



August 2019

Issue No. 336

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

# VINTAGE METAL

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

## ALBANY 2019 PHOTO GALLERY

**PLUS:** Nomination Form for 2020 Committee  
Member Profile – Chad Raven  
Book Reviews: Graeme Cocks's books about  
WA motor racing history

**August General Meeting – Monday 5th August 2019**



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

## Minutes of General Meeting

held at the Clubrooms, Caversham, 6 May 2019

1. **Meeting opened:** 8:08 pm Glenn Swarbrick presiding.

2. **Apologies:** Max Gamble, Len Kidd, Ken Shufflebotham, Ed Farrar.

3. **New Members and Guests:** Alan Lowe (guest of Chad Raven)

4. **Adoption of minutes:**

**Moved:** David Moir      **Seconded:** John Illig that the minutes of the June meeting be accepted with the date of the Collie Coalfields 500 event changed to 19/20 October.

**Carried**

5. **Business arising:** nil

6. **Treasurer's Report:** Sheryl Swarbrick reported on behalf of Graeme Robson. Account balances and cash amounts can be obtained by members from Sheryl.

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

**Moved:** Paul Wilkins      **Seconded:** Mark Jones      **Carried**

7. **Secretary's report:**

**Correspondence:** Details of correspondence in and out may be obtained by members from David Moir.

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

**Moved:** David Moir      **Seconded:** Ivan Okey that the Secretary's report be accepted

**Carried**

8. **President's Report:** Glenn Swarbrick reported that:

- a. There are a number of memberships which are overdue.
- b. Nominations for committee for the 2020 are open and nomination forms will be attached to the September Vintage Matters.
- c. We had a successful debriefing on the Albany Classic – see below.
- d. Collie Coalfields 500 on 19/20 October will be on the long circuit; extra flag marshals are required.

9. **State of Play Reports:**

- **Competition:** Glenn Swarbrick reported on the Albany Classic:
  - a. Scrutiny found some vehicle faults including potential brake fade and a tow point which fell off.
  - b. The Mt Clarence hill-climb went well and ran on-time.
  - c. The dinner on the Sunday night had a low attendance and next year will be changed to a low-key presentation function.
  - d. The new pedestrian bridge worked well and a second bridge is planned for 2020 subject to funding approval.
  - e. Braking markers are planned for next year to reduce the number of braking-related incidents.
  - f. Communications for flag marshals needs improvement and a repeater PA is required for the pits.
- **Workshop:** Ron Fabry reported that:
  - a. The restoration of the Ford Model A racer is progressing well.

- b. The visit to the Ford Museum is expected to have 36 attending.
- c. We are seeking a coordinator for Dad's Army to take over next year.
- **Library:** Mark Jones reported that he is seeking members' contributions.
- **Social:** nil
- **Regalia:** Now available to order on-line; suggestion that the club logo be displayed on samples on-line to make them more attractive.
- **Caversham:** Brian Eyre reported that:
  - a. He had attended a meeting with Creating Communities, Peet Ltd, and local business and community representatives which indicated that:
    - i. The Brabham suburb is to have high-density housing;
    - ii. Housing construction is expected to start in 2020, with the first residents moving in in 2022;
  - b. He had been negotiating with Peet Ltd on the short-term licence for the clubrooms; there was discussion on long-term plans for clubrooms and the D-Circuit.

**10. General Business:** nil

**11. Guest speaker:** Chad Raven spoke about the racing car simulator and slot-car track he had on display and suggested they could be used to generate more social activities for members.

**12. Next Meeting:** Monday 5 August.

**13. Meeting Closed:** 9:04 pm.



Graeme Whitehead and Ted Leagas insert packing under the Shell Hairpin corner of the miniature D-circuit while Chad Raven explains the technicalities to Ron Fabry as they prepare the track for the July meeting.

## Advertise in *Vintage Metal* and *Vintage Matters*

Advertise your business in *Vintage Metal* and *Vintage Matters* at very reasonable rates.

*Vintage Metal* is published bi-monthly with 6 editions per year (even numbered months), in A5 full-colour format with an approximate distribution of 400 per issue. *Vintage Matters* is distributed by email 5 times a year (odd numbered months except January) as an A4 full-colour e-magazine. A rate card is available from David Moir.

**Copy closing date: 11th of the month prior to month of issue. Eg Copy for February issue due January 11.**

Printed magazines are in members' mailboxes by the last week of the month prior to month of issue. E-magazines are distributed about 10 days before the end of the month prior to month of issue.

Of course, VSCC members can advertise cars and automobilia free of charge. Contact Editor Bob Campbell, **0419 849 835** or [robertcampbell4@icloud.com](mailto:robertcampbell4@icloud.com) for members' ads.

**Contact David Moir**

**0400 813 141 — [david.moir@iinet.net.au](mailto:david.moir@iinet.net.au)**

# VSCC OF WA CALENDAR 2019

## August

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

## September

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

**Lake Perkolilli**

## October

5 Workshop Saturday  
 7 General Meeting  
 8 Management Committee  
 14 Competition Group  
 19-20 Collie Coalfields 500  
 22 Dad's Army Working Bee  
 29 Dad's Army

Club Regularity Championship Rd 3  
 State Historic Race Championship

## November

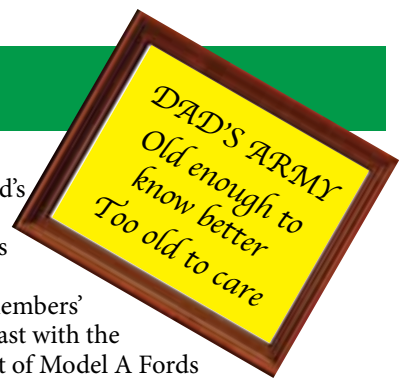
2 Workshop Saturday  
 4 General Meeting and AGM  
 12 Management Committee  
 18 Competition Group  
 19 Dad's Army Working Bee  
 26 Dad's Army  
 30 Hillclimb, Jack's Hill

Club Hillclimb Championship Rd 3

## December

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

# DAD'S ARMY NEWS



## Model A Restorers Club

On Tuesday May 21, the Model A Restorers club visited Dad's Army at the VSCC Clubrooms. Dad's Army members were asked to bring along their own classic cars and the result was

a colourful turnout of members' cars to contrast with the good turnout of Model A Fords from our visitors.



