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Issue No. 345

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

# VINTAGE METAL

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

## TERRY LE MAY FAREWELL

**PLUS:** Caversham Saga Continues (Editor's Ramblings)  
Is Television the Problem & Finally Maserati  
Early Wanneroo Photographs

**August General Meeting – Monday Aug 3**  
**Light Car Club clubrooms,**  
**opp. 37 Moojebing St, Bayswater**

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**COVER:** Kristi Le May presenting her eulogy and slide show at the Terry Le May farewell

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**NOTE! DEADLINE FOR ARTICLES FOR THE SEPTEMBER 2020 ISSUE IS AUGUST 15, 2020  
ADVERTISING DEADLINE AUGUST 11, 2020.**

# VSCC OF WA CALENDAR 2020

With the clubrooms being closed for urgent ceiling repairs from November 14, 2019, and the discovery of asbestos in the ceiling spaces, club meetings of all kinds in the clubrooms have had to be relocated.

Easing of restrictions due to COVID-19 means that we can hold our general meetings at the Light Car Club Rooms. The VSCC Clubrooms at Caversham are still not available for meetings.

## August

- 1 Dad's Army Workshop Saturday
- 3 **General Meeting – Light Car Club Rooms**
- 11 Dad's Army
- 11 Management Committee
- 17 Competition Group
- 25 Dad's Army

## September

- 5 Dad's Army Workshop Saturday
- 7 **General Meeting – Light Car Club Rooms**
- 15 Dad's Army
- 15 Management Committee
- 21 Competition Group
- 29 Dad's Army

## October

- 3-4 Collie Coalfields 500 State Regularity Championship Rd 3  
State Historic Race Championship
- 5 General Meeting
- 10 Dad's Army Workshop Saturday
- 11 Brockwell Classic
- 13 Dad's Army
- 13 Management Committee
- 19 Competition Group
- 23-25 Historic Races at Barbagallo WASCC
- 27 Dad's Army

## November

- 2 General Meeting and AGM
- 7 Dad's Army Workshop Saturday
- 10 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 24 Dad's Army

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# FROM THE PRESIDENT



## Clubroom Repairs Underway

I am pleased to report that the repairs to our clubrooms are finally underway, after a delay of around 8 months. The asbestos is being removed from the ceiling cavity so that ceiling repairs can resume. With a bit of luck, we will be able to resume meetings by early October — watch this space.

In the meantime, our monthly meetings will be at the Light Car Club rooms in Bayswater and we propose to continue the earlier format of a 6:30 pm start. The club will provide pizzas at the end of the meeting, but BYO alcohol.

## New Clubroom Proposal

The Management Committee is considering a proposal to build new clubrooms and a workshop on the York Street site off West Swan Road, adjacent to the old Caversham D Circuit. This proposal has been put together by the Caversham Committee, led by Brian Eyre.

The estimated capital cost of the proposal is over \$260,000 and the Management Committee is giving serious consideration to whether the club should proceed with such a significant use of members' funds. Of course, given that our long-term tenancy at the existing clubrooms is uncertain, if we didn't proceed with that development, we would need to find a suitable alternative home for the club.

Whichever way the Management Committee decides, we will put a proposal to the members for approval, allowing a suitable period for members' consideration and decision.

## Competition Event Coordinator

As I have mentioned in my column several times in recent months, the club's competition events are facing an uncertain future if we can't find a team of suitable members to take on the organisation of those events from next year, following Paul Bartlett's advice that he will be stepping down from the role at the end of 2020.

We are looking at finding individuals to take on each of the four major events (Northam, Albany, Collie and Vintage Stampede) to spread the workload and having an overall coordinator to liaise with Motorsports Australia (formerly CAMS). To help members get a grasp of what those rôles entail, Paul is putting together a detailed timeline of the tasks required for each event.

However, if we are unable to find suitable members, we may have to cancel some events.

*Glenn Swarbrick*

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

## Minutes of General Meeting

held at the Inglewood Light Car Club rooms, Bayswater, Monday 6 July 2020

**1. Meeting opened:** at 7:10pm. As President Glenn Swarbrick was absent, Michael Broughton conducted the meeting with 35 members present.

**2. Apologies:** David Moir, Paul Wilkins, Ivan Okey, Ed & Christina Farrar, Bob Campbell

**3. New Members and Guests:** John Turpu (Alfa owner)

**4. Adoption of minutes:**

**Moved:** Mark Jones

**Seconded:** Michael Broughton, that the minutes of the March 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.

Sheryl reported that memberships for the new financial year were steadily coming in and members' entry fees for Northam have been put towards their Collie entry fees.

**Moved:** Steve Boyle

**Seconded:** Mark Duder that the Treasurer's report be accepted.

**Carried**

**7. Secretary's report:**

**Correspondence In:** Read by Michael Broughton

**Correspondence Out:** Read by Michael Broughton

**Moved:** Tony Brett                    **Seconded:** Steve Boyle, that the Secretary's report be accepted.

**Carried**

**8. President's Report:** Glenn Swarbrick absent. See Competition Report below.

**9. State of Play Reports:**

- a.     **Competition:** Paul Bartlett reported that:
  - i.     Financial outcomes of cancelled events:
    1.     **Northam:** Tourism WA will pay for expenses incurred. Northam Council contribution carried over to 2021 (no new funds in 2021). Other sponsors' funds being held over.
    2.     **Albany:** Tourism WA will pay for \$15,000 expenses incurred. Other sponsors' funds being held over. All Albany expenses are managed by a joint Albany/VSCC committee.
  - ii.    **Collie Coalfields 500 (3-4 Oct):** Planning well underway. Event is likely to be oversubscribed. Categories running will be confirmed next week (probably 3 regularity classes and 4 race categories). Historics and HQ classes want to be included. Will run over 3 days with Friday practice and full programme on Sat/Sun. Pits accommodation will be a concern.
  - iii.   **2020 Vintage Stampede (5 Dec) to have different format:** Saturday morning hillclimb, afternoon (2pm-8pm) twilight regularity, with BBQ and presentations afterwards.
  - iv.    Paul reports that having announced that he is stepping down from the rôle of competition event organiser, he's had several approaches from individuals interested in being involved in the planning and conducting events in 2021.
- b.     **Workshop:** Graeme Whitehead reported that Dad's Army is meeting an extra Saturday each month to build Kevin Dorn's Singer 'Perkolilli Racer'. Graeme also reported that, after a long delay from Peet Ltd, that asbestos removal should occur at the clubrooms this week.
- c.     **Caversham:**

