



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

# VINTAGE METAL

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## DAD'S ARMY CHRISTMAS FUNCTION

**PLUS:** 2019 Trophy Night  
1980 York Flying 50  
Targa High Country

**February General Meeting – Monday 3rd February 2020**  
**John Webb's Car Collection**  
**13 Mumford Street, Balcatta**

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

Telephone: 0400 813 141

PO Box 1127, GWELUP WA 6018

Email: [admin@vscwa.com.au](mailto:admin@vscwa.com.au)

# OFFICE BEARERS AND OFFICIALS 2018/19

President: Glenn Swarbrick	Mobile: 0411 597 948	Email: glenn@swarbrickyachts.com
Vice-President: Paul Wilkins	Mobile: 0428 922 823	Email: paulwilkins@westnet.com.au
Treasurer: Vacant		
Secretary: David Moir	Mobile: 0400 813 141	Email: david.moir@iinet.net.au
Administrative Officer: Sheryl Swarbrick	Mobile: 0416 025 667	Email: entries@vscwa.com.au
Membership/entries correspondence to Sheryl at: PO Box 7277, SPEARWOOD WA 6063		
Club Management Committee:		
Mike Barnes	Mobile: 0437 260 433	Email: tbarnes1261@bigpond.com
Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
Stephen Gilmour	Mobile: 0438 437 247	Email: sbg7070@gmail.com
Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Ivan Okey	Mobile: 0447 267 938	Email: yekornavi@yahoo.com.au
Competition Committee Chair: Paul Bartlett	Mobile: 0419 907 378	Email: pkbart@bigpond.com
Dads Army: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Regalia Officer: Ivan Okey	Mobile: 0447 267 938	Email: yekornavi@yahoo.com.au
Bar Manager: Graeme Whitehead	Mobile: 0412 919 370	
Membership/Entries Registrar: Sheryl Swarbrick		Email: entries@vscwa.com.au
Vintage Metal: Bob Campbell	Email: robertcampbell4@icloud.com	Ph: (08) 9279 7555 Mobile: 0419 849 835
Historian 1969 on: Len Kidd	Mobile: 0422 797 461	Email: an.len@live.com
Historian pre-1969: John Napier-Winch	Mobile: 0429 439 007	Email: houseofwinch@gmail.com
Librarian: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
CAMSWA Sport and Club Development Comm:	Paul Bartlett	Mobile: 0419 907 378
Council of Motoring Clubs WA:	Graeme Whitehead	Mobile: 0412 919 370
Concessional Examiner: Boyd Kolozs	Mobile: 0466 791 298	Email: kolozs@westnet.com.au
Chief Scrutineer: Barry Mackintosh	Mobile: 0497 136 523	
	Max Gamble	Phone: (08) 9276 2903
VSCC Log Books: Coordinator	Ivan Okey	Mobile: 0447 267 938
Eligibility Officer: Group JKL	Max Gamble	Phone: (08) 9276 2903
Eligibility Officer: Group MOPQR	Neil McCrudden	Mobile: 0407 867 473
Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

**Title Page:** The oldest car in Ian Terriaca's collection, a 1910 English Talbot

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**Copy closing date: 15th of the month prior to month of issue. Eg Copy for February issue due January 15.**

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](mailto:robertcampbell4@icloud.com) for members' ads.

**Contact David Moir**

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

**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE MARCH 2020 ISSUE IS FEBRUARY 15, 2020.**

# FROM THE PRESIDENT

## Albany Classic

Most members would be aware that we have been responding to a proposal we received a few months ago from the Albany Classic Motorsports Club (the ACMC) to take over the running of the Albany Classic event. The ACMC was recently formed as an incorporated body by members of the Albany Organising Committee, the group which has set up and dismantled the temporary circuit in the Albany CBD to enable the running of the regularity event for over twenty years.

Members discussed this proposal at club meetings in October and November and following a successful negotiation with the ACMC in December, our Management Committee approved the proposal. As agreed at the November club meeting, we circulated an email to VSCC members in late December seeking their ratification of the proposal.

The proposal is that this year's Albany Classic is run jointly by the VSCC and the ACMC. This will enable the ACMC to gain the necessary experience in running the competition side of the event and appropriate credibility in the eyes of the regulatory bodies and major sponsors. To do this, we propose that the two clubs set up a Joint Management Committee and a joint bank account to ensure there is open and transparent management and accounting of the event.

After the running of this year's event on 30/31 May, the two clubs will review the event. If there is agreement that it was successful, the VSCC will transfer the running of the event in future years to the ACMC.

Part of the agreement will be that members of the ACMC and VSCC will be treated equally with regard to acceptance of entries and entry fees for all future events. This will ensure that our members will have continued access to this iconic event.

Members' response to the email circulated in December has shown that the vast majority support the proposal, with only two members expressing their disapproval. We thank members for their support and we will now proceed to draw up a formal agreement with the ACMC to enable the joint running of this year's event to get underway.



Graeme Whitehead at the Dad's Army Christmas function with his newly presented Life Membership certificate

## Another Break-in

I regret to tell you that we have had another break-in to our clubrooms at Caversham. This time the thieves stole our ride-on lawn mower, a trailer and some other equipment the Dad's Army crew use to maintain the property. We have notified the police and will be making an insurance claim but the loss of this valuable equipment is very disappointing.