Ron Fabry (centre) briefs the visitors on the setup of the clubrooms and the programme for the morning

The Model A folk were given a guided tour of the clubrooms and associated buildings. Naturally, they were interested in the Dad's Army project car, the Perkolilli Flyer, both because it is a Model A and because some of them have helped with parts and advice to assist in its rebuild.

After morning tea, the Model A members formed up in a convoy to follow Graeme Whitehead's Land Cruiser around the D-circuit. The convoy stopped at the old start/finish line and again at the Shell Hairpin, near to which is the possible site of



Dad's Army members looking over the Model A Restorers Club cars, which included a 1934 V8 and a Model A hot rod.



Ron Fabry (back to the camera) explains the vintage workshop set up in the generator room of the Department of Defence installation.



Mark Jones brought along his Mini Cooper S



Nick Daniele brought in his Falcon XY GT. That's the editor trotting around the back of the car with his camera, snapped by Ted Leagas.



Ron Fabry left the Prado at home and brought his immaculate, and very quick, MGB.



Model A Restorers and Dad's Army gather for morning tea as Paul Wilkins goes for a coffee.



The Ford convoy at the old start/finish line. Photograph by Ted Leagas the future VSCC Clubrooms.



Two V8s and a Model a at the hairpin.

### Dad's Army June and July



Vandalised storeroom door

Because of the festivities in Albany on the first weekend in June, the Workshop Saturday was held on June 8. It was a quiet day when Phil Bolden reinforced the doors to the storeroom that were vandalised in May and quickly fixed on May 28. In the meantime work proceeded on the Perkolilli Flyer.

June 18 was a busy day. As work continued on the Perkolilli Flyer, Peter Schofield and Chad

Raven cleared branches from the ground and pushed over a



Phil Bolden selects a suitable bit while reinforcing the quick fix to the damaged storeroom door





Peter Schofield tows away the results of his and Chad's clearing up.

couple of rotten stumps, as you can see in the strip at the foot of page 7.

June 25 was the day for preparing the clubrooms for the July general meeting. This included the usual clean-up plus setting up Chad Raven's slot racing replica of the



Graeme Whitehead looks on as Chad Raven sets up the simulation of the Nürburgring Nordschleife.

Caversham D-circuit. Chad also had his Playstation 3 with simulations of international racing circuits, notably the Nürburgring Nordschleife.

Chad left the little D-circuit in place for the July 6 Workshop Saturday and Dad's Army members raced off for a challenge trophy. After the first round Nick Daniele and Ian Fry were equal first by one hundredth of a second from third place Bob Campbell. The winning time was 4.62 seconds – a bit quicker than anyone ever lapped the original Caversham circuit. In the run-off for first, Wally Phoebe took Ian's place and, with a time of 4.68 seconds, beat Nick for the trophy.

The first round was run with everyone using a Scalextric Mark 3 Escort in Peter Brock livery and the run-off car was a Scalextric Chevrolet Camaro.



Above: Wally concentrates on getting the Camaro around the D-circuit in the run-off while Nick and Chad watch the timer.

Right: Wally holds his trophy aloft.

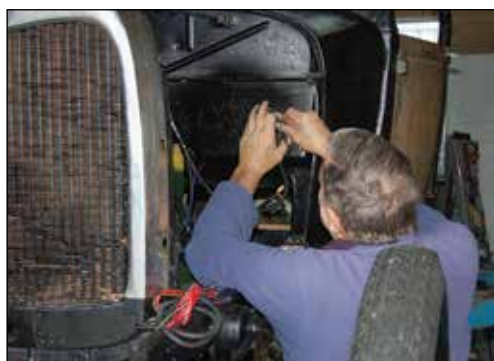


Meanwhile, in the workshop, work proceeded on the Perkolilli Flyer and in the main building Bob Campbell used his trusty blower to clear the floor of those pesky millipedes. We really need a permanent solution to the millipede problem!

Denny Cunnold and Kevin Dorn made up bracing bars for the rollover bar on the Flyer while Nick Daniele sorted the front brakes and Wally Phoebe got stuck into the electrics.



The Flyer will definitely be ready to fly across the red sands of Lake Perkolilli in September. A report of the Dad's Army Christmas in July will appear in the October *Vintage Metal*.



Above: Denny and Kevin measure up a bracing bar against the rollover bar on the Perkolilli Flyer.

Above Right: Nick gets stuck into the right front brake. His right hand looks blurred because he yanked on his spanner just as the flash went off.

Right: Wally connects the electrics. Fortunately for the team, he has mastered the mysteries of flying electrons.

## DAD'S ARMY DATES – 2019

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
AUGUST	3	20	27
SEPTEMBER	7	17	24
OCTOBER	5	22	29
NOVEMBER	2	19	26

**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE OCTOBER 2019 ISSUE IS SEPTEMBER 11, 2019.**

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## **Nominations for VSCC Management Committee**

Because of resignations and impending resignations from the management committee, the club needs a number of nominations to fill the resultant vacancies. The most important vacancy is that of Treasurer, due to Graeme Robson's retirement and move to the southwest.

