

April 2020

Issue No. 341



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

VINTAGE METAL

www.vscwa.com.au

**NORTHAM POSTPONED!
ALBANY CANCELLED! SEE PAGE 3**

PLUS: From the President
Minutes from March General Meeting
Club, Dad's Army and JKL Group News

April General Meeting – Cancelled

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COVER: Sports cars at Northam 2019. Mark Duder photograph.

Advertise in *Vintage Metal*

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

Vintage Metal is published monthly 11 times per year (February to December), in A4 full-colour format with an approximate distribution of 400 per issue distributed by email 5 times a year. Rate card available from David Moir.

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

Magazines are in members' inboxes by the last week 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** for members' ads.

For all commercial advertising contact David Moir

0400 813 141 — david.moir@iinet.net.au

**NOTE! DEADLINE FOR ARTICLES FOR THE MAY 2020 ISSUE IS APRIL 15, 2020
ADVERTISING DEADLINE APRIL 11, 2020.**

FROM THE PRESIDENT

As you all know, the COVID-19 pandemic has caused widespread disruption in all of our lives and the VSCC has not been excepted from this disruption. I have summarised the club's current situation below and the Management Committee and myself will be using *Vintage Metal* to keep members up to date.

Northam Postponed

The Vintage Sports Car Club has postponed the Northam Motor Sports Festival which was to be held on 4 and 5 April – this includes the Eco Village Mt Ommanney Hill-climb and the Bendigo Bank Northam Flying Fifty.

We aim to hold the event later this year, depending on the availability of a suitable weekend and further government advice about public events.

This announcement follows the Australian Government's direction that all non-essential gatherings of 500 or more be cancelled from Monday 16 March.

Our club understands the disappointment and inconvenience this will cause to the public, competitors, our event officials and the Northam business community who were planning to be part of a great event in two weeks' time.

Competitors can seek a refund of their entry fee by providing their BSB and bank account details to entries@vscwa.com.au or by advising the club to hold their fees in credit for the next event.

Please contact Club Secretary David Moir by email at admin@vscwa.com.au if you have any further queries.

Club Meetings Suspended

We have decided to suspend club meetings until further notice to protect members against the risk of the Corona Virus. This includes our monthly meetings and Dad's Army gatherings.

The Management Committee will monitor the situation, including any further government advice or directives and advise members as soon as we consider it is safe to resume the club's normal operations.

Look out for your mates.

One of the factors in deciding to suspend club meetings is that many of our members are in the high risk category of suffering from a COVID-19 infection, because of their age. Many of our members are also retired and for some, the monthly meetings and/or Dad's Army get-togethers is their main social contact.

We need to look out for our mates who may be feeling more isolated than others because of this loss of contact. This is a chance to give your mates a call every week or so to keep in touch in this time of crisis. If you don't have your mate's phone number, you can log into our club website at: <https://vintagesportscarclubofwainc.wildapricot.org/sys/website> Or you can drop a line to our Admin Officer, Sheryl at entries@vscwa.com.au or our Secretary, David at admin@vscwa.com.au to get the number you need.

Albany Classic Cancelled

Unfortunately we have had to cancel the fabulous Albany Classic weekend, due to be held on 30 and 31 May. This was done for similar reasons to the Northam decision, but Albany is much more difficult to stage later in the year as it depends on the availability of a long weekend to make it successful. We will work with our event partners, the Albany Classic Motorsport Club to make next year's event a great success.

Welcome to our new Treasurer

I am very pleased to advise that we now have a Treasurer: I welcome David Ward to the Management Committee and thank him taking on this important role.

David is an experienced accountant and has been a club member for many years. He races a silver Falcon XY GT in Group N and competes in regularity at Northam and Albany.

It's good to have an experienced set of hands steering our club's finances.

Delays in Clubroom Repairs

The management Committee acknowledges members' concerns that we have not been able to use our Caversham clubrooms for four months now. This has been caused by the discovery of asbestos in the ceiling during repairs in November.