Graeme Whitehead and some of the Dad's Army crew have replaced the damaged locks and have made the place secure and we thank them for stepping in so promptly in the middle of the Christmas/New Year break.

## New Life Member

I am pleased to announce that late last year the Management Committee agreed to award Life Membership to Graeme Whitehead.

Graeme has been a tireless worker for our club for many years and in that time has played an important role in the Dad's Army crew. In addition, he has looked after the bar and catering arrangements for general meetings and Dad's Army gatherings.

Graeme was presented with his Life Membership at the Dad's Army Christmas gathering. I know you will join me in congratulating Graeme on this prestigious award.

*Glenn Swarbrick*

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

## Minutes of General Meeting

held at Burswood on Swan, 11 December 2019

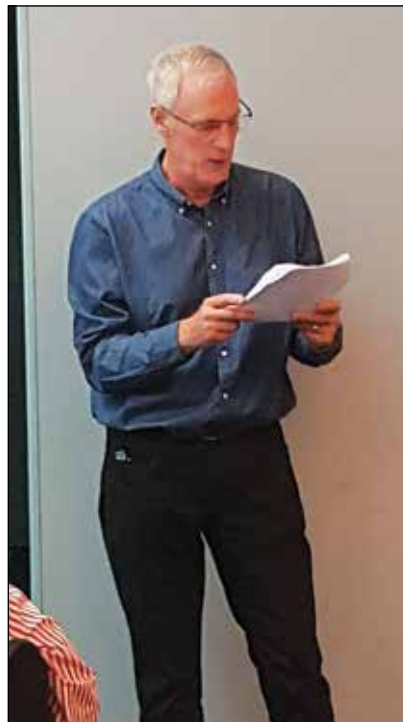
The meeting was opened at 6:30 pm by President Glenn Swarbrick with around 65 members and guests present.

The President moved, seconded by David Moir, that normal business be suspended so that we could enjoy the dinner and each other's company. Carried

Following the dinner and trophy presentations, the meeting was closed at 9:30 pm



Left: Paul Bartlett with Glenn Swarbrick. Michael Broughton lurks behind.



Above left: President Glenn Swarbrick presents Jack del Borello with the Terrence Smith Quiet Achiever Award for the driver of a pre-1960 car who is involved in an unassuming way in a role within the club.

Above centre: Secretary David Moir has his say.

Above right: Glenn presents Mark Duder with the Healthway Smokefree WA Trophy for being Rookie Official of the Year.

Far left: Is Glenn about to conduct community singing?

Left: Glenn presents Jamie Scott with the List Family Trophy for the Best Performing British Ford.

# VSCC OF WA CALENDAR 2020

## February

- 3 General Meeting – John Webb’s Car Collection, 13 Mumford Street, Balcatta – please bring folding chair
- 11 Dad’s Army – Clubrooms workshop
- 11 Management Committee – venue to be announced
- 17 Competition Group – venue to be announced
- 25 Dad’s Army – Clubrooms workshop

## March

- 9 General Meeting
- 10 Management Committee
- 17 Dad’s Army
- 17 Competition Group
- 31 Dad’s Army

## April

- 4 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 4 Minson Ave Motorkhana, Northam
- 5 Northam Flying 50 State Regularity Championship Rd 1
- 6 General Meeting
- 14 Dad’s Army
- 14 Management Committee
- 20 Competition Group
- 28 Dad’s Army

## May

- 4 General Meeting
- 12 Dad’s Army
- 12 Management Committee
- 18 Competition Group
- 26 Dad’s Army
- 30 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 31 Albany Classic State Regularity Championship Rd 2



Above left: Glenn Swarbrick appears to be describing a recent fishing trip. Paul Bartlett looks on disbelieving while Michael Broughton finds the whole thing entertaining.  
 Glenn Swarbrick applauds as Max Gamble presents Brian Eyre with the Max Gamble Trophy for Best Club Member for Brian’s sterling work for the club throughout 2019.  
 Dinner photographs courtesy of Jenny Ozanne.

# VSCC NEWS

## Another Break-in!

In what looks very much like a targeted crime, the workshop at the clubrooms was broken into and the club's covered trailer, complete with the ride-on mower, whipper-snippers and rotary mower stored within it, was stolen. Other items stolen included trolley jacks, a car cover and an assortment of tools and panel beating material. The police and insurance company have been informed of the theft.

The Caversham Car was left behind on the hoist, probably because the thieves had no means of transporting it. It has since been moved to more secure storage.

## Red Dust Racers in *Octane* Magazine

Our editor received an email from Mike Matune in the USA indicating that *Octane* magazine devoted two pages to the racing at Lake Perkolilli last September. Mike supplied the story about the Pittsburgh Vintage Grand Prix that appeared in the November 2018 issue of *Vintage Metal*. It seems that the Perkolilli article appeared in the January 2020 issue of the magazine. Keep an eye open at your local newsagent.

## Rain Lights for 5th Category Racing

We received the following release from Motorsport Australia (formerly CAMS):

Following the introduction of the use of Rain Lights for Circuit Racing during 2019 Motorsport Australia has now applied the use of a Rain Light as mandatory where an automobile is required to meet the requirements of Schedule C for Circuit Racing (refer Motorsport Australia Manual, General Requirements for Cars and Drivers, Schedule C).

