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

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MAKE A JOYFUL NOISE PART 2



PLUS: From the President – Northam and Next Year
Book Review – Mount Panorama – Bathurst
Letters to the Editor

June General Meeting – Cancelled

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COVER: Rob Walker Cooper-Climax at Donington

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FROM THE PRESIDENT



Northam Cancelled

We have cancelled the Northam Motor Sport Festival for this year. You will be aware that we postponed the event from the original dates of 4 and 5 April following the government restrictions announced then because of the COVID-19 crisis.

We hoped to re-schedule the event later this year, but following discussions with our Northam volunteers, we have reluctantly decided to cancel the event because of the difficulty in finding a suitable date in the latter part of 2020, once government restrictions on sporting events have been lifted.

We will put our efforts into organising the event for 10 and 11 April next year.

We trust that our sponsors, competitors, Northam businesses and the Northam community will support this decision and help us to make next year's event a great success.

When Motorsport Resumes

Assuming that government restrictions on large public gatherings and sporting events will be lifted by July or thereabouts, the motorsport calendar for the remainder of 2020 is likely to become rather crowded. We are working on our remaining two events for the year being run as scheduled and being very popular as motorsport-starved competitors will be keen to get their cars back on the track.

These events are:

- Collie Coalfields 500 – 3 and 4 October
- Vintage Stampede (Saturday 5 December) – the Jacks Hill hill-climb in the morning and the Stampede regularity as a twilight meeting from mid-afternoon.

Caversham Clubrooms

Brian Eyre has been working hard on our behalf to regain the use of our clubrooms, following the discovery of asbestos during ceiling repairs in November. We are disappointed that we have lost the use of this valuable facility for six months and Brian has been working with Peet Ltd, our new "landlord" to secure a firm date for us to re-occupy the site. Hopefully we will have some good news shortly.

Brian has also been exploring options for new clubrooms once our short-term licence on the current clubrooms expires in a year or so. This has involved negotiating with the Department of Planning, Lands and Heritage over a long-term lease of the 'York St' site next to the former Caversham D-Circuit and of the D-Circuit itself.

He has also been working with Paul Wilkins and others on the design of a new club-house and workshop for Dad's Army to put on the site, as well as exploring other options such as the purchase of a factory unit in a suitably located industrial area.

While this planning work will continue, the club's Management Committee has decided that it would be unwise to make any large financial commitments this year because of the current economic uncertainty. In any case, we would only make such a commitment after we had gained the support of the members following the presentation of a sound business case.

We'll Meet Again

The committee is planning to hold an informal get-together at Caversham once the government restrictions on large gatherings have been lifted. Hopefully by July or August we will be able to put on a weekend barbecue. Members will be encouraged to bring their cars to show-off the refurbishments they have been doing while in 'lockdown'. Stay tuned...

Next Year's Competition Events in Doubt

Our club may find it very difficult to organise competition events from next year unless we find some suitably enthusiastic and experienced people to do this. Our Competition Secretary, Paul Bartlett has advised that, at the end of this year, he will be stepping down from the role he has capably done for the club in the last 6 or 7 years.

Likewise, the lynch-pin of our Northam Motor Sport Festival, Randle Beavis, has announced that he will be unavailable to continue in this role next year.

Unless members step forward to take up these important roles, the club's ability to run our popular events at Northam, Albany, Collie and Barbagallo Raceway will be severely jeopardised. Now is the time for you to talk to Paul or Randle about what is involved and how you can help.

Glenn Swarbrick

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. The COVID-19 lockdown resulted in the cancellation of all club gatherings, although the Management Committee managed to meet electronically.

In May the restrictions were eased to allow gatherings of up to 10 people and Dad's Army took advantage of that. A further easing to allow gatherings of up to 20 people from May 18 will mean that Dad's Army and the club committees will be able to meet, but General Meetings will still be impossible until at least some time in June. We look forward to better news in the July issue, including the possibility that the asbestos and ceiling problems will be fixed. For the present, this calendar remains provisional.

June

- 16 Dad's Army
- 16 Management Committee – venue to be announced
- 22 Competition Group – venue to be announced
- 25 Dad's Army

July

- 6 General Meeting – depends on COVID-19 conditions, venue to be announced
- 14 Dad's Army
- 14 Management Committee
- 20 Competition Group
- 28 Dad's Army

August

- 3 General Meeting – See July 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

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DAD'S ARMY NEWS



Gradually Getting Back to Normal

The first gathering of Dad's Army for some weeks was held at the clubrooms workshop on Tuesday May 12. We didn't get around to discussing the new Perkolilli project, but we did get quite a bit of tidying up done.



Caversham Car

The Caversham Car fairies had been around and installed a rebuilt gearbox. Ron Fabry and Nick Daniele (left) drove the car around to show that it was ready to go, at least that's the excuse they gave, then Nick backed it into the workshop over the hoist so that some fine tuning could be applied. There are still minor leaks to be cured, but it's almost there.

Does Anyone Have a Fridge to Spare?

The fridge that we are using for Dad's Army (and for general use once general meetings are back on the agenda) is slowly dying. In fact, the door seals are just about dead and there are other problems that make it uneconomic to fix. If any member has a spare kitchen fridge, still working,

that has been retired from daily use and is taking up valuable space, please let us know. We can organise the pick-up. Call Graeme Whitehead, (08) 9279 1061, mobile 0412 919 370, email whiteheadv8@gmail.com if you can help.



Mark's Alfa, Syd's MGF and Nick's shiny red Falcon sticking its nose in.

It's an Odd Thing...

Back in September 2017, Dad's Army held a morning tea function at Fiora Metal Products in Cannington. While we were there Peter van der Struyf remarked that he was the only one who had come to Cannington in a sports car, his immaculate MGB. 'We are the Vintage Sports Car Club after all,' he said.

That statement by Peter came to mind at the Dad's Army gathering on May 12. Five of us turned up in open two-seaters, Ron Fabry (MGB), Bob Campbell (Mazda MX-5), Syd Sunter-Smith (MGF), Paul Wilkins (BMW Z3 2.2) and Mark Jones (Alfa Romeo 1750 Spider). Peter arrived in his wife's car.



Ron's beautifully presented MGB with Ian's Mercedes-Benz coupé

Members' Cars for Sale

Two of the cars that members drove to Dad's Army on May 12 are for sale, Paul Wilkins' BMW Z3 and Ivan Michelsen's Porsche. Prices are negotiable for both, but neither would welcome tyre-kickers.

For the BMW, contact Paul on 0428 922 823 and for the Porsche contact Paul Blank on 0407 097 911.

Dad's Army Tuesdays

To be held at the clubrooms workshops until the clubrooms ceilings are fixed.

DAD'S ARMY DATES – 2020

JUNE	16	30
JULY	14	28
AUGUST	11	25
SEPTEMBER	15	29

EDITOR'S RAMBLINGS



Errata

In this column in the May issue I said that *A Turn at the Wheel* published in 1961 was Sir Stirling Moss's first book. I was wrong. If I had done my homework I should have discovered *Stirling Moss's Book of Motor Sport*, published in 1955 and *In the Track of Speed*, published in 1957. You can chase up most if not all of Moss's books on the internet, particularly using abebooks.co.uk. Prices vary alarmingly, but you can shop around on the web for the best price.

Relevance?

David Richards, Chairman of Motorsport UK and of Prodrive has recently (*Autosport* magazine April 23) told the world that motorsport 'must seek to regain its relevance' after it emerges from the coronavirus crisis. He has said that we can't continue to race around burning fossil fuels and rubber and that in the last 20 years motorsport has become more entertainment than a 'relevant' sport. He even claims that the sport did have relevance in the past. 'It's led the way in developing new technologies for car manufacturers, he said. Hmmm...