Graeme Whitehead, Paul Wilkins and Brian Eyre have been working hard with the site owners and managers to have the repairs completed.

The continuing delays are causing frustration to all club members, especially the Dad's Army crew who have been maintaining the clubrooms to such a high standard up until November.



Glenn Swarbrick
VSCC of WA President

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

Minutes of General Meeting

held at Inglewood Bowling Club, 9 March 2020

1.Meeting opened: 7:55 pm, Glenn Swarbrick presiding, 21 members present.

2. Apologies: Terry le May, Chad Raven, Rob Ozanne, Alan Armstrong, Ken Shufflebotham, Alan Shepard, Michael Broughton.

3. New Members and Guests: nil

4. Adoption of minutes:

Moved: David Moir

Seconded: Mark Jones, that the minutes of the February meeting be accepted.

Carried

5. Business arising: nil

6. Treasurer's Report: Sheryl Swarbrick reported the current balances. Account balances and cash amounts can be obtained by members from Sheryl.

Moved: Paul Wilkins

Seconded: Mark Jones, that the Treasurer's report be accepted.

Carried

7. Secretary's report:

Correspondence:

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

Moved: David Moir

Seconded: Ivan Okey, that the Secretary's report be accepted.

Carried

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

- a. Northam entries close next week and he encouraged members to complete an entry by then.
- b. Albany Classic planning is proceeding well via the Joint Management Committee with the ACMC.
- c. There was concern at the delay in repairs to the Caversham clubrooms and we are working with Peet Ltd to break the apparent stalemate.

9. State of Play Reports:

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

i. **Northam Motor Sport Festival:**

1. entries are currently at 65 which is well below the break-even target;
2. entries for the hillclimb are low and the viability of that event is in doubt;
3. scrutiny will be on 21 March at North Metropolitan TAFE;
4. all officials and volunteers have been confirmed;
5. (via Paul Wilkins) Ertech has completed 14 new concrete barriers for delivery to Northam; the secretary will send a letter of thanks.

ii. **Albany Classic:**

1. Planning is going well;
2. A second pedestrian bridge is proposed;
3. The cocktail function on the Friday night will be promoted as the main welcoming event for competitors, friends and sponsors with a barbeque on the Sunday night for drivers and officials.

iii. **The Collie Icebreaker** is on this weekend and our club is lending MSW our radios for the event.

b. **Workshop:** Graeme Whitehead reported that:

i. Repairs to the trailer are underway.

ii. The Caversham Car gearbox needs repairing.

iii. Hugh Fryer has donated a Standard as a project car.

iv. The tour of Galloway Engines in Pinjarra will be on 2 May.

v. There is concern at the delay in repairs to the clubrooms and this may lead to a loss of interest for Dad's Army volunteers.

c. **Library:** no report

d. **Social:** no report

- e. **Regalia:** no report.
- f. **Caversham:** Brian Eyre reported that:
 - i. Negotiations with DPLH are proceeding slowly but a licence for the D Circuit has been assured.
 - ii. The proposed lease on the York St site may now be with the City of Swan or DPLH rather than Whiteman Park.
- 10. **General Business:** there was considerable discussion on long-term alternatives for clubrooms.
- 11. **Guest speaker:** Paul Bartlett gave a presentation on the trip he and Larry Coyle had last year to the Silverstone Classic in the UK.
- 12. **Next Meeting:** Monday 6 April, venue TBA.
- 13. **Meeting Closed:** 9:50 pm.

VSCC OF WA CALENDAR 2020

All VSCC of WA functions have been suspended until further notice.

The Management Committee will be reviewing the situation regarding the corona virus pandemic and VSCC of WA activities will be resumed as soon as practicable.

DAD'S ARMY NEWS

Galloway Engine Reconditioning Tour Postponed!

