



September 2018

Issue No. 329

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

VINTAGE METAL

www.vscwa.com.au

THE KALGOORLIE “CAVERSHAM”



Peter Stinson's Caversham Car
parked near Kalgoorlie Golf Club

PLUS: Hawker V8 Special
Dad's Army Christmas in July
Book Review: Aintree Down Under
Club Officers Nomination Form

Next General Meeting: Monday 3rd September 2018

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FROM THE PRESIDENT

Hi Folks.

It's always a great pleasure to report successes and this month the VSCC has had a few wins.

This time last year it looked as though our membership was declining but at the August General Meeting Sheryl Swarbrick reported that about two hundred and eighty members had renewed for 2018/19 with a large number still to do so. We are confident that the final number of financial members for the coming year should be around four hundred which is a great result and shows our numbers are increasing. I think the new online membership renewal system certainly contributed to payments coming in earlier but I also like to think the success of our competition program, the friendly atmosphere and our active social program provide what motoring enthusiasts are looking for. It's a nice feeling we have reversed a downward trend.

Our revamped guest speaker program finally got underway at the August General Meeting. Martin Falconer, supported by Peter Harold, revealed the secrets of Datsun Z restoration and preparation for competition. Three cars, which had been built by Martin, were on show to a large and appreciative audience. We thank Martin and Peter for making the effort to trailer their cars to the meeting (Peter came up from Bunbury).

September's guest speaker will unravel the mysteries of tyre design and performance (See page 6). We will also try to include the Jaguar SS100 replica that had to cancel attending July's meeting due to inclement weather.

For the last two years nine of our members have been racing Formula Juniors at historic meetings all over the world. They will be our guest speakers for the October General Meeting. If the preview of their adventures, given by Neil McCrudden on Monday night, is any indication, their talk will be very entertaining and not to be missed.

The club social events reached a new high on the 28th of July at a "Christmas in July" luncheon combined with a visit to the Whiteman Park Motor Museum. Twenty eight members enjoyed each other's company and a great feed. The visit to the museum capped off a memorable day. Our thanks to Ron Fabry and the Dad's Army team for making it happen.

The VSCC has developed a reputation as a club that can organise and run historic motor sport events very successfully, but there is more to the VSCC than this.

We have a very strong social program run by the Dad's Army Group. They meet at Caversham three times a month for workshop activities, working bees and social visits. Morning tea is always provided and on special occasions lunches are also included. The group is involved in car restoration, setting-up a museum and participating in inter-club visits with like-minded groups. More importantly Dad's Army provides members with an opportunity to mix in a relaxed atmosphere, talk with like-minded enthusiasts, establish friendships and, for most, it provides meaningful social contact.

Reluctantly I had to postpone stage two of the Planning Workshop on the 12th of August due to a lack of participants. The purpose of these workshops is to canvas opinion from a wide section of the membership on some of the major issues facing the Club and to develop a long-term plan for the future. We will try for a date in October after the Coalfields 500.

Mike Upton, a long-term VSCC member who has served on the Management Committee for a number of years, has resigned his membership from the Club to concentrate on overcoming health issues. He was responsible for the introduction of the new Constitution and used his

Continued on Page 7



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

Minutes of General Meeting

Held at the clubrooms, Caversham, 6 August 2018

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

2. **Apologies:** Alan Guelfi, Max Gamble, Bert van Zuylen.

3. **New Members and Guests:** Ray Robertson

4. **Adoption of minutes of July meeting**

Moved: Paul Wilkins

Seconded: Phil Bolden

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 to members from Sheryl or Graeme:

Acceptance of the Treasurer's Report:

Moved: Sheryl Swarbrick

Seconded: John Illig

Carried

Sheryl also reported that membership renewals had been sent out by email and, to date, of 390 members, 175 had not yet renewed. New membership cards will be available shortly for those who have renewed.

7. **Secretary's report:**

Correspondence In:

- a. Regional Achievement Community Awards – nominations (MC)
- b. CMC – new login details for website (DM)
- c. Motorsports Latest – promo
- d. Nic Lanyon – Celebration of Motorsport (MC)
- e. Bay to Birdwood Run – route announcement (BC)
- f. Ross Oxwell – corporate risk register (RO, DM, GR)
- g. CMC – Beverley Show 18 August (BC)
- h. Geoff Finlay – WASCC running of regularity events (PB)
- i. Ben Pretty, CAMS – performance of CAMS officials (PB)
- j. CMC – June bulletin (GW, BC, RO)
- k. CMC – GST on imported goods (BC)
- l. CMC – AHMF 2020 National Motoring Festival website (BC)
- m. Ross Oxwell – recognition of Lake Perkolilli and GS500 events (RO)
- n. Paul Fulwood – GM Owners Day 18 November (BC)
- o. VCCQ – newsletter (BC, MJ)
- p. VWCC – newsletter (BC, MJ)
- q. Jason Baird – use of Caversham site for bee hives (DM)
- r. Rotary Club of Devonport North – Devonport Motor Show 2019
- s. Motor Museum WA – newsletter (BC, MJ)
- t. Rare Spares – loyalty statement
- u. Tourism WA – Regional Events sponsorship agreements for NMSF and AC – (RO, DM)
- v. New Spring Church – Big Boys Toys registration form

- w. Bendigo Bank – term deposit statement (SS, GR)
- x. Shannons – insurance renewal for Caversham car (SS, GR)
- y. Gallagher – renewal for commercial insurance package (SS, GR)
- z. VSCCA – newsletter (MJ)
- aa. Officeworks – invoice (SS, GR)
- bb. All Ford Day – cruise on 28 October (BC)
- cc. Mike Upton – resignation from club and committee (RO)

Correspondence Out:

- a. Tourism WA – signing of NMSF & AC agreements (DM)
- b. Ross Oxwell – corporate risk register (DM)
- c. Ben Pretty, CAMS – performance of CAMS officials (PB)
- d. Mike Upton – acceptance of resignation (RO)
- e. Jason Baird – use of Caversham site for bee hives (DM)

Acceptance of the Secretary’s Report:

Moved: David Moir **Seconded:** Michael Grogan **Carried**

8. President’s Report: Rob Ozanne reported that:

- Members need to be aware of scams emails.
- Clubhouse – Brian Ayers to report later in the meeting.
- Committee nominations
 - i. Nomination forms to go out in the September issue of Vintage Metal
 - ii. All committee positions are open for nomination, but nominations are particularly required for the position of President – if anyone is interested or knows of a potential candidate they should speak to Rob.
- Planning workshop has been deferred to later in the year.

