

March 2020

Issue No. 340



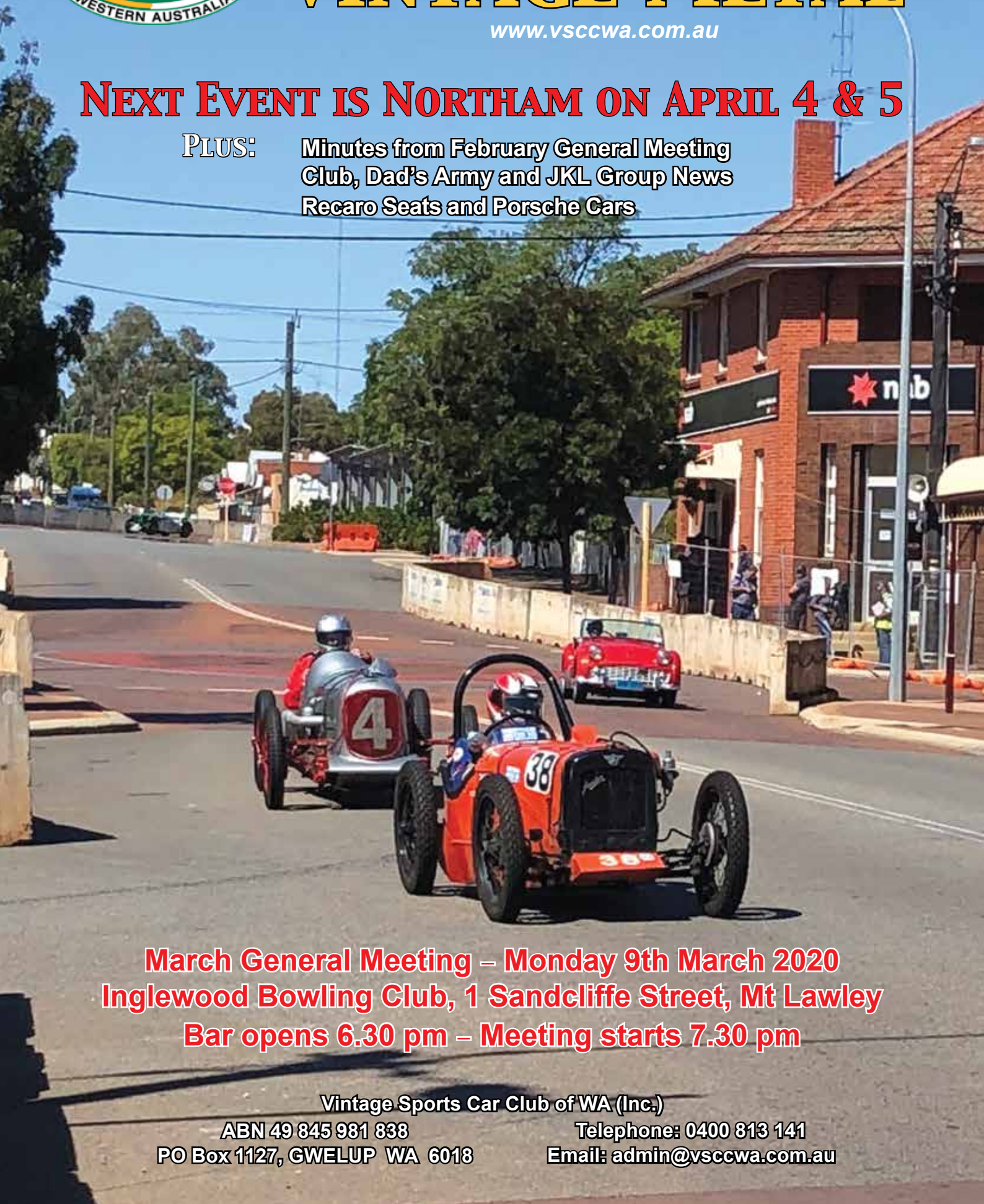
The Journal of The Vintage Sports Car Club of Western Australia (Inc.)

VINTAGE METAL

www.vscwa.com.au

NEXT EVENT IS NORTHAM ON APRIL 4 & 5

PLUS: Minutes from February General Meeting
Club, Dad's Army and JKL Group News
Recaro Seats and Porsche Cars



March General Meeting – Monday 9th March 2020
Inglewood Bowling Club, 1 Sandcliffe Street, Mt Lawley
Bar opens 6.30 pm – Meeting starts 7.30 pm

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

OFFICE BEARERS AND OFFICIALS 2018/19

President: Glenn Swarbrick	Mobile: 0411 597 948	Email: glenn@swarbrickychachts.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

COVER: Northam is coming. Here is a photograph from the 2019 Northam Motor Sport Festival showing Hugh Fryer leading the way in his Austin Seven Special from Barry Macintosh's Salmson Bartlett Special and Tony Fowler's Triumph TR3A. An MG lurks in the background. Mark Duder photo.

Advertise in *Vintage Metal*

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

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

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

Magazines are in members' inboxes by the last week of the month prior to month of issue.

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

For all commercial advertising contact David Moir

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

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

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

Minutes of General Meeting

held at John Webb's Car Collection, 3 February 2020

1. Meeting opened: 7:30 pm, Glenn Swarbrick presiding, 36 members present. Glenn thanked John Webb for the use of his premises for this meeting and for the display of his car collection.