Leaving aside the question of when we were last entertained by a World Championship Grand Prix or why, if motorsport is entertaining, the spectators are staying away in their thousands, what makes Mr Richards and his ilk think that motor racing was ever relevant?

Motorsport is descended from chariot racing on the one hand and more gentlemanly pursuits such as Regency era curricule racing between young bucks on the other. Speedway retains much of the chariot racing DNA, although the sword blades on the wheel hubs have gone, while road racing has more of the curricule racing side. Motorcycle racing is an offshoot that came from cycle racing with added motive power. Which of these has a history of relevance? Some motorsports development did pass to production, but other advances moved the other way. Basically, motorsport is entertainment. When that is forgotten, the crowds stay away.

Since the 1950s, racing technology has diverged from that used on road-going vehicles and, from the point of view of Formula 1, much of the road-going high-tech we enjoy is banned from F1 racing. So-called relevance is the reason that we have hybrid power units in F1 cars, which has reduced the spectacle and, it seems, spectator numbers. The public don't want relevance, they want thrilling racing, spectacle and entertainment. Historic racing still supplies those ingredients, which is why the Goodwood Revival Meeting is booked out while Grand Prix races take place in front of empty stands.

Relevance doesn't work.

Autosport Shuts Down – for Now

Autosport magazine, the weekly motorsports magazine that has been published weekly since August 25, 1950, has temporarily ceased production until F1 racing resumes. F1 CEO Chase Carey has suggested that F1 racing will resume in July, but we can only wait and see.

The West Gets It Wrong

In the quiz on page 6 of the *Today* section (the comics page) of *The West Australian* newspaper for May 6 2020, there is a glaring, if perhaps understandable, error in one of the answers. The question is 'In which year was the first ever Formula One motor race?' The answer given was 1950. Wrong!

The rules for Formula 1 were promulgated by the FIA in Paris in October 1947. The existing *fait accompli* of 1½ litres supercharged and 4½ litres unsupercharged was confirmed for Grand Prix racing until the end of 1953. A second, *voiturette* formula was agreed at 2 litres unsupercharged or 500 cc supercharged. Initially they were referred to as Formula A and Formula B, but the more familiar Formula 1 and Formula 2 soon became the norm.

All national Grand Prix races from the beginning of 1948 were run to Formula 1, so the first ever Formula 1 race was in 1948 and not 1950.

The World Championship of Drivers was initiated in 1950 (not the F1 Drivers Championship) and many writers and commentators treat that as the beginning of Formula 1. That the driver's title was not restricted to Formula 1 was proved in 1952 and 1953 when the championship rounds were run to Formula 2. The modern version of history is a classic case of 'never let the facts get in the way of a good story'.

The West Gets It Wrong 2

In *WestWHEELS* in *The West Australian* of Wednesday May 9, David Pike gets his T series MGs mixed up. He says of the 1936 TA model first that it had a three-speed synchromesh gearbox — the gearbox had four speeds, albeit with synchromesh only on the top three. Second he says that the TA lacked the aerodynamics of its competitors. Few road-going sports cars in the 1930s had aerodynamic bodies. Some were moving that way by the end of the thirties, such as the BMW 328, but that was a much more expensive car than the TA. It was from 1949 on, when the TC was replaced by the TD, that cars like the Jaguar XK120, Triumph TR2 and the German Porsche made the square-rigged MGs look very old-fashioned. But then came the MGA...

Bob Campbell

VSCC NEWS



VSCCWA Members Getting About

VSCC of WA life member Peter Briggs and his wife Robin were caught by photographer Howard Koby at the 2019 Pebble Road Tour in their 1922 Bentley 3-litre Park Ward style tourer. The photograph appeared in the *2020 Vintage Motorsport Annual*.

The annual Pebble Beach *Concours d'Elegance* in August attracts a surprising number of Australian entrants and in 2019 Peter and Robin were there with their Bentley.

Vintage Motorsport describes itself as 'The Journal of Motor Racing History' and is a great read. Six issues a year are published plus the *Annual*, which is a gallery of photographs from the past year. You can find out more about the magazine and both print and digital

subscriptions at vintagemotorsport.com. Subscription is probably the only way you'll get to be a reader because I haven't seen *Vintage Motorsport* in a shop since *The Pitstop Bookshop* closed its bricks and mortar shop in Perth.

Light at the End of the Tunnel

With governments all over the world looking for ways to back out of the various levels of lockdown that have been imposed to fight the coronavirus, our federal and state governments have established a road map to lead us back towards normality. In Western Australia from May 18 groups can gather up to a maximum of 20 people, which means that the various VSCC committees will be able to meet, but general meetings are still out until at least the next stage of the easing, expected in mid-June.

Dad's Army can ease back into its Tuesday meetings, with hopes of getting back to full strength from mid-June. General Meetings should be able to resume by the July meeting, if the COVID-19 restrictions are further reduced and if we can find a suitable venue. If the asbestos clearance and ceilings people can get themselves back into the swing of things, we might even be able to meet at the clubrooms.

On the face of it we should be able to go to a coffee shop with friends, but only if there are 20 or fewer customers in the shop and you buy food with your coffee. Most coffee shops, cafés and restaurants need more than 20 customers in the place to break even, let alone make a profit, so don't expect a wholesale reopening of coffee shops for a while yet. And that's without considering that many people could have got out of the coffee shop habit. The re-emergence of the cappuccino strips from the lockdown will be a long drawn-out process.

It looks as though Albany was right to cancel this year's event. We'll be able to travel to Albany from May 18, but with gatherings limited to 20 people, the competitors and spectators will be outside legal limits for some time to come. The latest news from Northam is that the Flying 50 has been cancelled for 2020 to be resumed, like Albany, in 2021.

Still, there is a light at the end of the tunnel and we should be able to resume some of our activities by spring or summer. Keep your fingers crossed and spend the off time getting your cars ready for the resumption of festivities.

Local Historic Car For Sale

The Peugeot powered sports car built by Wally Higgs back in the 1960s has come up for sale on Gumtree. You can find it at <https://www.gumtree.com.au/s-ad/lesmurdie/cars-vans-utes/historic-racing-car-swap-trade/1240943592>.

Following on from the successful single-seater Peugeot Special that Higgs raced successfully from 1962, the Peugeot Sports won the WA Sports Car Championship in 1963, 1964 and 1965. Towards the end of 1965 Higgs fitted the sports car with a Lancia V6 engine, without success. He sold the car to Bob Biltoft who managed to shoehorn a Falcon six into it, but retired the car after failing to finish the Six Hours Race at Wanneroo in 1969.

The car has been rebuilt in its Peugeot powered form as originally raced by Wally Higgs. The owner seems to be asking \$35,000, which seems a little ambitious, but time will tell.

It would be nice to see this historic Western Australian racer remain in this state.



MAKE A JOYFUL NOISE PART 2 – 1946-1966

Back in the 1980s, one of the leading F1 designers remarked that with the rules as they stood then all you had to do was draw a line around the rules and your car was designed. Little did he know... Since then common components have been specified for all cars to use, materials that can be used to build various parts of the car and 'power unit' have been closely circumscribed and even the cylinder spacing for the engine as well as the number and formation of those cylinders. To complete the picture, it was decided that F1 should be 'relevant', so all cars use hybrid power units. Whisper it, but there has even been a suggestion that Formula E – electric cars! – should become the premier formula. Will the new series sponsor be Scalextric? Will cars have engine noise generators?