9. State of Play Reports:

- a) **Competition:** Paul Bartlett reported that:
 - The date for the Vintage Stampede may change due to the WASCC; if the date does change members will be advised.
 - A hill-climb at Jacks Hill is planned for the day before the Vintage Stampede.
 - Collie Coalfields 500
 - i. awaiting confirmation that the new long track will be available.
 - ii. Scrutiny will be at Midland TAFE on 15 September.
 - Complaints re officials at Northam and Albany events – Paul is to meet this week with Ben Pretty from CAMS.
- b) **Workshop:** Graeme Whitehead reported that:
 - The Dad’s Army Christmas-in-July on 24 July was very successful.
- c) **Library:** Mark Jones reported that Ian Fry had donated some books. There was also a suggestion that we record further oral histories with older members.
- d) **Social:** Michael Broughton reported that he is obtaining quotes for a 3m x 3m marquee and new banners to promote the club at events.

- e) **Regalia:** Ivan Okey reported that he is stocking on regalia for the Collie event.
- f) **Caversham:** Brian Eyre reported that:
 - The club has made a submission to the state government on the lease of the clubrooms and D Circuit and is awaiting advice on the details of the proposed lease.
 - He is considering designs for the clubrooms and a workshop with a floor area of 24m x 18m and using tilt-up panels.
 - Rob Ozanne, Ron Fabry and Ross Oxwell met recently with the Department of Planning, Lands and Heritage.

10. General Business:

- Tony Brett and Doug Vanzetti have offered to do supper for the September meeting.
- Neil McCrudden spoke about the nine VSCC members who have competed in Formula Junior events in Australia, New Zealand, USA, UK and Europe in the last two years; Martin Bullock came 2nd in the Formula Junior World Series.
- Phil Bolden cautioned members planning to enter Regularity Events at WASCC race meetings as they may not be able to meet the 130% rule in an older vehicle as classes had been amalgamated.

11. Guest speakers: Peter Harrold, Martin Falconer and Rob Ozanne spoke about the Datsun 240Z, 260Z and Nissan 280Z on display.

12. Next Meeting: Monday 3 September.

13. Meeting Closed: 9:42 pm.



Guest Speaker September Meeting



Tyrepower Osborne Park

Guest speaker for the September meeting will be Richard Wilson, who owns three Tyrepower stores and a tyre wholesaler. He is the WA agent for Michelin classic and competition tyres.

Richard has been in the tyre business for more than 35 years, so must have a vast store of anecdotes about the tyre business and some of its odder customers. He is also an enthusiast for classic Mercedes-Benz coupes and owns two SL models.

Weather permitting, we hope to see Howard Pietersie and Kate Burton with their replica SS Jaguar 100 that we had hoped to see at the July meeting

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE OCTOBER 2018 ISSUE IS SEPTEMBER 11, 2018.

VSCC OF WA CALENDAR 2018

September

3	General Meeting	
8	Workshop Saturday	
11	Management Committee	
17	Competition Group	
18	Dad's Army Working Bee	
25	Dad's Army	
29-30	Coalfields 500, Collie Motorplex	Club Regularity Championship Rd 3 State Historic Race Championship

October

1	General Meeting	
6	Workshop Saturday	
9	Management Committee	
15	Competition Group	
20-21	All Historics, Barbagallo Raceway	
23	Dad's Army Working Bee	
30	Dad's Army	

November

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

December

2	Vintage Stampede, Barbagallo Raceway	Club Regularity Championship Rd 4
3	General Meeting and Annual Dinner	
8	Workshop Saturday	
11	Management Committee	
17	Competition Group	
18	Dad's Army	

Continued from Page 3

extensive business experience to guide the Management Committee's decision-making. Mike will be missed. We wish him a speedy recovery and hope he continues to visit us from time to time.

Brian Eyre and the Caversham Working Group are working on preliminary plans for the new Club House. A progress report will become a regular inclusion in V.M.

I look forward to catching up with you at the September Meeting.

Drive safely.

Rob Ozanne

EDITOR'S RAMBLINGS



Don't Ignore the Signs!

About the time I was starting to look seriously at completing the August magazine I found myself unusually short of breath one morning. My wife put her foot down with a firm hand and ordered me to the doctor, making an appointment for me for that afternoon.

It turned out that my heart had decided to perform a rather energetic Highland Fling, an atrial fibrillation the doc called it, and it was beating at something over 110 beats per minute. An immediate ECG and the rest of the week spent taking pills to calm things down, getting my chest x-rayed and an echocardiogram done led to a

cardiologist's office, an angiogram then an angioplasty! I now have two stents in arteries that were severely restricted. It was a busy two weeks!

It seems that, thanks to my wife's insistence, we caught everything nice and early, so all should be well in the long term. However, it was a definite wake-up call. It doesn't pay to mess about if you have something odd happen like an unexplained shortage of breath or anything else out of the ordinary. Get it checked by your GP or if it is really bad, call Triple-Zero!

I was banned from driving for quite a few days during this period. My wife took me to and from the hospital, of course. My brother and my brother-in-law both leapt into the breach to transport me to doctor's appointments. The estimable Mr Fabry not only picked up the "overs" of the newsletter from Quickmail but transported me to and from the Christmas in July function. My thanks go to all of those who helped.

Acknowledgements for August Issue

I failed to acknowledge some of the help I received to help me produce the August issue of *Vintage Metal*. Let's start with Peter van der Struyf who provided information and inspiration for the Chamberlain Special story in the August issue. Peter served his apprenticeship with Chamberlain's at Welshpool, but the tractors he helped to build were never as exotic as the Chamberlain Special.

Rob Ozanne and Michael Broughton provided the information about the guest speakers for August and I'm told their presentation was a great success. Ron Fabry helped with his description of events at the Dad's Army Workshop Saturday on July 7. He also took the photographs of Hugh Fryer's Austin Seven.

Planning Workshop Postponed

Most of you will have received an email to let you know that the planning workshop did not go off as planned. It has postponed to a date, still to be announced, but probably in October. It will probably be announced in the October issue of *Vintage Metal*.

