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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)

## JIM KRAJANCICH BUGATTI

Sold at Bonhams Retromobile, Paris



**PLUS:**  
VSCC Standing Regulations  
Where to for Formula 1?  
JK & L Squareriggers Update

**Next General Meeting: Monday 12th March 2018**

Vintage Sports Car Club of WA (Inc.)

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- Eligibility Officer: Clubmans Craig Bradtke 0408 913 926

# FROM THE PRESIDENT



Hi Folks.

It's February already and I am putting together the March President's Report. I have heard it said many times and I'm sure it is true... "time goes faster as you get older."

The Vintage Metal magazine is getting better with each edition. It is great to see members are taking up the opportunity to express their views on issues facing the Club. The Letters to the Editor section in February's edition expressed a variety of opinions about a future Club House, restoring the "D" circuit, falling membership and the inclusion of more modern cars in our events. This open discussion, sometimes bruising and not always complimentary, is evidence of the good health of our Club.

I would like to add a few words of wisdom to the discussion.

**The Club House.** Our time in our current Club House is limited and we need to plan for an alternative. We have been offered a lease, at a minimal fee, over the original Caversham entry road which runs from West Swan Road to the "D" circuit, an ideal site for a new Club House alongside a historically significant race track.

**Restoration of the "D" circuit.** The York Street lease includes a lease over the ribbon of the "D" circuit. The restoration of this ribbon of track is seen as a daunting task by some. I have heard wild estimates of the cost of doing this. I suspect these estimates are based on contractors doing the restoration within a 12 month time frame. I wonder if we would have Barbagallo today if the members of the WASCC were fazed by large estimated cost of developing a race track from nothing when they were forced to leave Caversham. Of course they weren't. The members stepped up to the plate, got stuck into the job and were realistic about how long the task would take. I'm sure the VSCCC could follow their example. It might take longer but our task is easier than the WASCC's. We are not building a track from scratch; we would be restoring a circuit that is already there.

**Falling Membership.** A phenomenon affecting clubs in general. Many feel we should be targeting the young to become members. I guess you need to define young. From where I sit anyone under 60 is young. If we are talking about people in the 25 to 40 age group we need to remember they are usually buying houses, raising families and establishing their careers. In other words cash strapped and time poor. The 50 to 65 group is a better target for recruitment. They are planning how to occupy themselves in retirement, kids are off their hands, major debts have been cleared and superannuation has topped up their cash reserves. What the VSCC offers would appeal to this group and they have the time and the money to participate and enjoy it.

**Re-defining the eligibility criteria to allow more modern vehicles to take part in our events.**

As you would all know we run four distinctly different types of events: round the houses re-enactments at Northam and Albany, hill climbs, modern regularity at Collie and Barbagallo and sprints at Goomalling. It is only the 2 round the houses events where we restrict the age of the cars. (We do make some special exemptions, however, for replicas and cars of historical significance in the context of WA motor sport). The other events are open to modern cars.

I'm not sure how difficult it would be to allow more modern cars to run at Albany and Northam. We have to comply with CAMS regulations and they in turn have to satisfy their insurance brokers that the risk is acceptable. Maybe some hard negotiating is required. It has been said that more modern cars pose a greater risk competing on street circuits. I would think some modern cars pose no greater risk than some of the cars we allow to run today.

The Management Committee encourages you to express your views on these and other matters relating to the administration of our Club so keep those letters to the Editor coming in.

If writing letters is not your thing then come along to the planning workshop at the Club House starting at 9.00am on the 22nd April. Lunch will be provided.

That's my lot for this month.

*Rob Ozanne*

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

## Minutes of General Meeting

Held at the clubrooms, Caversham, 5 February 2018

**1. Meeting opened:** 8:00 pm, David Moir presiding as Rob Ozanne is away, 40 members present.

**2. Apologies:** Rob Ozanne, Max Gamble, Terry Reynolds, John Vass.

**3. New Members and Guests:** Peter Schofield

**4. Adoption of minutes of November and December meetings**

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

**5. Business arising:** nil

**6. Treasurer's Report:** Graeme Robson the current balances and that last year's Collie Coalfields 500 and Vintage Stampede events appeared to have run at a small profit. Members can obtain the current balances by contacting Graeme Robson.