2. Apologies: Paul Bartlett, Michael Grogan, Ed & Christina Farrar, Rob Ozanne, Simon Fry.

3. New Members and Guests: nil

4. Adoption of minutes:

Moved: David Moir **Seconded:** Max Gamble, that the minutes of the November and December meetings be accepted. **Carried**

5. Business arising: nil

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

Moved: Ian Fry **Seconded:** Len Kidd, that the Treasurer's report be accepted. **Carried**

7. Secretary's report:

Correspondence:

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

Moved: David Moir **Seconded:** Max Gamble, that the Secretary's report be accepted. **Carried**

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

- a. Albany Classic Motorsports Club
 - i. The agreement with the ACMC over the joint running of the 2020 Albany Classic had been put into effect following members' ratification by email; the Joint Management Committee met for the first time last week
 - ii. **Moved:** David Moir **Seconded:** Michael Broughton, that the agreement between the VSCC and the ACMC on joint management of the Albany Classic for 2020 as circulated by email to members in December be ratified. **Carried**
- b. Ceiling Repairs to Clubrooms – repairs are expected in coming months.
- c. Life Membership to Graeme Whitehead – Graeme was presented with Life Membership of the club, at the Dad's Army Christmas gathering in December, in recognition of the fine work he has done supporting Dad's Army, the maintenance of the clubrooms and the social side of the club.

9. State of Play Reports:

- a. **Competition:** David Moir reported on behalf of Paul Bartlett that:
 - i. **Northam Motor Sports Festival**
 1. Event planning is well underway, entry forms and supp. regs. will be published shortly and scrutiny will be at North Metropolitan TAFE on 21 March;
 2. The pedestrian bridge will not be in place this year, further planning is required to enable it to span Minson Ave.
 3. The Lindsay Monk hillclimb will be run by the Sports Car Builders' Club and there will be a "go-to-whoa" on Saturday afternoon.
 - ii. **Albany Classic** – event planning via the Joint Management Committee is underway and the event budget has been agreed.
 - iii. **2020 Competition Calendar** has now been finalised and the Vintage Stampede will be on the afternoon of Saturday 5 December with a hill-climb at Jacks Hill on the Saturday morning.
 - iv. **Scrutiny venue** – we are negotiating with new management of North Metropolitan TAFE for the continued use of their facilities.
 - v. **Recognition of officials** – will introduce a \$10 surcharge on entry fees to provide gift vouchers to key officials.
 - vi. **Display at Wanneroo Raceway** – the WASCC has invited our club to display members' cars at the anniversary race meeting on 29 February/1 March.

- b. **Workshop:** Graeme Whitehead reported that:
 - i. A number of items had been stolen from the clubrooms following a break-in in early January, including a trailer, ride-on mower, tools and other garden equipment.
 - ii. Dad's Army have decided to build a car to be used for round-the-houses events and the Red Dust Revival at Lake Perkolilli.
 - iii. A visit to Galloway Engines in Pinjarra is planned for early May.
 - iv. Ian Fry is investigating improvements to security at the clubrooms.
- c. **Library:** no report
- d. **Social:** Michael Broughton reported that Paul Bartlett will be guest speaker at the March meeting.
- e. **Regalia:** no report.
- f. **Caversham:** Brian Eyre reported that:
 - i. The sub-committee had met in December to review the draft lease for the plot of land for the proposed clubrooms at the York St site;
 - ii. A simplified version of the lease has been returned to the Dept for Planning, Lands & Heritage and has been accepted in-principle; we are now awaiting a revised draft from the department.

10. General Business:

- a. New member nominations discussed.
- b. Mike Zlatovich has donated an "Esky" to the club.

11. Guest speaker: nil

12. Next Meeting: Monday 9 March, likely to be at Shannons in Cannington.

13. Meeting Closed: 8:20 pm.

VSCC OF WA CALENDAR 2020

March

- 9 **General Meeting, Inglewood Bowling Club, 1 Sandcliffe Street, Mt Lawley – 6.30 for 7.30 pm**
- 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 Go-to-Whoa, Northam
- 5 Northam Bendigo Bank 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

DISCLAIMER: The Vintage Sports Car Club of WA (Inc.) accepts no responsibility for any problems resulting from any products, services or procedures advertised or written about in this journal. Advertisers or their representatives, outlets or agents must ensure at all times that products and/or services represented are suitable for the advertised purpose and intended use. Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, its membership as a whole, or the Editor.

VSCC NEWS

Next Meeting

Our next General Meeting on Monday, the 9th March will be at the Inglewood Bowling Club, due to the on going renovations at our Caversham headquarters.

The address is 1 Sandcliffe Street, Mt Lawley and the bar is open at 6.30pm.

We will also be presenting the VSCCWA Regularity Awards for 2019.

The recipients will be: Group JKL – Richard Baird; Group MOPQR – Glen Swarbrick; Group N <3000 – Jamie Scott; Group N >3000 – John Purser; Group Sa – Tony Fowler; Group Sb – Josh Copeland; Group Sc – David Blainey

Please come along and support our trophy winners – or collect your trophy – and receive an update on our Northam Around the Houses event & Mt Ommaney Hillclimb on April 4th and 5th.

British Standard Spanners

Secretary David Moir received the following from Geof Baker of the Wanneroo Mens Shed. If any of you need BSW spanners for your elderly British cars, please contact Geof to give the spanners 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 a 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.

2020 VSCCWA Northam Motor Sport Festival Including Lindsay Monk Hillclimb

You are invited to enter the Northam Bendigo Bank Flying 50 “Around the Houses” event and the Lindsay Monk Hillclimb in the Northam townsite. Please note the new Motorsport Australia Licence holder disclaimer is required with your entry. These are State Championship motoring events involving Regularity and Hillclimb over the two days, April 4 and 5.

The Entry Form providing entry cost and payment details and the Supplementary Regulations for this event are available on the VSCCWA website under VSCC Events and Entries then click on “Northam Flying 50” for the event forms. Please take some time to read them.

If you have trouble with the web site, contact Sheryl Swarbrick on 0416 025 667 or entries@vscwa.com.au

Bay to Birdwood 2020

Registrations for the 2020 Bay to Birdwood, celebrating the 40th anniversary of this great event, are now open.