Nominations for Committee Members and Club Officers

The VSCC is calling for nominations for the positions of President, Vice President, Treasurer, Secretary, Competition Secretary and Committee Member.

Nominations must be in writing and in the hands of the Secretary by 5:00 pm on 8 October 2018. A nomination form can be found on pages 16 and 17 of this magazine.

The election of officers will be held at the VSCC of WA Annual General Meeting at Caversham on Monday 5 November 2018 from 8:00 pm.

There is a particular need for nominations for the position of President, as Rob Ozanne will

be standing down at the end of this club year.

Coalfields 500 Entries

Entries for the Coalfields 500 close on September 7. Note that the hillclimb has been cancelled. Entry forms are available from Paul Bartlett, 0419 907 378 or email pkbart@bigpond.com. The event is to be held on the weekend of the 29th and 30th of September.

Collie Accommodation

The Collie Hills Accommodation Village has approached the club with information about their upgraded facilities.

It looks as though Collie Hills could be a good accommodation option for families or groups of friends attending the Coalfields 500 at Collie. It is certainly worth looking into. Details are in the advertisement on the right.

Acknowledgements for This Issue

I've had a lot of help with this issue, quite apart from being chauffeured to and from the Christmas in July function.

Graeme Cocks helped with the Chamberlain V8 story and by making sure that Heza Henry got his column in on time. My friend and *Oily Rag* editor Patrick Quinn supplied the review of *Aintree Down Under*, a history of the Warwick Farm racing circuit that hosted many of the top races of the Tasman Series era. Kerry Torpy, former Kalgoorlie resident and friend of Caversham Car owner the late Peter Stinson tells us the story of that remarkable Holden powered version of the Pinner Plastics body shell. As an aside, if any of you remembers the Indianapolis Roadster lookalike speedcar that raced at Claremont Speedway, that was the car that was reputed to have received the hot Holden engine out of the Stinson Caversham Car.

I mustn't forget irregular contributor Bill Buys, who provided the story of the huge Bentley Centenary Opus to be published next year to celebrate 100 years of Bentley motor cars. Bill often comes up with oddball, but always interesting, stories.

Always reliable President Rob Ozanne and Secretary David Moir get *From the President* and the minutes to me in good time, which makes it much easier to get the magazine to the printer and thence to the mailing house and to your mail boxes on schedule.

A very sincere thank you to all who helped and I hope you all enjoy the fruits of our efforts.

Bob Campbell

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DAD'S ARMY NEWS

The big news item for this issue must be the annual Christmas in July function, which was a great success. Replacing the Dad's Army Tuesday on July 28, no-one missed the usual



Alan Shephard, Syd Sunter-Smith, Ron Fabry and Max Gamble seem to have lost their guide.

working bee atmosphere but settled in to enjoy morning tea, a guided tour of the WA Motor Museum and a slap-up lunch.

The Dad's Army regulars and their guests gathered at the clubrooms for tea or coffee at 8.30 am before forming a convoy to the Motor Museum at around 9.45. We were welcomed to the museum by Manager Doug



Ross Oxwell, Kevin Dorn and Denny Cunnold are fascinated by two Vanguards.

McCaffery. We split into groups to be shown around the museum by volunteers. The volunteers do a great job of keeping the museum in good order and maintaining the exhibits. We were reminded that only the manager is a paid position, all the other work is done by unpaid volunteers, who must be congratulated on doing a superb job.

Normal Dad's Army Stuff

On the other Dad's Army Tuesday, the troops got stuck into clearing fallen trees and bits of trees from the grounds. Once the various bits of wood were cleared away, the mower went into action. In case you've ever wondered why the grounds never look overgrown, it's all down to the efforts of the stalwarts of Dad's Army.

Bruce Jones, Kevin Dorn, Terry Le May, Paul Wilkins, Peter van der Struyf and an unidentified guest gather around the prototype Holden station wagon

We also keep the clubrooms tidy and make

Wally Phoebe and Ross Oxwell ponder over an immaculate Torana XU-1





No Hugh, you can't have it. An Austin Seven Chummy from the Yilgarn.

sure that the chairs and tables are set up for the club's monthly general meetings.

Of course, the most important part of every Dad's Army gathering is when we sit down to morning tea and solve the problems of the world – and the club. It's a fun time for all concerned, so if you have some spare time that coincides with the dates at the bottom of the this page, why don't you come along and add your store of knowledge to the pool? Gates open at 8 am for a 9 am start.

One of the Shephard Jaguars on loan to the museum. Note the red wheels. The standard fitting for E-types from the factory was painted wire wheels, although this one has stronger competition wheels on the rear.



Phil Bolden points out an interesting fact about the Howden Ganley open-wheeler to Rob Ozanne while others of the Dad's Army group examine photographs behind.



We had to drag Ross Oxwell away from this Riley Nine engine so we could get a clear photograph of it

DAD'S ARMY DATES – 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
SEPTEMBER	8	18	25
OCTOBER	6	23	30
NOVEMBER	3	20	27
DECEMBER	8		18



Ross Oxwell, Mark Jones, Ivan Michelsen, Paul Wilkins and Syd Sunter-Smith examine Danny Ricciardo's Red Bull F1 car while Max Gamble and Phil Bolden confer in the background



Dodge truck with Austin A30 on the back. This pair would look great rolling up to a VSCC event.



Would CAMS accept this Ford Model TT ambulance? Note that Ford beat Audi to the TT model by several decades.



The maintenance schedule board in the Motor Museum workshop. Jobs are listed through to June 2019, the Dodge Truck in the photo above.



Are these Dad's Army members planning the workshop for the new clubrooms – or are they just envious of the museum's great facilities?



Wally Phoebe examines the museum's extensive reference library.



HAWKER V8 SPECIAL BY GRAEME COCKS

This unique vehicle is believed to be the first mid-engined car produced in Australia.

It is the Hawker V8, a strictly individual machine which is the one-off result of many years of work by Jim Hawker, foundry superintendent at Russell Manufacturing and it has a longer and more complicated history than most of its kind.