Others who have resigned or will be standing down at the AGM in November include Ed Farrar, whose health problems finally got the better of him after many years of faithful service to the VSCC, Brian Eyre, who was co-opted to the committee late last year and has headed up the club's negotiations for property at Caversham, and Ron Fabry, who will be standing down in November from both the committee and as convener of Dad's Army after years of service to the club in both positions.

If you are interested in serving the club as a committee member or as Treasurer, please use the nomination form on pages 15 and 16 of this issue of *Vintage Metal*. That's the centre spread, so you can lift it out or, if you want to keep your magazine complete, photocopy or scan the form. Nominations must be in the hands of the club secretary by October 7.

Please give some thought to committee membership. The VSCC of WA is your club and needs your support to maintain its position as one of the premier car clubs in this state – and the only club that runs regularity trials around the houses at Northam and Albany.

## **RIP Norman Dewis 1920-2019**

Even those of you who are not Jaguar enthusiasts have almost certainly heard of Norman Dewis, long time Test Development Engineer for Jaguar, who passed away at the age of 98 on June 8.

Born in 1920, Dewis left school at 14 to work at Humber and then Armstrong Siddeley, later built and raced his own F3 car then persuaded Bill Heynes at Jaguar to take him on as Test Development Engineer, a position he held until retiring 33 years later.

In between times he served as an air gunner in the RAF during World War II and set a World Speed Record in a modified Jaguar XK120 at 172 mph – about what the much more highly developed D-type managed years later on the Mulsanne Straight at Le Mans. He also competed in a D-type at Le Mans in 1955. As a test driver he helped to develop all of the XK series of sports cars, the Mark VII, VIII, IX and X sedans and the iconic C-, D- and E-types as well as the XJ13 mid-engined prototype and every other production Jaguar up to the XJ40 models.

After retirement he acted as an ambassador for Jaguar until shortly before his death and will be greatly missed by Jaguar enthusiasts around the world.

## **RIP Lee Iacocca 1924-2019**

On the other side of the Atlantic, the world has lost a big name in the American automotive industry, with the news that Lee Iacocca, the man behind the Ford Mustang, passed away on 2 July; he was 94.

However, the Mustang was far from Iacocca's only big success. After his well-documented departure from Ford in 1978 following a major falling out with Henry Ford II, he joined Chrysler the following year and spearheaded the company's revival from its then-perilous position.

Iacocca persuaded the US Government to provide rescue funds in the form of loans that he made sure were repaid in full as the company recovered its profitability.

He stayed with Chrysler and led its acquisition of AMC in 1987, eventually retiring from

the company at the end of 1992.

Outside the automotive industry, he established The Iacocca Family Foundation in 1984 in memory of his much-loved wife Mary, the mother of his two daughters, who died in '83 following a long battle with diabetes, to fund research into the condition.

He married twice more, the first annulled, the second ending in divorce after a few years.

In retirement, Iacocca lived in the Bel Air area of Los Angeles, California, and it was here, at home, that he died of complications from Parkinson's disease.

### **Bay to Birdwood Classic Registrations Open**

Sunday 29 September 2019 is the 39th anniversary of the Bay to Birdwood. If your vehicle is manufactured between 1956 to 1986 you are now invited to enter.

Online entries, conditions of entry and even a printable version of the entry form can be found on the web site at <https://store.motor.history.sa.gov.au>

The spirit of the Bay to Birdwood is for a spectacular parade of vehicles that are well presented and without major modifications to go on show for the general public and vehicle lovers alike to admire and appreciate. It is the quality of entries that makes this event one of the world's great historic motoring events.

This year it is asked that every entry is accompanied with a photo of the vehicle as it will be presented on the day and that clearly shows its condition (3/4 view front image preferable). Entrants that wish to be judged in the Concours d'Elegance or Preservation Awards will be required to upload three images of their vehicle to be considered eligible. Please have your photos ready.

All of the conditions of entry are clearly defined on the Bay to Birdwood website.

Please contact the Event office on (08) 8568 4022 or (08) 8568 4019 if you require assistance.

### **AHMF 2020 National Motoring Historic Motoring Festival**

As announced in Vintage Matters for July 2019, the AHMF 2020 National Historic Motoring Festival will be held in Albury-Wodonga from Saturday 28th March to Friday 3rd April 2020. For details go to the event web site at <http://www.ahmf.org.au/2020Tour/>.

This event is to promote the historic vehicle movement and its contributions and benefits to Australia's economy. Australia's historic vehicle movement contributes hundreds of millions of dollars annually to our nations economy through restorations, vehicle running costs and events, along with donating enormous sums of money to charities. AHMF represents over 100,000 members.

The VSCC of WA is a member club of the Australian Historic Motoring Federation (AHMF) through our membership of the Council of Motoring Clubs WA (CMC).

This event is open to all historic vehicles, 25 years and older and it is expected 700+ vehicles will participate. This is an AHMF event though ALL are welcome. If your club is not a member of an AHMF State/Territory Council, you are still welcome. (This event does not cater for Hot Rods, Street Rods or highly modified vehicles as they are represented by their own organisations.)

This is an international event. Most of us have friends overseas involved in the old car movement. Tell them about the Festival. Convince them to come along. Make it easy for them; lend them one of your spare vehicles. We already have attendees from Singapore and New Zealand. It will be great to welcome entrants from several other countries also.

It looks like a great event. Visit the event web site for entries and more information. It is intended to be a holiday for participants. It could be your holiday in 2020.

## EDITOR'S RAMBLINGS

### It's a fact....

Google rents goats and a border collie from a company called California Grazing to help cut down the amount of weeds and brush at Google HQ!

### Member Profiles

In the July *Vintage Matters*, I requested brief descriptions of members' competition careers, background information and something about the cars you drive in VSCC events, plus any other interesting cars or automobilia that you might collect. This was so that we can feature member profiles in *Vintage Metal*. The response so far is nothing.