**Acceptance of the Treasurer's Report:**

**Moved:** Graeme Robson      **Seconded:** Paul Wilkins      **Carried**

**7. Secretary's report:**

**Correspondence In:**

1. ATO – invoice for BAS (GR & SS)
2. BC Electrical & Security – invoices for monitoring and infrared detectors (GR & SS)
3. State Library – serial claim for Vintage Metal (SS)
4. VSCC Vic – newsletter (MJ)
5. Westpac – statement for Business One a/c (GR & SS)
6. ACMA – radio licence validation
7. Domain Register – invoice for 2-year registration of cavershamrevival.com
8. Greg Purser – log book application (BV)
9. VSCC Vic – newsletter (MJ)
10. Rob Hill – promo for Miroxol metal polish
11. CAMS – confirmation of 2018 affiliation
12. Dept. of Communities – tenancy at Caversham clubrooms (RF)
13. CMC – reminder re Classic Car Show (GW)
14. CMC – Northam swap-meet (BC)
15. CMC – agenda for general meeting (GW)
16. Sunday Times Real Estate – article on Brabham (RO & RF)
17. CMC – letter re modified vehicles on Concessional Licences (GW & BC)
18. Motor Museum WA – video
19. Monitor WA – card promo
20. WA Young Achiever Awards (MC)
21. Richard Reeve – autographed Caversham programme (BC & RF)
22. CMC – general meeting minutes (GW)
23. Margaret O'Sullivan – leaving Bendigo Bank (RO & CB)
24. VCCQ – newsletter (BC & MJ)

25. Sara Turner – photographer promo
26. Rare Spares – Loyalty Club statement
27. Daryl Stephens – membership query & Albany Classic (SS & PB)
28. CMC – news bulletin (BC)
29. CMC – Bunbury Show 14 April (BC)
30. CMC – sale of York Motor Museum (BC)
31. Les Harris – enquiry re Geoff Herbert (PB)
32. Caitlin Baird – convertible query (DM)
33. Westnet – invoice for cavershamrevival.com.au hosting
34. Wheatbelt Hub Volunteers – ex-prisoners & school-aged volunteers (RB)
35. Pre-Emptive Strike – invoice for Albany Classic website hosting (GR & SS)
36. Quickmail – Sophie Scott as new managing director (BC)
37. Tim Falconer – membership query (SS)
38. Officeworks – invoice (GR & SS)
39. All Ford Day – Mustang Nationals 1 April
40. Raymond Shaw – invoice for timing at Stampede (PB & SS)
41. CMC – Kwinana Rotary Club Show & Shine
42. CAMS – invoice for track permits (PB & SS)
43. VWCCWA – newsletter (BC & MJ)
44. VCCQ – newsletter (BC & MJ)
45. Shire of Northam – creditor advice re payment for NMSF (PB & SS)
46. David Moir – expense claim for printer cartridge (GR & SS)
47. State Library – receipt for Vintage Metal lodgment (BC)
48. Vicki Clark – expense claims (SS& GR)
49. Tourism WA – signage instructions (PB, VC & RB)
50. Wangara Trophies – invoice for engraving (GR & SS)
51. CAMS – track permits (PB)

**Correspondence Out:**

1. S Swarbrick – approval to set up PO Box (DM)
2. Sunday Times Real Estate – Brabham article (DM)
3. Caitlin Baird – convertible query (DM)

**Acceptance of the Secretary's Report:**

**Moved:** David Moir    **Seconded:** Doug Vanzetti    **Carried**

**8. President's Report:** David Moir reported on his recent hand-over meeting with Rob Ozanne:

- Members are encouraged to attend the Planning Workshop at the Caversham clubrooms on Sunday 22 April; the articles and letters to the editor in recent issues of Vintage Metal magazine have stimulated debate on the future of the club which serves as a good prelude to the workshop;

- Ron Fabry reported on the meeting he and Rob Ozanne had with Tim Hillyard of the Dept. of Lands and Heritage in December: the department is open to granting the club a lease on the Caversham D Circuit and the York St site, which could be used for clubrooms; this is subject to our specification of the areas to be cleared and trees removed; the club is

developing plans for new clubrooms should the lease be granted, however any such decision will depend on the approval of a specific proposal put to a general meeting of members.

**9. State of Play Reports:**

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

• **Northam**

i. supp. regs. will be available soon and entries will close in early March.

ii. There will be a hillclimb at Mt Ommaney on the Saturday, a Motorkhana on the Saturday evening (both run by the Sports Car Builders Club) and the Flying 50 on the Sunday.

iii. Craig Bradtke reported that the timing and communications equipment for the hillclimb had been tested, a shuttle bus will be available at the hillclimb and he needs members' help in distributing flyers and posters for the event.

• **Albany** – planning for the Albany Classic and hillclimb in early June is well under way.

• **CAMS State Council meeting last week:**

i. Neil Herbert has replaced Michael Grogan as chair of the Motor Sports Development Panel

ii. Mike Gallagher has been appointed as a member of the Motor Sports Development Commission

iii. The State Officials Panel needs officials as members

iv. The 2018 CAMS Manual has a new 7th Category for licensed modified and unmodified vehicles

• Mike Gallagher explained his role on the CAMS Motor Sports Development Commission; the commission was dealing with issues such as the serious accident involving the roll-over of an historic car competing at the Collingrove hillclimb, which may have implications for the NCRs; and the application of Frontal Head Restraints for older vehicles.

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

• 40 members attended the Dad's Army Christmas function at the RAAFA Museum at Bull Creek;

• The Caversham Car will be displayed at Northam;

• Good progress is being made with resealing the clubroom floor;

• More volunteers are always welcome.

c) **Library:** Mark Jones asked for the return of the book Red Dust Racers which had been borrowed.

d) **Social:** nil

e) **Regalia:** nil

f) **Caversham:** refer President's Report.