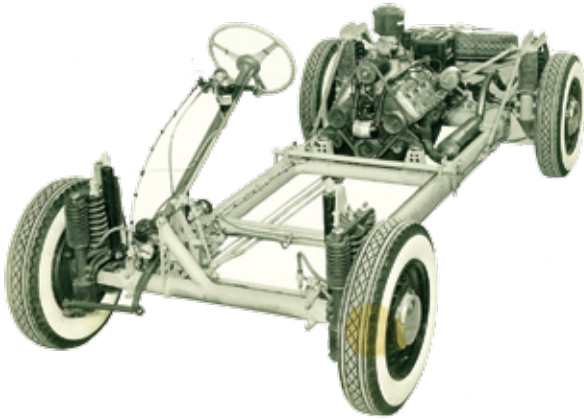
It is one of the least conventional of cars, having its engine located almost exactly amidships. This unit was originally a Ford sidevalve V8, with the clutch and gearbox running towards the rear, the opposite layout to the usual rear-engined arrangement, but giving almost exactly equal weight distribution on both front and rear wheels. This is one factor in giving it exceptional road holding and cornering qualities.

Another is its suspension, which differs from other all-independent systems in preserving always the same constant camber, on both front and rear wheels, regardless of spring movement. All four wheels move vertically on tubular slides, two per wheel, against coil springs and hydraulic shock absorbers, and no changes in geometry occur from full bump to full bounce of the suspension. It's basically the same geometry as the sliding pillar suspension on the front of most Morgans and older Lancias, but more heavy duty and as we shall see, less effective.

The chassis is based on large tubular side-members, giving great rigidity and the body is two-passenger, with the boot space arranged behind the engine and above the transmission-differential assembly. Access to the engine is through removable side panels.

Jim started work on the car in 1938, in conjunction with Bob Chamberlain, then a noted racing driver and designer with original ideas, who later manufactured tractors in Western Australia.

Originally it was intended to place the engine across the frame, but when Jim took over the



project after it had been interrupted by the Second World War he changed to the present layout, changing the body design from a racing to a sports car.

Construction took years, for the car was built entirely - including panel-beating and body - by Jim and his brother Alan, who owned a country garage with well equipped workshop and body repair department in Leongatha, Victoria.

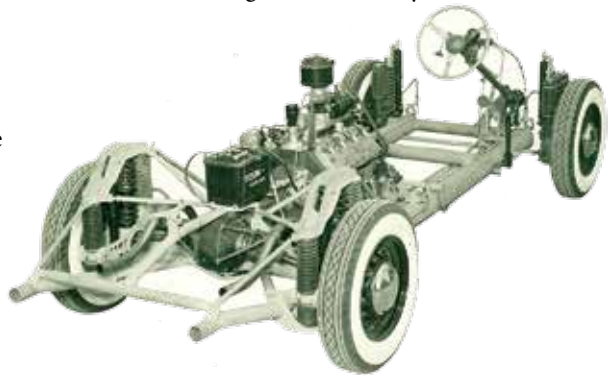
Altogether it is estimated that the Hawker cost about £3,000 (\$6,000) and 2,000 hours of work to build. Only the engine and transmission were "bought-in".

Work was not completed on the vehicle until 1962 when it was featured in the Melbourne "Age" and the Repco house magazine, "Repco Record".

Weight of the car is about 27 cwt, because one-off car building rules out many of the weight-saving techniques with pressings used in commercial production.

Its weight distribution enables the powerful torque of the V8 engine to be fully used in acceleration without wheelspin, so very fast acceleration is possible.

For the same reason - plenty of rear wheel loading - full-power brake cylinders and full-size drums can be used at the rear, giving exceptional stopping power.



The car was timed with the original Ford V8 engine fitted, at a genuine 100 mph (just over 160 km/h).

Early in the 1960's the car was fitted with a Studebaker Avanti V8 motor for even more power.

The car was featured in Clymers book, "Hot Rods and Specials of the World" published in 1950.

It was purchased in February 1985 from Terry Healy, of First Auto Wholesalers in Melbourne, for display at the York Motor Museum.

Mr Healy had in turn purchased it from Bill McManus of MRC Motors, 421 Malvern Road, South Yarra, Victoria who was acting on behalf of Alan and Jim Hawker.

Freelance journalist Geoffrey Bewley wrote an extensive article on the vehicle in "Wheels" magazine, December 1986.

Harry Hawker detailed more of the history of the "Hawker" in a letter to the Museum

following his visit in October 1991. He related it as follows:-

The chassis was designed and built by my cousin Alan Hawker Chamberlain (known as Bob Chamberlain). The car was built in 1938 and, at that time, there were suggestions for a “race” around Australia and a very rugged vehicle would be required for the job. You didn’t just go and select a suitable 4x4 or similar vehicle in 1938.

The chassis consists of a very rigid tubular frame (5” x 3” oval tubes etc.) and the suspension comprised twin vertical tube slides at each corner with coil springs between the slides. The car was equipped with special Lockheed drum brakes and specially made 6 stud wheels. The engine was a 3 1/16 inches bore Ford V8. (The 3 3/16 inches bore Mercury had not appeared then). The engine, gearbox and diff housing were mounted as a single unit with the appropriate drive shafts to the rear wheels.

The war intervened and the chassis lay in a corner of the works until 1947. I had recently been discharged from the RAAF and rejoined the companies of Rolloy and The Australian Ball Bearing Co. I built the existing body by hand at weekends. The rear panels were fabricated in small sections, welded together and hand beaten to shape. A tubular and metal section framework supported the panels. I have never had any training in sheet metal work but make no apologies for my handwork. I completed the bodywork which then had single head lamps in each front guard and a tubular radiator grill like a broad XK120 Jaguar with side vents similar to Mercedes-Benz.

At this time my brother, Alan Hawker owned and operated a garage in Gippsland, Victoria and had agencies for Peugeot and Studebaker cars. He had a need for a strong vehicle to tow a dual-axle trailer to transport new vehicles from Melbourne. He took over the car and finished the construction – paintwork, trim, hood, etc., and registered the vehicle. It became apparent that the vehicle’s slide suspension was quite useless. On rough roads it was magic but as soon as you drove on a smooth, sealed road the suspension would “freeze” and the car became an un-sprung monster. No lubricant or slide bush material could cure this problem and the suspension was abandoned.

The front end was fitted with double wishbones (Holden) and a De Dion tube was fitted across the rear with leaf springs beside the chassis tubes. This is how the car is now.

The small Ford engine was under-powered for the Gippsland hills with 2 tons or more on the trailer and after a couple of years it started to burn oil.

Due to his connections with Studebaker, Alan was able to obtain a Studebaker Avanti engine which was imported for another purpose (A special car for Bathurst Races – but never used due to the regulations). This is the engine presently in the car.