This is a feature that my committee liaison, Secretary David Moir, includes in the Austin Healey club magazine that he edits, obviously profiles of AH Club members in his case. However, the material he uses is supplied by said members.

Could you please send me some information about yourselves, with photographs if possible? Just the facts. I can edit them into a story if you don't feel confident about writing the story in full. Let me have the facts as dot points and I'll pad them out.

### Club Activities in *Vintage Metal*

Some of you might wonder why Dad's Army and the JKL mob have their activities reported on in *Vintage Metal*. The answer is easy. They each have members willing to put pen to paper, or at least fingers to keyboard, to get their stories published.

If you are involved in a club activity, select one of your number (if you can get a volunteer it's all the better) to make a few notes of what you are up to. Have someone take a few pictures – the bigger and higher definition the better – and send the lot to me. Brief notes will do and please identify the people in the photographs. I can edit the story into shape, but my memory for names has never been any good, so please tell me who the people are.

It's your magazine about your club, so help me make it better and more representative. I and my little camera can't be everywhere.

### Miniature Racing



Chad Raven's miniature D-circuit took me back to my early ventures in miniature racing. My first attempt was before slot racing arrived, in about 1955 or 1956 when I was 9 or 10. At primary school we had "sending" contests in the playground, using Dinky Toys. Oddly enough the racing cars didn't work very well as the big tyres bounced over the bumps in the concrete and sedans were the thing.

My Ford Fordor Sedan, just like the one pictured at left, was the champion, beating out a Hudson Commodore Sedan that was the pre-event favourite. It felt good.

### Camping?

The thought of camping at Perkolilli brings to mind a quote from Facebook that appeared in a recent *Octane* magazine: "Some friends have asked me to go camping, so I've started to make a list of the things I'll need. Number one: new friends..."



*Bob Campbell*



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# ALBANY CLASSIC 2019 – PHOTO GALLERY



Above and below: Two shots of historic touring cars hammering up Aberdeen Street with Princess Royal Harbour in the background.



Right: Steven Brown's Austin Healey Sprite followed by Ron Fabry's MG Midget, Doug Todd's Ballot V8, Tony Fowler's Triumph TR3A and Doug Vanzetti's Triumph GT6.



Mark Jones' TR4 leads Kim Littleton's Bolwell Nagari and Michael Broughton's Porsche 356



Chad Raven took this shot of the new pedestrian bridge over the circuit at Albany.





In 2019 we celebrate the 60th anniversary of the introduction of the Mini - that's the real one, not BMW's relatively huge MINI. As part of that celebration we had a Minis only event at Albany and these are a few photographs Nicole Lothe took of the hordes of Minis that took part.

Vintage Sports Car Club of WA Inc.

## **Nomination for Management Committee 2020**

Nominations must be in writing and in the hands of the Secretary by 7 October 2019.  
Nominations will be accepted for the positions of President, Vice President, Treasurer, 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](mailto:admin@vscwa.com.au) or 55 Newry St Floreat, WA 6014 by 7 October 2019**

## MEMBER PROFILE – CHAD RAVEN

*This is the first of what we hope will be a series of VSCC member profiles. Chad is one of our newest members and has boundless enthusiasm for the club. He's also one of our younger members, but let him tell the story...*

I am VSCC member no. 1492. My date of birth is 13/09/1978, and the place, Glenelg, South Australia.

My favourite motorsport era/classes: late 60's/early 70's Can-Am cars, 80's Group C sportscars and Australian touring cars

I spent my childhood growing up Adelaide. In 1992 I moved to Perth and made the northern suburbs of Perth home for my matriculation years. At the end of year 12 I joined the Air Force who were prepared to train me as an avionics technician (just shy of becoming a fighter pilot, my childhood dream). Even as a 17 year old, my body couldn't handle the rigours of basic training and I was discharged after 4 weeks on medical grounds. Wandering for a year or two I started a traineeship driving/loading/unloading trucks, eventually going on to drive semi-trailers. After 4 years I moved back to Perth.

Never working full time after this point, I did some casual work repairing tv/computer monitors and mobile phones. I wound up working at a place especially for people with difficulties and disabilities. In 2006 I was let go from there because I was not profitable enough to employ. They helped me get on to the Disability Support Pension, concluding my paid employment history.



Chad's first slot cars from that set when he was 4. They have been restored recently.

I have never owned a racecar or even a sportscar but my passion for car racing is as strong as anyone's. When I was 4 years old my parents got me a Scalextric set for Christmas, starting my life-long love affair with model cars. At 11 I discovered the large commercial slot car raceway in Adelaide and started building, constructing, and repairing model cars becoming a self-taught novice in soldering, electronics, and small scale engineering. At the age of 17 (my matriculation year) I became the

overall Western Australian slot car racing state champion. Racing in many state and national events after this, no other large accolades were gained except for a national drag racing slot car title in 2006. Spending most of my limited money on trying to keep up with model car racing, there was never any will to buy a sports or racecar in full scale.

In the 50's, my grandfather owned a Singer sportscar and competed in numerous rally/trials in South Australia. My father was a big Ford fan, owning many GT Falcons and speed boats. It is



Chad wielding a paint brush at Dad's Army on May 28.



Chad preparing the D-circuit slot track for the July general meeting, assisted by Ron Fabry.

still a family tradition to watch the Bathurst 1000 race together. In 1985 the F1 circus came to Adelaide. Since then I have avidly followed world motorsport, mainly F1, Indycar, endurance/sportscars, and becoming a huge fan of drag racing.

Finding the Vintage Sports Car Club of WA in 2018, I became a member in 2019. My motorsports passions are now entrenched in helping preserve the history and beginnings of motor racing, particularly in WA and Perth.