**10. General Business:**

• **Constitution** – Mike Upton outlined the proposed changes to the club's constitution which have been available on the club's website; following some discussion, several minor amendments will be made and re-published on the website in time for members to consider and vote their approval at the March general meeting.

• **Log Books** – Bert van Zuylen asked for log book applications to be sent to him by email or posted to his PO Box 182, Joondalup 6919.

• **New PO Box** – Sheryl Swarbrick asked that all membership documents and event entries be sent to the club's new PO Box 7277, Spearwood 6163 (note: the club's PO Box

1127 at Gwelup continues for general correspondence).

• **Supper** – thanks to John Illig for providing supper tonight and to Steve Gilmour for volunteering to do the same for the March meeting.

**11. Guest speakers:** nil

**12. Next Meeting:** Monday 12 March.

**13. Meeting Closed:** 9:25 pm

## VSCC OF WA CALENDAR 2018

### March

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

### April

7 Lindsay Monk Hillclimb, Mt Ommaney — Club Hillclimb Championship Rd 1  
7 Minson Avenue 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

### 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

## EDITOR'S RAMBLINGS



### 1992 Genevieve Race and the Great Southern 500

Back in 1992 I was editor of *The Road Patrol*, the RAC of WA journal. In November of that year the Genevieve 500 motor race was run from Perth to Albany. The RAC supported the event with a patrol ute accompanying the field in case of mechanical problems.

Genevieve, then owned by Albany entrepreneur Paul Terry, was put on display at the RAC's Adelaide Terrace Head Office to promote the event. Naturally I gravitated to the driver's seat during a photo-session, and the result is on the left.

The event is being commemorated by the Great Southern 500. See page 28 for details.

### Standing Regulations for 2018

The VSCC of WA Standing Regulations for 2018 are included in this issue of *Vintage Metal*, from page 13 to page 19. If you intend to compete in any of our events this year, please peruse these regulations and make sure that your entry meets their requirements.

They are the centre pages of the magazine, so if you don't want to keep the magazine, you can lift out the regulations and file them for reference.

### Dreams Are for Dreaming

When I was a teenager my dream car wasn't a E-type Jaguar or some sort of Ferrari, it was the Lotus Super Seven. At the time the Super Seven came equipped with a 1340 cc Ford Kent engine from the Consul Classic, breathed upon by Messrs Costin and Duckworth to give 83 bhp, for a power to weight ratio of 200 bhp per ton. At any legal speed it was as quick as an E-type and sold for £1400 as a kit from the Geoghegan brothers (Australian Lotus agents).

I recently visited Mark Jones and took the opportunity to hop into his Caterham 7 (1700 Kent crossflow with lots of Webers). I inserted my feet and slid down into the car but got stuck with my bum about four inches off the seat. My hips were too wide to fit between the transmission tunnel and the side of the car. Just as well the teenage me couldn't afford one!

*Bob Campbell*

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



# DAD'S ARMY NEWS



## Club room floor

Those who attended the February general meeting might have noticed that a large part of the club room floor was clean and shiny. This was due to the efforts of Dad's Army in December and January.

At the Workshop Saturday the boys got stuck into the rest of the floor, first moving all of the furniture on to the completed area. The kitchen was also cleared out to prepare that floor for treatment.

Taskmaster Ron Fabry co-opted Syd Sunter-Smith into helping clean up the tyre marks left by the Caversham

Car on the club room floor (photo above left).

## Caversham Car Interior Trim

While most of us were sweeping, mopping and otherwise getting the dirt off the floor, Wally Phoebe and Kevin Dorn (photo at right) were busy putting the final touches to the interior of the Caversham Car, carpet over the transmission tunnel and chassis rails and rubber mats on the main part of the floor.

Once the trimming is complete, the seats will be re-installed and the car prepared for exhibition at the Northam Flying 50.



The next appearance (after Northam) for the Caversham Car will be at the Classic Car Show, after which it will continue to be used to promote the VSCC and club activities.

## Thank You to Graeme

Once more Graeme Whitehead provided an excellent morning tea which the ten members and one guest enjoyed while solving the problems of the motor sports world. (Yes, I can count. I'm behind the camera.)



# DAD'S ARMY DATES - 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
MARCH	10	20	27
APRIL	14	17	24
MAY	5	22	26
JUNE	9	19	26

# Where To for Formula 1?

by Bob Campbell with help from Mike Lawrence

A few days before Christmas, the *West Australian* printed a short article reporting that Ferrari could lead other Formula 1 teams into an alternative championship. Fiat Chrysler CEO Sergio Marchionne suggested that this could happen if the sport becomes too much like the US-based NASCAR series.