As I said in the lead-in to the first part of this story in the March 2020 issue of *Vintage Metal*, all opinions expressed are mine and not those of the VSCC of WA. Please email me if you agree or disagree and we can have some fun with letters to the editor. I'd love to see a logical defence of the relevance of motor racing. It's all show business really. We'd have a much better show with limited downforce and engines like speedway sprint cars.

Getting back to joyful noises, I left off at the Grand Prix formula of 1938-1939, remarking that Auto Union probably made the most noise with its 12 stub exhausts, while the less deafening Mercedes-Benz fed its exhaust into two long tailpipes running down the sides of the car. However, there was another side to that Grand Prix formula, on the other side of the Atlantic.

The AAA, governing body of Championship Racing in the USA, adopted the 1938 Grand Prix formula for 1938 and subsequent years. The idea was that the European teams would be tempted to enter American races and perhaps American entrants could buy Grand Prix cars as a less expensive way into racing.

In the early 1930s, American drivers discovered that one of Harry Miller's four-cylinder marine engines was the ideal power unit for what were called 'Big Cars' on the dirt tracks, where DOHC conversions of Ford A and B Model engines powered most of the competition. About that time, Miller went bankrupt and Fred Offenhauser took over development of the Miller designs, with the help of designer Leo Goossen. Goossen and Offenhauser developed a big four for cars that was based loosely on the marine engine, but had four valves per cylinder instead of two and was lighter. This engine and its derivatives became the Offenhauser or Offy that was to dominate Indianapolis racing until the 1960s and remain competitive into the 1970s.

The bellow of the Offy fours, most displacing 270 cubic inches (4428 cc) to fit the 1938 regulations, was the dominant sound of the Championship Cars field, overlaid by the more high pitched sound of the various six- and eight-cylinder engines, most of them supercharged, so under three litres. The AAA's hopes for European involvement in the Indianapolis 500 were not to be realised, and only Mike Boyle's team with a Maserati 8CTF, entered as the Boyle Special had any success with a European car. Rex Mays was also competitive in an Alfa Romeo and other Maseratis, mostly the later 8CL model, showed promise, but none could match the Boyle Special's two successive wins in the 500 in 1939 and 1940. Of course, neither did the other cars benefit from a wheels up rebuild by Boyle's crew chief 'Cotton' Henning, which included some replacement parts manufactured by Offenhauser and Goossen.



The ex-Prince Bira ERA of the type that made up the field, particularly in less important races in the early post-war years

1946-51

Moving on to the postwar years, the Offenhauser powered cars were still dominant at the Brickyard, but rarely occupied the first positions on the grid, which were the preserve of the more powerful supercharged cars. However, the supercharged cars didn't have the reliability of the Offys and generally needed more pitstops for fuel and tyres. Most successful of the supercharged cars were the former Boyle Special and Lucy O'Reilly Schell's sister Maserati 8CTFs. Quick, but not as successful, were the purpose built Maserati 8CLs, more powerful than the 8CTF with four valves per cylinder instead of two, more boost from updated superchargers and square cylinder dimensions of 78 x 78 mm in place of the 69 x 100 mm of the CTF. But the noisiest car in the immediate postwar fields was

Don Lee's Mercedes-Benz W154/M163. However, its complex V12 engine needed the German factory mechanics to get the best out of it and it never finished a race. Also distinctive was the Novi's flat-crank V8 that screamed up to 8000 r/min. Fast though it certainly was, the Novi never did better than a third place in 1948.

Incidentally, the 1946 Indianapolis race was run to the 1938 formula. The Contest Board then adopted the CSI 'Formula A' in December 1946 to become effective in 1948, so the 1947 events were run to the 1938 formula only without the weight-displacement restrictions. From 1948 it was officially 4½ litres/1½ litres, but the 3.0-litre



Geoffrey Taylor's 1½-litre supercharged Alta, Britain's first post-war Grand Prix car. This one probably spent time racing in Western Australia before returning to the UK

competition. As many cars from both groups had survived the war, there was a strong basis for good racing. The mix of 4½-litre unsupercharged, 1½-litre supercharged cars became the new Formula A or Formula 1.

Of course, with most of the field being 1½-litre supercharged cars, the noise levels should have been lower than with the 3-litre engines of 1938 and 1939. However, with the field made up of straight eight Alfa Romeos, V12 Ferraris and four-cylinder Maseratis with a supporting cast of six-cylinder 4½-litre Talbot-Lagos, 1½-litre six-cylinder supercharged ERAs and, rarely, 4-cylinder supercharged Altas, the enthusiastic listener would have no trouble distinguishing one car from the other by their characteristic sound. When the V16 BRM actually put in an appearance, it was the noisiest of the lot, but it didn't achieve race readiness until 1953, two years too late to be an effective competitor in the formula for which it was designed.

engines were grandfathered for a season and that season stretched for a bit. So technically, the Indianapolis 500 was a Formula 1 race and that is probably why it was included in the FIA World Championship of Drivers from 1950 to 1960. The CSI (Commission Sportive Internationale) was delegated by first the AIACR then the FIA to set the regulations for Grand Prix motor racing.

Postwar, things in Europe took a little while to get under way, but the first postwar road race was run on a 1¾-mile circuit in Bois de Boulogne outside Paris to Formula Libre on September 9, 1945. In 1946, 19 races were held under various regulations in Europe, the first being the Nice Grand Prix on April 22. The FIA looked at what was available in the way of viable racing cars and decided that a mix of the prewar 4½-litre cars that struggled against the 3-litre supercharged cars before the war and the 1½-litre cars that ran as voiturettes should result in a balanced



The original BRM, the infamous V16 1½-litre car that promised much but achieved little. This one is on display at Beaulieu.



The Ferrari Tipo 500 that dominated the F2 World Championship in 1952 and 1953. This ex-Ascari car was upgraded to a Tipo 625 for 1954 then fitted with a 3-litre engine and sold to Tony Gaze. He sold it to Lex Davison who used it to win two AGPs, 1957 and 1958, before selling it to Doug Green who was WA State Champion in it in 1961. The car is shown in the Donington Museum in 1987. It is now restored to 2-litre form.

1952-53

By the end of 1951 it was apparent that the new 4½-litre V12, which, like virtually every V12 Ferrari, sounded absolutely glorious in full cry, had the measure of the highly developed 1937 designed Alfa Romeo. Alfa decided that to try to keep the 158/159 competitive for another two years to match the extension of the 4½/1½ formula to the end of 1953 was beyond its limited resources and pulled out. As there was no obvious competition for the 4½-litre Ferrari, race organisers adopted the then current Formula 2 of two litres unsupercharged, 500 cc supercharged for the two years until the new Formula 1 of 2½ litres unsupercharged, 750 cc supercharged came into force in 1954. There was no dominant marque in Formula 2 when this decision was made and it was hoped that using the lesser formula would avoid total dominance by Ferrari. Little did they know.

While the CSI and race organisers were looking at race results in F2 and convincing themselves that switching to F2 would provide more competitive racing with marques other than Ferrari able to win races, Ferrari was looking at the same results and coming up with a solution to his 2-litre V12's lack of grunt out of slow corners. On some circuits the British HWMs, on paper much inferior to the Ferrari, had demonstrated that with

the torque of their four-cylinder Alta engines they could out-accelerate the heavier but more powerful V12s.