Brian Eyre reported on a process to advise on future clubrooms that has gone on from 2007 with 5 different committees involved over that time. VSCC has had a lease with Peet Ltd since Nov 2019 that has, due to delays, not been executed. Brian contacted 3 State Ministers by letter notifying them of our problems, which appears to have caused some action to occur. A contract has now been issued for the asbestos removal. The previous (disabled) fire system does not have to be replaced due to the change of club use. Several fire extinguishers are now sufficient.

The new clubrooms development proposal is now set to be presented to the City of Swan for approval. Tim Hillyard assures us that the VSCC has an unconditional licence for the "D Circuit". The lease for the building land is 'in progress' but fees for this have not been determined. Likely preliminary building costs for a steel framed 30x12m workshop and clubrooms are \$120K for a bare-bones building, stage 2 (electrics and plumbing) \$180K and fully finished building \$240K. There have been several promises of assistance from Peet Ltd and Ertech regarding road and earthworks.

The club sincerely thanked Brian for his endeavours to resolve the above important issues.

- d.     **Social:**
  - i.     Michael Broughton has organised the hire (\$50 per meeting) of the Light Car clubrooms for the next 3 months until the access to the Caversham clubrooms becomes clearer.
  - ii.    **Terry le May tribute social function:** Saturday 18 July at Burswood on Swan, 10:00 am-1:30pm. For catering purposes, Graeme Whitehead asked that members inform him or Sheryl of their attendance. Members are asked to bring their partners, and their classic cars for display. The bar will be open and a BBQ provided. We look forward to a large group at this informal club get together to celebrate the many achievements of Terry Le May.

**10. General Business:** Nil. Pizza partaken by members.

**11. Next Meeting:** Monday 3 August (Light Car Club, Bayswater).

**12. Meeting Closed:** 7:50pm.

# EDITOR'S RAMBLINGS



## The Caversham Saga Continues

My spies at the July general meeting at the Light Car Club premises in Bayswater report that there was heated discussion of the future of the clubrooms and of Caversham. This whole business is developing into a veritable Norse saga.

I was an enthusiastic supporter of the old Caversham circuit, riding from Claremont to the circuit on my pushbike before I was old enough to drive, from about 1960. I attended every meeting at the circuit from 1963 until it closed at the end of 1968. However, what is left of the old circuit arouses no emotions for me. The concrete abutments at either end of the loop of the D-circuit that mark the location of the old foot bridges look derelict and the narrow ribbon of tatty bitumen winding through the bush doesn't match my memories of the circuit as I knew it.

The concensus from conversations I have had seems to be that the remains of the D-circuit might be suitable for commemorative parades, but nothing competitive.

Moving on to the subject of club premises, it seems that we shall have to vacate or share the current premises within about two years. Sharing is not really an option, because of all the memorabilia and other club possessions that are strewn about the property. If we have to share or move, then moving is the only practical course of action.

Then there's the question of when we might be able to use the buildings. At the moment it appears that several state government departments are playing pass the parcel over who is responsible for maintaining the buildings and now Peet and Co have joined in the game. The president has suggested that we might get back into the buildings in October. Those two years are gradually dwindling away. We should look seriously at getting out.

The asbestos and ceilings problems should soon be solved, but we still have the ongoing security problems. Most recently, the light fingered gentry have extracted many metres of heavy gauge copper wire from underground ducting between the main building and the perimeter fence. If we build on the site near the caravan park on York Street, we are asking for similar security problems. Expecting the residents of the caravan park to act as a neighbourhood watch is more than a little optimistic, and a metal skinned building will offer little resistance to power tools. I had thought the main threat would come from cordless angle grinders, but one of the Dad's Army boys pointed out that the metal skin was bolted to the frame of such a building and the bolts could be unscrewed allowing panels to be removed from the building to provide nefarious access without making much noise.

At this stage the problem of providing an entry point at West Swan Road has been left hanging. There is a bus stop occupying the entire frontage of what was York Street and we hope that there will be no problems with the entry and the bus stop sharing the same piece of the road verge. Sticking with the entry point for the moment, West Swan Road can get quite busy, but that would be during morning and evening peak periods and at weekends when there are many tourists on the road. Will this cause a problem for the club with access to the private road to the proposed building? We might have to wait and see on that question. Discussions so far with the WA Government and City of Swan lead Brian Eyre and the Management Committee to be optimistic.

Let us assume that the practical problems can be overcome and we can build a club room and workshop on what was York Street. What happens when Dad's Army fire up the compressor or start to tune a noisy project car? Are the residents of the caravan park going to accept the noise we make? And what about the bloke next door who breeds exotic birds? Will he accept the noise we make? Remember that the WASCC thought themselves well out in the bush with Wanneroo Park, until someone built a golf course just down the road... Then the complaints began to come in about the noise.