Compared with F1, the NASCAR rules are fairly simple. There are no hybrid power units, no KERS and no variable aerodynamic aids. The complexity of the F1 regulations is probably a large part of the problem. F1 is not sport, it is show business, a lesson that the management of NASCAR learned a long time ago. Processions of quiet, non-spectacular cars that grip the road like slot cars with large magnets under them do not provide a show worth watching.

We are told that F1 needs hybrid power to make it “relevant”. Why? Compare the spectator area at the Motorplex with the stands at most Grands Prix. People stay away from F1 in their thousands, but the totally irrelevant sprint cars and midgets at the speedway attract large crowds. What F1 needs is bums on seats.



Tim Birkin's stripped 4½-litre supercharged Bentley heading for second place in the 1930 French Grand Prix at Pau. At something over 2 tonnes, it was almost certainly the heaviest Grand Prix contender ever. Painting by Robin Falconer

Many years ago, before most VSCC members were born, Grand Prix regulations resulted in complex 1.5-litre supercharged cars that the manufacturers could no longer afford to build. The result was several years of Formula Libre — basically “run what you bring” although the ruling body, the AIACR, did specify a minimum race duration. There were some good races and a variety of cars were entered. The 1930 Grand Prix de l'ACF (usually called the French Grand Prix) at Pau saw Bugattis first and third with a Blower Bentley in second place!

By the early 1930s racing had settled down to a contest between Alfa Romeo, Bugatti and Maserati with cars of around 2½ to 3 litres supercharged. The AIACR decided that they should take control again and they decreed

that from 1934 Grand Prix cars should weigh no more than 750 kg without driver, tyres, fuel, oil or water. There was also a minimum body width provision, which is why the 1934 cars looked fatter than their predecessors.

The rules were built around the Alfa Romeo Tipo B (then run by Scuderia Ferrari, so some things don't change), which needed a slightly wider cockpit to comply. Maserati's extremely skinny cars had to be substantially redesigned. We now know that the rules didn't quite work, with the two German teams building up to around 6 litres and over 600 horsepower by the end of 1937, both figures around twice those foreseen by the AIACR.

Of course things are different today with an entertainment company owning the rights to F1 for the rest of the 100 years awarded to Bernie by Mr Mosely and the race organisers tied to the status quo by iron-clad contracts — or are they?

British motoring writer Mike Lawrence suggested in an article on the *pitpass.com* web site in May 2016: “Against what mainstream industry is doing, Formula One should be pursuing

simplicity, not technical innovation. We should be able to admire both the skill of the drivers and the skill of the teams. Where drivers can go balls out and not worry about either economy or the rate of fuel flow.



Doug Green's Ferrari at Caversham. The car was later discovered to be the "Ascari Ferrari" that Alberto Ascari drove to the 1952 and 1953 Driver's World Championship. Back then it ran as a 2-litre Formula 2 car. Julian Cowan photo.

"We need a governing body that governs the sport and ensures a level playing field with no teams receiving preferential treatment. No team is bigger than the sport in which it competes. The FIA sold the rights to Formula One, but the World Championship does not have to be run to Formula One, in 1952 and 1953 it was run to Formula Two.

"You do not even have to call it the World Championship if that means problems with licensing. At the end of 1978 many leading American teams broke away from the USAC to form CART. The USAC still owned the American Championship and ran a series of seven races, including Indianapolis, in 1979.

A.J. Foyt won the USAC series, but Rick Mears, winner of the CART series (which also included Indianapolis, which he won) was the real champion. The USAC threw in the towel.

"No matter what we now know as the F1 World Championship is called, if a series is perceived to have the best teams and drivers, as CART did in 1979, then it automatically becomes the major event. We have the precedent of CART in motor racing, Jack Kramer in tennis, Kerry Packer in cricket, and others.

"In fact, what we need is a new Bernie, not someone who has inherited his role, but someone who is as bold and innovative as Bernie once was and who, like Bernie, is prepared to take on the establishment. We need an outlaw.

"Were I to have such power I would set a limit on engine capacity, say 3-litres normally aspirated with no rev limit, with configuration being down to the teams. There would be a sharp reduction in aerodynamic downforce and the only function allowed on the steering wheel would be a paddle gearchange. Cars would have to start with a button and not a laptop. There would be no driver aids and nor would there be anything to limit a driver, like fuel flow.

"We need a revolution, led by an outlaw, and we need it before it is too late."



Above: 1934 Auto Union Type A, 4.4-litre V16 with 300 bhp. By 1937, the Type C had just over 6 litres and 520 bhp. Below: 1937 Mercedes-Benz W125, 5.6-litre straight eight, 646 bhp. Rob Falconer paintings



# BUGATTI TYPE 57 3.3 LITRES TORPÉDO TT 1935



Jim with Ed Farrar in the Bugatti at the Celebration of the Motor Car, November 2016, probably its last public appearance in WA. This and front cover photo courtesy Cris Farrar.

Most members will have heard that Jim Krajancich had put his Bugatti up for sale at Bonham's auction in Paris on February 8. It sold for € 713,000 (AU\$ 1,118,982) including premium.