Ing. Aurelio Lampredi, who had designed the 4½-litre Ferrari, was tasked with creating a 2-litre, four-cylinder engine for the 1952 and 1953 seasons, a design that could be expanded to 2½ litres for the new F1 in 1954. The possible competition was thereby completely stymied and the feared domination by the 4½-litre V12 Ferrari was supplanted by an actual domination by the new Tipo 500 four-cylinder car.



A Cooper Bristol similar to that which gave Mike Hawthorn his start in Grand Prix racing

Back to the noise and the Tipo 500 started out with four stub exhausts that must have produced a lusty bellow when the Ferrari was in full cry, but later versions of the Tipo 500 and the Tipo 625 that was developed from it for 1954 had long tailpipes that, if nothing else, must have made things more comfortable for the drivers.

The only real competitor for the Tipo 500 was the Maserati A6GCM, whose straight six-cylinder engine was for most of 1952 and 1953 at least as powerful as Lampredi's four-pot. It would most certainly have sounded different from the big four in the Ferrari. Other sometime competitors were the British HWM, Connaught and Cooper Bristol, with occasional

appearances by specials mostly powered by the BMW-based Bristol six-cylinder.

The HWM's Alta engine started out like the Ferrari with stub exhausts, but was later seen with long tailpipes, while the Connaught's Lea Francis based engine had tailpipes from the start, but neither seems to have made a memorable noise. The Cooper Bristol probably sounded a bit like a souped up touring car with its pushrod six-cylinder engine, but is best remembered for giving Mike Hawthorn his first competitive ride, due in part to his father Leslie's skill at adding nitromethane to the fuel tank. Fuel was free in those days.

In France Amedée Gordini had built F1 cars with four-cylinder supercharged engines and developed a six-cylinder unblown 2-litre engine for F2. Not as powerful as the Ferrari or Maserati, Gordini's DOHC six was mounted in the lightest of the regularly competing cars, around 50 kg lighter than even the Cooper Bristol. The Gordini didn't win any rounds of the World Championship, but it did win a couple of non-championship races. It shared with the Maserati A6GCS the howl of a highly developed six-cylinder engine and the dubious distinction of being the last purpose-built Grand Prix cars to use live rear axles. The Gordini was observed to suffer from axle tramp on occasion, which would have been disconcerting in such a light and powerful car.

1954-60

The first four years of this period might well be called the Fangio years, as the great Argentinian dominated Grand Prix racing with four successive World Championship titles. Fangio started the period with a Mercedes-Benz contract in his pocket, but no car to drive. His old friends at Maserati made good the deficiency and Juan Manuel won the Argentine and Belgian Grands Prix in a Maserati 250F. By the time of the French Grand Prix at Reims, the Mercedes-Benz was ready and Fangio dominated in the W196R Stromlinienwagen, but the rest of the season was not straightforward. At Silverstone for the British Grand Prix the streamliner was less successful.

The reasons for the Stromlinienwagen's defeat at Silverstone are discussed in Editor's Ramblings in the April *Vintage Metal*, but by the next Grand Prix at the Nurburgring, Mercedes fielded rebodied open wheel versions of the W196 and the full bodied cars only raced thereafter at Avus and Monza.

So the most impressive car of the 1954 field was the Mercedes-Benz W196, in either of its two forms and with different wheelbases to suit different tracks. There was no Monaco Grand Prix in 1954, but a short wheelbase Mercedes was ready for the 1955 race. Such messing about with the specification of the car is of course banned in today's F1. The W196 was powered by a straight eight DOHC engine with desmodromic valves and direct fuel injection. A tube steel spaceframe chassis had wishbone suspension at the front and low pivot swing axles took the place of the ubiquitous de Dion axle — introduced by Mercedes-Benz on the W125 in 1937 — at the rear. The W196 was beaten only three times over the two years it ran, in Britain and Spain in 1954 and at Monaco in 1955. The roar of the straight eight, channelled through twin exhaust pipes would have been distinctive.



A Connaught Type B like that driven by Tony Brooks to win the Syracuse Grand Prix in 1955. Tony's first Grand Prix it was the first to be won by a British car and driver since Henry Segrave won the San Sebastian GP in 1924 in a Sunbeam.



Maserati 250F at the now closed Donington Museum. Note the photo at top left of Juan Manuel Fangio at Rouen in 1957

The only other car built from scratch for 1954 was from Lancia, the D50. While the Lancia was conventional in its wishbone front suspension and de Dion rear suspension, it was unique in that it used the flat crank V8 engine as a fully integrated part of the chassis. The rather stumpy looking car had its main fuel tanks in panniers between the front and rear wheels on each



Lurking amid many Grand Prix cars at Beaulieu is this Mercedes-Benz W196 in slipper bodied form that carried Fangio to World Championships in 1954 and 1955. It also carried Stirling Moss to his first World Championship GP win at Aintree in 1955.

team, Maserati, fielded the new 250F model which used a 2½-litre development of the A6GCM engine. The new car had de Dion rear suspension and was a much better handling car than its predecessor or any of the competition.

So we had the roar of the W196, the howl of the Lancia V8 with its eight separate exhaust pipes (to become the Lancia-Ferrari when the racing team was handed over to Ferrari in late 1955), the bellow of the assorted Ferrari fours and the smooth note of Maserati's six. Support players included Connaught with a fragile four from Alta, not so loud as the Ferrari fours, Gordini with a stretched six-cylinder engine, again probably quieter than



A Cooper-Climax as used by Stirling Moss to win the 1958 Argentine Grand Prix and Maurice Trintignant to win the 1958 Monaco GP. Argentina was Cooper's first World Championship win and the first win by a rear-engined car in the WC, also the first win in a WC GP by a private entrant (Rob Walker).

cylinder when Peter Berthon foresaw problems with them. As a result, the simplified engine had 2.4-inch inlet valves and 2-inch exhaust valves which were a constant source of unreliability. When the fuel requirements for F1 were restricted to 100/130 octane avgas the problem became worse as the exhaust valve started to get very hot. The BRM never made much impression on F1, in spite of managing to win the 1959 Dutch Grand Prix (Jo Bonnier) and almost the 1960 British Grand Prix (Graham

side, both aerodynamically effective and providing a mid-wheelbase location for the fuel that kept front to rear weight distribution constant as the tanks emptied. Unfortunately, like many other cars that have looked good in theory, the Lancia D50 didn't altogether work. It took the genius of an Alberto Ascari to get the best out of it and there was only one of him. Unfortunately he was killed in 1955, just as the Lancia was showing signs of delivering on its promise.

Ferrari fielded the 625, an updated Tipo 500 with the engine enlarged to 2½ litres, and the 553 or Squalo, named for its resemblance to a shark. The 553 also used a four-cylinder engine, which although similar in layout to the 625, was a completely different engine. From the 553 was developed the Tipo 555 Super Squalo with longer wheelbase. The other Italian



Stirling Moss in the Vanwall with chassis by Colin Chapman and aerodynamic body by Frank Costin.

the lead players, HWM, gradually fading, and the new entry from Vandervell Products, the Vanwall Special, which soon lost the "Special" part of its name.

The Vanwall engine started out as four 500 cc Manx Norton cylinders, water cooled and mounted on a Rolls-Royce military engine crankcase. It was gradually expanded to a full 2½ litres and after attention to the chassis by Mr Chapman and a new body by Mr Costin it became the fastest car in the field, and one of the quietest. The exhaust, with the four pipes from the engine merged into one as they emerged from under the bonnet, did its job extremely well in promoting maximum power while wasting very little power in making loud noises. Tony Vandervell was at pains to point this out to the Ferrari people. Standing by one of the V8 Lancia-Ferraris he said: "You need the power to come out here [kicking the tyre] and not here [kicking the exhaust pipes]."