The Dad's Army Tour of the Galloway Engine Work Shop at 25 Baker Street Pinjarra on Saturday Morning the 2nd of May 2020 has been postponed indefinitely.

We hope to reschedule the tour after the corona virus crisis is over.

Dad's Army Tuesdays Suspended

Due to the corona virus pandemic, all Tuesday meetings of Dad's Army are suspended until further notice.

Your Dad's Army Scribe will keep you informed of future developments.

Future Projects

Future projects for Dad's Army, once we are able to gather again at the clubrooms and workshop, are threefold. First is actually an ongoing project, the Caversham Car. The gearbox is almost ready for installation and this will probably be our first task.

Second is repairing the trailer that some of us recovered from its bushland resting place a few weeks ago. We have the all clear to begin repairs.

Third is a car for Perkollilli and VSCC events. We have had a Standard chassis donated to us and we shall be discussing the future of this project as soon as we are able to gather again.

Electric, Steam or Petrol

Petrol or electric seems to be the choice today in how one's car should be powered, but until the 1930s there was also a steam option. Not everyone agreed that the petrol car was the best choice, as this quote shows.

Any woman can drive an electric automobile, any man can drive a steam, but neither man nor woman can drive a gasoline; it follows its own odorous will, and goes or goes not as it feels disposed.

—Arthur Jerome Eddy, early automobile enthusiast, 1902



Kevin Dorn and Denny Cunnold prepare to use Denny's Colorado to retrieve the trailer

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VSCC NEWS

Classic Car Show

Unfortunately we were unable to duplicate the 15 cars we had on display last year.

Therefore we had to contend with only 6 in the end, consisting of an Alpine A110, Amilcar, Jaguar Special, the Perkolilli Model A Ford, MG Midget and a Speedway car.

Mind you there were members displaying in other marques of cars like the Lancia, Ford and MG etc.

It started off with a nice cool morning however as the day progressed it became quite hot.

Our VSCC marquee provided excellent shade and a gentleman visiting from Canada even took photos, to take home to show his club how it should be done. High praise indeed.

Our team of Graham Whitehead, Tony Brett, Kevin Dorn, Michael Zlatovich (speedway car owner) and myself fielded quite a number of enquiries during the day.

These sorts of events will always show up surprises and to see 2 Ferrari 250 GTE, one red and one silver together was amazing. A couple of beautiful Cadillacs, one complete with a dashboard of instruments in the back too, (just to make sure that the chauffeur was sticking to the speed limit??).

Of course the Lamborghini display would not be complete without folding doors and wings.

One observation is to see the difference between what England and America were producing in the 50s and 60s. So far apart, but I guess some of the American cars would have no chance of getting down an English lane.

A very well used Model A Ford ute from Bellara station certainly took Kevins eye!!

An 1885 Benz Patent-Motorwagen replica was special too, but it is interesting to see how quickly cars evolved in such a short space of time after this. Cars of 1901 to 1904 were of no comparison.

Mark Duder



The VSCC display



Kevin Dorn and Graeme Whitehead man the stand at Ascot



Bellara Station Model A pickup



Mark Duder's Alpine A110



Clockwise from above: Dual cowl Cadillac has instruments for rear seat passengers as well as their own windscreen; Two-seater Cadillac is true 1930s luxury; Replica of Benz's 1885 Patent-Motorwagen; The splendid little Amilcar that joined the VSCC display; Red Ferrari 250 GTE; Silver Ferrari 250 GTE; Lamborghini waves its doors at the onlookers

EDITOR'S RAMBLINGS



Club Sections

In this month's JKandL Squareriggers Update you will find a description of the JKL group's tuning days at Collie and how to organise a similar day for your own interest group. A past administration of the VSCC of WA actively discouraged the JKL tuning days on the grounds that it could lead to a break-up of the club into splintered interest groups. The experience of other clubs does not support that view and, in any case, it is clear from the description starting on page 16 that the arrangement with Motoring Southwest Collie is suitable only for small groups.