The ex-Earl Howe, ex-Pierre Levegh 1935 Bugatti Type 57T was offered at Bonhams Les Grandes Marques du Monde au Grand Palais on 8 February. It was estimated at €780,000-1,300,000/£690,000-1,200,000.

The Bugatti Type 57T model carries an illustrious history — it was specially built for the influential British racing driver Earl Howe, one of the true gentleman drivers of his time. He was a late starter, not making his serious racing debut until the age of 44 when

he took to the wheel of a Bugatti T43, before progressing to his first GP race at Monaco in 1931. He raced extensively in the UK throughout his career, and was elected as President of the BRDC in 1929, a position he held until his death in 1964. This car made its debut at the Ulster TT race in 1935 with Howe at the wheel.

After a short time in the UK, the car moved to Paris where it was bought by the talented young French racing driver, Pierre Bouillin, better known as Pierre Levegh. Made with a Duralumin body, the Bugatti is incredibly light for its size weighing an astonishing 26cwt including the driver, fuel and water.

Levegh's career was infamously and tragically cut short in 1955 at Le Mans. Levegh's Mercedes was thrown into the air and landed amongst the crowd in what remains one of the deadliest accidents in motorsport history.

The Bugatti was Levegh's first sports car and indeed set him on an ambitious path for victory when he made his first appearance with it at the May 1937 Grand Prix des Frontières road race at Chimay in Belgium. Two months later, he competed with the car again at the Marseille 3-hours race.

The life and trajectory of this exceptional Bugatti did not stop there. After Levegh sold the car in 1938, it moved to Australia where it was bought by Duncan Ord. Ord first raced the Bugatti at Pingelly in January 1939.

Ord raced the car before and after World War II, but A.D. Turner, a potential buyer, drove it in one race (pictured). It was later owned by Jeff Phillips and Phil Hind before it was bought by David van Dal. During this period it was rebodied as a monoposto and raced in this form in the 1957 AGP, the last Bugatti to race in the AGP. The wheelbase was also shortened, correcting that being one of the major restoration tasks carried out by Jim Krajancich.

The car has been with Jim since 1958, and he completed a gradual restoration with a staggering level of original detail. Pierre Yves Laugier, a leading expert on Bugatti, regards it as one of the finest Bugattis around.



A.D. Turner starts the Bugatti in the 1948 Air Force Trophy at the Caversham circuit. Ken Devine Collection.



## The Vintage Sports Car Club of WA (Inc)

### Regularity, Sprints and Hillclimbs 2018 Standing Regulations



**CONFEDERATION OF AUSTRALIAN MOTOR SPORT**

MEMBER OF



## THE VINTAGE SPORTS CAR CLUB OF WA Inc 2018 STANDING REGULATIONS

### 1. ADMINISTRATION

**Organiser & Promoter:** The Vintage Sports Car Club of WA Incorporated  
**Address:** PO Box 1127, GWELUP WA 6018  
**Phone:** 0416 025 667  
**E-mail :** [entries@vscw.com.au](mailto:entries@vscw.com.au)  
**Website :** [www.vscw.com.au](http://www.vscw.com.au)

### 2. AUTHORITY

Events organised by the Vintage Sports Car Club of WA Inc. (VSCCWA) shall be conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules (NCR) of Confederation of Australian Motor Sport Ltd. (CAMS), the CAMS WA Historic Motor Race and Historic Drivers championship regulations, the appropriate Regulations applicable to each activity as outlined in the CAMS Manual, these Standing Regulations, the Supplementary Regulations issued by the promoter for each Event, and any Further Regulations that may be issued.

### 3. INSURANCE.

Events will be conducted in accordance with the CAMS Risk Management & Occupational Health and Safety Policies. These policies are available from the CAMS website [www.cams.com.au](http://www.cams.com.au).

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at [www.cams.com.au](http://www.cams.com.au).

Every entrant and driver must sign the Disclaimers and Entrants Statement on the Entry Form before taking part in any competition event. Officials must sign on every day of the event.

### 4. CHAMPIONSHIPS

Competition Events are run as part of the VSCCWA Regularity and Hillclimb Club Championships. Events may also be run as part of the "WA Historic Regularity Drivers Championship" as defined in the 2018 CAMS Western Australian Historic Regularity Drivers Championship Standing Regulations available at [www.cams.com.au](http://www.cams.com.au). The Supplementary Regulations will detail the Championship classification for each event.

For a vehicle to score points in a Club Championship it is required to have a CAMS, VSCCWA or CAMS affiliated club logbook.

### 5. LICENCE REQUIREMENTS

Each driver must hold the minimum of a current Licence as specified in these Regulations.

- Competitors in Regularity Trials must hold the minimum of a CAMS Level 2S Licence.
- Competitors in Race Events must hold the minimum of a CAMS Provisional Clubman Circuit Licence PCC.

Drivers must also adhere to any special conditions applicable to each Category as defined in these Regulations or as noted in any Supplementary or Further Regulations as they are issued.