## CMC NEWS

Through the VSCC's membership of the Council of Motoring Clubs WA (CMC), we receive news of events, legislation, rules, regulations and other information of interest to VSCC members.

CMC member John Schoen recently returned from a holiday across the Tasman and, on his return, sent the following information to the CMC Secretary, Neville Horner.

In Horopito, North Island NZ is Horopito Motor Wreckers. The huge range of mainly British, American and more recent Japanese vehicles on site are so numerous that you can see them on Google Earth from more than a

kilometre up. Parts are stored in a huge 2-storey shed, with parts from just about every marque imported to New Zealand. The web site is [www.horopitomotors.co.nz](http://www.horopitomotors.co.nz).

Mr Schoen said: "If you haven't been able to find stuff in Australia or boggle at the price of reproduction stuff ex. the UK or USA, this business might be worth a phone call."

### **Australian Border Force (ABF) Update on Asbestos in Imported Vehicles**

The policy responsibility for the *Work, Health and Safety Act 2011* has transferred to the Attorney General's Department (AGD). As part of the change, the Asbestos Safety and Eradication Agency (ASEA) was moved to AGD. Standing arrangements for import permit applications through ASEA remain in place.

Changes were made to the relevant import and export regulations in late March 2019. An explanation of the changes is contained within the "Notices" section of the ABF web site asbestos information page (<https://www.abf.gov.au/importing-exporting-and-manufacturing/prohibited-goods/categories/asbestos>), which also contains other important information about asbestos, imports and exports.

There is also a "Managing the Risk of Asbestos When Importing a Motor Vehicle" fact sheet at <https://www.abf.gov.au/prohibited-goods-subsite/files/fs-asbestos-risk-importing-vehicle.pdf>.

The information on the ABF web pages appears to be comprehensive, but you will need to read it carefully before attempting to import that classic or historic car you lust after.

## Silverwings and the Terrible, Horrible, No Good, Very Bad Week

Sometimes things just aren't meant to happen. With the wisdom of hindsight, we can see the warning signs and the stupidity of forging on regardless.

Why do we keep going?

As Kenny Rogers sang: "you've got to know when to hold 'em, know when to fold 'em and know when to walk away." Where was Kenny when I needed him?

It all began a week before the Albany Classic. The car had passed scrutineering with the usual problems to sort out: out-of-date tag on the fire extinguisher, soft brake pedal, and intermittent brake light. On the plus side, the car was running well. Time to change the oil, grease every nipple, tighten up the gland packing nut on the water pump and give it a good clean.

First thing was to check the oil. It's grey. No problem. It doesn't necessarily mean I have cracked the head or the block or blown a gasket. The Chrysler venting system seems to encourage moisture to accumulate along the dipstick making the oil milky in the hole. Just to check, I'll start it up and run it for a few minutes. Damn, now all the oil has gone milky in the sump. I'm quick to blame the long-lasting red radiator coolant I am using. That stuff seeps like nothing else.

However, there's a tell-tale accumulation of oil around a couple of the plugs. OK. Check the head bolts. Yep, one of the head bolts is not tight. Now, if you've had a low compression, flathead motor from the 1920s, you know that this doesn't necessarily mean you need a new head gasket. Just re-torque the head bolts and try again. With that done, some new stop leak goop in the cooling system and new oil goes in and the car is idled for a few minutes. Problem solved. Clear oil. We're fine for Albany!

So far so good, so three days before leaving for the event I decide to take the car home so that I can finish the work I meant to do over the weekend when I got distracted by the milky oil. I'll have to do it after work during the week. So I start the car to drive from the Swan Valley back to Inglewood. What's that noise from the back axle? It must be one of the shims on the rear right hub wearing out again. The hubs fit on tapered axles and to maintain the distance between the drum and the backing plate on worn hubs it is a simple process to make up some conical shims to compensate for the wear. That's not a big issue. It only takes five minutes to make another shim.

Fortunately, Silverwings can keep up with the peak hour traffic and I drive over the bridge near Bassendean Oval and stop at the lights. The lights go to green, I take off and then there is an almighty bang, followed by a continuous, sickening rasping sound. I drive off Guildford Road and stop. What could it be? I'm now stuck in peak hour with a very sick car. It's game over.

I back the car and the sound disappears. If I turn to the left, the sound also goes away. An axle isn't broken. That's a positive. Maybe a key has slipped in the keyway. I make the dumb decision to limp home at a few miles an hour. Two hours later I complete my 15 minute trip.

I've got lucky, the sound appears to come from the diff. I have a spare. When I threw some teeth from my last diff whilst taking off on the hillclimb at Mt Clarence a few years ago, gearbox whizz Brian McDonough set up a spare diff for me. I knew that sooner or later the old one I put in would give up the ghost. It was now that time. No problem. I would just change over the diff. After all, what could go wrong? The replacement was the original diff from the car anyway.

When I removed the diff, the problem was immediately obvious. One of the carrier bearings had completely collapsed. The half shaft was being supported by the outer bearing and the spline at the diff end. It was incredible that I didn't break a half shaft driving home, but I paid for it. The half shaft was out of alignment and took forever to draw out of the housing.

The work took until after the sun went down the following night and the job was done with only a day to go before leaving for Albany. The only problem was that one brake drum would not turn when everything was reassembled. Of course, I know the problem. Shim it out. So that was done the next afternoon and Silverwings was ready for Albany. It was still dirty but that was the least of my worries. At least the car was mechanically sound.

I backed the car down the laneway. Parked it, opened the gate, and backed it the rest of the way. There is a patch of new oil on the bitumen. What?!! The brand new pinion seal is not holding the oil back. It must have been pinched when it went on. So I fill the offending area with RTV and it seems to stop the leak. As long as I don't drive backwards the pinion gear won't act like an oil pump and push oil past the seal. We're good to go!