Some time ago I was for several years a country member of the Sporting Car Club of South Australia (SCC of SA) and was very impressed by the way the club worked. It was split into sections according to areas of interest. This process began in the between the wars years when the late Percy Wien-Smith acquired a 1904 De Dion. The SCC of SA was actually formed to provide a club for veteran car owners. It soon became the predominant club in South Australia for motoring enthusiasts. The Veteran Section still exists and runs events for veteran cars, but still remains a loyal part of the SCC of SA. The main part of the club organises race meetings, hillclimbs, trials and rallies. At the time the club history, *With Casual Efficiency*, was written in 1994, the sections were Veteran, Vintage, Classic, the Historic Racing Register and the HQ Racing Register. The club is strong and each of the sections is represented on the club's management committee.

There is no reason why the various groups that compete in VSCC of WA events should not organise themselves to recruit and retain drivers and vehicles in each group. Each group could organise tuning days and other gatherings to encourage mutual support and encouragement. If each group were to be represented on the club management committee we would achieve a healthy committee with broad-based discussions of major decisions that should result in a healthy and progressive club run for the benefit of all members. Or am I being over optimistic? Letters to the editor can be addressed to robertcampbell4@icloud.com.

That De Dion

The De Dion that helped start the veteran car movement in South Australia has remained with the family of Percy Wien-Smith and was inherited by his son the late John Wien-Smith, universally known within the SCC of SA as Weenie. After John's death the car passed to his nephew.

I rode in the car when John brought it to Perth for a veteran car rally some years ago. It had two cylinders and an epicyclic gearbox, which meant quiet, crunch free gear shifting. It tootled along quite happily and the sound of its engine justified the onomatopœic French nickname for veteran cars, *Les Teuf-Teufs*.

John might have been deeply involved in the Veteran Section, being its chairman for a large part of the 1990s, but he was also the club's official starter for hillclimbs and sprints, a volunteer in the club's extensive library and an enthusiastic member of the SCC of SA's Dad's Army.

Why Did Fangio and Mercedes Lose at Silverstone in 1954?

After dominating its debut race, the Grand Prix de l'ACF at Reims, the Mercedes-Benz W196 was less successful at its second appearance, the British Grand Prix at Silverstone. But why was it so unsuccessful at Silverstone.

Fangio started from pole with a time of 1 min 35 sec at 100.35 mph, faster than the outright lap record then held by Guiseppe Farina in the 4½-litre Thinwall Special Ferrari and a second faster than eventual race-winner José Froilán González's Ferrari. The blame for the Mercedes failure has been placed on the fully enclosed bodywork preventing Fangio from seeing the marker barrels then used to delineate the Silverstone circuit. L J K Setright, in his book, *The Grand Prix Car 1954/1966*, says: "It is incredible that Fangio, a man who had proved able to drive an Alfa Romeo (which not only had bodywork covering all the wheels, but a fully enclosed coupé top) over a large part of the Mille Miglia, including some of the most hazardous mountain passes, at extremely competitive speeds with one front wheel accidentally disconnected from the steering mechanism and steering itself haphazardly at all angles, should be so inept as to collide with a marker barrel in the generous expanses of Silverstone."

Setright points out that the 1954 W196 chassis was set up with considerable understeer to counter the oversteer generated by the aerodynamic body. To get around Silverstone's many medium pace corners the driver would have to give "a violent tweak to the steering wheel, at the same time stamping on the accelerator". Such coarse driving is all very well for one quick lap, but over the race distance of 263.42 miles (423.84 km) taking just short of three hours on a wet track "...such methods of inducing oversteer not only involved a good deal of effort but also a quantity of peril and an unavoidable tendency towards the approximate rather than the precise." Both quotes from Setright again. Considering that Fangio shared fastest lap in the race with six other drivers, he wasn't hanging about and it was only when Fangio's gearbox went off song towards the end of the race that he dropped back to fourth, a lap down on González.