## **6. PASSENGERS and SUBSTITUTE DRIVER**

Passenger ride activities will be carried out in accordance with CAMS Motor Sport Passenger Ride Activity Policy, available at [www.cams.com.au](http://www.cams.com.au). Passenger ride activities will only be carried out as specifically detailed in the approved CAMS event permit.

The Stewards shall be empowered to approve the nomination of a substitute driver for any car entered in any event at the request of the entrant of the vehicle provided that the nominated substitute driver is the holder of the appropriate CAMS licence and a financial member of the VSCCWA or other invited club and has signed all necessary disclaimers.

## **7. ENTRY REQUIREMENTS**

The VSCCWA will distribute Event entry forms and Supplementary Regulations approximately 4 weeks prior to each Event, pending the receipt of CAMS approved Event Permit and Supplementary Regulations. Event applications will close on the date advised in the Supplementary Regulations.

All drivers must be financial members of the VSCCWA, a CAMS affiliated club or have taken out temporary membership of the VSCCWA.

If any entrant or driver is under 18 years of age the consent of his/her parent or guardian must appear on the Entry Form.

Event entry forms will also be available from the VSCCWA website.

## **8. SCRUTINY**

The schedule & venue for vehicle scrutiny will be advised in the Supplementary Regulations for each Event.

All vehicles entered for VSCCWA Events including Regularity, Sprints and Hillclimbs are subject to scrutiny. Any vehicle entered with a CAMS logbook and which complies with Audit requirements of the Targeted Scrutiny Regulations will only be required to present for an abbreviated scrutiny of driver apparel, paper work, and a brief safety check (including fire extinguisher) at the nominated scrutineering venue or at the venue on the day of the event.

All other vehicles, including any vehicle not complying with the Audit requirements of the Targeted Scrutiny Regulations, must be presented for detailed scrutiny at a time and place specified in the Supplementary Regulations for that Event.

## 9. LOGBOOKS

The requirements for log-books are defined in Schedule L of the CAMS Manual - General Requirements and vehicle owners must comply with those regulations. All CAMS logbooks must be presented at time of vehicle scrutiny and/or Events. VSCCWA log-books are issued for VSCCWA purposes only, and also must be produced at scrutiny and/or at Events.

Vehicles without a log book may compete in VSCCWA Historic Regularity events, however the VSCCWA strongly recommends that all vehicles entered into competition events have the minimum of a VSCCWA logbook. The VSCCWA Logbook Application Form is based on the CAMS Certificate of Description form. Forms are available by contacting the Entries Registrar or from the VSCCWA Website. [www.vscywa.com.au](http://www.vscywa.com.au).

An applicant must contact the appropriate eligibility officer and arrange for a vehicle inspection prior to sending the completed logbook forms to the VSCCWA registrar. Responsibility for a compliant logbook lies solely with the applicant.

## 10. COMPETITION APPAREL

Each driver must wear apparel in compliance with Schedule D of the CAMS Manual – General Requirements.

**Helmet:** The use of a full-face helmet complying with AS 1698 or BS 6658-85 Type A, A/FR is highly recommended for open vehicles.

**Frontal Head Restraint:** Not mandatory, however a FHR device complying with FIA 8858-2010 or 8858-2002 is highly recommended. If the competitors helmet is fitted with FHR posts, complying to FIA 8858 2004 or FIA 8858-2010, then it is strongly recommended that a FHR device is used in conjunction with a compliant harness for all Historic Regularity events.

**Gloves:** In addition to apparel compliant with Schedule D, the VSCCWA requires that all drivers must wear suitable gloves.

## 11. ELIGIBLE VEHICLES

All competing vehicles must comply with the provisions of the eligibility requirements as defined in CAMS Manual of Motor Sport - Speed - Regularity Trial – Standing Regulations, these Regulations and the Supplementary Regulations applicable to each Event.

Each vehicle entered shall comply with Schedule A and B of the CAMS Manual – General Requirements.

Historic Vehicles may include any vehicle of a type suitable for inclusion in the 5<sup>th</sup> Category. Where a vehicle is the subject of a Historic log book, it shall comply with that log book. A replica 5<sup>th</sup> Category vehicle may be accepted provided it is clearly listed and identified as such on the entry form. The inclusion of other vehicles "representative of the period" will be subject to CAMS and/or VSCCWA competition committee approval.



## **12. RUNNING OF REGULARITY, SPRINT and HILLCLIMB COMPETITION EVENTS**

The detailed running of Competition Events will be outlined in the Supplementary Regulations for each Event.

The Events will be generally run in conformance with the CAMS Regularity Trial – Standing Regulations available at [www.cams.com.au](http://www.cams.com.au).

## **13. POSTPONEMENT, ABANDONMENT OR VARIATION OF AN EVENT**

The Event Organisers reserve the right to postpone, abandon or vary the length of time for parts of an Event in consultation with the Stewards of the Event. Any such variations shall be in accordance with the provisions of NCR 59.