The special 40th anniversary 2020 Bay to Birdwood will involve antique, veteran, vintage and post-war/early-classic, classic, post-classic and modern vehicles: an event celebrating every decade of historic motoring.

The event capacity will remain at 1750 and vehicles will be selected from the various decades with selections being weighted in favour of traditional participation from the veteran, vintage and classic eras.

The spirit of the Bay to Birdwood is centered around the following:

* The vehicle has not been modified from the original manufacturer's specifications or original equipment manufacturer (OEM) options. Minor modifications aimed at ensuring roadworthiness and safety of the vehicle (eg electric starters, seatbelts) are permitted.

* The wheels on the vehicle are period correct and have not

been changed to a wheel style not available at the time the vehicle was manufactured.

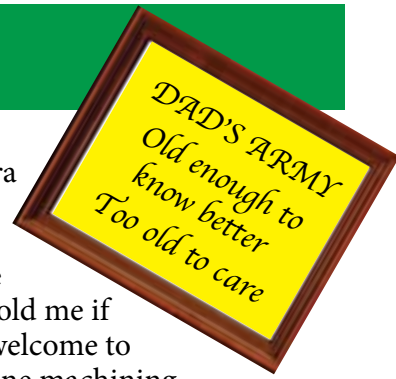
* All motor vehicles must be of a roadworthy standard in South Australia and of an acceptable standard of quality in the opinion of the Organisers.

* Trailing or towing of any entrant vehicle from the Start to the Finish is not within the spirit of the Bay to Birdwood and therefore not allowed.

For information about the event and how to enter go to <http://baytobirdwood.com.au/enter-your-vehicle/>



DAD'S ARMY NEWS



Galloway Engine Reconditioning Tour

We are organising a Tour of the Galloway Engine Work Shop at 25 Baker Street Pinjarra on Saturday Morning the 2nd of May 2020 . The Tour of this workshop is "FREE" and David Galloway is happy to put on morning tea for those of us who are going , he also says these tours take between 1 to 2 hours depending on questions during the tour. The Morning Tea/Tour should start around 9am on the Saturday morning. David has also told me if you have friends who are interested in cars and engine machining they are more than welcome to come along too! Galloway specialises in machining and rebuilding cylinder heads, engine machining, performance and balancing.

Those going will have to let Graeme Whitehead know before Friday 24th of April 2020 so Graeme can then let David know numbers for catering on Saturday the 2nd.

Graeme Whitehead's contact details are as follows: Home phone – 9279 1061; Mobile phone – 0412 919 370 and Email – whiteheadv8@gmail.com

If you wish to Car Pool you can organise it with your mates or just come on your own.

Again if you are think of having lunch after the tour Pinjarra has a Dome and the Pinjarra Bakery or, if you decide on something stronger, the Ravenswood Pub is always a good bet (your call). These are a couple of ideas you could discuss with your mates.

It always amazes me when you start talking to people about Historic Cars what you come up with and that goes again this time. Ron Fabry gave David Galloway a couple of old copies of *Vintage Metal*. He started looking through them and pointing out cars they have built engines for and are still building engines for those clients today (small world!).

He also told Ron how the industry has changed over the last 20 years. At one time they would recondition or build engines for people's family cars but with the advent of long warranties most families just trade in their old cars when they are getting tired. Hence their business today is mainly on vintange/veteran cars and clients involved in one or other type of motor sport. I think it is great to be able to find people who still have the passion and expertise to do this type of specialised machining work in today's climate.

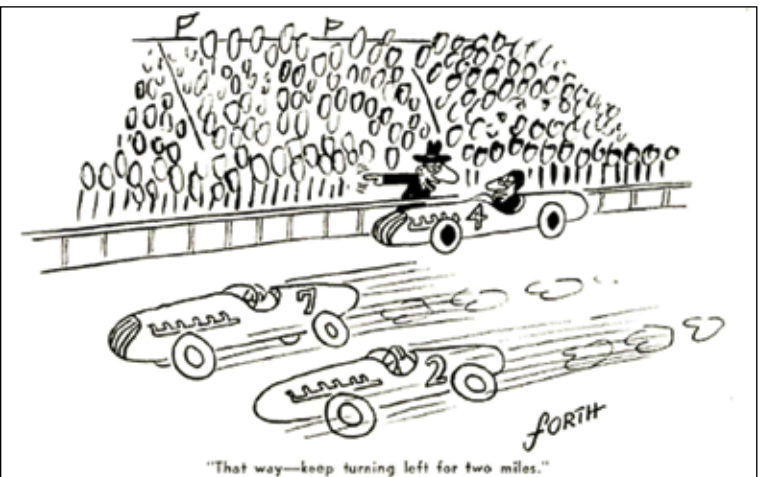
You are invited to peruse Galloway's website at <http://www.gallowayengines.com.au/engine-machining-in-action-workshop-tour>. Included on the website is an article written by the Triumph Car Club of WA, which

describes the workshop tour held for that club. There is also a link to the Charger Car Club of WA, who participated in a workshop tour and the Jaguar Car Club of WA, who also attended a workshop tour.

When We Were Young...

Back when the Dad's Army mob were very young – or before some of us were born – a magazine called *Speed Age* was keeping our American cousins up to date on matters of motor racing.

Don Capps, an American friend of the VSCC and keen motor racing historian, some time ago sent me digital copies of a number of publications including *Speed Age*, and a couple of items from the November 1948 issue



ATTENTION!

ALL ROADSTER AND HOT ROD OWNERS AND DRIVERS

CONTACT ME AT ONCE REGARDING ENTRY IN THE

200-Mile NASCAR-Sanctioned ROADSTER RACE

to be held on the

FAMOUS DAYTONA BEACH RACE COURSE

NEXT FEBRUARY OR MARCH

\$5000 Prize Money 50 Laps on Four-Mile Course

All members of NASCAR, who are members by September 5, will get first 20 preferential starting positions.