Bob Campbell

BOOK REVIEW:

LOUIS RENAULT'S AMAZING TYPE A BY GRAEME COCKS

REVIEW BY BILL BUYS



Lindsay Taylor explains the idiosyncracies of the little Renault to Daniel Ricciardo

RENAULT'S Formula 1 car produces something like 950 horse power, or 700kW — a very far cry from the 1.75hp (1.2kW) output of an 1899 Renault Type A.

Yet it was the latter that spooked Daniel Ricciardo, who, apart from being a top Formula 1 driver, is probably the most experienced Renault pilot of all time, having driven the French brand fast, furiously and exclusively for the past 13 years.

There's a chapter in the book *Louis Renault's Amazing Type A* that deals with Ricciardo's stint at the tiller of the Type A owned by Perth's Peter Briggs, the 110th car built by Louis Renault, one one of six known to still exist worldwide.

The 208-page full colour book by Graeme Cocks is a wonderful read, detailing how the 21-year-old Louis built a car in his family's garden shed in Billancourt, Paris — and got 12 orders after taking some diners for a spin in it on

Christmas Eve, 1898.

His car could run up hills that others couldn't, thanks to direct drive to the rear wheels via a propshaft, as still featured in many a car today.

The propshaft, or direct drive as it was known at the time, was a sensational advance in an era of belt or chain-drive.

The book documents the difficulties young Louis and his brothers had dealing with copycat manufacturers, including a Brit outfit that imported the French cars and simply changed the badge, and how participation in races took Renault to worldwide fame.

It deals extensively with the virtual rebirth of the 110th Renault Type A acquired by Peter Briggs after it had spent decades in hibernation in various parts of the world.

It was on static display in a Perth museum when Renault fan Lindsay Taylor spotted it and reckoned he could get it going again.

After a chat with the owner, the restoration project was on, and turned out to be a much bigger challenge than Taylor expected.

"My Renault association goes back to my childhood when my father sold Dauphines," Taylor said.

"Later I sold, rallied and raced Renaults and became well versed in the marque's history.

"Years later, and retired, I was looking for something to do other than gardening and the chance to restore one of only five remaining original Type A cars was, I thought, one of those once-in-a-lifetime opportunities."

What followed was contact with umpteen clubs, museums and the Renault company itself in a hunt for drawings, measurements, parts and a myriad other details.

But at the end of it all, the 'new' 1899 Type A competed in the annual London-to-Brighton event, and some time later, Lindsay Taylor had the honour of teaching Daniel Ricciardo how to drive a Renault.

"He quickly caught on," Taylor said. "After a few laps he was wearing his trademark smile and driving one-handed as he went by."

The Briggs car has a three-speed gearbox with an unusual shift, but it does not have a reverse gear. That was an expensive optional extra back in the day. Most owners simply picked up the front and swung it around.

The book is a bright, fascinating read, with enough technical detail for folk who want to know exactly how the various bits work but it's presented in a very readable, entertaining form.

Apart from building cars with great success, Renault also built tanks for the French Army in WWI — with some still doing service in some parts of the world until the mid-1950s.

That's but one of many perks readers can expect in this *tres bon* book.

The pictures are many, and all brilliant, and the work is on top quality paper.

Yours for \$45 from motoringpast.com.au or Motoring Past Publishing, P O Box 297, Inglewood WA6052.



Clockwise from left: The engine of the Renault Type A; The Renault lines up with much younger models at Barbagallo Raceway; Peter and Robin Briggs cross the finish line of the London to Brighton Veteran Car Run in November 2017; The Renault at Billancourt Arch, site of the original Renault factory; The Renault at the Eiffel Tower.

JKANDL SQUARE RIGGERS UPDATE



TUNING DAYS AT COLLIE

**Steve Williams' Austin 7
closely followed by
Christopher Mackintosh
in the Bartlett Special**



**Barry Mackintosh fettles the Bartlett Special
between runs**

number of 15, this ensures everyone gets plenty of track time with minimal queuing.