Alan also changed the front of the car by fitting 4 headlights and a Studebaker grill. The badges “HAWKER” are from “HAWK” and the “ER” from a Studebaker Hawk.

With the engine ahead of the rear wheels and a powerful engine this became a marvellous towing vehicle. Plenty of power, great traction and marvellous stability, particularly on wet roads. The car served very well in this capacity.

Circumstances changed and the vehicle was no longer required as a work-horse and was stored for many years before being disposed of due to lack of space.

Nomination for Management Committee 2019

Nominations must be in writing and in the hands of the Secretary by 5:00 pm on 8 October 2018.

The Annual General Meeting will be held at Caversham on Monday 5 November 2018 from 8:00 pm.

Nominations will be accepted for the positions of President, Vice President, Treasurer, Secretary, Competition Secretary and Committee Member.

Proposer (name): Signature.....

Seconder (name): Signature.....

I wish to nominate.....

for the position of.....

Nominee's declaration:

I, (name of nominee) declare that I can truthfully answer No to all the following questions:

1. Are you an undischarged bankrupt or are your affairs being managed under insolvency laws?
2. Have you been convicted of an indictable offence in relation to the formation or management of a body corporate in the last five years?
3. Have you been convicted of an offence involving fraud or dishonesty punishable by at least one month's imprisonment in the last five years?
4. Have you been convicted of an offence under the *Associations Incorporation Act 2015* where you allowed an association to operate while insolvent in the last five years?

Note: Under the *Associations Incorporation Act 2015* a person is excluded from the committee (without special approval by the Commissioner of Consumer Protection) if they answer Yes to any of the above questions.

Nominee's signature:..... Date.....

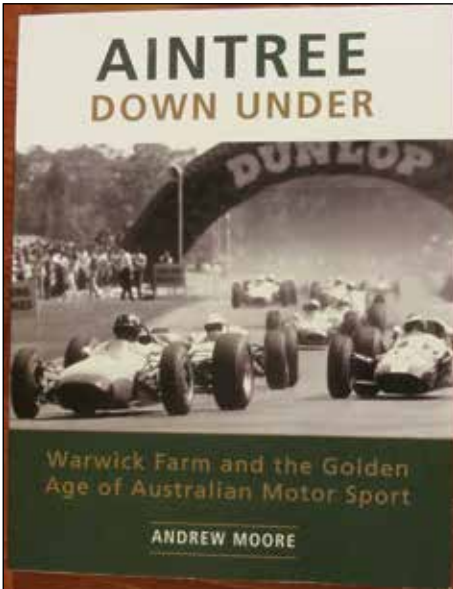
Please forward the completed form to the Secretary, VSCC at admin@vscwa.com.au or 55 Newry St Floreat, WA 6014 by 5:00pm on 8 October 2018

BOOK REVIEW:

AINTREE DOWN UNDER WARWICK FARM AND THE GOLDEN AGE OF AUSTRALIAN MOTOR SPORT

BY ANDREW MOORE

REVIEWED BY PATRICK QUINN



I remember it as if it was almost like yesterday, but surely I'm not alone. I recall vividly standing under an inadequate umbrella watching Jochen Rindt's masterly drive in the wet during the Farm's Tasman race in 1969. I recall rising with the crowd as Ross Bond came down Hume Straight leading in his Austin-Healey 3000 and I felt sorry for Barry Sharpe when his ridiculous V8 powered Jaguar Mk2 expired in a cloud of smoke.

All that was some years back and 2018 marks 45 years since the last organised race meeting was held at Warwick Farm.

Jack Brabham pedalling hard in 1967



The Farm was an iconic place and as said by Frank Match it was where 'beer and pies' had been replaced by 'champagne and chicken'. It was a place where "You could take your bank manager to the Farm and introduce him to the gentlemen who ran the racing."

So why has it taken so many years for a decent publication to be published on such an indelible memory of so many of us? Heaven knows, as many times I have heard that so and so is writing a book on the Farm. Each time of course such an announcement has produced nothing more than warm feelings, but finally I am pleased to say that the excitement is palpable.



The first International 100 in 1961, front row is Moss, Gurney and Hill with Brabham behind

Thanks to the hard research of Sydneysider and ex-Warwick Farm flag marshal and general Australian Automobile Racing Club (AARC) gopher Andrew Moore, we now have a book that we should all be pleased with. However it may not be the sort of publication that you might be thinking about as there are many wonderful publications specific to circuits that present their contents as lists of who raced at particular times and what happened before, during and after events.

No, Aintree Down Under is not that sort of book. While it is certainly purely focused on

motor racing it is more on the social history of the sport within Sydney and Australia from the 1950s through to the closure of Warwick Farm in 1973 and later.

After setting the less than fortunate picture for motor racing enthusiasts in Sydney due to a lack of suitable venues, we are introduced to a horse racing track in western Sydney that had a number of great advantages such as being not only on a main road but also its own railway station literally a stone's throw away, along with a branch line into the circuit itself. Luckily sympathetic ears within the Australian Jockey Club (AJC) were there to assist and that it was likely to (and did) provide cash bonuses for the AJC was certainly the carrot.

Geoff Sykes

Being a treatise on social history, Aintree Down Under focuses strongly on the people involved and as you could imagine, the main player in the story was Englishman Geoffrey Sykes.

We are provided with the history of how Sykes was poached from the British Automobile Racing Club only to arrive in Australia during 1959 when those involved in motor racing were still smarting following a stoush between NSW organisers and the Confederation of Australian Motor Sport which led to the short lived Council of Combined Motor Clubs. Of course the urbane Sykes soon steered the new facility through all that, and the first open race meeting took place on 18 December 1960. It comes across quite clearly through Andrew Moore's words that Warwick Farm would not have happened without the work of Geoff Sykes.

Of course with the arrival of Sykes and the construction of the circuit itself also came the formation of the AARC and the input of the inimitable Mary Packard. The detailed history of the AARC is provided as is information on the race meetings that were organised for members and also such events as dinner dances. Such events were never seen before by those interested in motor racing.