There are alternatives to the Caversham site, which is more than a little out of the way for many of our members – basically anyone who doesn't live in the north-east metropolitan area. The Management Committee is apparently going to put a proposal to the membership, but before we respond to that proposal, we have to think about what we actually need from our club rooms.

We have been used to having a meeting place, storage for our gear we use for events, shelving for the club library, display space for our memorabilia and workshop space for Dad's Army projects. Do we really need all of those, or do we need to look at how much use club members get out of each of them? Let's look at them one by one.

**1) Meeting Place:** In the past the VSCC of WA has met in a number of different places and the club has been no less strong because of it. At the moment we are meeting at the Light Car Club Rooms in Bayswater and that appears to work quite well. In other words, it is not essential that the club should own its meeting place.

**2) Storage for Gear:** Where did we keep the gear before we took over the Caversham premises? We could rent a storage unit or take on a simple industrial unit for storage. We certainly do not need a full blown clubrooms to store flags, radios and the like. The heftier items such as concrete barriers are not stored at the clubrooms now and wouldn't be in the future. As we shall have only the Northam event under VSCC control in the fairly near future, storage at or near Northam would be most practical.

**3) Club Library:** This is a more complex question. How many members actually use the club library? We have in

the past included reviews of books from the library in the *Vintage Metal*, without any apparent increase in the small number of members who use the facility. The question to be asked is, do we need a club library? If we do, then we need to look at finding suitable premises to house the library.

**4) Memorabilia:** The walls of our currently unavailable meeting room are lined with memorabilia, both hanging on the wall and displayed in cabinets. They impress visitors and intrigue those members who find themselves in the clubrooms, but how many of our members actually avail themselves of our facilities? What is the largest gathering of members that has actually attended the clubrooms? How many of our members have never expressed any interest in visiting the clubrooms? There is not much point in having a club archive if no-one makes use of it. Perhaps a working party could be established to look into these questions before we build a large hall for no real purpose. At least we might survey the members.

**5) Workshop Space for Dad's Army:** This is where I get myself into trouble with my friends in Dad's Army. The number of members actively involved in Dad's Army is probably no more than about 30. Roughly ten percent of the membership. Are we proposing to set up a workshop in the future clubrooms to benefit just ten percent of the membership? The aforementioned working party should have the workshop included in its 'terms of reference'. Again, we probably need to survey the membership as a whole. Dad's Army was set up to maintain the clubrooms. The project cars and the like followed on from there, but are they really part of the basic *raison d'être* of the club?

Before we charge ahead and spend lots of money and time on creating new clubrooms, or even buying an industrial unit somewhere more convenient than Caversham, we should look very carefully at what the club actually needs and what benefits such a purchase might bring to the club.

As you know, some time ago we stopped publishing the club bank balances in the newsletter. Club members could find out the amounts involved by attending a general meeting or by contacting the club's Administrative Officer, Sheryl Swarbrick. Suffice to say that the club's cash reserves are considerably less than the \$260,000 quoted by Brian Eyre. There has been talk of grants from the government or the Lotteries Commission, but both of those sources have dried up as they are both concentrating on helping those who have been hit financially by the COVID-19 pandemic. In other words, with the best will in the world, we almost certainly couldn't proceed with Project Caversham before sometime in 2021, probably late in 2021.

That gives us plenty of time to think.

### It Used to be Fun...

One thing that seems to be missing from today's topline motor sport is the fun factor. It was still there in 1957 at



The grid for the 1957 Naples Grand Prix. Front row right to left: Peter Collins (pole), Mike Hawthorn, Luigi Musso. Second row right to left: Horace Gould, Stuart Lewis-Evans. Big Horace is about to bolt between the two Lancia-Ferraris.

the Naples Grand Prix, a non-championship F1 race. The Ferrari works had three cars entered, two Lancia-Ferraris for Peter Collins and Mike Hawthorn and a Dino 156 (front-engined) F2 car for Luigi Musso, which lined up in that order on the front row. Horace Gould (Maserati 250F) and Stuart Lewis-Evans (Connaught B-Type) made up the second row. Now Big Horace, a Bristolian garage proprietor, saw his chance to be first privateer home, so he warned Hawthorn and Collins to leave room for him as he was coming through at the start, the Maserati being quicker off the mark than the Lancia-Ferraris. He added, 'If you don't I'll run right over the top of you both.' Both said afterwards that they knew Horace was crazy enough to stick to his word.

At the start the two Ferrari drivers actually diverged, leaving room for Horace, who led for the first half-lap before being swamped by all three Ferraris. He eventually finished fourth and first privateer. Job done.

### That Bump!

In Caversham's declining years I completed the WASCC High Speed Driving Course in my Triumph Herald. Coming through KLG Corner on to the main straight I missed the apex by about half a metre. This ran me over a bump that threw the back of the car up and next thing I was in a full opposite lock slide — which I caught.

At the Terry Le May Farewell Function I was chatting with John Alford and the subject of driving schools came up (he was my instructor at Wanneroo Park in the 1969 course). It turned out that he hit the same bump while participating in the same school but a couple of years earlier than I did. His Morris 850 didn't jump sideways like the Herald, but the 'Magic Wand' gear lever did drop out of third gear, leaving him with a box full of neutrals.

*Bob Campbell*

## Vale Margaret Williams

Syd Sunter-Smith and Ross Oxwell brought news of the passing of Margaret Williams, with her husband Steve a stalwart of the VSCC of WA for most of this century. She passed away after a relatively short but intense battle with cancer on Wednesday July 8. Her funeral was on Wednesday July 15.

Ross said, 'Margaret was a team player with the VSCC, performing those essential behind the scenes jobs such as sign-on, scrutiny clerk, radio operator in the pace or sweep car at round the houses events, result posting and keeping Steve on the straight and narrow.'