The manager of Collie Motorplex, Anna Farrell, is great to work with, continually making improvements to both the track and running of tuning days. The track days are run under the Motorsport Australia top car agreement with Motoring Southwest Collie, so requirements for car and drivers are as a speed event. One-day Motorsport Australia licences are available from the Motorplex and 4 cars maximum are allowed on the track. Collie Motorplex now provide a Scrutineer to help ours (usually Barry Mackintosh, thanks Barry) and Course Assistant to help run the day. It's now possible to take a passenger (with helmet and suitably dressed) as long as they sign on.

Editor Bob Campbell has asked for an article and pictures on tuning days that the JKL group participate in with other like-minded clubs and drivers at Collie Motorplex. Other groups within the VSCC may be interested.

In recent years the JKL group has grown with many new cars, also new drivers to pre-war cars. This created a need for testing and tuning of both cars and drivers before entering a speed event. There were also drivers of pre-war cars outside the VSCC who were keen to have a run on a track. In 2017 a group got together and we held our first Tuning Day at Collie Motorplex. Since then 3 or one year 4 have been held each year to suit the demand. After the first event we decided on a maximum participant



**Bryan Scrivenor's son Adrian in Trevor Eastwood's
MG TC Special**



Doug Todd on a shake-down cruise with his reconstructed Ballot Special

Pre-ordered lunch is available and we have use of the Clubroom and outdoor area.

This all makes for a great day and has introduced many new drivers and cars to what we all enjoy so much. If you would like more information Anna from Collie Motorplex can be contacted on 0428 826 613 or email admin@motoringsouthwest.org.au

In May the Collie Motorplex hold a Rev Heads day for the WA Disabled Sports Association. Last year along with many other cars there were 2 JKL cars taking disabled passengers for laps of the track. It's a really enjoyable day and great way to give something back to the community. For more information contact Anna.

In a recent development the track close to the Airport, formerly owned by the RAC of WA, has reopened now called 'Driver Risk Management' (ph 6364 8555) the track is

available for hire to groups for testing and tuning. This has a noise restriction in place and is available hourly, half day and full day.

Heza Henry



Geert de Kerk in his self-built Austin Seven special



Ed Floate chased by Mike Sherrell, both in MG TCs



Clockwise from above: A line-up of cars being tuned up for last year's Red Dust Revival at Lake Perkolilli; Simon Fry in his Austin Seven special; A line-up of participating cars in the Collie pits.





FOR SALE

Two classic slot car models, both mint and boxed.

Paddy Hopkirk/Henry Liddon Mini Cooper S, 33EJB, winner Monte Carlo Rally 1964. Scalextric model is complete with auxiliary lights, rally plates, correct registration plates plus driver and navigator figures. The full sized car is doing the rounds of classic car shows and is worth mega-dollars. Get the model for just

\$100.00

plus delivery costs if applicable.

Jackie Stewart Tyrrell-Ford F1 1971. After Matra

decided to use its own engines for 1970 and the March F1 cars proved to be inadequate, Ken Tyrrell was forced to build his own cars. This SCX model depicts Tyrrell-Ford 001 as it appeared at the Race of Champions at Brands Hatch in March 1971 when Stewart finished second to Clay Regazzoni's Ferrari. Yours for

\$90.00

plus delivery costs if applicable.

Contact Bob Campbell – Mobile: 0419 849 835



WANTED!

COLLECTOR SEEKING MODEL AERO ENGINES 30S – 60S TYPES

Mark Jones is hoping to purchase and add to his small collection of model aero engines: diesel, glow plug and petrol ignition types. These were mini engineering marvels!