## **14. DRIVING CODE OF CONDUCT**

Each driver must familiarise themselves with the relevant section of the CAMS Code of Driving Conduct of the Race Meeting Standing Regulations, available at [www.cams.com.au](http://www.cams.com.au).

A Regularity Trial is NOT A RACE against another car, but is a test of driving skill to lap at a consistent pre-nominated time. Competitors driving in manner not consistent with the principles of regularity may be black-flagged and may face penalties, as determined by the Clerk of Course. Failure to follow the direction of any Official will render a competitor liable to exclusion from the Event and future Events.

## **15. PENALTIES**

Any entrant or competitor in breach of the National Competition Rules of CAMS or the VSCCWA Standing Regulations or Supplementary Regulations for that event may be charged by the Clerk of Course of the Meeting and regardless of any penalty that may be imposed by the Stewards of the meeting, be penalised by being excluded from the Event and subsequent Events.

## **16. PROTESTS**

Any protest must be lodged in accordance with the Provisions of Part XII of the NCR's.

## **17. HILLCLIMB / SPRINT CLUB CHAMPIONSHIP**

The VSCCWA Club Championship will be held over 4 rounds as detailed in the attached Appendix 1.

Club Championship Points will be allocated on an event by event basis. These will be awarded on class & capacity on the basis of 10 points for 1<sup>st</sup>, 9 points for 2<sup>nd</sup>, 8 for 3<sup>rd</sup> etc. All vehicles will require a current CAMS or VSCCWA logbook to be eligible for Championship points. One additional point will be allocated for the fastest time of the day.

A competitor is only eligible for a Club Championship Trophy where a competitor has competed in 3 or more Club Championship events in the same vehicle. Points may be substituted for one event at the discretion of the Competition Secretary.

**The Peter Briggs Club Hill-climb Champion Trophy** will be presented to the person who scores the highest aggregate points.

The Pre-1960 Hillclimb Champion Trophy will be presented to the Driver competing in a pre-1960 vehicle that scores the highest aggregate points.

**Hillclimb Championship Classes:**

Modern:		Historic:	
Racing, Sports and Sedans:		Group N	
	Under 2,000cc		Under 1500cc
	Under 3000cc		Under 2000cc
	Over 3000cc		Under 3000cc
Four Wheel Drive			Over 3000cc
	One Class	Group S	
			Under 1500cc
			Under 2000cc
			Under 3000cc
			Over 3000cc
		JKL	
			J one class
			K one class
			L one class
		FMOPQRTUV	
			One class

Trophies will be awarded for each category provided that at least three competitors per class are eligible.

**18. REGULARITY DRIVERS CLUB CHAMPIONSHIP**

The VSCCWA club championship will be held over 4 rounds as detailed in the attached Appendix 1.

Each event will be scored, 10 points for first, 9 for second, 8 for third etc regardless of the classes of vehicles competing in each event. The club championship points will only be scored by VSCC member (or temporary member) vehicles. The first VSCC member vehicle in the finishing points order will receive 10 points, the second 9 points and so on. All vehicles will require a current logbook to be eligible for Championship points.

If two drivers are entered per vehicle for any one meeting NO championship points will be awarded to that vehicle.

Results calculated on total number of points scored in all events entered at each meeting with a minimum of three meetings to qualify for the Championship.

Trophies will be awarded for each log book category (A, C, F, J, K, L, M, N, O, P, Q, R, S, T, U, V) with no capacity breaks provided at least three drivers are eligible in that category. Suitable categories may be amalgamated (eg JKL) at the discretion of the Competition Secretary, where there have been insufficient entries in any one category.

The overall Club Regularity Champion will have accrued the highest aggregate score from all eligible competitions.

For each Event, trophies, medallions or certificates may be awarded to eligible competitors as decided by the Competition Committee, and cumulative points will be tabulated for the various Club Championships and awards.

## APPENDIX 1

### CHAMPIONSHIP EVENT TITLES, DATES & VENUES

The scheduled events for 2018 are:

#### HILLCLIMBS & SPRINTS

- Saturday 7<sup>th</sup> April – Lindsay Monk Hill Climb.
- Saturday 2<sup>nd</sup> June - Mount Clarence, Albany Hill Climb.
- Saturday 29<sup>th</sup> September - Collie 500, Collie Hillclimb
- Saturday 13<sup>th</sup> October - Goomalling Sprint

#### REGULARITIES

- Sunday 8<sup>th</sup> April - Northam Flying 50 "Round-The-Houses" Historic Regularity Trial.
- Sunday 3<sup>rd</sup> June - Albany Classic "Round-The-Houses" Historic Regularity Trial.
- Sat/Sun 29<sup>th</sup> / 30<sup>th</sup> September - Collie Coalfields 500, Regularity Trial.
- Sunday 2<sup>nd</sup> December – Barbagallo Vintage Stampede, Regularity Trial.