Motorsport Australia would like to clarify that in application, for 5th Category Historic Race competitions, the Historic General Requirements regulations (Art 1.5 Historic General Requirements) remain applicable, specifically those exemptions provided for those undertaking 5th Category competitions. This includes an exemption on the use of a Rain Light, except where specific Historic competitions otherwise require its use or where a Historic automobile is competing in a contemporary event.

Whilst the use of a rain light is not mandatory for historic vehicles in 5th Category events, it is nevertheless strongly encouraged to use a rain light.

The Australian Historic Commission has and continues to review all safety aspects of historic motorsport whilst preserving the authenticity of the discipline.

We will continue to update you on any future amendments or additions to the 5th Category Regulations.

## Lake Perkolilli Video

The Red Dust Revival is on YouTube. You can see the video at <https://youtu.be/a0f5kWt7a3E>.



Ian Terriaca's XW GTHO, build number 153



The XY GT in the Terriaca collection

# COMPETITION NEWS

## 2019 Highlights

The 2019 competition season now seems like a distant memory, although it did have a number of highlights.

- The Albany Classic saw the construction of a pedestrian bridge on York St. This was a fantastic addition to the event infrastructure and a credit to the Albany crew who worked tirelessly to ensure it was built and ready for the event. I am sure I join all competitors in saying it is a great initiative which creates much better access for the public.

- The Coalfields 500 saw the introduction of the new long circuit. This was a first time outing for many of us, and going by the reactions of the drivers I know everyone is keen to give it another go in 2020.

## 2020 Competition Calendar

After what seems a very short break, the planning for 2020 competition season is now well underway. There are a number of new initiatives that will come into place this year.

- The Northam Motorsport Festival (4-5 April) will see the return of Lindsay Monk (Mt Ommanney) Hillclimb, and plans are in place to ensure more areas are available for spectators. The motorkhana on Saturday night will become a “Go to Whoa” on Minson Terrace on the Saturday night and the Flying 50 will be run as usual on Sunday.

- The Albany Classic (30-31 May) is looking to be bigger and better this year. The event will be run by a joint committee from the VSCCWA and the Albany Classic Motorsport Club. The ACMC is made of up guys who have worked for many years doing the track setup and promotion of the event in Albany.

- Collie Coalfields 500 (3-4 Oct) is a two day event not to be missed. The event will be run on the new long circuit which will provide drivers with many challenges, especially trying to get the best entry line to the tight right hander at the bottom of the hill.

- The Vintage Stampede (5 Dec) will be a little different this year. The event will be run as a twilight meeting on the Saturday afternoon with a BBQ for competitors and families afterwards. Watch the magazine for more news.

- For 2020 season all of our events will be part of the Motorsport Australia (formerly known as CAMS) State Regularity Championship. I am sure the trophy hunters amongst us will be pleased to hear this.

- The event entry fees for this year will increase by \$10 (a small amount really). This increase will be used to recognise and provide vouchers for the volunteer officials that tirelessly support our events. As we know, without officials our events will not happen! We are also keen to hear from any competitors that still want the adrenalin buzz, but don't have the car to compete. There is always a spot for new volunteers.

*See you at the track!*

*Paul Bartlett*

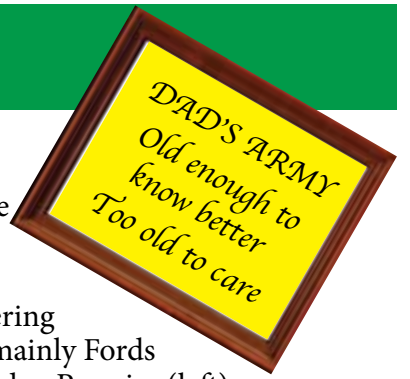


Ian's 2003 Ferrari 360 F1 has done only 8000km



This was the development car for the Falcon GT, build number 1. It was driven hard from Melbourne to Sydney and return by Alan Moffat and a team of drivers. It is signed by Alan Moffat under the bonnet.

# DAD'S ARMY NEWS



## Christmas Function

The Dad's Army Christmas Function was held at Ian Terriaca's amazing car collection in Maddington. Originally we were to have lunch under the trees, but the day turned out very hot so Ian opened up the function room on the first floor of the building that houses his collection and fired up the air conditioner.



We had a great time wandering through Ian's collection of mainly Fords plus his first car, a 1971 Holden Premier (left).

Most of the cars are factory fresh and still have virtually no mileage on them, but there are some classics from "our" era.

A fully restored 1958 Ford Thunderbird with a 312 cubic-inch Y-block V8 attracted a lot of attention as did a totally rebuilt 1967 Mustang.

Other cars included a "plain clothes" police Falcon that was stationed at Karratha. With 351 V8 and 4-speed

manual transmission, there would have been very few locals who could outrun the Falcon.

There were many limited edition Falcons, but every one except an XD S-Pack automatic has a manual transmission. Ian doesn't hold with slush boxes.

While we were gathered for lunch, Club President Glenn Swarbrick popped in to present Graeme Whitehead with his Life Membership and Denny Cunnold with the President's Trophy for Individual Effort as neither of them was at the Annual Dinner to pick up his award.