BRM used a short stroke four-cylinder engine that was a simple in construction as the V16 had been complex. However, the search for simplicity was carried too far and the Stuart Tresilian designed engine lost its four valves per



Chuck Daigh testing the F1 Scarab

Hill) when the engine had been moved behind the driver.

The change to avgas and the simultaneous reduction in the minimum race length from 500 km to 300 km and duration from three hours to two had wide ranging effects. Ferrari switched to the Dino V6 engines, first seen in 1957 in 1½-litre F2 form. Maserati pulled out, although private entrants still used the 250F until the end of 1960. Vanwall and BRM returned their engines to suit the new fuel, which didn't help BRM much, but the careful calibration of the fuel injection in the Vanwall got rid of flat spots in the rev range that had always handicapped the car earlier. The reduced tankage needed for avgas and the shorter distance brought Cooper then Lotus to the fore with Coventry Climax engines developed from 1½-litre F2 units.

New F1 cars in the last two years of the formula were the Aston Martin DBR4/250 and DBR5/250 and the Scarab from Lance Reventlow's California workshop. The Astons were powered by a 2½-litre version of the 3-litre engine from the DBR1/300 sports car and probably sounded like the two-seater but without any silencer. The Scarab engine was related to the Offenhauser range of engines, but with desmodromic valves, so probably had an Offenhauser-like four-cylinder bark. The Scarab currently running in historic races has an Offenhauser engine, so probably doesn't sound quite as it did in 1960.



Lotus 18 in Rob Walker colours as Stirling Moss raced as a 2½-litre car in 1960 and a 1½-litre car in 1961.

1961-1966

In 1961 a new formula 1 came into force, for engines of 1301-1500 cc and there was no provision for supercharged engines. There wasn't much new in terms of sounds. All of the British cars were running 1½-litre



Lotus 21, the factory F1 car for 1961 at Donington. Driven for the works by Innes Ireland, the new boy, Jim Clark and Ron Flockhart. Three Scotsmen in the team, a unique occasion in F1.

Coventry-Climax FPF engines and the dominant Ferrari V6s were familiar in 65-degree guise and sounded similar in developed 120-degree form.

The 1½-litre formula lasted only until 1965, but there was a surprising variety of engines built and proposed for use in F1 during those five years. Towards the end of 1961, both BRM and Coventry-Climax released new V8 engines that showed great promise. In 1962 the British V8s were dominant, the BRM being the higher revving of the two, but its eight separate, tuned length, vertical exhaust stacks tended to fall off during races, upsetting the tune of the engine and making it sound slightly odd. The Coventry-Climax V8 had a complex, crossover exhaust system that was likened to a bundle of spaghetti, but worked. The later 'flat crank' engines were set up as two four cylinder engines set at 90 degrees to each other and didn't require the fancy exhaust, but sounded a little flat. Two engines with four valves per cylinder were built for 1965. The one supplied to

Brabham was not a success, but the one supplied to Lotus took Jim Clark to three of his wins that season.

BRM moved from the separate exhaust stacks to combining the four pipes from each bank of cylinders into one low level tailpipe, which would have given a slightly off-beat exhaust note until BRM adopted a flat crank in 1963, with the same practical benefits as enjoyed by the later Coventry-Climax engines. In 1964 BRM experimented with four valves per cylinder and moving the inlet ports to between the camshafts with a much simplified exhaust layout within the V of the engine. The four valves didn't provide the boost to power that BRM hoped for but the same inlet and exhaust layout, using two valves per cylinder and redesigned combustion chambers resulted in a power output of 222 bhp in 1965.

Porsche would have supplied a different sound that would have identified their cars in 1961 as the German company continued with the flat four-cylinder engines that had worked well in F2 in 1959 and 1960 and served reasonably well in 1961, but Porsche was waiting for the flat 8 Typ 804 that finally arrived in 1962. Both 804s non-finished in Holland, Gurney won the French GP at Rouen-les-Essarts and a non-championship race at Solitude, but a sixth in Italy (Bonnier) and fifth in the USA (Gurney) failed to convince Porsche management. The cost of development was too high for the results obtained and Porsche pulled out of F1, although Carel Godin de Beaufort continued to



A Lotus 25 as raced by Jim Clark to the 1963 World Championship



A Porsche Typ 804 as driven by Dan Gurney to win the 1962 French Grand Prix at Rouen-les-Essarts

run his flat four until 1964 with some points finishes.

Ferrari stuck with the V6 too long, but its flat-crank V8 that won the 1964 World Drivers (John Surtees) and Constructors Championships would have sounded very much like the British V8s. The flat 12 Tipo 1512 was supposed to overpower the BRM and Climax V8s, but never got higher than 3rd place in a Championship GP.

Honda's transverse V12 was a real screamer, but although it showed promise from late 1964, it was not until the last race of 1965 and of the 1½-litre formula that it really came good, with a pole to flag victory for Richie Ginther and fifth place for Ronnie Bucknum in Mexico.

As ever, there were proposed engines that never reached the starting grid. There was the V6 Clisby engine from South Australia that ran into trouble with porous castings, but could have been a contender. Maserati almost got there with a transverse V12 that was similar in concept to the Honda engine and was expected to be a screaming success, revving to 14,000 r/min, but it was never installed in a

chassis. Strangest of all was an air-cooled transverse straight 8 that was being developed by Ferrari in collaboration with Gilera, but that one didn't happen.

Engines that did appear in cars, but didn't make much impression included pushrod Fords, twin cam Lotus Fords and Cosworth SCA based engines. In South Africa the Alfa Romeo four-cylinder engines were popular in local racing and two Alfa engines were mounted in de Tomaso chassis in 1961, without success. The Osca 1½-litre engine with desmodromic valves looked promising, but also failed. An apparently promising engine was the flat 8 de Tomaso engine that failed to qualify for the 1962 Italian GP, ran in the non-championship Rome GP in 1963 then disappeared without trace.



A BRM P261 of the type that provided the main opposition to Lotus in 1964 and 1965 and was competitive using enlarged 1.9- and 2.1-litre V8 engines into the 3-litre years.



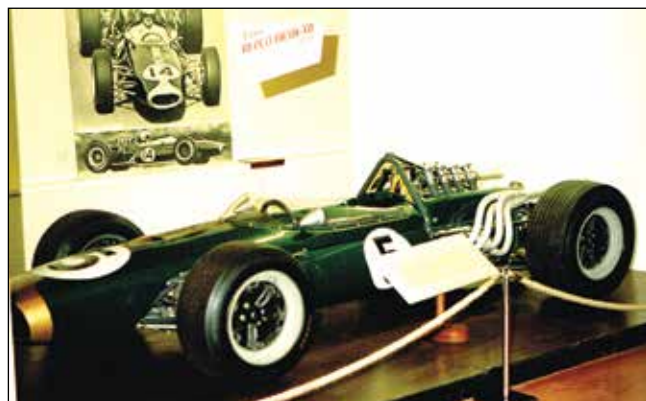
Ferguson P99 at Donington. Last front-engined car to win an F1 race, only 4WD car to win an F1 race. It's different.