NOTE: These dates are subject to change, updates will be advised via the VSCCWA web site [www.vscywa.com.au](http://www.vscywa.com.au)

#### CIRCUIT DETAILS

Albany, Temporary Circuit:  
Length: 1.5 kilometres

Direction: Anticlockwise

Barbagallo Raceway Wanneroo, Permanent Circuit:

Length: Long Circuit 2.4150 kilometres  
Length: Short Circuit 1.7601 kilometres

Direction: clockwise.  
Direction: clockwise.

Collie Motorplex, Permanent Circuit:  
Length: 1.65 kilometres

Direction: Anti Clockwise.

Collie Motorplex Hillclimb  
Length: TBA

Goomalling Flyer Sprint;  
Length: 800 metres

Mount Clarence, Albany, Hill Climb:  
Length: 850 metres

Mount Ommaoney, Northam, Hill Climb:  
Length: 780 metres

Northam, Temporary Circuit:  
Length: 1.36 kilometres

Direction: Anticlockwise

Northam Motorkhana  
Length: N/A

Targa West Sprint  
Length: 2.62 kilometres



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# 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.*

## Shared Problems?

Bob,

Like many members, the WASCC enjoys my support.

No doubt their committee is having similar issues.

Several years ago they proposed to the WA Government the creation of a sporting park, encompassing the current race track with infrastructure facilities funded by Sports and Recreation to compliment motor racing with drifting, motocross, cycling and some water based sports.

Maybe the VSCC committee should consider discussions with the WASCC about pooling resources to resolve their separate relevance.

My view of the next 20 years of digital interruption for the operators of motor sport events, is an exciting one.

Be it provided by electricity or fossil fuel, speed will only be achieved in a controlled environment, such as a race track.

Eventually every other mechanical moving thing will be controlled by computers, regulated and moving at about the same speed.

Speed and the experience of speed will always be pursued by some members of the current and future generations.

Your enthusiasm is much appreciated.

Regards,

David Ward

# VSCC NEWS

## Timekeeper Credentials

VSCC Competition Secretary Paul Bartlett is concerned about the lack of qualified officials available to the club. He has asked: Are there any officials within the Club that would be interested in getting their Timekeeper credentials? If you have your General officials license then an upgrade to Bronze Timekeeper would allow you to work right up to National level. This credential would be useful for the club at any of the events we run throughout the year.

<https://www.cams.com.au/media/news/latest-news/official-requirements-changes>

<https://www.cams.com.au/get-involved/officials/training/training-modules#timekeeper>

## Point 2 Point Shoot Out

Cameron Edwards, Race Events Manager for the WASCC has told us: “We are starting a new type of event in 2018, called the Point 2 Point Shoot Out.”

It is an ideal way to enjoy motor sport without necessarily purchasing a purpose-built race car. WASCC conducts these events and we encourage non-racing members and officials to attend and have an enjoyable day. There is catering on site, a kids' playground and free entry for spectators. You can view details on the WASCC website [wascc.com.au](http://wascc.com.au).



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# JK&L SQUARE RIGGERS UPDATE

## New Year, New Venue



Jim Runciman talking about the Riley TT Sprite. Is Simon itching to have one?



Jack talks about the White Mouse as Hugh Fryer takes it all in

**I**t was a new year and a new venue for the JKL Group pre-season get together.

Jack Del Borrello kindly provided his VIP Car Storage facility in Belmont for the meeting and 30 members came to enjoy the camaraderie.

Jim Runciman bought along his 1935 Riley TT Sprite. The car, now superbly restored to original specification, has genuine race history including a fourth place at the Le Mans 24 Hour Race and several Ulster Tourist Trophy races. Jim told us the story of the car and how he bought it back from the brink with a 15 year restoration.

Jack Del Borrello had the White Mouse on display and gave a talk about how he came to purchase the car from Simon McGrath and the restoration which had been done with the advice of Jack Nelson who built the car in 1939. The car is a regular competitor on around-the-houses events.

He also talked about his other car, the Weekes Special, which is four years into a restoration. The car was built

by the Weekes brothers in Sydney in the 1930s and stayed in the family until Jack bought the car a few years ago. With continuous provenance since new and Jack being the first non-Weekes owner, this is a very historic car. It is a Ford V8 Special with substantial history in hill climbs and the Australian Grand Prix at

Stuart Elvidge compares the Riley's instruments to his Ford V8



Simon Fry in front of Jack's Honda.





British and American iron

Bathurst.

It came with a handmade supercharger put on the car by Bill Baggart who worked for the Chamberlain brothers. It will be wonderful to see this car when it returns to road and perhaps track.

Our convenor Hugh Fryer gave an update on the field for Northam with 22 cars currently on the list and a target of the magical 25 entries so we have our own unique fields. This will be a great achievement when we pull it off.

Now for Northam.

*Heza Henry*

## 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 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**

**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

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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

### 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.

Also, **Race Car Trailer**, Brian James (UK) For Sale, like new, high quality build, Ferrari and trailer sold separately or as package, might consider an interesting vintage or classic car as part exchange.



**For more info please contact Bob Walton 93977626**



## 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

### 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**

# 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:**

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