As lunch progressed a friend of Ian's known as Florrie played music for us from the 1960s mainly. Ian, who used to play with 70s group The Troubadors, joined Florrie and sang some 60s and 70s hits. After he finished his lunch, Paul Wilkins got behind the drum kit on the little stage and the three conducted a jam session that proved that Paul hasn't lost all his skill with the sticks.



The 1967 Mustang that has been fully rebuilt. Note the speaker pedestal from a drive-in theatre to the left of the Mustang

Other Fords in Ian's collection include a 2001 TS50, an XB GT4-door that is a one-family car from New South Wales, and XW GTHO, build number 153, an XY GT and from the last days of Falcon production, an XR6 Sprint, build number 7 and an XR8 Sprint, build number 55.



Ian's 1958 Thunderbird with 312 Y-block. Behind it is a 1960 Ford Fairlane 2-door with 348 cubic-inch Y-block that was a one owner from new car. When the owner died, his family restored it to as new condition. Ian picked it up at the Mecum auction at Pebble Beach in 2018.



A close-up of the Fairlane 2-door described left. It is the model that in the USA followed the "Tank" Fairlane we saw in Australia.





Some of the Dad's Army crew gathered by Ian's Lamborghini LP550. Ian originally set out to buy a Ferrari 458, but he discovered the Ferrari came only with automatic transmission and flappy paddle shifters, so he cancelled his order and bought the manual Lamborghini.

the last Tuesday of the month and the Tuesday two weeks before that. See the dates below for clarification.

**NOTE:** There are more photographs of Ian Terriaca's cars on pages 6 and 7 plus Ian's 1910 Talbot on the title page.

### The Break-in

You have all heard of the break-in at the clubrooms workshop by now. The big covered trailer containing the ride-on mower, the rotary mower and two whipper-snippers was the main loss, but other tools and panel-beating material also disappeared.

As a result of the break-in, half of the large workshop became available for Dad's Army meetings and while it is nowhere near as big as the meeting room in the main building, it has become the home of Dad's Army until the ceiling and other problems in the main building are fixed.

Dad's Army gatherings for 2020 will be held twice a month on



Florrie, Paul Wilkins and Ian Terriaca jamming at the Christmas function

## DAD'S ARMY DATES – 2020

FEBRUARY	11	25
MARCH	17	31
APRIL	14	28
MAY	12	26



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# EDITOR'S RAMBLINGS



## 2020 Vision

Before I get to the meat of this, I must make it clear that the following article is my personal opinion and the conclusions drawn are my own and not the VSCC's. The general idea is to get you all to think about your vision for the club in 2020, a 2020 vision if you like.

A substantial number of VSCC members have decided that the best place for our new clubrooms is somewhere adjacent to the old Caversham race track, more precisely, the D-circuit that was the most used configuration of those used within the bounds of the old Caversham airfield.

The reasoning behind this is that it was the "home" of motor racing in WA for a significant period. But how significant was it?

The first race meeting at Caversham was in 1946, but there were very few race meetings there for the rest of the 1940s because Caversham was still an active RAAF base. It was not until 1953 that the WASCC managed to acquire a lease over the old airfield, by which time street circuits at Narrogin, Northam and Goomalling were well established.

The timing of the lease was fortunate as Pierre Levegh's horrifying crash at Le Mans in 1955 changed public attitudes to racing on closed public roads and Caversham became the preferred location for road racing. The main straight was also used for quarter-mile sprints, the extent of the runway of which it formed part providing a safe slowing down area for the faster cars. The runway that is part of the access road to the VSCC clubrooms was a useful motorkhana venue. All in all, the old airfield was an asset to the WASCC.

Other venues were tried, with races at Busselton Airport from 1955 to 1957. It was not until 1958 that racing returned to prewar venue Albany, continuing until 1963. Bunbury held races in 1960, 1962 and 1963 and Collie in 1960 and 1961. The last closed road race meeting was in Geraldton, the Tom's Tourist Trophy meeting in 1965.

I am indebted to Terry Walker's excellent book, *Around the Houses*, for information about early post-war racing in Western Australia. Terry remarked of the Caversham circuit: "Despite its rather innocent appearance, it was always a tricky circuit. The very long main straight [approximately a kilometre long] allowed most cars to pull maximum revs in top gear, and the right angle corner at the end put a heavy load on brakes. The bumpy surface and off-camber corners meant that a driver in a real hurry was very busy indeed, and it was not difficult to fly off the track in various unlikely places. There was also the kangaroo hazard, as Dick Blythe discovered during one Six Hour Race and David McKay and Spencer Martin discovered in another."

Dick Blythe's encounter with the kangaroo resulted in the unfortunate animal being thrown into the air and over Dick's Austin Healey. Dick swore that when he came around on the next lap a couple of minutes later there was a young boy busy cutting the tail from the kangaroo, with the obvious intention that it should form the basis of kangaroo-tail soup.

The WASCC hosted the Australian Grand Prix four times during the period that the race moved around the states. There was the relatively successful event at Narrogin in 1951, the financially disastrous races at Caversham in 1957 and 1962 and the much more successful race at Wanneroo Park in 1979. As the club was beginning to recover from the 1962 AGP the news arrived that the lease on Caversham was to end at the close of 1968.

This was not all bad news. As Terry Walker put it: "...the Caversham circuit itself was in poor shape. The area is basically swampy, and during the winter months the track surface tended to disintegrate. The facilities, too, were run-down and shabby."