Graeme under Silverwings. Yes, he is there. Cathy said so and she took the picture.

Silverwings made it to Albany in fine shape — at 100 km/h on my car trailer. It started with a short prime to get it off the trailer and under cover on Friday night. And on the warmest morning I think we've ever had for the hillclimb the next day, the car started and idled beautifully. Now, at this point I was quite happy with myself. A quiet "new" diff, an engine purring nicely and tons of time to drive around Mt Clarence and take in the incredible view. Burning the midnight oil

was worth it.

Just as I drove past Middleton Beach and started the ascent I noticed a noise from the back end. Mmm? Must tighten up that castle nut on the back axle. The shim must be bedding in. The noise was getting worse. Mmmm. Must also look at the brake adjustment – I might have adjusted the externally contracting brakes bands too tightly. It's an imprecise art. (OK, yes, it's a dumb design).

By the time I reached the hillclimb the noise was getting quite loud. That's odd. Usually the brake noise goes away once they wear in. No problem. I'll do the sighting run and then adjust them. I go to sign in. I'd been left off the entry list for some reason and placed on the second group list. I'll have to wait. At least I can see the cars from my group take off. I don't usually see that as I am in the queue waiting for a run.

When I start up the hill, the noise coming from the back axle is intolerable and I park it just after the start. History Repeats as Split Enz would say. Yes, back to the other musical



Graeme working on the rear hub of Silverwings. Cathy took this one, too

reference: Kenny Rogers would know when to hold 'em and when to fold 'em.

So it's back to the pits. I jack up the car with the Prado wheel jack (they have good little jacks on Toyotas!) and remove the hubs. There is oil everywhere. Damn that pinion seal. My cheap and cheerful seal fix hasn't worked. I know what to do, I'll make a nappy. Peter Harrold kindly supplied a t-shirt just for the job.

Max Gamble wanders by. Max is always ready to give get-it-back-on-the-road advice and comes up with a good suggestion for getting a hub seal to seal. It has spun in the housing. Another neoprene seal problem – give me felt seals any day.

I shim the first hub with a slightly large shim I make up from the shim stock I bought down just in case. The drum spins beautifully, then I do the other. It's fine, too. The only problem I now have is that the castle nuts can't take a split pin because they are too far out. I consult our chief scrutineer and agree that if I use high strength red thread locker, put a paint mark on the shaft and nut so that I can see whether they move and check it after every event, then I can compete. The only problem with that high strength stuff is that it needs heat to get it off. That's nothing to worry about. I think we've fixed the problem and when I get back to Perth I can put a flame on the nut and melt out the adhesive. Cathy heads off to hunt down some thread locker and returns with lots of good stuff. While I am waiting for it to set, I jack up the car again and re-adjust the brakes.

By now it is mid-afternoon and the dozens of spectators who had been offering excellent, knowledgeable advice for hours had all left for the more exciting diversions. I pack up and drive around the roundabout. Then the sound comes back again! And I have just used red thread locker! Ok. That's it. I'm done. I'll just drive it back to the golf links slowly and put it on the trailer. The God of Racing has spoken.

But there is one more sting in the tail. The sound gets worse and worse so I call it a day and park it on Marine Drive, leave the car with Cathy and head back to collect the car trailer. It's definitely the time to fold 'em.

Every cloud has a silver lining. I had a great day chatting to my fellow competitors at the classic on Sunday. It did get a little boring explaining countless times why Silverwings was a DNS but it is always great just to be at our event, and enjoying the camaraderie. I've been coming to Albany for the Classic for 20 years and this is only the second time that the Chrysler has let me down. I think I am starting to pay for the years of thrashing the car in our club events.

So what of the scraping metal? I think I know how to fix it. I'll tell you how when I see you at Perkolilli in September.

*Graeme Cocks*



## Who Am I?

This recumbent gent was present at the 1983 York Flying 50. He looks as though he has been enjoying the bottle of port that stands beside him.

Graeme Cocks is writing a book about the York Flying 50 and this is one of the photographs that he has collected, but he has no idea who it is.

Can anyone help? Who is the sleeping gent?

# ALBANY CLASSIC 2019 – PHOTO GALLERY PT 2



William Knubley (Triumph TR2) and Luke Zambotti (Jaguar D-type)



Bill Lee's Commodore, Doug Jack's Charger and Nick Webb's Torana lead a pack of production cars with a beautiful vista of Princess Royal Harbour behind them.



Greg Willimott in his very neat TR6.



Rami Brass (MGB) being chased by Greg Willimott (Triumph TR6).



Ron Fabry's MG Midget and Doug Vanzetti's Triumph GT6 lead the pack.



Tony Brett (Westfield Clubman), Bruce Jones (Clubman Replica) and Rami Brass (again!).



Ray Morgan enjoys his MGB GT



William Knubley in his Triumph TR2 chases Matt Stuber's Ford V8 coupé

Almost all of the photographs in the Albany classic photo gallery and accompanying the JKL Square Riggers Update were taken by Nicole Lothe. Nicole has provided many photographs for Vintage Metal for some time and I must thank her for her high quality contributions to the magazine. Bob Campbell



The Markich/Eyer sidescreen TR chases Bruce Jones's Ford Clubman Replica



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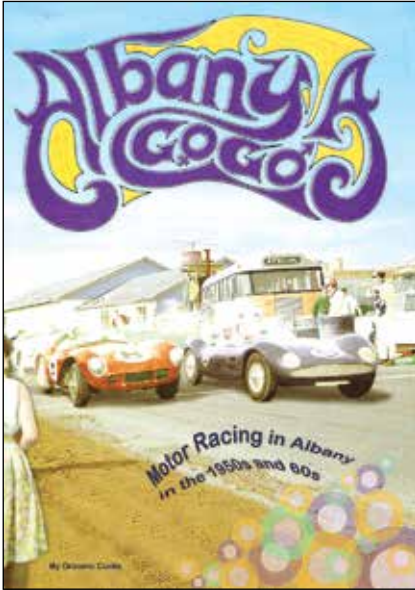
Sunday 11th August

ROADS CLOSED: 7.00am until 12.00pm

Rally Cars on Stage 8.45am to 11.45am

Stage Runs Three Times followed by a Parade Lap

# BOOK REVIEW: MOTOR RACING IN WESTERN AUSTRALIA BOOKS BY GRAEME COCKS



**VSCC** member and long time competitor in VSCC events Graeme Cocks is also a motor racing historian with a number of books to his credit.