Readers are left with no doubt that motor racing in

Chris Amon's Ferrari P4 above, Norm Beechey's second Monaro. "a blazing yellow throbbing pumping ugly muscle of Australian steel", below





Frank Matich in his self-built Match-Repco A50 F5000 in 1972

Sydney was on a roll and soon the Tasman Series was in town as well as the likes of McLaren, Clark, Hill (G), Stewart et al. Readers are also reminded that local drivers like Matich, Geoghegan and Bartlett were up there amongst the visitors. It is also made quite clear that while there was the circuit, the organiser, the visitors and the locals perhaps a lot of the groundswell had quite a bit to do with one Jack Brabham and his success on the world's motor racing stage.

Not only did Warwick Farm see rounds of the Tasman Series throughout, but also four runnings of the Australian Grand Prix. We are informed that while such motor racing proved to be popular with Sydney and Australian enthusiasts, the arena was changing away from open wheelers towards saloon car racing which of course proved to be moderately suited to the Farm. V8s were on the ascendancy and the names of Beechey, Moffat and Jane proved to be well known.

Demise

No history of Warwick Farm would be complete without reasons for its demise. It is of course covered in great detail, however it's a less than a straightforward answer. The anti-automotive sector of the AJC is certainly covered. Was it the approach of suburbia? Perhaps it was Geoff Sykes (and the AARC) not adapting to the rise of saloons in Australian motor racing. What about the less than favourable editorial from the likes of motor racing publications such as Racing Car News? Certainly the position of CAMS is looked at in great length. Or was it a combination of all these reasons plus more?

For whatever reason, sadly the sound of competition engines reverberating around The Farm is no more. However this much awaited book by Andrew Moore will bring back many a memory of these who were there or knew those who were there.

Andrew Moore's book is richly adorned with hundreds of period photos that have come courtesy of autopic.com.au, the Lance Lowe collection, Max Keith and many other sources including the Geoff Sykes Collection and Brian Caldersmith who also contributed his paintings.

This is a much anticipated publication and a must for your bookshelves whether you ever visited the Farm or not.

It is available from Manton Motoring Books on 0429 650 348 or valanogt225@gmail.com

Published by Walla Walla Press

Rrp Aus\$50 plus handling (softcover)

Aus\$210 plus handling (leather bound hardcover)

MISSING LIBRARY BOOK!

One of our most interesting, locally VSCCWA member authored books: 'The Red Dust Racers' by Graeme Cocks has disappeared from the library shelves. Please return it if you borrowed it (without filling out the borrow form).

We do encourage people to borrow from our library; but we require that you fill out the borrow/contact form and return the book within 2 club meetings.

STEP ON THE GAS!



**WE'RE ON OUR WAY TO THE
LAKE PERKOLILLI RED DUST REVIVAL 2019**

**NEAR KALGOORLIE, WESTERN AUSTRALIA
12 TO 16 SEPTEMBER 2019**

SEE YOU THERE!!

COLLECTORS' BOOK REVIEW:

MY LIFETIME IN MOTORSPORT

BY S C H "SAMMY" DAVIS

HIS FINAL AUTOBIOGRAPHY

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



His Final Autobiography

Born in 1887, when motoring was in its infancy, Sammy Davis was one of the great characters of the motoring world from pre-World War I days until the 1970s.

This book, based to a large extent on his previous autobiographical works, opens a window into the world of Sammy Davis, a Victorian by birth who grew up through the Edwardian age of the early 20th century and was thrown into the hell that was the World War I.

Before that conflict, Sammy, an indifferent scholar, had decided on art school but then the realities of life struck home and he moved on to more lucrative pursuits. He had become interested in the infant motor vehicle industry and took up an apprenticeship with Daimler to learn about automotive engineering.

His two fields of interest coincided when, in 1910, Sammy was offered a job as illustrator on a new paper called *The Automobile Engineer*. At the time Daimler was having all sorts of problems with sleeve valves and the company's future was not looking very promising,

so it didn't take much to persuade Sammy to take the new job.

Sammy enjoyed doing "copious line drawings of this or that peculiar mechanism", but life was still full of surprises and he was astonished one day when editor Arthur Clayden said to him: "I want you to write the description of the new so-and-so chassis – get busy."

Sammy was what would probably be called dyslexic and he couldn't spell, but he worked hard at his craft and he continued to write from that day until his death.

His new job allowed Sammy to make the acquaintance of many of the leading figures in the British motor industry including Lawrence Pomeroy of Vauxhall, Louis Coatalen of Sunbeam, Herbert Austin and Frederick Lanchester. It also meant that he came in contact with the latest ideas and every new design. He also discovered Brooklands and raced his Douglas motorcycle there.

Sammy's progress in motoring and motor journalism was interrupted by World War I, which provided him with many hair-raising experiences, some of which he shares with us in the book.

After being invalided out of the front line suffering



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

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



from the effects of a gas attack, Sammy found himself seconded to Humber Coventry to look after naval aircraft engines, notably the BR1 and BR2 that were being developed by one W O Bentley, whom Sammy had known at school and at Brooklands. At this point in the story Sammy puts into words a thought I have had about rotary aero-engines. He



The battered 3-litre Bentley after the White House Corner crash at Le Mans in 1927. Note the smashed right hand headlight and mudguard. Dr Benjafield refuels while Sammy ties something back on. Somehow, they won.

wrote: "I had the uneasy though unjustified idea that one day the fuselage would turn round the engine in mid-air instead of vice versa."

Sammy went on to enjoy many years of writing and he did manage to get into motor racing. His biggest successes in racing were winning the Le Mans 24 Hours in 1927 with Dr Benjafield after crashing the car heavily at White House Corner and winning the 1930 500 Miles Race at Brooklands with the Earl of March in a supercharged works Ulster Austin Seven called *Blood Orange* from its orange colour.

He managed to join the army for World War II, in spite of being too old, which produced another spate of great stories.

Sammy continued writing, including this book, until he died on his 94th birthday. It is a wonderful story of any amazing man. find yourself a copy. You won't regret it.

Bob Campbell

W. O. BENTLEY 1930 - MY LIFE IN MOTORSPORT

Brooklands, 1930 the 500 miles race a previous view of the 75hp supercharged works Ulster Austin Seven.



Sammy and the Earl of March giving an interview after winning the 500 miles race. (Note Benjafield microphone and other apparatus)



Hugh Fryer would be proud. Top: Sammy in a pre-race shot of the supercharged works Ulster Austin Seven he and Earl of March drove in the 1930 500 Miles Race at Brooklands. Bottom: Sammy and the Earl of March being interviewed after winning the 500 miles race.