'In later years she assisted with the paperwork at JKL tune-up days at Collie, events run by the MSW and, of course, the Lake Perkolilli events. She will be very sadly missed.'

## A Great Farewell for Terry Le May



Terry Le May's daughter Kristi farewells her father with excerpts from the eulogy she presented at his funeral, held at the height of the COVID-98 lockdown. A moving presentation with a slide show full of memories for many present.

Vin told the gathering that Terry's philosophy could be summed up in the motto of his workshop: 'When it goes out of here, it must be right!'

Bob Naylor, from the Mini Car Club, told how he met Terry through the sprints at Caversham when he was competing with a Morris 850 and Terry helped him and Rod Van Der Stratten. The Mini connection continued and Bob recently renewed his

Right: Mark Jones's Mini Cooper S, the last Mini that Terry rebuilt. When Mark bought it, the Mini was in poor condition. Terry rebuilt the engine and gearbox and revived the car. Mark now enjoys driving it as the fun car it was always meant to be, thanks to Terry.

Below left: Some of the classic cars on display at the function, including the BMW 2002Tii that once belonged to Terry and was described by Owen le May as 'baby-poo beige' (third from left).

Below right: The other cars on display, Brian Eyre's Peugeot 205GTi, Mark Jones's Mini Cooper S and an unidentified Citroën.

A gathering of about 80 friends and fans of Terry Le May assembled at Burswood on Swan on Saturday July 18 to say farewell to a much-loved member of the Perth motor sports community. VSCC of WA Administrative Officer Sheryl Swarbrick organised the venue and acted as MC.

The function began with the gathering of all the guests at Burswood on Swan. A coffee van kept guests supplied with drinks while memories were shared by all of those who knew Terry Le May.

At 11.00 am the guests gathered in the meeting rooms for presentations by close friends and relatives of Terry. Craig Marsland opened proceedings, describing how Terry had helped him, Doug Jack and Ian Diffen with their Group C Touring Car Chrysler Chargers. Craig has the ex-Doug Jack car, which he is restoring to as raced condition.

Vin, who worked for Terry from 1969, told how Terry was the best boss he ever worked for. This was even after when, on one occasion when Terry lost patience with the whole staff, he sacked the lot of them. Vin turned up at Terry's workshop some days later and Terry asked him where he had been. Vin said, 'You sacked all of us.' Terry seemed amazed that they took him seriously, especially that some of them had acquired other jobs.







Craig Marsland brought the ex-Doug Jack Charger to the gathering. He is restoring it to the way Doug had it as a Group C Touring Car. It is

impossible to get some of the parts and they have had to be recreated. The Charger still carries Le May Race Engineering signage on the nose.



Bob Naylor tells of Terry's connection with the Mini Car Club and how he helped Mini owners get the best out of their cars.

acquaintance with Terry.

Graeme Whitehead first met Terry when he, Graeme, was only 14 years old. He became close to Terry and his family when Terry joined the VSCC, and soon the two families were enjoying regular get-togethers on Fridays for Chinese. Terry always looked for value for money — a meal for \$34 with no corkage! Graeme has maintained his close relationship with the Le May family. He finished his presentation by saying: 'I really miss him.'

Bruce Robbins represented the BMW Club of which Terry was the first life member. Bruce was the third. He described how Terry was an ace tuner of BMWs and how the dealers would turn to Terry whenever a problem was too much for them. When Terry first became involved with the club in the 1980s and 1990s, many members wanted to race tune their cars. Some fitted larger engines out of top of the line or larger models.

Terry's last competitive outing was the 1992 Classic Rally when several Le May family cars



Bruce Robbins telling of Terry's long association with the BMW Club, making many of their cars go much faster!

were entered. A much-loved and highly valued member of the BMW Club, Terry will be fondly remembered by the members.

The last presentation was, appropriately, by Terry's daughter Kristi, who read part of the eulogy she prepared for Terry's funeral. She also presented a slide show of images that showed episodes of Terry's life from babyhood to his recent activities.

We saw Terry as a boy, then in his FJ Holden race car at Caversham, where he won the WA Sedan Car Championship before he turned 21, defeating WA's leading Holden racer, Dave Sullivan Senior. Other photographs and images showed his career as a team manager and tuner of successful race cars, particularly the red Minis

with white go-faster stripes.

Terry was also successful in powerboat racing, the hot Chrysler sixes he prepared being more than a match for other competitors' V8s.

Members of the gathering called out to identify photographs and personalities and also to share anecdotes about Terry from his long career.

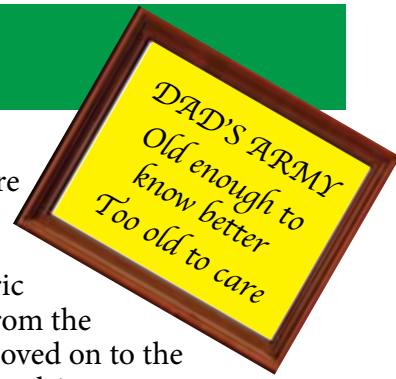
Presentation complete, we moved out to the sausage sizzle put on by the VSCC and the amazing selection of cakes and biscuits. As my old neighbour used to say, 'The diet starts tomorrow...'

In all, it was an amazing tribute to a great person, a strong indication of the great respect and affection people felt for Terry Le May.



The gathering around the sausage sizzle with more exchanges of memories of Terry

# DAD'S ARMY NEWS



Chad getting into the fallen tree that was blocking the gate to the compound.

## Clearing up

After some wild weather there were trees and bushes blown over and about. Chad Raven set to with Graeme Whitehead's battery electric saw and cleared the bushes away from the entrance to our compound then moved on to the small trees that had fallen across the driveway.