Since moving to the Wanneroo Park circuit, better known as Barbagallo Raceway because of the demands of very welcome and necessary sponsorship, the WASCC has had its ups and downs. However, Barbagallo Raceway has been the home of road racing in Western Australia for 51 years, much longer than any other circuit has maintained dominance. Which is the more significant, Caversham or Barbagallo?

There is a fond hope among the members mentioned above that events might be held on the old D-circuit. As already mentioned, the road surface tended to disintegrate over winter. How much degradation has taken place over the more than half a century since racing ended at the end of the 1968 season? The main straight is no more and what is left is soon to disappear under a dual carriageway main road. Yes, it is possible that the road can be closed and connections made to the remnants of the D-circuit, but would it be safe for anything more adventurous than a gentle parade around the old track? Remember, Motorsport Australia (formerly CAMS) rules on safety have become much more stringent since 1968. And that is without considering any objections local residents might have to the noise and inconvenience caused by any motor sports event.

Only our older members who grew up in the Perth area remember Caversham. As long time member John Hurney pointed out some time ago in a letter to the editor, anyone who drove to the last meeting at Caversham would now be of pensionable age. In other words there are few of our active members, if we take active to mean either competing in VSCC events or acting as an official, who competed, officiated or spectated at Caversham. For

most of us, our motor racing memories are mainly connected with Wanneroo Park/Barbagallo Raceway. In other words, the Wanneroo circuit has much greater significance to most of our members and prospective members than the narrow ribbon of bumpy tarmac running through the bush behind the Swan Valley Tourist Park caravan park in West Swan Road.

Don't get me wrong, I have fond memories of the Caversham circuit and when I was still at school used to ride my push-bike from where we lived in Claremont to see the racing. No, I didn't wear lycra, just ordinary clothes. I also have fond memories of the early days at Wanneroo, helping to clear the scrub away from the infield of the new circuit and later, in the early to mid-1980s, going to the circuit with John Hurney to clean out the toilets – perhaps that is a less fond memory...

More recent memories, which I can share with many VSCC members, involve the York Flying 50 – a re-enactment of a race meeting that never happened, the Northam Flying 50 – that one actually happened back in the day, and events at Albany and Narrogin. I never went to Goomalling, but I remember events in Midland and Joondalup and I didn't make it to the sprints at Fremantle. I remember a sprint around a car park up towards Yanchep, but I don't remember exactly where that one was.

Another event run by the WASCC and taken over by the VSCC was the Mount Brown hillclimb at York. I was actually Clerk of Course for that one for two years towards the end of the WASCC era. The second year I was also Clerk of Course for the Flying 50.

I have been a flag marshal and pit marshal at Caversham and flagged at Wanneroo and competed without success at two race meetings at Wanneroo, so I'm not just a bloke with a camera and a word processor. Oh, and I completed one of the last high speed driving courses held at Caversham and the first of those courses held at Wanneroo, so I do know my way around both circuits, although I've never actually driven the short circuit at Barbagallo.

To get back to the original subject. How many of our total membership actually have memories of Caversham? Is nostalgia sufficient reason for building a new clubroom in what is a fairly remote part of the metropolitan area. After the recent targeted break-in at the current clubrooms and the theft of the club's big trailer complete with its load of ride-on mower, rotary-mower and two whipper-snippers plus sundry other tools and the like from the workshop, can the security of a building tucked away near the rear of a caravan park, hundreds of metres from the road, be guaranteed?

Should we perhaps be looking for a factory/warehouse unit in a well-patrolled light industrial area? There are a number of choices available and we should not develop tunnel vision, accepting only the Caversham proposal.

I'm not espousing any option, just asking members to think about the future of the club and what option is best for the future.

## Belonging

*The item below was supplied by Ian Fry from the Royal Perth Yacht Club archives. The author is unknown.*

### Belong?

Are you an active member, the kind that would be missed?

Or are you just content to have your name upon the list?

Do you attend the meetings and mingle with the flock?

Or do you stay at home to criticise and knock?

Do you take an active part to help the work along?

Or are you satisfied to be the kind that just belong?

Do you voluntarily help at the guiding stick?

Or leave the work to just a few and talk about the clique?

Come to the meetings often and help with hand and heart,

Don't just be a member, but take an active part.

Think this over, member, you know right from wrong –

Are you an active member, or do you “**JUST BELONG?**”

## Stampede Photographs

You might have noticed that there was no coverage of the Vintage Stampede in this issue of *Vintage Metal*.

This is because no-one who was there let me have any description of the event to include in the magazine. I put out a request for photographs and received one picture, the shot of Trevor Fairs' Mini that Trevor sent to me.

Thank you Trevor.

Trevor Fairs' Mini at the 2019 Vintage Stampede



*Bob Campbell*

# VSCC OF WA CALENDAR 2020

With the clubrooms being closed for urgent ceiling repairs from November 14, 2019, club meetings of all kinds in January and February will almost certainly need to be relocated.