REMINDER: MEMBERSHIP FEES ARE NOW OVERDUE!!

Membership fees were due by 30 June 2018 and are now overdue!!!

- If you have not paid, this will be the last issue of Vintage Metal that you will receive!
- If you have a concessionally licensed car and have not paid your membership then your car is effectively unlicensed, because you are no longer a financial member of the VSCC.

REMINDER: If paying by EFT please put your membership number and/or your name on the payment in details, so you can receive your new membership card.

No Membership PaidNo VSCCWA COMPETITION ENTRY ACCEPTABLE !!!

JKANDL SQUARE RIGGERS UPDATE



IT'S NOT JUST ABOUT SPEED



I might be slow, but... Geert leads the pack at Northam.

One of the regulars in our JK group is Geert DeKlerk. He is often seen with his wife Karen and a group of family supporters.

The Austin may not be the fastest in the grid but has won the regularity on a number of occasions. Geert modestly puts this down to the car being near the back of the grid, so it's easier to drive consistently, as you don't catch anyone up. The car and driver are also proving to be a crowd favourite as they compete with much bigger cars.

Geert has competed in the VSCC events

since 2005 in an MGB until four years ago when he saw the light and "upgraded" to an Austin Seven. It took him three years to build the neat looking Austin including a trailer to suit the car.

Geert's Austin started life as an open 1936 four-seater tourer. When Geert acquired the car the body was in a terrible state but the chassis and engine were in reasonable condition. The body was sold to a person restoring the same model Austin who needed some of the good body panels, so it went to a good home.

Geert had the skills to restore the running



Even MGs make the Austin look small. More action at Northam.

gear and alter to sports specification. Luckily Austin used the same chassis for standard and sports models. Geert then built the body with the help of CAD (Cardboard Aided Design) to get the shape.

As Geert says: “The Austin is much slower than the MG but as I tell people ‘half the speed, twice the fun.’” Based on a 1936 Austin chassis and running gear, slightly modified for just a bit better performance, Austins are under-powered standard – 750cc side valve with cable operated brakes for more excitement!!

The car is definitely not suitable for the Mount Clarence Hill Climb but it is more comfortable doing regularity events.



Silverwings towers over Geert's Seven.

“I am a recently retired mechanic having my own business for the last 34 years. It would however not be hard for the average mechanically minded person to build a similar car and I would certainly recommend anyone to give it a go,” he said.

The help and encouragement of members of the Vintage Sports Car Club would be freely given especially in the vintage era section. There are parts available to build an Austin Seven or similar Pre-war styled Special to compete in the VSCCWA events, if this appeals to you contact Geert for advice.

LAKE PERKOLILLI RED DUST REVIVAL

Since an email update was sent out to past Lake Perkolilli participants and other keen red dusters, the response has been amazing. In two weeks, we've been contacted by potential competitors from all over Australia and it looks like we'll have entries from the Northern Territory, Queensland, New South Wales and South Australia for the Red Dust Revival in September next year.

Several of our members have got to work on building cars and it looks like there will be at least three new specials on the claypan from the VSCC including a Ford Model A and a Ford 10. We've also been contacted by a group of six guys in Sydney who are building a car to bring over. At last count, we've had enquiries from seven Ford Model T speedster aficionados who are keen to come.

Peter Harrold, of Datsun fame, (an ex Perko official) has bought a Chrysler to compete so at last Silverwings will have a friend on the track! The selection committee has encouraged Kevin Coote from Albany to bring his Bentley along, too. Maybe we should hold a 24 Hours Le Mans event at Perko?

Greg Eastwood reports that motorcycle entries are flooding in and he plans to cap it at 60 bikes.

All good fun. If you want to receive email updates, send a note to Graeme Cocks at gacocks@iinet.net.au.

That's all for now



Geert finds a same sized playmate.

GIANT TRIBUTE TO AN AUTOMOTIVE GIANT



THE biggest book we've seen in a long while was Perth motor historian Graeme Cocks's *Red Dust Racers*, a huge work that took 20 years of research.

All about about racing at Lake Perkolilli, near Kalgoorlie, in the early years, it tipped the scales at 3.6kg – and made world news when UK writer Doug Nye dropped his copy on his foot.

However, it's soon to be overtaken by a book on Bentley.

The famed Brit celebrates its 100th anniversary next year and to mark the milestone date, it will release a limited edition book covering its illustrious century of operations and its future.

Called *Bentley Centenary Opus*, it will be much more than just a record of the brand's history. It will be published by Opus, and its writers have been given exclusive access to Bentley's designers, engineers and executives to present data never seen before.

Apart from a look at the luxury brand's plans for the future, it will detail Bentley's glorious 1920s Le Mans victories and iconic models of the 20th century, and highlight the people who helped bring the company and its cars to life.

Here's the rub, as they tend to say in the upper echelons of Bentleydom: the book weighs nearly 10 times more than Cocks's magnificent effort (which, incidentally, made it to the finals of the world motor book of the year).

Bentley Centenary Opus has a mass of a coffee table collapsing 30kg, its pages will be up to 50cm square and it will also have some Playboy-style fold-out sections ('gateway' pages in Opus-speak) stretching to 2m, so as to 'offer full justice to the stunning imagery.'

The price has not yet been revealed, but it will probably be as substantial as the book, which will be printed in three editions: the Mulliner and Centenary editions in large print and the Crewe edition will be produced in a more compact size.

The books will arrive in 2019 and those wanting to reserve a copy need to contact Opus Publishing.

Bentley will also build a special Mulsanne (car, not book) as a homage to company founder Walter Owen (W.O.) Bentley.

Opus co-founder Hari Ramchandran said: "We are thrilled and deeply honoured to be able to tell this unique story."

Bill Buys

WANTED! BACK ON OUR SHELVES

Since Bill has mentioned *Red Dust Racers*, might we remind you that the club's copy of that book is still missing from the VSCC Library? If you have it or know where it is, we would love to have it back so that other members can borrow it.



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THE KALGOORLIE “CAVERSHAM”

BY KERRY TORPY



I have been following with much interest (in Vintage Metal) progress on the restoration of the “Caversham” sports car.

I remember the Kalgoorlie Caversham car owned by Peter Stinson (mentioned in the July magazine) very well.