For 1966, suddenly engines could be twice as big, but surprisingly few engines were ready. With a history of successful 3-litre V12s, Ferrari should have been ready, but its 2.4-litre Dino V6 appeared to work better than the V12. Cooper used the Maserati V12 that traced its ancestry to the 2½-litre V12 developed for the Maserati 250F in the 1950s. BRM was developing its H16, but in the meantime was using 1.9- and later 2.1-litre stretched V8s from the 1½-litre years. Dan Gurney's Eagles were waiting for their Weslake V12s and were in the interim making do with 2.7-litre Coventry-Climax FPF engines as were several private entries. Lotus had stretched Coventry-Climax V8s while its new chassis waited for the customer H16 from BRM.

The surprise of 1966 was the engine in Jack Brabham's eponymous BT19 and BT20 cars. Developed by Repco in Australia and based on the aluminium V8 block from

Oldsmobile's F85, the SOHC per bank engine was not as powerful as the competition claimed to be, but was light, compact and reliable. Jack won his third World Drivers Championship crown and Brabham the constructor's title.

This seems like a good place to finish this story as the distinctive howl of the Matra V12, the sound of the ubiquitous Cosworth V8 and others were overtaken by the turbo era then the years of V10s and on to today's closely governed 'power units'. Perhaps this is all too recent history. Will we ever see 4-, 6-, 8-, 12- and 16-cylinder engines sharing the F1 grid again? Recent developments in F1 rules make it unlikely, but in 1930, after years of sophisticated 2-litre and 1½-litre Grand Prix cars, a 4½-litre Blower Bentley nearly won the French Grand Prix. Who knows?



A Brabham BT20 at Donington. Light and simple, it was a race-winning design.

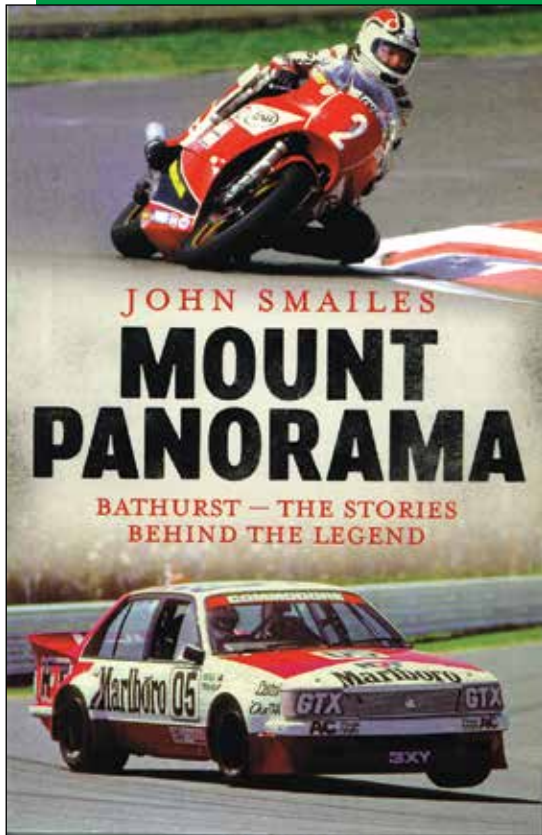
Bob Campbell

BOOK REVIEW:

MOUNT PANORAMA – BATHURST – THE STORIES BEHIND THE LEGEND

BY JOHN SMAILES

REVIEW BY BOB CAMPBELL



I must admit to having second and third thoughts before buying this book, but I did. There were a few reasons why I hesitated. First, I was never a fan of Mr Smailes when he used to turn up on my television. Second, did I really want a book telling me how wonderful Bathurst is? I'll stop there. That was enough to make me pause.

Having read the book, I now know that I was right to hesitate. It does tell the story of Australia's best known race track, and there is a great deal of interesting information that hasn't been available in other publications. However, it left me with the feeling that it skimmed over the details of some parts of the story.

There is still much fascinating detail. For example, there is an explanation of the political machinations required to acquire government funding for the 'scenic drive' around Mount Panorama. Then there was more dubious dealing to get the road sealed before the 1939 event.

The chicanery that led to the building of the scenic drive that turned out to be a natural race track involved the local

council, the New South Wales State Government and the Federal Government, right up to a future Prime Minister, Ben Chifley. In a triumph of obfuscation that would almost certainly fail in these days of instant news and 'Freedom of Information', Bathurst Mayor Martin Griffin steered a careful course through the maze of bureaucracy and brought his dream to life.

After the interruption of World War II, the development of Bathurst continued, but not without strong opposition. There were to be race meetings for cars and motorcycles at Easter and in October, but not if NSW Police Commissioner William 'Big Bill' MacKay could help it.

MacKay told the stakeholders in late 1946 that he would entertain no future applications for motor racing at Mount Panorama. When he refused permission for the Easter meeting in 1947, the organisers took him to court, in Bathurst. The police, sensing defeat, applied for and received an adjournment – until the day after the Easter weekend! However, the court did, in June, grant a permit to race in October.

This part of the book is worth the purchase price and is a great story of how the forces of bureaucracy can be defeated.

There is quite a lot of detail about the problems of getting the track properly organised and about the early car and motorcycle races, but some of the detail is skimmed except for fully described highlights like the first 100 mph laps by motorcyles, open-wheel race cars and sedans. There is also a description of how the absolute lap record belongs to Jenson Button with Craig Lowndes less than a second slower, both driving a McLaren F1 car.

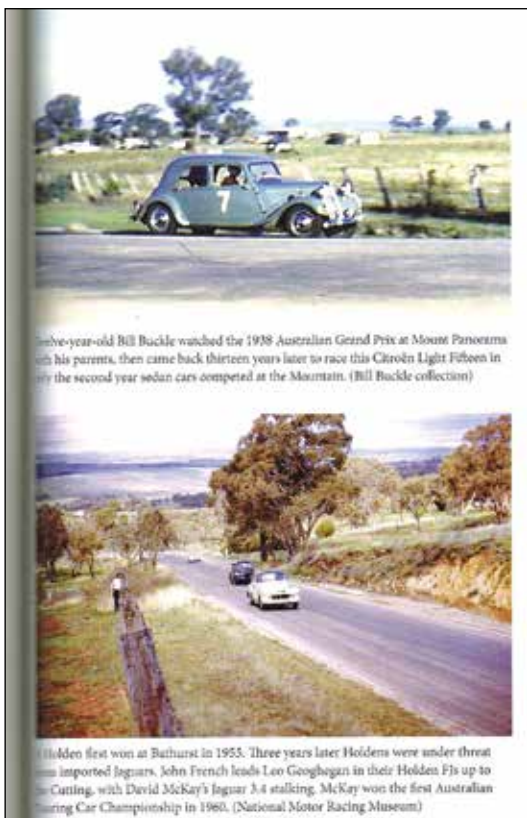
Much of the latter part of the book is dedicated to Touring Cars and Supercars, both V8 and later, as might be expected. The politics of the touring car series and its transmogrification into first V8 Supercars



Top: Peter Whitehead slides the ERA R10B through Griffin's Bend on his way to win the 1938 Australian GP.

Middle: 20-year-old Queenslander Leo Sherrin won the first race held at Mount Panorama, the 154 km Australian 150th Celebrations Junior TT in 1938.

Bottom: The 'father of Mount Panorama', Bathurst Mayor Martin Griffin (third from right), with motorcycle racing legends Cec Weatherby (far left) and Don Bain (second from right) c. 1935.