Chad did a good job of clearing our access to the compound. He also tidied up the smaller fallen and damaged trees within the compound.

The other clearing up that was needed was to replace the concrete slabs that cover the trenches that accommodate the trunking that carried heavy duty electric cables between the main building and the perimeter fence. A group of light-fingered gentry had lifted the slabs clear so that they could

remove the copper cables. Copper obviously has significant value as scrap metal.



Nick Daniele and Ron Fabry levering the concrete slab back into place at the main building end of the trench as Chad Raven steps in to save Ron's back.



The slab that was removed to allow the copper cable to be drawn through from the connection box on the main building. Note the hole in the fence, since fixed by Peet's contractor.

## Singer Progress

The Singer has had its front mudguards removed and Wally Phoebe took the magneto body away to sort it out. It turned out to be reconfigured as a distributor with the magneto internal parts removed.

Removing the rocker cover revealed valves in a staggered layout with oil pipes feeding lubricant to rockers and valves plus a feed down to the cam followers. The engine turns over quite freely, but it was not willing to run, so that is one of the problems to be solved at future Dad's Army days.

It has been decided to restore the Singer with a full body, which will match most of the cars of its era that ran at Lake Perkolilli. There are no shock absorbers as the car stands, so that is an improvement that might be made, using period parts, to improve the car's running over the lake surface or even the streets of Northam and Albany. The various parts for the Singer that were stored in the passenger space have been removed to a storeroom and

## DAD'S ARMY DATES – 2020

	WORKSHOP SATURDAY	THIRD LAST TUESDAY	LAST TUESDAY
AUGUST	1	11	25
SEPTEMBER	5	15	29
OCTOBER	10	13	27
NOVEMBER	7	10	24



Kevin Dorn, Bill Dunn and Wally Phoebe establish that the engine will turn over. This must have been on June 30, because the rocker cover is still in situ.

the interior looks very spacious, especially to those of us used to more modern small cars.

On June 30 the rocker cover was removed and what appeared to be the magneto was removed to be overhauled by Wally.

On July 14, the boys returned to work on the Singer, Wally having discovered the lack of innards in the magneto, and an assortment of batteries and jumper leads were used to stir the starter motor into life.

The health of the starter motor having been established, the spark plugs were replaced, a coil attached to the appropriate connections and the spark plug leads reinstated. At that point it was discovered that there was no petrol on site and Graeme Whitehead was despatched to obtain a supply.

Various members of Dad's Army wandered over during this pause in activity to examine the engine and the surprisingly modern layout of the valves, now laid bare.

With a fuel supply attached to the carburettor, attempts were made to stir the engine into life, but without success. There was much head scratching and several theories advanced, but as of the time your scribe headed for home, the engine

stubbornly refused to run.

### The Trailer

While all of the activity seemed to be concentrated on sorting out the grounds and getting the Singer to run, Graeme Whitehead's friend Glynn Allison has been busy rebuilding the club trailer that was stolen then retrieved from the bush.

He has been having problems because, whether the trailer was square when originally built, it certainly isn't now, after being towed then inverted in the bush near the old Caversham runway.

However, Glynn is not easily discouraged and he has persevered with the job and the trailer is gradually taking shape again.

The future of the trailer is unsure. There is nothing the club needs it for, so it might be sold to help maintain the club finances after the loss of income from events this year due to the COVID-19 pandemic.



The top-end of the engine, showing the oil pipes that conduct the lubricant to the rockers and valve gear. Note that the rockers are pivoted on individual shafts mounted to pillars on the head – no rocker shaft here.



Kevin and Wally connect the electrics ready to attempt to start the Singer engine

### Back to the Clubrooms

With the news that the asbestos is soon to be removed from the clubrooms ceilings and that the new ceilings will be installed, Dad's Army will be able to return to its original purpose, preparing the clubrooms for club events.

We shall also be able to use the kitchen and have our morning tea in the meeting room, which will be a great relief. The current arrangement is alright for emergencies, but not as a long term prospect.

We'll be able to move the fridges back into the kitchen, which reminds me... Does anyone out there know how to stop a fridge from freezing its contents? And does anyone have the skills required to replace fridge door seals?

# IS TELEVISION THE PROBLEM?

BY BOB CAMPBELL



**Thought by leading motor-racing historians to be the car driven by Ascari to win the 1953 British Grand Prix, here is the Ferrari, fitted with a 3-litre engine, driven by Doug Green at the Caversham circuit. Julian Cowan photo.**

**W**hen the Grand Prix field rolled up to Silverstone for the 1953 British Grand Prix sixty-seven years ago there were high hopes of a great race after a fantastic fight for the win at Reims two weeks earlier.

British fans hoped for another win by rising star Mike Hawthorn after his French triumph, but the big question was, could Ascari return to his winning ways or would Maserati finally break through on this fast circuit?

Many fans would have been mystified by the small towers of scaffolding that had sprouted around the track. BBC Television had arrived.

The race started well, with Ascari in the Ferrari and Gonzalez in his Maserati swapping fastest laps and Fangio (Maserati) in close attendance. That didn't last and Ascari eased away from the others, leading from start to finish to re-establish his stranglehold on the championship.

One highlight of the day was Hawthorn's spin out of Woodcote. Pushing hard to make up for a poor start, he ran wide out of the corner and hurtled backwards on to the wide verge, flattening a small wooden fence as he went. The Ferrari was doing a fair imitation of a whirling Dervish as it continued down the grass, scattering photographers along the way. Fortunately, it continued in the right general direction and Hawthorn was able to gather it all together and continue, without stalling the engine or losing too much time. The fuel cap popped open during the wild ride, so a quick pit stop was needed to bang it shut before the young Englishman rejoined in last place.