## January

14 Dad's Army – Clubrooms workshop

28 Dad's Army – Clubrooms workshop

## February

3 General Meeting – John Webb's Car Collection, 13 Mumford Street, Balcatta – please bring folding chair

11 Dad's Army – Clubrooms workshop

11 Management Committee – venue to be announced

17 Competition Group – venue to be announced

25 Dad's Army – Clubrooms workshop

## March

9 General Meeting

10 Management Committee

17 Dad's Army

17 Competition Group

31 Dad's Army

## April

4 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1

4 Minson Ave Motorkhana, Northam

5 Northam Flying 50 State Regularity Championship Rd 1

6 General Meeting

14 Dad's Army

14 Management Committee

20 Competition Group

28 Dad's Army

## May

4 General Meeting

12 Dad's Army

12 Management Committee

18 Competition Group

26 Dad's Army

30 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2

31 Albany Classic State Regularity Championship Rd 2

## June

8 General Meeting

16 Dad's Army

16 Management Committee

22 Competition Group

25 Dad's Army

# VSCC OF WA CALENDAR 2020 CONT'D

## July

- 6 General Meeting
- 14 Dad's Army
- 14 Management Committee
- 20 Competition Group
- 28 Dad's Army

## August

- 3 General Meeting
- 11 Dad's Army
- 11 Management Committee
- 17 Competition Group
- 25 Dad's Army

## September

- 7 General Meeting
- 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
- 11 Brockwell Classic
- 13 Dad's Army
- 13 Management Committee
- 19 Competition Group
- 23-25 Historic Races at Barbagallo WASCC
- 27 Dad's Army

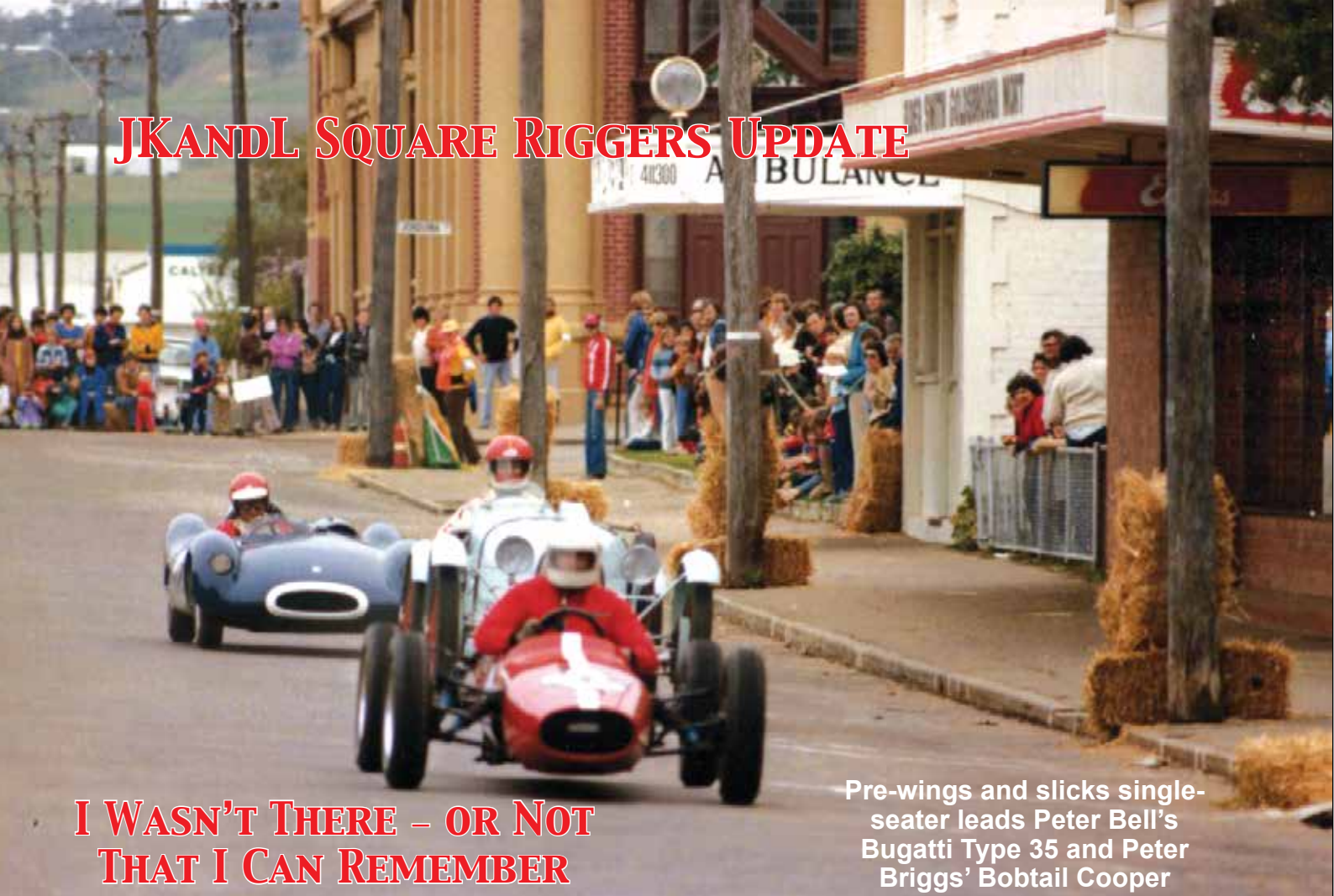
## November

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

## December

- 5 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3
- 5 Vintage Twilight Stampede, Barbagallo Raceway Club Regularity Championship Rd 4
- 11 Annual Dinner, Awards Night and General Meeting (provisional date only)
- 15 Dad's Army
- 15 Management Committee
- 21 Competition Group

# JKANDL SQUARE RIGGERS UPDATE



**I WASN'T THERE - OR NOT THAT I CAN REMEMBER**

Pre-wings and slicks single-seater leads Peter Bell's Bugatti Type 35 and Peter Briggs' Bobtail Cooper



Peter Briggs' Bobtail Cooper shares the front row with an Austin Healey 100 with a Jaguar XK140 and Allan Herring's MG TB in the second row

The old quote from the 1980s was that if you remembered Woodstock in 1969 you weren't there. Well, maybe the same could be said of an event which happened on Sunday 21 September 1980.