For Information, write
BILL FRANCE
29 Goodall Avenue
Daytona Beach, Florida

caught my eye. On the left is an advertisement from Bill France asking for entries for an early NASCAR-sanctioned race at Daytona before the super-speedway and below is a cartoon that supports the contention that to be a speedway driver you “put your foot down and turn left”. Note that in those pre-email days would-be entrants were asked to wire Bill France for information.

ERRATA

In the VSCC Calendar published in the February *Vintage Metal*, There is an error in the dates shown for Dad’s Army in June. The first date shown, June 16, is correct, however the second date, shown as 25 June is incorrect. The second Dad’s Army Tuesday in June is on June 30. The 25th isn’t even a Tuesday.

The correct dates for Dad’s Army from March to June are shown in the table below.

Dad’s Army Meetings



Kevin Dorn and Nick Daniele work on making one good gearbox out of several

With the clubrooms closed down, Dad’s Army has been meeting in the workshop from which the club’s trailer was stolen. We have organised chairs, tables, cups, an urn and even a fridge, so that we can sort out the troubles of the world in relative comfort over one of Graeme Whitehead’s excellent morning teas. Not being able to access the clubrooms means that our domestic duties are much reduced, but we look after the grounds and workshops and the team is making progress in the recreating of one gearbox out of several donated boxes for the Caversham Car.

We made a special trip out to Caversham on February 7 to retrieve the trailer, mower and one of the whipper snippers from where they had been abandoned in the bush and they all look repairable, so that’s a new project...

DAD'S ARMY DATES – 2020

MARCH	17	31
APRIL	14	28
MAY	12	26
JUNE	16	30

TCE
TOWEN COMMERCIAL EQUIPMENT

The Professional's Choice

2 Post Hoist
AVAILABLE from **\$2750.00**

4 Post Hoist
AVAILABLE from **\$3390.00**

CALL 1800 833 800

EDITOR'S RAMBLINGS



Make a Joyful Noise

A few months ago my friend D Randy Riggs, editor of *Vintage Motorsport* magazine remarked in his editorial that as a young enthusiast he had come to recognise various different engines by their distinctive sounds. I can remember some sounds from my youth. Nothing too exotic, but I could quickly recognise a Leyland bus, a grey motor Holden, a Vauxhall's first gear whine and who could mistake a "Knocker" Commer or the original Volkswagen Beetle.

However, it was racing engines that Randy recognised, including Jaguars, small-block Chevies, V12 Ferraris and other engines from SCCA or speedway racing of the 1950s and early 1960s. Today's plethora of one-make series makes for a sameness throughout the field and even top class racing such as Formula 1 or Indycar may as well be one-make with the restrictions placed on the engines or "power-units".

Looking back to the 1950s, when engine configurations were governed by the whim of the engine designers, the engines ranged from the V-twin JAP in the back of the Cooper Harry Schell drove at Monaco in 1950, the first rear-engined car to run in a World Championship Grand Prix, to the V16 BRMs that unsuccessfully contested the Formula 1 British Grand Prix in 1951 (the two cars finished 5th and 7th). The bark of the V-twin was unmistakable while the BRM made so much noise that drivers of other cars had to check their tachometers to make sure that their engines were still running.

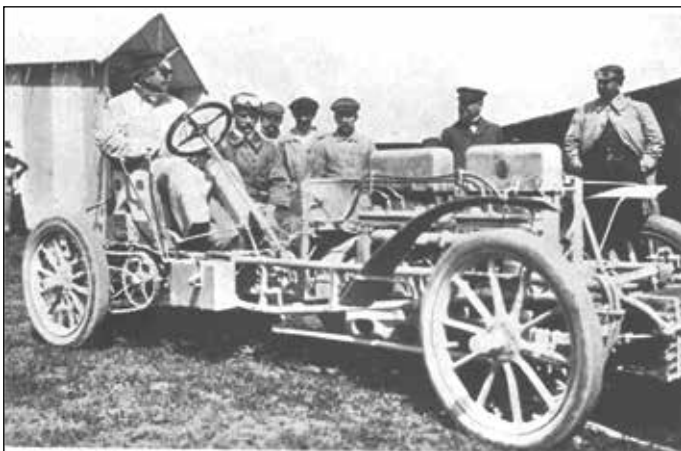
Ferrari did attempt a 2.5-litre twin-cylinder engine designed for high torque for the tight Monaco circuit, but the vibration from the engine would have shaken the car to bits so the project was abandoned.

Also possessing but two cylinders was the D.B. F1 car, two of which competed in the 1955 Pau Grand Prix powered by a supercharged 750 cc Panhard flat twin. The D.B. was one of only two designs to take advantage of the 750 cc supercharged option in the F1 of 1954 to 1960. The other was the Giaur, an Italian car powered by a blown Fiat-based 4-cylinder with a twin-cam head. The Giaur was entered in the 1954 Rome Grand Prix, but was slow and unreliable and not seen again. It's hard to imagine either of these little cars creating memorable noises.

As well as the twins and the BRM V16, the 1950s saw straight fours, straight sixes, straight eights, V6s, V8s and V12s, each with its own signature engine note, but some of the most interesting engines came much earlier. In this era of look-alike and sound-alike Formula One cars it is all too easy to forget that Grand Prix racing was once a hotbed of innovation with every team striving for what Penske and Donohue described as an "unfair advantage".

Of course, not every innovation was successful and Grand Prix racing has attracted its share of monstrosities, misfits and just plain mistakes in more than 100 years since that first Grand Prix de l'ACF in 1906.