While Hawthorn began to carve his way back through the field, Gonzalez was having problems of his own. The back axle of the Maserati was leaking oil and officials informed his pit — who did nothing. With cars beginning to slide about on the oil, something had to be done and Gonzalez was duly black-flagged.

After a few laps of ignoring the flag, by which time the officials were just about poking him in the face with it, Gonzalez finally pitted in a towering rage and told the officials what he thought of them in colourful Spanish. The leak having stopped he then roared back into the fray in fourth place, leaving an unfortunate local journalist, who had volunteered to interpret, draped over the pit counter. For some, this was the high point of the afternoon.

Apart from Hawthorn climbing back to fifth place by the now discredited method of overtaking other cars, that was just about it. Farina (Ferrari) turned up in third place behind Ascari and Fangio, followed by Gonzalez, Hawthorn and Felice Bonetto in another Maserati, providing a neat alternation of Ferrari and Maserati in the top six places.

There was another brief flurry of activity a few laps from the end when a heavy shower of rain (and hail according to some reports) caused a few cars to spin and Ascari to slow a little. As the gap to second place Fangio was around a minute, there was little risk involved in slowing. One casualty of the rain was Jimmy Stewart, youngest driver in the race, who had climbed to sixth place in the Ecurie Ecosse Cooper-Bristol before he fell off

the wet track. His younger brother was to do much better in later years.

All in all it was quite a modern race if one ignores Hawthorn surviving a massive spin and then overtaking most of the field to gain fifth place. The first British Grand Prix to be televised was probably the first Grand Prix to put viewers to sleep. The third and fourth cars were two laps behind and Hawthorn a further lap down, while Bonetto completed only 82 of the scheduled 90 laps.

## FINALLY MASERATI

BY BOB CAMPBELL

The 1953 Italian Grand Prix at Monza was the final World Championship GP of 1953 and the last race to be run under the 2-litre Formula 2 before the 2.5-litre Formula 1 took over in 1954. Would it see the emergent Maserati team finally beat the dominant Ferraris?

Maserati had been trying for two years to crack the domination of the Tipo 500 Ferrari, which had won every round of the World Championship in 1952 and so far in 1953. Team leader Fangio was back to top form after his disastrous 1952 season and the 6-cylinder Maserati had been developed until it had more power than the Ferrari.

The high-speed nature of the Monza track might favour the Maserati, but the sprint from the last corner to the finish might be the decider, and the torque of the 4-cylinder Ferrari gave it the edge in initial acceleration out of a corner.

Ferrari also had the better chassis with its De Dion rear end giving better grip than the Maserati's live rear axle. The A6GCM of 1952 and 1953 was the last front-line Grand Prix car to be fitted with a live axle. The new 250F for 1954 would have a De Dion axle like most of its competition.

Fangio had been second fastest in practice behind pole-sitter Ascari, but his car had a terrible vibration. Maserati Chief Mechanic Bertocchi assured Fangio that all would be well on race day, and it was. Fangio set fastest lap in the race with his car running smoothly.

Monza in 1953 was a speed-fest with no chicanes; slipstreaming was the order of the day. Four cars, the Ferraris of Ascari and Farina and the Maseratis of Fangio and Marimon, fought tooth and nail for the lead, passing and re-passing, for the first 46 laps, until Marimon pitted with a water leak.

Any spectator who missed Marimon's stop might not have noticed much difference as he rejoined a lap down and joined in the fun again.

The race went for 80 laps or 504 kilometres (313.2 miles) and the leading trio were never more than a couple of car lengths apart with Marimon hanging on after his pit stop, but no longer in contention. Ascari led for 62 laps, Fangio for 13 and Farina for 5, but that doesn't take into account the overtaking during the laps. It might also indicate that Fangio was right to worry about the acceleration of the Ferrari out of the second part of the Porfido Curves (since re-profiled and renamed the Parabolica).

The whole race came down to the last corner of the last lap, where Fangio has declared that he would have been willing to rev the Maserati out to 9000 rpm to out-accelerate Ascari to the finish line. Whether he would have and whether the engine would have survived is academic.

As the leading trio entered the second of the Porfido Curves, Ascari was forced wide to avoid Fairman's Connaught and began to spin. Farina took to the grass to avoid Ascari. Ascari's Ferrari slid into Marimon's path and the Maserati, with nowhere to go, T-boned the leader. Fangio, showing his usual aplomb in a crisis, slipped through the whole mess unscathed and sprinted to the finish to win Maserati's first World Championship Grand Prix.

The officials, who had probably already written Ascari down as the winner, were so astonished that they forgot to wave the chequered flag, so Fangio continued for another lap flat out to make sure he kept ahead of Farina, who finished second.



**Fangio leads Farina, Ascari and Marimon in their slipstreaming battle.**

As for the vibration in Fangio's car that was cured for the race, in the book *Fangio – A Pirelli Album* by Stirling Moss, Fangio is quoted as saying: "The funny thing came later when I asked Bonetto – who was also in our team – how his race had been. He said he was pleased still to have his teeth in his head, because his car had vibrated so much! I realised then that what Bertocchi had done to cure that problem was to swap my car's numbers with Bonetto's."

Try doing that in today's F1!

# JKANDL SQUARE RIGGERS UPDATE



**Matt Steber stretches  
the legs of the 1936  
Ford coupé**

## ON COURSE AGAIN AT COLLIE

*Could there be anything better than a day at the Collie track celebrating a little bit of freedom? The pre-war group didn't think so. Here's their story, courtesy of Heza Henry.*



**Barry Mackintosh sets out on a shakedown  
cruise with the rebuilt Bartlett Special**

the cockpit of an Austin Seven than anyone Heza knows. Not for Hugh to put his car on a trailer and tow it down; he opted to drive to visit a friend nearby on Thursday afternoon and then get up before dawn peeked over the horizon and drive the trusty Austin in the freezing morning up the notorious Collie road in the middle of pea soup fog which cut visibility to only a few metres. Even the irrepressible Hugh Fryer admitted later that just maybe this time it wasn't such a good idea. He didn't defrost until mid-afternoon — and then he had to drive all the way back to Perth.