The most substantial of these is *Red Dust Racers*, which was short listed for The International Historic Motoring Awards Publication of the Year 2016. A copy of this weighty tome is available for loan from the VSCC library.

The place to look for Graeme's books is his web site, [www.motoringpast.com.au](http://www.motoringpast.com.au), where you will find all of his books that are available and can be ordered online. Graeme recommends *The Mighty MG Magnettes of 33*, a detailed history of the MG Magnette racers of 1933.

The two books shown here are in my personal collection and still available through the web site *Albany a GoGo* at \$25 plus post and packing and *Controversy at Caversham* at \$36 plus post and packing.

*Albany a GoGo* tells the story of the return of racing to Albany at Easter 1957 and the races and hillclimbs that took place there until the last event in 1964. A highlight

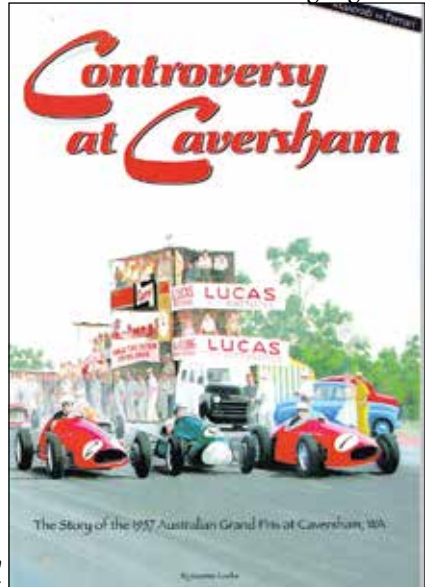
was the Australian Hill Climb Championship at Mt Clarence in 1957, when Lex Davison took the title in his Cooper-Irving. However, the 'round the houses race on Easter Monday of that year was rained out.

1958 saw both the hillclimb and racing take place and the double-header programme continued until 1964 after which safety concerns dictated the end of racing through the streets of Albany.

There are also descriptions of some of the top racing cars that competed at Albany.

*Controversy at Caversham* tells the story of the Australian Grand Prix held at Caversham in 1957. It was won by Lex Davison in his Ferrari from Stan Jones in a Maserati 250F. The controversy arose when Jones was at first declared the winner, only to be displaced after an error was found in the lap scoring and the race awarded to Davison. Jones never did hand over the silverware, however. The whole story is in this book.

*Bob Campbell*



# JKANDL SQUARE RIGGERS UPDATE

## ALBANY CLASSIC AND PERKOLILLI UPDATE



Simon Fry (Austin Seven Special) leads Mike Sherrell (MG TC) and Hugh Fryer (Austin Seven)

**Y**et another great Albany event with fantastic weather. Thanks to all involved in the organisation and running of the event.

The hillclimb went well on the Saturday except for Graeme Cocks who had rear axle problems, see separate article (page 20).

Driving to the track in the early morning fog on Sunday made for an eerie start to the day. Soon we were all assembled in the pits, 29 in total, lucky some of our cars are quite small and we all fitted in. What a variety of cars we had in the group; it was great to see 13 JK cars, a massive improvement on last year but still down on the 17 we had in 2017. Our group leader Hugh Fryer was impressed by the respect and consultation shown by the organisers in the creation of the grids, not an easy task with five full grids in an oversubscribed event. This will certainly encourage more JK cars to enter future events. On the track all went really well considering there was a 25sec spread of lap times, from 70 to 95sec.

There were smiles and congratulations all round when Rodney Cocks won 'Big 4 Middleton Beach' event 4 also for Terry O'Flaherty winning 'City of Albany - The Albany Tourist Trophy' event 14, both are long time (especially Rodney in his great looking Ford Model A Cactus) regular competitors who always look like they are enjoying themselves. Congratulations also to David Markich in his Triumph TR for winning 'The Albany Advertiser' event 9.

It's interesting looking at the overall regularity results, congratulations to Ray Morgan, MGBGT for winning the overall regularity for Group 4, second was Matt Stuber, Ford V8 Coupe, in only his second event. Third was Richard Baird, Hudson Terraplane, well done all. While last was our team leader Hugh Fryer, Austin Seven, perhaps Richard and Matt could give Hugh a few pointers.



William and Luke, Geert de Klerk's grandsons, try out the Austin Seven

All through the day our pit area was full with interested public. Lots were interested in Mike's Three Wheel Morgan, Mike ever obliging answering questions all day. It was great to see Geert DeKlerk's grandsons, William and Luke, trying out grandad's Austin Seven. The Cocks family also had multiple generations in attendance.

Looking forward to next year.

With another successful Albany Classic now a memory, planning is reaching its final

stages for the Lake Perkolilli Red Dust Revival 2019.

As we go to print, we have about 50 confirmed motor car entries and about 20 motorcycle entries. It's a fantastic result that cars from every mainland state of Australia will be heading to a lonely clay pan near Kalgoorlie to kick up the dust on Australia's oldest motor racing track.