Eleven-year-old Bill Buckle watched the 1939 Australian Grand Prix at Mount Panorama with his parents, then came back thirteen years later to race this Citroën Light Fifteen in 1952. (Bill Buckle collection)

Holden first win at Bathurst in 1953. Three years later Holdens were under threat from imported Jaguars. John French leads Leo Geoghegan in their Holden FJs up to the Cutting, with David McKay's Jaguar J4 stalking. McKay won the first Australian Touring Car Championship in 1960. (National Motor Racing Museum)

Top: Bill Buckle competing in his Citroën Light Fifteen in 1952.
 Bottom: John French leads Leo Geoghegan, FJ Holdens, with David McKay's Jaguar stalking them.

then Supercars is covered, which is enlightening for those of us who were not paying attention when it all happened. The Bathurst 12 Hours Race that has brought international GT cars to the mountain is also described.

Commissioner MacKay would probably appreciate that the fatalities on the mountain are also fully covered, but they are not dramatised. Each incident is described and explained, as are the serious non-fatal crashes. Although most of the fatal accidents occurred on Conrod Straight, that was not the reason for the creation of The Chase. Apparently that was required because the straight was too long to fit the World Touring Car Championship regulations back in the Group A days.

Many Australian car and motorcycle racers had experience at Bathurst before departing for successful overseas careers and Smailes covers them in some detail. Riders who succeeded overseas were both speedway and roadracing stars. Warren Willing, Greg Hansford and, of course, Wayne Gardner were three who succeeded, but none equalled the ascendancy achieved by Mick Doohan, who won his first major trophy at Mount Panorama in 1988.

Hansford was the only man to win at Bathurst on both two and four wheels, but four-wheeled champions who raced at Bathurst before going overseas included Jack Brabham, Larry Perkins (who returned to achieve even more success on the mountain), Frank Gardner, Brian Muir and Mark Webber.

Naturally, Peter Brock, Allan Moffat, Larry Perkins and Dick Johnson feature strongly in this book as do later stars Craig Lowndes, Jamie Whincup, Mark Skaife and father-son duo Jim and Steven Richards.

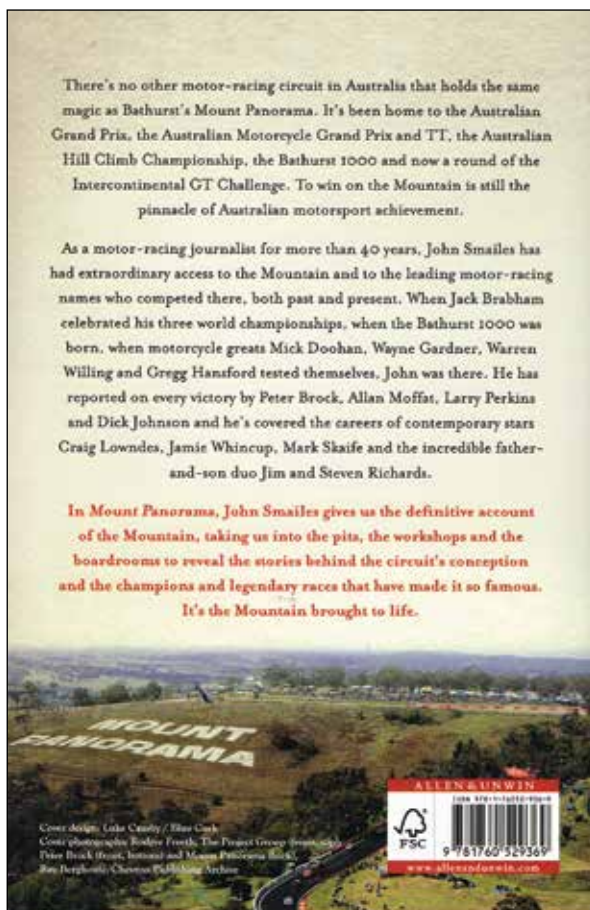
All in all, John Smailes has done a good job, although there were a couple of glitches. The 1938 Grand Prix formula was for 3-litre **supercharged** cars and not turbocharged as the text says. Turbocharged Grand Prix cars were still several decades away. Sticking with 1938, Smailes uses the

chassis number of Peter Whitehead's ERA, R10B, as a model descriptor for a number of ERAs. R10B was only one car, the 10th ERA and a Type B chassis. Another obvious glitch I picked up was the description of Reg Hunt's first Maserati as a 6C. The 6C was a prewar voiturette which became a Grand Prix car by default after the war when the new Formula 1 (initially known as Formula A) specified 1½-litre supercharged engines, which is what the 6C had. Reg's car was an A6GCM, a 1952/53 Formula 2 car updated with a 250F 2½-litre engine to suit the new F1 in 1954. Maserati updated a few A6GCM cars at the beginning of 1954 as an interim measure because there were apparently more 2½-litre engines available than there were 250F chassis to put them in. It seems that Reg's car had won the 1953 Italian Grand Prix driven by Juan Manuel Fangio, but it had a 2-litre engine in 1953.

The final chapter of the book describes plans to build a motorsports complex to the west of Mount Panorama. It will, if successful, provide year-round availability for an international standard motor racing circuit and training facility. The major disadvantage of the Mount Panorama circuit is that it is only available for a few weekends each year. It is also very close to the growing community of Bathurst, while the proposed circuit is far enough from the town that it won't be threatened by urban sprawl. Buy the book or Google Mount Panorama Second Circuit for more information.

Many people helped Smailes put together the story of Bathurst. The acknowledgements take up more than four pages. Allowing for the tendency for different people to have different versions of the same story, he has done a remarkable job of sifting through the legends, hype and exaggeration to produce a very readable and fascinating history of Australia's greatest race track. It is a book that should be in every Australian enthusiast's bookshelf.

The book is available from most good bookshops for \$32.99. If you order from The Pitstop Bookshop (pitstop.net.au) you can add \$6.95 for post and packing or find a QBD bookshop and pay only \$26.99.



LETTERS TO THE EDITOR

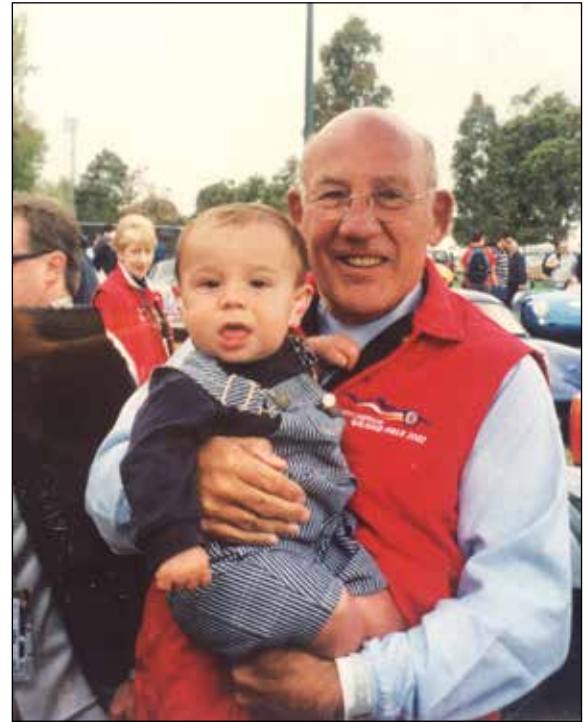


Remembering Stirling Moss

Hi Bob

Thank you for a wonderful VM last month. We particularly liked the stories about Stirling Moss. It is so sad to have lost such a lovely man. I hope you like the attached photos. In 2002 Peter Briggs provided a low line Cooper for Stirling to drive at the AGP. Ed and Glenn went over to support the two cars that they had prepared for them. Peter drove a Lotus 11. The young man in the photos is Charles. He was 9 months old then.