Fortunately for everyone else, the weather was absolutely magnificent once the fog lifted — a bright blue sky, a gentle puff of wind and just enough cool air to keep a vintage motor from overheating.

Barry Mackintosh had a special reason to test the Bartlett Special. It now has a 100 per cent Western Australian engine block cast and machined locally in aluminium using a 3D printed foam core. I'm sure that if the Salmson engineers of the 1920s could have made blocks this way they would have done it, too. The result is impressive and a tribute to Barry's commitment to drive the Bartlett at the limit whenever he has the opportunity. I think we need an article from Barry on how this was achieved. The car had a great turn of speed at Collie.

Mike Sherrell graced the track with his ever reliable MG TC, and this time he was joined by Ed Float and Clark

**M**aybe our cars are getting a little rusty after six months without a bit of a blow through the pipes. A couple of laps around the Collie track, however, showed this month that maybe the drivers are just a little bit rusty, too! Yes, both drivers and cars probably needed some tuning.

JK cars from the VSCC were invited by the pre-war competition to attend their tuning day at Collie Motorplex on Friday 10 July. The spiritual leader of our pre-war group, Hugh Fryer, once again put out the call for anyone with a pre-war car who was suffering from withdrawal symptoms to pack it onto a trailer and get down to Collie on a Friday morning.

It didn't take long for 15 cars and 18 drivers to answer the call, showing that the die-hards just wanted to have some fun with their cars.

Hugh has probably spent more time in



**Barry Mackintosh giving the rebuilt  
Bartlett Special a work-out.**



Mike Sherrell and the 'ever reliable' MG TC

Tony Brett was finding his new Jaguar Special could probably benefit from some stickier rubber. The great part about a tuning day is that the limits of a new car can be found in a safer way without the pressure of a big event.

Peter Harrold has discovered the joys of pre-war motoring with his Chrysler tourer. It's got a six, just like his Datsuns! He is persistent. After the Red Dust Revival, he has nailed just about all its quirks. Yes, notice I didn't say problems. Chryslers don't have problems, they just provide opportunities for their owners to give them some attention.

Also from Perkolilli was Paul Martin and his Chevrolet Grasshopper which also challenged its owner, but that is just what tuning days are for.

Matt Steber was having fun with the Ford V8 — the first time it had taken to the Collie tarmac.

I'm always excited to see Rob Read's Gwynn 8 at speed. Every time this car comes to an event it seems to be running better and better. For anyone



The Fry family Austin Seven Special in the paddock ready to go.

his Cortina and it is good to see him squeezing the power out of the Cranston. It's a club treasure. Built by Max Gamble and Clem Dwyer and inspired by Ossie Cranston's famous 1936 Ford racer, it was the first recreated special made for VSCC events and it is now back to its old good form thanks to Dean and Mike.

Speaking of old club cars, Graeme Cocks seems to have fixed his diff problems in Silverwings which have plagued him since the Albany Classic last year. He did enough to find the gravel a few times so the car is at least back to its old

Rees with a red and black TC. Ever the individualist, former club president John Davies and his grandson debuted his new race car. This time an MG monoposto, resplendent in polished aluminium bodywork. All three MGs and drivers improved with every lap (as did everyone of course!).

Speaking of former club presidents, Ian and Simon Fry were also putting down some spirited laps with their Austin Seven monoposto.

Heza last saw Mike Sherrell amongst the masses heading north on the packed Friday afternoon carpark/freeway returning home, his little MG dwarfed by the trucks and SUVs which comprise most of the traffic these days.



John Davies supervises as grandson Percy Hunter gets set in the supercharged MG TC monoposto

who says their car is too valuable to race, take a look at Gwynn — one of only about eight in the world and still being driven as it should be.

Bryan Scrivener got the award for the most noise created at this tuning day. The supercharged Singer was on song (sorry about that — yes, too obvious). Actually the Singer was making wonderful music (OK. I'll stop with the musical references). It was running very well and Brian was charging around the track.

Another car which impressed at the Red Dust Revival in September last year (doesn't that seem like a lifetime ago?) was the Cranston Ford V8 Special which Dean Whisson and Mike took to Perko to have some fun and found themselves giving it a good going over. Dean resolved to fix all the problems he encountered at Perko so he took it to Collie to test his work. Dean is a Ford man, of course. He burns up the track with



The replica Ossie Cranston V8 shows its paces.



The Peter Harrold Chrysler having a post-Perkolilli workout on blacktop

form and faster than the driver's ability to control it.

Dean Whisson who with Rob Fergusson-Stewart built the engine for Silverwings back in 1996 took the 1927 Chrysler around the track. It's the first time he has driven the car and he was a little bit nervous about sitting so high up. He'd previously thought the Cranston was a long way off the ground.

Jack del Borrello took a day off after the challenges we've all had to face over the last few months and caught up with everyone at the track. He is carless at the moment with the White Mouse in the middle of a rebuild and a freshen up of the body which will

bring the Ford monoposto back to the track later this year with any luck. Ross Oxwell was aboard with Team Barry Mac and it was great to see him in the pits and always good for a chat.