It was an important day for the Vintage Sports Car Club of WA but, of course, the VSCC didn't exist on that day.

Yes, it was the first York Flying 50 and it wasn't until 1986 that the VSCC was formed. The first York Flying 50 was run with the help of the WA Sporting Car Club.

The impetus for the event came from the York Motor Museum. The 40th anniversary of the museum was celebrated in December, so we have nine months to think about following up that celebration with one of our own to mark 40 years

of around-the-houses reenactment events.

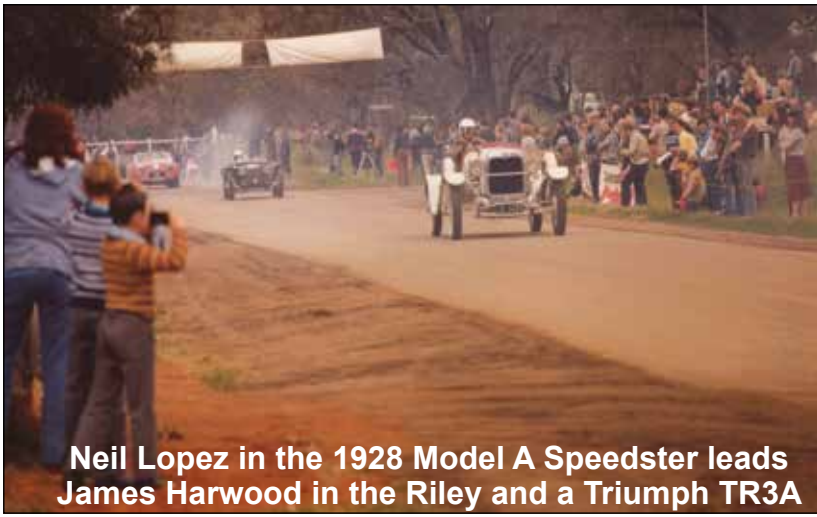
Whilst the first York Flying 50 was like an unregulated race around town, it hooked into the motor racing history of WA and gave everyone a big charge of nostalgia. Indeed, York never hosted an actual around-the-houses race before the York Flying 50 was dreamt up.

Its impact, however, would be felt all across Australia. Without the York Flying 50 there would be no Albany or Northam events.

The first curator of the York Motor Museum was James Harwood and along with the owner of the museum and the cars on exhibition, Peter Briggs,



James Harwood concentrates hard in Peter Briggs' 1927 Brooklands Riley



**Neil Lopez in the 1928 Model A Speedster leads James Harwood in the Riley and a Triumph TR3A**

the idea of running an event to attract interest in York was hatched. The York Flying 50 wasn't the first historic racing event held in Western Australia. The MG TC Club put on a show at Wanneroo in March 1979 on the Australian Grand Prix weekend. Ian Boughton returned from living in the eastern states where he participated in historic events and also in 1979, he proposed that a historic racing register be formed in WA.

Looking back at pictures from that first year of the Flying 50, the crowd was relatively small – nothing like the big crowds which the Albany Classic attracts today. However, the drivers and riders (yes, there were bikes, too) and probably more importantly, the spectators, had a good time. They

even had a concours d'elegance – won by John Lambie with his MG TF.

About 24 cars and 12 motorcycles were entered in the events. Surprisingly, only six cars were built before the Second World War. The oldest cars were Peter Briggs' 1927 Brooklands Riley driven by James Harwood, a 1927 Austin Seven and a 1928 Ford Model A speedster raced by Neil Lopez. The Brooklands Riley is still in WA but where is the Model A now?

The Jaguar boys were there at the start and they are still in our club now. Allen Shephard drove his XK120. Terry McGrath also took his XK120 for a trundle. Peter Briggs drove his Bobtail Cooper in the first event. Cars like the Cooper and Peter Bell's Bugatti Type 35 are no longer in Western Australia. A feature of the early Flying 50s was the range of exotica on show, largely contributed by Peter Briggs from his museum.