Regards,
Cris Farrar



Above from top: Peter Briggs introduces Stirling to the Cooper and Charles while Glenn Swarbrick looks on; Charles Farrar is ready to go in the Cooper.

Right: Stirling gets acquainted with young Charles Farrar.

Bondi to the Baltic

Hello,

In these extraordinary times, we thought your members might have fun reading about the adventures of two vintage cars — a Willys Overland 1927 Whippet (from Perth WA) and a 1920 Dodge Tourer (from Sydney, NSW) — and a few old mates driving 20,000 km across Eurasia, following the Old Silk Road Route over the two summers of 2014 and 2015.

The adventures and original blog has been recorded as a book, just released by Wild Dingo Press <https://www.wilddingopress.com.au/> which can be purchased online or as an ebook, see:

<https://b2l.bz/book/tmivhU9nzy&clickedBy=wall&wallid=rvqrsimvck&refererurl=b2l.bz>

An edited extract from the book appeared in the Weekend Australian Magazine, 3 April 2020.

Just for fun, you might also be interested in the original blog and some footage taken by press in Georgia...

* Original blog <http://bonditothebaltic.blogspot.com/>

* Youtube interview by Georgian TV <https://m.youtube.com/watch?v=tGdiI6nl4KI>

* Facebook <https://m.facebook.com/pages/category/Travel---Transportation/Bondi-to-the-Baltic-103174947967563/>

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Kind regards,

Elizabeth Amann



My Other Hobby

Hi Bob

This is a photo of the G scale Stephenson's Rocket kit I have been working on. I have my matchbox Rocket in front for comparison. The colours are a bit different but the photos on Google, that I went on, are all a bit different too.

The kit was printed by my brother in law on his 3D printer, so there were no instructions. There were only a few big pieces and no little bits so it wasn't hard to work out where it all went.

Regards,
Chad Raven

Time for Reflection

Hi there Robert.

Yes it is a good time for reflection and also thinking ahead. I refer to your suggestion that members have a think and put thoughts of future activities, if any, to paper. [Editor's Ramblings, May issue of *Vintage Metal*.]

As a relative newcomer I am not privy to what has gone before. That is, what has been supported and what hasn't quite worked. I also have no insight into the costs associated with running events.

I can only really put forward my personal observations and point of view.

I been into classic cars for most of my life (first Triumph Spitfire at 17) but as for many, work and family etc hinders such activities. Now freshly (sort of) retired I am keen to catch up and drive my cars as they were intended. That is, for enjoyment and sport (as in sports car). This can be a bit problematic on public roads!

When investigating my options I was drawn to the VSCC and also to the Speed Event Series group. These two offered more of the event types I was interested in. This latter group however appear to have drifted into more modern vehicles with such things as ECUs and Wastegates. Therefore I stayed with the more appropriate for my age and mechanical knowledge, VSCC.

To cut this already too long story short I am keen on events that provide some challenge. For me and vehicle. I have enjoyed the Regularity days but would be keen to diversify with the Time Trial or Go to Whoa type event. Same for Hillclimbs although I sense they are not well supported? Sprints such as held at Busselton and Dongara appear popular and over-subscribed and I feel there is room for more of this type event on the calendar for the classic car community.

As I read the VSCC events calendar there are 4 regularity events and a couple of hillclimbs, added (but doubtful) to the Albany and Northam weekends? So four weekends over the year that have such events. Surely there is room for a couple more? We have such good facilities at Collie and Wanneroo to utilise. (There are no doubt other venues I am not aware of.)

I consider the events I have attended to be well run and well supported and I enjoy the camaraderie of other participants.

May I participate in many more.

Cheers

Brent Johnson

Joyful Noises

Bob,

Speaking of "joyful noises," I remember going to the USGP at Watkins Glen in 1964 and watching Honda team warming up the new Honda RA271 and that transverse V-12.

The Honda V-12 would hurt your ears it was so shrill. What I remember is being dumbfounded that as one of the mechanics ran the engine up and down was that at some point, the car would literally squat for a split second.

At first, I thought I was mistaken. But, now standing there with several of my friends, it did it again! Apparently it had something to do with harmonics or whatever, but all of us now thought that Ronnie Bucknum was far braver than any of us could ever be. In the race report in one of the car magazines the journalist also mentioned it, suggesting the harmonics idea, so at least I had confirmation that others had seen it as well.

But, I have always wondered what it must have been like to drive a car that would suddenly, even for just a split second, squat on the suspension...

I never, ever lost my respect for Ronnie Bucknum after seeing the RA271 do that.

Apparently, for 1965 they solved the problem since it did not do the squat that year — I watched the Ginther and Bucknum cars like a hawk that year as they were warmed up.

H Don Capps



Safety Flooring Clearance

Austrax Safety Flooring is clearing stock of this product at just \$295 for each job lot of 19.2 m². That's almost half the usual price.

We have previously sold many of these to classic car owners for their workshop/garage floors.

Contact Steve Peters at Austrax Safety Flooring

Tel: 08 9481 2308 – Mob: 0401 931858

Email: stevep@austrax.com.au

BSW Spanners Free to a Good Home

Hi my name is Geof Baker and I volunteer at the Wanneroo Community Mens Shed. Over time I have collected quite a few BSW spanners.

They are free to good home.

We are located at 1/31 Creative st Wangara and are open on Tuesdays and Fridays.

My contact number is 0428 878 252.

Kind regards Geof.

Wanted to Buy

Cortina TC parts particularly

TC 4-cylinder, 2-litre tailshaft with a flange mount coupling on the diff end to suit

Contact Roy Strong – strrb@iprimus.com.au – Mob: 0427 858 459

FOR SALE – 1965 MGB

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

Built by MG Workshops in Victoria in 1997

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

Lenhams fibreglass top included

Very rigid – always trailered

Sparco racing seats, racing steering wheel, Minilite

replica wheels, Motorsport Australia (CAMS) approved rollover bar

CAMS/Motorsport Australia log book

Not eligible for historic racing but good for regularity

Beautiful club car

Being sold because owner downsizing – Price negotiable

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



CLASSIC MANAGEMENT PTY LTD

Car Storage

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

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

Car storage \$200 month including GST

Block rental \$1100 month including GST

Building is located in Yangebup, modern tilt up construction with

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

220 volt power points for battery tenders.

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

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

Owners must carry own insurance

Contact

Rusty Kaiser
0439 968 908



WANTED! COLLECTOR SEEKING MODEL AERO ENGINES 30S – 60S TYPES

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

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



Wanted to purchase:

Parts for 1969 MGB roadster.

2x front wheel hubs 4 stud, pcd 114.3.

to suit flat mounted alloy wheels, to replace existing wire wheels splined hubs.

New or second hand.

Please contact Len Kidd – 0422 797 461

FOR SALE

Two classic slot car models, both mint and boxed.

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

\$100.00

plus delivery costs if applicable.

Jackie Stewart Tyrrell-Ford F1 1971. After Matra

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

\$90.00

plus delivery costs if applicable.

Contact Bob Campbell – Mobile: 0419 849 835





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Does Anyone Have a Fridge to Spare?

The fridge that we are using for Dad's Army (and for general use once general meetings are back on the agenda) is slowly dying. In fact, the door seals are just about dead and there are other problems that make it uneconomic to fix. If any member has a spare kitchen fridge, still working, that has been retired from daily use and is taking up valuable space, please let us know. We can organise the pick-up. Call Graeme Whitehead, (08) 9279 1061, mobile 0412 919 370, email whiteheadv8@gmail.com if you can help.

MARK FABRY
Director

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