American Walter Christie's entry in the second GP in 1907 certainly fits the first category. The Christie that started at Dieppe was the biggest engined car ever to contest a Grande Epreuve, boasting no less than 19,618 cc! More startling than its sheer size however, was the fact that the giant car was front wheel drive. Its four cylinders were arranged in V-formation and the unit placed transversely at the front driving each front wheel via planetary gears with no differential action whatsoever. The Christie was not a success and retired on lap four with a stuck exhaust valve. I can't imagine the sounds that would issue from such an engine where each cylinder displaced as much as a small-block V8 of today.



The 15-litre Gobron-Brillié. Note the tubular frame, which looks surprisingly modern for a car built in 1904. Photograph borrowed from *The Grand Prix Car Volume 1* by Laurence Pomeroy

Also appearing in the early Grand Prix races (1906 and 1907) was the 15-litre Gobron-Brillié (Gustave Gobron was a former politician, Auguste Eugène Brillié a brilliant engineer who had previously worked for the Compagnie des Chemins de Fer de l'Ouest) that became known as the Gobbling Billy. I cannot discover whether that was a corruption of the company name in the same way as the Lago Talbot became the "Large Tablet" in Australia or whether the unusual engine design produced an equally odd exhaust note. As the similarly laid out Knocker Commer was incurably noisy, I must admit that the corrupted name theory seems more likely. The Gobron-Brillié was no slouch. The car that ran in the Grand Prix races, first GP car with a tubular frame, was also the first car to record a speed of over 100 mph, driven by GP pilot Louis Rigolly in July 1904 at Ostend. The undoubtedly noisy car was active from almost certainly 1903 until it was excluded from the 1908 Grand Prix.

Through the 1920s and 1930s Ettore Bugatti's straight eights produced a sound like tearing calico if contemporary writers are to be believed. I couldn't find a description of the sounds made by the 3-, 2- and 1½-litre engines of the other

1920s Grand Prix cars, although those that have survived to compete in historic racing still entertain spectators with something much better than the current F1 cars' almost non-sound.

By the end of the 1920s the cost of the 1½-litre straight eights that were virtually de rigeur in Grand Prix and American Championship racing resulted in the Junk Formula in the USA and a virtual Formula Libre in Europe. The Junk Formula was intended to encourage stock block engines and manufacturer involvement in racing, but those manufacturers that joined in had limited success and the most important development was the appearance of Harry Miller's big 4-cylinder engine, developed from a marine unit, which later became the Offenhauser that dominated USAC Championship Racing until the 1960s.

Meanwhile, back in Europe, the AIACR (forerunner of the FIA) tried to bring Grand Prix racing under control, with little success. In 1930, the organisers of all but the European Grand Prix at Spa in Belgium ignored the AIACR rules. The organisers of the French Grand Prix initially specified the AIACR rules but received no entries, so ran the race to Formula Libre with four capacity classes. The variety of entries for the 1930 French Grand Prix (technically the *XVI^e Grand Prix de l'A.C.F.*) was interesting. All of the entries but one were French, 17 Bugattis, two 3.95-litre sleeve-valve Peugeots, two 3.3-litre Montier-Fords and one each of La Perle, Delage (a 3-year old grand prix winning car, driven by Robert Sénéchal), Ariès and the sole non-French entry, Tim Birkin's 4½-litre



A MASTER - Sir Henry Birkin, Bt. (refreshing himself with an orange), in the 4½-litre, four-cylinder, 240 h.p. supercharged Bentley, four-seater sports car, weighing two tons, which he drove into second place in the 1930 French Grand Prix at Pau at an average of 88.8 mph for 247 miles. Photograph and caption borrowed from *The Grand Prix Car Volume 1* by Laurence Pomeroy

Blower Bentley. One of the Bugatti entries marked the debut of Jean-Pierre Wimille, later to be the leading Grand Prix driver of the 1940s before his untimely death.

The Bentley, stripped for lightness, still weighed in at over two tonnes, the heaviest car ever to run in a Grand Prix. Its basso exhaust note, overlaid by the whine of the Roots blower hanging off the nose of the crankshaft, provided a thunderous counterpoint to all that calico ripping from the Bugattis. Philippe Etancelin won the race in his 2-litre Bugatti with only half a cup of fuel left in the tank and a broken clutch, Birkin was second with Juan Zanelli third in a 2.3-litre Bugatti. If the race had gone for one more 9.86-mile lap, Etancelin could not have finished, but Zanelli was only 10.2 seconds behind Birkin and catching him. However, Birkin had earlier held off the speedy Louis Chiron in a works Bugatti by making the Bentley very wide, so there is some doubt that Zanelli could actually have got past the flying baronet, whose car was the fastest in the race in a straight line.

It's one of motor racing's more intriguing "what ifs" but it was nevertheless the best result the Blower Bentley

ever achieved in an international race. Birkin said after the race that this French Grand Prix was his best race ever.

The AIACR attempted to control the speed of Grand Prix cars by the set of rules they promulgated for the 1934-1936 seasons, a formula wherein cars without driver, fuel, oil and tyres must weigh less than 750 kg (1656.75 lb) and that the body width must be at least 33.5 inches. The theory was that such limitations would result in a field of approximately 3-litre cars with very similar performance. Like most attempts to establish parity, it didn't work.

The traditional Grand Prix marques, Alfa Romeo, Bugatti, Maserati and the like did produce the sort of cars expected by the AIACR, but two German companies upset the applecart.

Mercedes-Benz produced a car that looked almost conventional for the time, except that it was aerodynamically smooth and had fairings over the suspension, which was all independent with wishbones at the front and swing axles at the rear. The engine was a straight eight of 3.36 litres developing 354 bhp, which came close to the AIACR's wish list, but the transaxle at the rear was probably unexpected. The other German car was a Porsche design adopted by the relatively newly formed Auto Union company (formed from Audi, Horsch, Wanderer and DKW, hence the four rings badge).