The oldest car will probably be Peter Briggs' 1903 Curved Dash Oldsmobile from the York Motor Museum. While not competing, the Olds harks back to the early years of motoring in this State when Oldsmobiles and De Dion Boutons ruled the roads. Kalgoorlie was home to several "CDOs" in the first years of the new century.

Cars from 1913 will be competing in the

demonstration events.

The oldest participating car will probably be Les Johnson's 1913 Overland which he will be bringing over from Chatswood in New South Wales. Overlands have a great sporting history in Western Australia, breaking many inter-city records including Albany to Perth and Perth to Geraldton in the days when city-to-city dashes were a challenge some drivers couldn't resist.

Stephen Alexander is shipping his 1936 Lagonda Rapier from the United Kingdom just to participate in the Red Dust Revival. Make him welcome!

Cars have been constructed all over Australia just for this event and there has been a scramble to get everything together in time and for entries to be submitted. It is wonderful to see the range of cars coming to Perkolilli.

Many are cars we have not seen for many years. A feature is the number of Ford Model Ts entered. Back in the days of the York Flying 50 events, one Model T racer was a common sight but it was sold to South Australia and the very early cars disappeared from around-the-houses events. There will be about 10 Model Ts taking to the track including Ted Mumme who will be back from Darwin



Geert de Klerk and Bryan Scrivenor, both in Austin Seven specials.

Jack del Borello (Ford 10 White Mouse) and Rodney Cocks (Ford Model A) with Princess Royal Harbour behind





Matt Stuber's Ford V8 coupé at the top of Aberdeen Street

with a fast T.

Bentleys have been a rare sight at around-the-houses events in the 21st century but Kevin Coote is bringing his car and Kevin Cochrane is tuning his 3-Litre Bentley to make more noise than it usually does.

Vintage aircraft flyers are motivated to fly up from Perth and if they get fair winds we'll see Kevin Bailey's superb Stinson Reliant, three Tiger Moths and three Chipmunks landing on the centre strip.

The organising team of Greg Eastwood, Ross and Lynn Oxwell, and Cathy and Graeme Cocks are now getting into the detail

of running an event with no electricity, no water and indeed, just about no facilities at all except an amazing patch of dirt.

Greg Eastwood has done several courses at Motorcycling WA to ensure the smooth running of the motorcycle races. The motorcycle boys are running fair-dinkum races so it will be great to see what the bikes are capable of.

Lynn and Ross Oxwell have taken on the myriad behind-the-scenes tasks from compiling entries, organising volunteers and event schedules to ensuring that all the CAMS and local council paperwork is in place.

Cathy Cocks has put together a fantastic range of souvenirs. These include teaspoon sets with a spanner at one end and a spoon at the other, engraved with the Red Dust Revival



Michael Ognenis, Morgan-JAP 3-wheeler, at the top of Aberdeen Street followed by Rami Brass (MGB) and Tony Brett (Westfield Clubman).

and presented in small tool rolls. There are coffee cups, mechanics' coats, t-shirts, garage signs, badges and Fedora hats.

A feature of the Red Dust Revival has been made possible by the sponsorship of Mobil Lubricants (via Statewide Fuels) and Shannons Insurance. Keep an eye out for the officials with white mechanics' coats and black Fedora hats. They will have the Mobil Pegasus logo on their back and a Shannons badge on their hats. Why not join in the fun and come in your 1920s or 1930s gear?

A recent track inspection by Graeme Cocks and Ross Oxwell revealed a track which was just

about dry after the recent rains. The event is sponsored by the City of Kalgoorlie/Boulder which has put a more gradual curve into the track on the south-east bend. It will require a bit of smoothing out and if it isn't quite right then the existing curve will be used. They will



Terry O'Flaherty (Chrysler Sprint), Rami Brass (MGB) and friends.



Luke Zambotti (Jaguar D-type), Mike Sherrell (MG TC) and Simon Fry (Austin Seven special) lead the pack of vintage and veteran cars.



Doug Todd swings the Ballot recreation into Serpentine Road.

also grade the entrance track from Pinjin Road, and supply toilets and rubbish bins.

Club members who remember the camping area from 2014, 2009, 2004 or 1997 will find that the open area behind the pits is a lot more bushy than before. It will be a case of first in gets the best spot.

Pray for a dry track and see you at Perko!  
Updates at [www.motoringpast.com.au](http://www.motoringpast.com.au)

*Heza Henry*



Richard Baird's Hudson Terraplane closely followed by Simon Fry's Austin Seven and Jack Del Borello's Ford 10 White Mouse.



## FOR SALE

1) 4 off AP discs and hats, for Chev Jag bolt pattern - 330mm diam x 220mm inside x 25 thick.

2 off 4 pot "AP Racing" calipers for road use with dust seals.

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2) 2 off front Bilstein coil-over shocks, 430mm open and approx. 90mm stroke. Fitted with Eibach springs 17/96 - 0900.225.0350

2 off rear Bilstein coil over shocks, 470mm open and approx. 110mm stroke. Fitted with Eibach springs 75509 - 0900.225.0700

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3) 2 off rear suspension hub carriers + sample Jag hub bearing. These will be **free** to person buying items 1 or 2 (or both).

4) 1 off Pi "C" dash. Came out of a crashed car that was used for 5 hours. No sender units.

**\$300.00**



**Contact: Ray Watson – Mobile: 0468 737 955**



## FOR SALE

1956 Sunbeam (Talbot) Saloon. Full rego, engine, g/box, front end, clutch, tailshaft, cooling system all overhauled. Leather upholstery, 4-spd floor shift. Many spares including body, engine, g/box, sundries. Vehicle has been in my custody for 25 years, time for a new owner.

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**Contact Mike 0439 911 650**

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Very fresh 2.8+L motor with triple 45mm Webers and MSD ignition.

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been developed since then.

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