**Contact Mark (VSCCWA librarian) on
0432 910 742**

FOR SALE – 1965 MGB



Competition prepared – Never licensed in WA – Purchased in 1999 – Has done Targa Tasmania 3 times

Built by MG Workshops in Victoria in 1997

Bored to 1946 cc, V8 clutch, factory straight cut gears

Lenhams fibreglass top included

Very rigid – always trailered

Sparco racing seats, racing steering wheel, Minilite replica wheels, Motorsport Australia (CAMS) approved rollover bar

CAMS/Motorsport Australia log book

Not eligible for historic racing but good for regularity

Beautiful club car

Being sold because owner downsizing – Price negotiable

Contact: Stan Robson (08) 9534 7535 – Max Gamble (08) 9276 2903



SAVE THE DATE!



2020

SUNDAY

OCTOBER 11th

BROCKWELL CLASSIC

CLASSIC MANAGEMENT PTY LTD

Car Storage

I have approximately 100 square metres of shared shop space for rent.

Will rent out as a block or for individual car storage.

Car storage \$200 month including GST

Block rental \$1100 month including GST

Building is located in Yangebup, modern tilt up construction with

electric fence, automatic gate, electric roll up door and alarm system.

220 volt power points for battery tenders.

Valet service is available at an hourly rate for road registered vehicles.

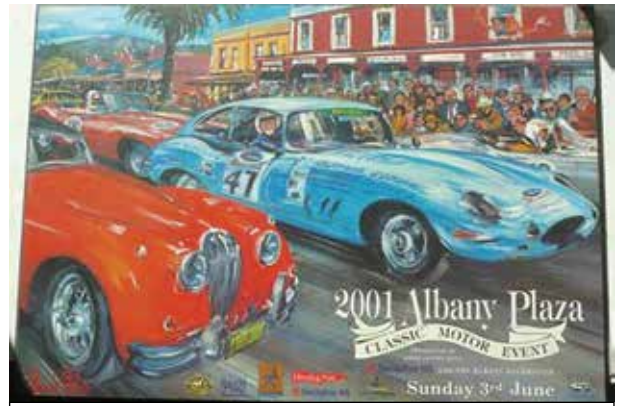
If renting block, only clean work is allowed as other cars are stored in the building.

Owners must carry own insurance

Contact

Rusty Kaiser

0439 968 908



FOR SALE

21 classic posters from Albany and Northam Round the Houses, etc. 1999 to 2013. 14 are mounted on boards (cost \$40 each) plus 7 unmounted. Ideal for recreation area, man cave or workshop.

\$25ea mounted, \$5ea unmounted.

\$250 on the lot.

Contact Dr Desmond Lascelles

Tel: 08 9490 1681

Email: desmond.lascelles@bigpond.com

Wanted.....

Set of 4 Minilite alloy rims 15 X 6 with 4 stud pattern to suit MGB (Illustration at right).

Contact: Len Kidd 0422797461



FOR SALE

1923 Ford Model T speedster

Restored by Alan Charman and originally completed as a "ute" (timber C-cab with timber trayback), I bought this car last year and got it ready, with the help of Graeme Cocks's "T Party", for the Red Dust Revival at Lake Perkolilli.

Here, it competed successfully as a speedster, as pictured below. I had a lot of fun and it was great to make a solid connection to my family's Ford T and Perko history – my grandfather, Dan, of Grave & Dwyer and my father, Clem, who raced cars and motorbikes most of his life. However, I need to sell the car as we're leaving Perth for the southwest.

At Perko, I found out quite a bit about the car – it is basically very solid and well restored, in that the motor, transmission, steering, brakes, body, suspension and chassis all performed well.

It has been converted to run via a chain-driven magneto and the expert opinion was that this maggie needs work (maybe the carbie as well).

On the plus side, for those keen on speedsters, it has a high diff and could go fast. It could easily be taken back to being a utility and has some spares to aid in registration. Also brand-new tyres and tubes (\$1500 worth).

It's a car with lots of potential.



\$6500

Contact Tim Dwyer 0437 286 462



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