With a fortifying lunch of spaghetti bolognese supplied by the good folk at Collie (thanks to Anna, Michelle and Steve), the Collie track day is more than just a chance to drive cars. Sitting in the sun on the benches at lunchtime, chatting and catching up with friends who we haven't seen for months during the health crisis was refreshing for mind and soul. What a great day. Good on ya, Hugh.

*Heza Henry*

*Photographs by Jack Del Borello.*



Paul Martin's Grasshopper Chevrolet still showing signs of Perkolilli red dust on car and trailer



Barry Mackintosh chases Matt Steber under the bridge



Grandfather-Grandson briefing for the MG TC monoposto



See! the Peter Harrold Chrysler does have a bonnet. It comes off for extra cooling.



Tony Brett's Jaguar Special with Silverwings sticking its snout into the picture



# EARLY WANNEROO

Ron Fabry supplied these two photographs from the early days of Wanneroo Park Raceway, long before it was known as Barbagallo Raceway.



The first is a general shot of the eastern end of the paddock and the pit exit looking down to what became Kolb Corner, named after Vic Kolb, caretaker of the circuit in its early days.

For the first few years of the circuit's life, the paddock and pits were located on top of the hill, on the infield, with access by a tunnel under the track that used to fill with sand over the off season or after windy weather. I remember much digging at busy bees.

The Start-Finish line was also on the top of the hill, with the cars charging down into Kolb Corner.

Notable among the cars in the paddock is the number 75 Alfa Romeo, the Cecchele Motors 1600 GTA driven with great enthusiasm by Gordon Stephenson.

The second photograph shows Gary Cooper (5), Elfin 600D Repco V8, and Johnnie Walker (1), Elfin 600B Australian Formula Two car, on the pit apron in 1970. They finished first (Cooper) and second (Walker) in the 1970 WA Racing Car Championship with Bob Ilich third in his Repco Brabham Cosworth SCA.

Gary was the legendary designer-builder of the very successful Elfin racing and sports-racing cars, and no mean driver of his own products.

Johnnie drove Elfin single-seaters from 1965 to 1972 then an Elfin 622

in the Australian Formula Two series in 1974. He finished second in both the 1973 and 1975 Australian Drivers' Championships before breaking through to win the title in 1979 in his Lola T332 Chevrolet. He also won the 1979 Australian Grand Prix at Wanneroo Raceway in the Lola.

There were some great race meetings in those early days including from 1970 to 1974 the WA Sports Car Championship being a round of the Australian Sports Car Championship. In 1969 Johnnie Walker won the Racing Car Championship in his Elfin 600B, but the results indicate something of a walkover as he finished two laps ahead of second place Mike Tighe (Elfin Catalina).

Sedan champions included Peter Manton (Cooper S) in 1969, Jim McKeown (Porsche 911S) in 1970, Bob Jane (Chevrolet Camaro) in 1971 and Norm Beechey in the thundering 'Trans-Aus' Monaro GTS 350 in 1972. Allan Moffat (Falcon GTHO) led Peter Brock (Torana XU-1) home in 1973 before the WA Sedan Championship became a sports sedan title in 1974.



# PEDAL POWER

BY BILL BUYS

**STILL** remember the pedal car you had as a child? Don't you wish you'd kept it?

A good one these days can fetch more money than you'd thought possible, judging by the collection of 53 pedal cars at the recent RM Sotheby's Pedal Power auction.

It raised almost \$150,000 — and we're talking US dollars here. The US dollar is \$AU1.44 at the moment, so get out your calculator and wince as the numbers come up.

We all know about classic car collectors, but pedal-car collectors?

Well, they certainly exist and they literally swarmed this online-only auction, resulting in some shall we say surprising figures for the brightly coloured miniature cars.



A fleet of J40 pedal cars in the Settrington Cup at the Goodwood Revival Race Meeting



They were built by Welsh coal miners affected by black-lung disease. Laid off from work, these guys built the pedal cars from scrap metal left over from the production lines of the real full-size Austin A40.

They were beautifully constructed and featured in the high end of pedal-power world, having real headlights and an opening bonnet showing a pretend engine, complete with a quartet of spark plugs.

The boot also opened, revealing a spare wheel.

It sold for more than a brand new Mitsubishi Mirage ES in Australia. Yes, one with a real

Mind you, the cars were all immaculate, impeccably maintained or restored, and many were owned by the fastidious genre expert and restorer Bruce Callis, who lives somewhere in Trump country.

Sotheby's say 85 percent of the lots sold for more than their pre-sale estimate as buyers from various parts of the globe bid for the cars.

Top price of \$US9000 (that's damn near \$13K in our cash) bought a 1955 Austin J40 Roadster.

These cars have a lot of sentimental value, especially in the UK.



engine - and a five-year warranty.

OK.

Aside from the craftsmanship, these J40s are still active in motorsports in the UK.

One of the most popular events at the inimitable Goodwood Revival is always the Settrington Cup, where each year (apart from this year of the corona virus) a field of youngsters in spec J40 pedal cars race down the Goodwood Circuit's front straight.

So they're clearly in high demand and if you want to start your youngster's career in motor racing, you can't find a

better, or cheaper, class to compete in.

Then there was the lovely 1941 Lincoln-Zephyr, which fetched \$8700 (\$12,500) after some fierce bidding by 65 would-be buyers.

A 1940 Ford went for \$2220, a 1935 Chevrolet for \$4080, a 1935 Pontiac for \$3330 and a delightful Chrysler Airflow for \$6660. That's all in \$US.

Go check the back of the garage and the shed.

You never know, you might find some restorable nostalgic gem.



Except for the heading photograph of the Settrington Cup race, all of the illustrations in this article are from the Sotheby's catalogue. The first two shots are of the J40. Opposite bottom is the 1941 Lincoln Zephyr, above is the 1935 Chevrolet and left is the Chrysler Airflow.

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