. The supercharger installation is now complete but for the carburettor.
3. Rear view of the chassis with floorpan almost complete but for the gearbox cover. The body frame is in place and the gear and handbrake levers stand out. Also visible is the filler for the under-floor fuel tank.
4. The car ready to run with the carburettor standing proud of the bonnet. A substantial roll bar is fitted



2



4



3

The Spikins Singer Bantam

A famous Singer special that Bryan helped rebuild for Trevor Eastwood is The Bantam, built in the 1930s by Bob Spikins. The Bantam used a supercharged 972cc four-cylinder engine which drove the rear wheels through a close-ratio pre-selector gearbox. Its short wheelbase and wide track made it ideal for hillclimbs but almost lethal at Brooklands, where in 1936 it nevertheless lapped the outer circuit at 114mph (182km/h).



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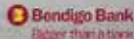


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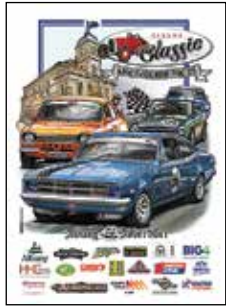
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Hella 155 driving/fog light cover/s.

Contact Len Kidd...0422797461



FOR SALE

1965 FORD CORTINA GT

VSCC log book

Motor by Racetune — 1600 cross flow

141.5 bhp at back wheels at 7200 rpm

45 DCOE Webers, aluminium radiator, ceramic coated extractors, Escort GT 4-speed gearbox and clutch, Koni adjustable suspension, limited slip diff, roll cage, spares

\$18,000.00

Contact Graeme Whitehead

Ph: 08 9279 1061 — Mob: 0412 919 370

Email: whiteheadv8@gmail.com



FOR SALE

1990 Ferrari Mondial T 3.4

Log booked Mod Sports Sc. Car has run in FOC Classic Racing events in the UK and Europe for 20 years, competed at Spa, Nurburgring, Le Mans, Silverstone, Oulton Park, Brands Hatch, Goodwood etc, always professionally maintained also competed in many, many hillclimbs and sprints in UK and Europe



successfully.

Unfortunately for me this car has never had a titled owner or been close to a barn so the asking price is not in the stratospheric region, please ask if you have the desire. Enzo said "Everyone dreams of driving a Ferrari" ... here is your chance.

Ready to go for the 2018 VSCC events, CAMS Speed events and track days etc.

For more info please contact Bob Walton 0475 066 830

BRUCE JONES COLLECTION

Bruce has decided to thin out his collection of largely self-built cars, all beautifully built with attention to every detail.



Lotus 7 Inspired Clubman

Solidly built and on full licence, this great little car is powered by a 2-litre Nissan SR20 Twin-cam, 16-valve engine with factory stainless steel exhaust. It has a quick steering rack, 4-wheel disc brakes and limited slip differential. The licence has 12 months to run. A superb drive, ready for road or track.



4-wheel disc brakes and limited slip differential. The licence has 12 months to run. A superb drive, ready for road or

track.



Price \$24,000

Also Bruce's well known Ford Zephyr Special race car. Ready to go for regularity, this speedy special needs nothing done.

Price \$26,000

Contact Bruce Jones

Tel: 08 9378 1768 — Mob: 0419 959 614

EASTWOOD COLLECTION FOR SALE

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 draught carburettors, Potvin 400 camshaft, 170 RWHP.
Philip Island 2:05, Wanneroo long circuit 1:13



Contact:

Sale negotiation: Peter Eastwood 0402 499 650

Technical: Bryan Scrivenor 0407 442 180



FOR SALE

BMW 1602 - 2002 Body Shell

All panels and floor are in good repairable condition.
No running gear but does have some suspension and a few odd interior items included.

Make an offer \$\$\$

Contact Jack Del Borrello — 0411 877 517

FOR SALE TRIUMPH STAG 1977

Well maintained original car with rebuilt engine. Auto, new mohair hood. new S/Steel exhaust. 2 pack paint. Australian delivered new. Only Triumph mechanics used. reliable daily driver.

\$25000 ono

Contact Reg Falconer — 0417 171 220



FOR SALE – Miller Ford



Built 16 years ago by Robin Ferguson using specifications from the Ford Motor Museum in Detroit. Newly rebuilt motor, 274 cubic inches, Speedway Motors rotating assembly, Scat crank, Scat H-Beam rods, Ross forged pistons, Isky Jr 400 camshaft, Isky valve springs, twin Holley 94 carbs, exhaust extractors, 3.55:1 diff with open tailshaft conversion to flat-head diff, Mallory electronic distributor, modern type (Speedway Motors) water pumps.

Price (including custom built trailer) — \$18,000.00

Contact: Paul Wilkins – Mob: 0428 922 823 – Tel: 08 9387 5535

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