The P-Wagen was different from almost anything seen on Grand Prix circuits except the 1923 Benz *Tropfenrennwagen* (teardrop race car), a mid-engined car based on Professor Rumpler's aerodynamic theories. Like the Benz, the P-Wagen had the engine behind the driver. It was a 4360 cc V16 of surprisingly lightweight construction. It was much less complex than the 1496 cc BRM V16 mentioned above, but *The Autocar* reported: "it reputedly had the world's most tremendous exhaust note" so in that respect it was similar to the later engine. The trailing arm front suspension and swing axles at the rear did give the P-Wagen all independent suspension, but it must have been for all the world like driving a long wheelbase, overpowered Formula Vee and having the driver's seat almost between the front wheels due to the large fuel tank being placed between the driver and the engine couldn't have helped controllability.

In 1934, to quote the late Laurence Pomeroy's *The Evolution of the Racing Car*, the engine in the Mercedes-Benz: "...was of classic Mercedes-Benz design with forged steel cylinders and welded on water jackets, four valves per cylinder operated by two overhead camshafts and full roller-bearing crankshaft and big ends. Somewhat surprisingly, tradition was followed even to the extent of using a blower supplying pressure air to the carburettors with, however, an accelerator-pedal-linked valve permitting the blower to discharge into the atmosphere on part or shut throttle, which caused a shattering shriek which became the hall-mark of these vehicle during the next three years."

Four valves per cylinder might seem logical today, but after Fiat demonstrated its design superiority in the early 1920s, the other designers copied all things Fiat, including providing only two valves per cylinder, so Mercedes' return to the four-valve set-up was definitely unconventional. Engine development continued through 1934 with increase in capacity first to 3.71 litres then to 3.99 litres and 430 bhp with an increase of only 15 lb in weight over the original 3.36-litre unit.

1936 saw the Auto Union engine enlarged to its design maximum of 6006 cc and the power pushed up to 520 bhp with increased supercharger boost and a higher compression ratio. The big engine was still not highly stressed as it developed maximum power at only 5000 r/min. Mercedes continued developing the M25 engine and the 1936 version, the ME25, was developing well over 400 bhp. Looking for reduced weight and possibly better manoeuvrability, the 1936 M25 cars had a shorter wheelbase. It seemed to work at Monaco, where Caracciola won the round the houses race, but after that the upgraded Auto Union Typ C with driving ace Bernd Rosemeyer took over the season. In 1935 the Typ B had lost its tailpipes in favour of 16 stub exhausts and this style of exhaust lasted through 1936 and 1937, so the Auto Union's exhaust note remained "tremendous" and the shriek from the Mercedes blow-off valves was still deafening.

At this point the AIACR got the fumbles. A new formula was needed for 1937 as the 750 kg Formula was supposed to run out at the end of 1936, but by the time the men in blazers got their act together it was too late to get new cars built for the new formula. The first draft allowed engines up to 4.5 litres unsupercharged or 3.46 litres supercharged with a minimum dry weight of 850kg including tyres. In September 1936 the final rules were promulgated, reducing the supercharged engine limit to 3 litres, but with no time for constructors to comply, the 750 kg Formula was extended for one more year.

Auto Union were so confident of the Typ C (or didn't have the budget for an upgrade) that it continued into 1937 with the same car. Mercedes had already developed the chassis for the new formula, which became the W125 with a much developed engine based on the ME25 but stretched to 5.66 litres and developing by the end of 1937 around 646 bhp – the M125 was the most powerful Grand Prix engine until the turbo era of the 1970s and 1980s.

The new chassis had independent front suspension with long wishbones and exposed vertical coil springs developed from that fitted to the 540K production car, but moved on from the swing axle rear suspension that the W25 had shared with the 540K to a much more sophisticated de Dion rear axle. This kept both back wheels vertical, avoiding the sometimes excessive camber changes of the swing axle system. The de Dion system was developed by the *De Dion, Bouton et Trépardoux* company for its steam cars in the 1880s and rediscovered by Harry Miller for his 1925 onwards front-wheel-drive and 1931 onwards rear-wheel-drive Indianapolis cars before

Mercedes adopted it for the W125.

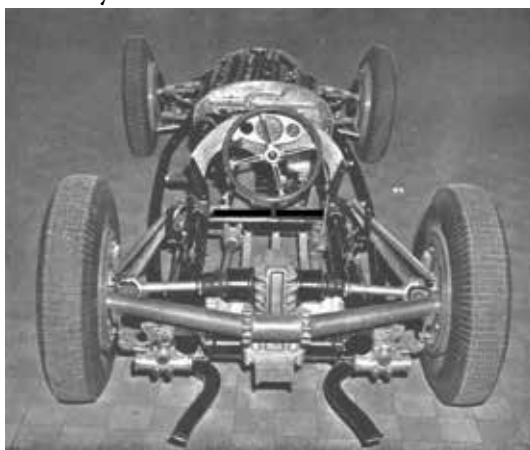
Back to the noise. The Auto Union had lost nothing of its "tremendous" exhaust noise, but the Mercedes was about to lose its shriek. Comparison tests revealed that the M125 engine developed more power if the supercharger were inserted downstream of the carburettors, so this arrangement was put in place. This located the throttles upstream of the supercharger and meant that the blow-off valves were no longer necessary. As they were the source of the shrieking noise characteristic of the earlier cars, the W125 lost that unique signature sound and was almost certainly much less noisy than the Typ C with its 16 stub exhausts.