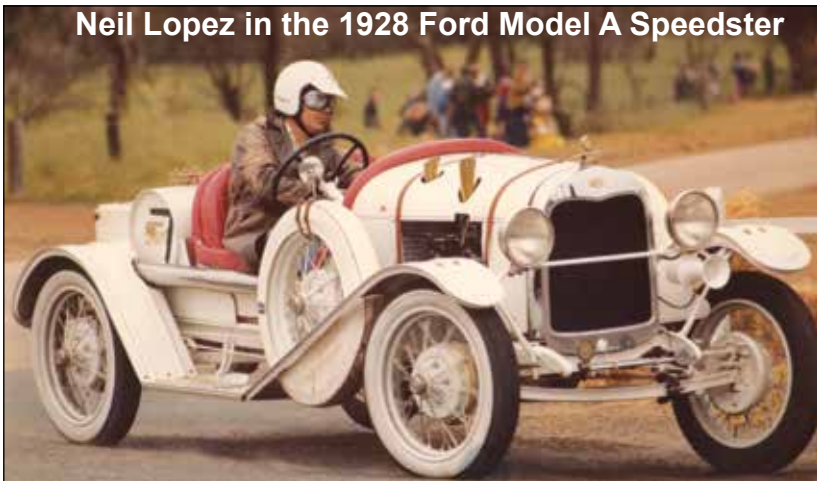


**Jaguar XK140 leads Ian Boughton's SS Jaguar 100**

Where would our club be without the MG marque? Allan Herring raced his TB in the first Flying 50 as did Peter Partridge. Just to keep the ledger even, Garry Drysdale raced a 1927 Austin Seven Meteor.

To remember the golden era of the York Flying 50s, Peter Briggs has asked Graeme Cocks to put together a photographic book. He's chasing images and stories so if you have any pearls of wisdom you'd like to impart to Graeme, send him an email at: [gacocks@iinet.net.au](mailto:gacocks@iinet.net.au).

When you are stepping on the gas around Northam for our next event, give it a rev for the first re-enactment Flying 50 of 40 years ago.



**Neil Lopez in the 1928 Ford Model A Speedster**



**That #12 open-wheeler, with a different driver this time, leads a hard driven MG TC**



*Heza Henry*

**The trophy won by John Lambie for the Concours D'Elegance**

# TARGA HIGH COUNTRY



**Words and pictures from Mark Duder**



After towing the Alpine across the country we picked up my navigator Greg Humphries from the Melbourne airport (he is a FIFO navigator) and headed up to Mansfield for scutineering, then continued up to Mt Buller in cold but sunny conditions. On awaking the next morning we found the motorhome and car blanketed in snow, and had to engage with the ski lift crew that were there to tow both the motorhome and the Alpine back onto the bitumen from the grass area next to the hotel.

Mt Buller is 1800 metres above sea level and the snow was down to 900 metres.

It snowed for the next 4 days up on the top of the mountain, making life rather difficult, especially when you don't have the right clothing. So getting the car off the trailer, putting on the decals and getting the car ready was very trying in strong wind and snowing. Also the

Alpine battery was too cold to start the car, so we had to keep it (the battery, not the car) in the hotel each night.

Jump starting the car on the first morning was quite a drama as the road was covered in snow and even in 5th gear down a steep hill my Yokohama AO48 tyres would not turn. Result? Opposite lock and heading towards a light pole with wheels locked up. Luckily there was a gutter to straighten me up.

Every morning we had to brush several cm of snow off the car, connect up the battery and try to warm up the engine and ourselves prior to the first stage.

Once the first stage down the hill was finished each day, it turned to rain and wet roads then sunshine. Great roads though with some stages up to 49 km long.

The event was 860 km long.

The stages take you through the High Country regions of the Eildon, King Valley, and Mansfield districts, before returning each evening to the top of Mount Buller.

We thoroughly enjoyed the event and the roads and the Alpine went like a clockwork mouse and half a litre of oil



Mark's Alpine being monstered by a giant Audi. It gives you some idea of how small the Alpine is.





over the whole 3 days was the extent of our service requirements. Apart from the fact that the Alpine is not totally waterproof!!

There were fellow Renault crews (whom I knew from Targa Tassie). Two old Alpines, two new Alpines, two older Meganes, two new Meganes and one Clio. Great camaraderie.

There were some very quick cars there from Vipers to Porsches, but the main bulk were Lotus Elise, Exige and Evora. Boy did they go and obviously they have all the hi tec components to keep them on the road. Well most of the time.

There were the usual very bad offs unfortunately, and I'm not sure whether they were due to red mist or bad navigational calls.

Just to complete our trip experience we had to wait at Norseman on the way home because the road to Kalgoorlie was closed due to a bushfire. Just awaiting a cyclone now???



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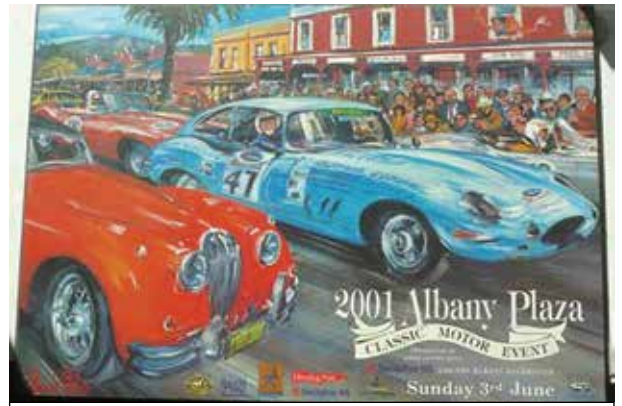
If renting block, only clean work is allowed as other cars are stored in the building.

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### Contact

**Rusty Kaiser**

**0439 968 908**



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**Contact Dr Desmond Lascelles**

**Tel: 08 9490 1681**

**Email: [desmond.lascelles@bigpond.com](mailto: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.



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**Contact Tim Dwyer 0437 286 462**



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