As a 15 year old I commenced my working life in May of 1963 at the Ford Dealership Westland Autos Pty Ltd in Cassidy St Kalgoorlie. I was employed as the junior spare parts trainee. One of the more experienced parts assistants was given the job of looking after me and as the saying goes “show me the ropes”. His name was Peter Stinson. We immediately struck up a close friendship. Peter owned a Vauxhall convertible and at lunch time he would take me for spin around Kalgoorlie in it. Peter’s father owned a 1951 Ariel Red Hunter motorcycle with a side car and some days Peter rode the outfit to work. Those lunch times we took it for a spin with me in the sidecar, an exciting experience for me that always was!

In June of 1964 I had my first annual holidays. I took the Westland Express train. I had planned my holiday to attend the Le Mans 6 hour race at Caversham for the first time. I returned home to Kalgoorlie after the event catching the train from Midland Junction. It was a great adventure. I was hooked on motor racing from that day.

Peter and a few of his friends had driven to Perth to attend the 6 Hours also. During the weekend while driving around Perth, Peter noticed an unusual looking sports car sitting outside a residence in Oxford St Mt Hawthorn (near Leederville) and it was advertised for sale. The sportscar was powered with a “grey motor” Holden engine. Peter purchased it. After driving many miles around Perth in it over the weekend, while driving it up to Kalgoorlie on the Monday night of the long weekend it stripped the timing gear near Southern Cross and was towed the rest of the way to Kalgoorlie.

On the Tuesday morning Peter told me about this car he bought on the weekend. I could hardly wait to see it. He told me it was called a “Caversham” with a fibreglass body built by a company in Gosnells called Pinner Plastics. That lunch time we went in the Vauxhall to Peter’s home to see it. I was very impressed. The body was still coated in a grey primer. It sat

Peter Stinson’s Caversham Car parked outside Kalgoorlie Golf Club near his home. Does anyone recognise the number plate?



The Stinson car showing the door cut out of the driver's side and the rough fit of the lift up front that replaced the original bonnet opening.

on an Austin A40 Chassis. The front suspension and differential were from an FJ Holden. The track width had been narrowed and modified to fit the body. A Jaguar gearbox had been adapted to the Holden engine. With me not knowing a lot about donor parts from many different makes of vehicles used in a home built sports car such as the Caversham, I did learn from Peter that it was unusual in that the Caversham was fitted with the Jaguar gearbox instead of maybe an MG, Riley or Singer 4-speed gearbox. Peter set to work rebuilding the Holden engine and I spent a lot of time watching him. A new crankshaft and timing gear was purchased. The cylinder head was

worked on with larger valves fitted and then "ported and polished". The flywheel went to a machine shop to be lightened. A new camshaft was also fitted. Peter told me it was a "full race camshaft", but that didn't mean much to me at the time. The engine had twin carburettors and an extractor system. What was different on this Caversham to other Caversham bodies, the bonnet had been modified so that it hinged at the front. A good idea as it made it easier to work on. The original bonnet had been re-glassed over. Doors had been fabricated also. The changes made to the body were not of a high standard and really spoilt the car.

Peter then painted the body white with red wheels.

Soon the Caversham was back on the road. Every lunch time we would take it for a spin. It was difficult driving it in Kalgoorlie's main street, Hannan Street, in traffic due to the wild camshaft, but out of town it went very well and the exhaust note was amazing. It attracted the attention of the local traffic inspectors often. I turned 17 in the October of 1964 and as soon as I passed my driving test I had my first drive of the Caversham. What a thrill it was for me. Peter always referred to the Caversham as "the fibrey" due to the fibreglass body. I do recall that unlike other home made specials of similar design that suffered from overheating problems this was not a problem on the Caversham even during summertime.

Peter moved into the car sales department in 1966 and the Caversham was sold to someone else in Kalgoorlie. I had moved on to owning a Mk 1, 220 Cortina 1500 cc so I wasn't interested in purchasing it at the time. Peter replaced the Caversham with a more respectable Mk II Zephyr. In 1968 he purchased a new Falcon XT GT. Some time later the Caversham disappeared from Kalgoorlie. Several years later, on one of my trips from Kalgoorlie to Perth as I was passing through Tammin I noticed a sports car body at the side of the Ampol Service Station. It looked very like the Caversham. I stopped to have a look. The body was in poor condition. The engine, gearbox, suspension and wheels had been removed. I was told that the engine had been fitted into a midget speedcar at Claremont Speedway, however I can not confirm that this is fact. Some time later the body and remains disappeared.

Peter and I remained life long friends. During the nickel boom in Kalgoorlie during the late 1960s and early 70s Peter was involved in mining companies. He owned 2 E-type Jaguars, he enjoyed fast cars. Sadly Peter passed away on the 27th February 2017. I visited him often when he was in a nursing home. During my visits we often reminisced about Kalgoorlie and the good times we had together in "the fibrey". The Caversham was one of Pete's favourite cars for sure.

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



FOR SALE

1949 Riley 2½ Litre RMB

Belonging to the estate of the late Bob Hadaway.

This is a well-known car in WA with a club history file Body appears rust free. Very good interior. Desirable early round instrument dash. New tyres. Licenced (on concession). Engine running but needs full service and carburettor tune.

Unused and stored past 4 years so full mechanical inspection and re-commissioning recommended

This RMB would make an excellent rolling restoration. Urgent sale now required as Wendy Hadaway needs the space. Vehicle located Dianella.

Price substantially reduced to \$4,500 or near offer.

Appointments for inspection may be made for Saturday mornings only by contacting Wendy Hadaway. Telephone 08 9276 4620.

MISSING LIBRARY BOOK!

One of our most interesting, locally VSCCWA member authored books: 'The Red Dust Racers' by Graeme Cocks has disappeared from the library shelves. Please return it if you borrowed it (without filling out the borrow form).

We do encourage people to borrow from our library; but we require that you fill out the borrow/contact form and return the book within 2 club meetings.

EASTWOOD COLLECTION FOR SALE

1939 Dodge Special — \$20,000



Single seat race car, CAMS historic logbook Kb.

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Contact:

Sale negotiation: Peter Eastwood 0402 499 650

Technical: Bryan Scrivenor 0407 442 180



FOR SALE 1980 MGB GT

3.5 Rover V8, Supra 5-speed gear box, Borg Warner LSD 3.23:1, competition suspension, 6 rims with Toyo tyres, MSD, 2 barrel Holly carburettor

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