For 1938, both companies, by this time the only competitive marques in Grand Prix racing, needed new cars. Both opted for the 3-litre supercharged alternative and each designed a new V12 cylinder engine. As Auto Union, now also with deDion rear suspension, stuck with stub exhausts and Mercedes went with long tailpipes, the Auto Union must still have been much the noisier. When both companies opted for two-stage supercharging for 1939 the extra volume of fuel-air mixture being forced

through the engine can only have increased the volume of sound coming from either, but still left Mercedes the less deafening of the two.

That's all I have space for in this issue. I'll leave the postwar cacophony for a future issue.

Bob Campbell



The de Dion rear suspension of the W125 Mercedes-Benz. Photograph borrowed from *The Grand Prix Car Volume 1* by Laurence Pomeroy

KAROSSERIEWERK REUTTER AND RECARO SEATS

BY BILL BUYS

TAKE a seat in any car of class and you'd more than likely have your bum held in place, firmly and in comfort, by a Recaro.

The brand is synonymous with sports, racing and luxury cars and has long been original equipment on Porsche, Aston Martin, Audi and suchlike, plus a plethora of others, while scores of enthusiasts worldwide have turfed out whatever seats their car had, in favour of a

Recaro.

What's not so well known is the considerable collaboration between the seatmaker and Porsche – it spans all of 70 years – but the connection between the two companies goes back a lot further, right back to the early years of the motor car.

Recaro started off as Reutter, a coachbuilding company founded in Stuttgart in 1906 by Wilhelm Reutter. He built superb horse-drawn carriages, but saw the swing towards motor cars and was quick to explore aluminium as a weight-saving material for car bodies.

He was a forward-thinking chap who soon established contacts with the chassis and engine makers of the time, and won contracts with leading German car makers Daimler, Benz, Wanderer, BMW, Opel, Adler and Horch. His innovative ideas included a folding roof system – today's cabriolet, or convertible.

Another German engineer of the time was Ferdinand Porsche, who had founded his own engineering and design office in 1930. Porsche knew Reutter from years back and appreciated the excellence of his work. His team designed engines for various clients, and from 1931, Porsche had most of the bodies for them built by Reutter.

At the end of the 1930s, the flourishing company was bursting at the seams of its location in Stuttgart and in 1937, it had brought a new production facility online in Zuffenhausen.



Wilhelm Reutter, founder of the company that would become Recaro

collaborative spirit established in the previous years proved decisive. Ferdinand Porsche went to Reutter to have the prototype of a new car built – in secret.

It started off as a one-off version of a Wanderer, but developed as prototypes for a new 'people's car' or Volkswagen. Reutter produced 40 cars for testing and development, one appearing at the 1939 Berlin International Motor Show.

But it was not until after WWII that the VW Beetle became an automotive icon, and remained basically unchanged until 1959. By the time production ended in Brazil in 2003, nearly 22 million VW Beetles had been sold worldwide.

In between, in 1949, Porsche's son Ferry commissioned Reutter to produce 500 bodies and frames for his new Porsche 356 sports car. More than just the bodywork, Reutter also

made the seats and interior trim, installed the heating and electrical systems, and did final vehicle inspections before the cars were offered for sale.

Despite the originally planned production run of 500 cars, some 78,000 Porsche 356s ended up being sold by late 1965 – most of them built by Reutter.



Volkswagen Beetle prototype, then known as the KdF-wagen (Strength Through Joy Car) in the 1930s



Porsche 356 coupés in production at the Reutter plant

JKANDL SQUARE RIGGERS UPDATE



BACK IN THE GOOD OLD DAYS

Barn find Austin 10 could make an effective Group K special for regularity or race.

Back in the good ol' days, if you wanted to find a vintage racer to restore you would go through the lists of old owners and track down what they did with the car. Often they ended up on farms as paddock bashers.



Barn find Austin 10 with bodywork.

It was then a matter of negotiating with a farmer for the car which the kids loved playing with and he quite liked parked behind the shearing shed.

Another alternative end for race cars was that the cars ended up at the speedway and were smashed to smithereens.

If you were lucky, you could find a genuine gem in good condition. Enough of the fantasy. These days we have to make our own vintage racers from the remains of cars which have had a whole life as a sedan or a tourer but somehow survived the scrap metal merchants.

Between these two extremes are cars that may have/could have/never were racers or sports cars but had been started and never finished.

When I dragged the Caversham car (now beautifully rebuilt by Dad's Army) out of a paddock near Beverley in 2000 I also grabbed another car and a spare chassis. It looked like it had been designed by Elon Musk as an electric pickup truck (20 years ahead of its time!). It was horribly rusted out and the tubular frame on top of the chassis virtually fell away.

Underneath it was a radically underslung chassis. While it was rusted out, I couldn't bear to part with it so I stripped it and hung it up behind my shed. It turned out it was from an Austin 10, the big brother of the Austin Seven. Despite asking around and placing pictures in country papers, nobody ever identified the car or the builder. The chassis is still sitting behind my shed waiting someone with fabulous welding skills to resurrect it. (Does anybody want it?)

Another chassis leaning up against my shed is a Standard Flying Nine chassis from the late 1930s. It's a nice underslung chassis. Just the thing for a vintage special – that's why I bought it from Charlie Mitchell back in the previous century. He had also bought the chassis to make a special. Maybe it will be third time lucky for this chassis, too! New owner required!

Anyone at the Red Dust Revival would have seen Cam Davey with his Ford Model T speedster. We call it the Silver Bullet because of the story of how we found the chassis. A long time ago, I put an ad in the "Can We Help" column of The West Australian asking for anyone who knew what happened to the old Chrysler racer called

Silverwings. A farmer rang and said that he didn't have Silverwings but he did have the remains of another racing car called the Silver Bullet. I said that I didn't know a racer called the Silver Bullet but if it was an old racing car I was interested. I asked whether he was sure it wasn't called Heza Henry? He was adamant it was the Silver Bullet.

I mentioned it to the Irish Model T ferret Nicky Bailey and we went down to grab the remains. Nicky came because the farmer said he had Model T bits on his farm tip. When we got there, it was a Ford Model T chassis. I grabbed the chassis and Nicky grabbed what Model T stuff we recognised. The farmer didn't want anything for it. I decided that I didn't want the chassis and gave it to Nicky who was planning to build a brass T with it.

Some time later when we were looking for chassis I asked Nicky whether I could have the chassis and Nicky said no problem and dropped it back at my place. It was a 1916 chassis.



Now, the origin of the words silver bullet goes back a long way. A silver bullet was used to kill supernatural beings and then the Lone Ranger used silver bullets in his gun in the 1930s and later. I reckon it could be ironic that the Silver Bullet car wasn't as fast as a bullet. If the name harked back to the 1930s it makes sense as Ford Ts were well and truly obsolete by then. The farm was in the rocky area near Boyup Brook which doesn't get enough rain. It was quite poor so it makes sense that the car was still being used. The story goes that the farmer who owned the car used to drive it into town on the weekends and the townsfolk called it the Silver Bullet.

The car was called the Silver Bullet because it had aluminium on it and it was a speedster

so it was fast. We never did find the origin of the story but Cam has built a Ford Model T speedster from the chassis and he's called it the Boyup Brook Silver Bullet. It now has Boyup Brook and Perkolilli history.



Which brings me to the latest chassis to emerge from a paddock. Gary Byfield from the York Motor Museum recently grabbed a chassis as part of a rescue of a 1920s Morris Minor. The owner said the chassis was from an MGA. It isn't. It is possibly from a late 1920s Morris Oxford. Now, if it was actually a vintage MG chassis (MGs were made from run-of-the-mill Morris rolling chassis prior to the original Midget) then that would make it interesting.

The chassis even has a chassis number but what makes it most interesting is that it has a tubular body frame which looks like it is waiting for someone to clad it in aluminium. Whoever did it really knows how to bend tube. Maybe it was done by a plumber!

Gary is trying to track down any information on this chassis. If you know where this chassis is from, his email is gwb151@gmail.com



Who will solve the mystery?

Until next time

Heza Henry

Left and right: The Caversham Car, a barn find that became a show car



SAVE THE DATE!



2020

SUNDAY

OCTOBER 11th

BROCKWELL CLASSIC

CLASSIC MANAGEMENT PTY LTD

Car Storage

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

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

Car storage \$200 month including GST

Block rental \$1100 month including GST

Building is located in Yangebup, modern tilt up construction with

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

220 volt power points for battery tenders.

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

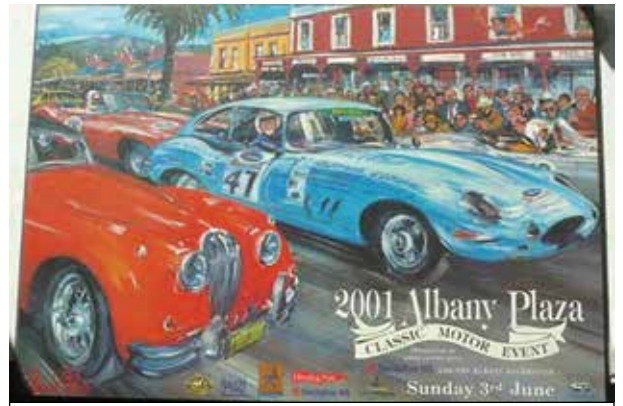
If renting block, only clean work is allowed as other cars are stored in the building.

Owners must carry own insurance

Contact

Rusty Kaiser

0439 968 908



FOR SALE

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

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

\$250 on the lot.

Contact Dr Desmond Lascelles

Tel: 08 9490 1681

Email: desmond.lascelles@bigpond.com

Wanted.....

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

Contact: Len Kidd 0422797461



FOR SALE

1923 Ford Model T speedster

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

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

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

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

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

It's a car with lots of potential.



\$6500

Contact Tim Dwyer 0437 286 462



FOR SALE
CARCOON CAR COVER
 excellent condition
 4.5m X 2.0m X 1.6m
 Two of them. Price on request.
 Contact Thierry Michot
 Phone 08 9405 4580

TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to – a fellow enthusiast at Shannons.

So call Shannons for a 🏍️ 🚗 🏠 quote on **13 46 46**.



SHARE THE PASSION

BOB CAMPBELL
 Printing
 Layout & Design
 Text for Web or Print
 Newsletters,
 Brochures, Flyers

Tel: 08 9279 7555 — Mob: 0419 849 835
 Email: robertcampbell4@icloud.com

MARK FABRY
 Director

PERTH
 ROLLERSHUTTERS

New Installations • Repairs • Cleaning

M 0408 307 549
 E info@perthrollershutters.com
 W perthrollershutters.com

1/7 Augusta Street
 Willetton WA 6155

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

BATTERY ALL TYPES

Your one stop
SOLAR and BATTERY shop

BUNBURY BRANCH
 Unit 1, 46 Strickland St
 Bunbury WA 6230
 ☎ 9791 7520
 Mobile: 0417 897 004
 bunbury@batteryalldtypes.com.au

BUSSELTON BRANCH
 Unit 1, 3 Albert Road
 Busseton WA 6280
 ☎ 9754 4746
 Mobile: 0429 897 004
 busseton@batteryalldtypes.com.au

www.batteryalldtypes.com.au

Come tour with us

Imagine the glamorous South of France, Monaco and Northern Italy in springtime...
 And seeing the Monaco Historic Grand Prix and the amazing Mille Miglia historic road race...

Since 2005 VSCC member Paul Blank has been creating and hosting fabulous self-drive guided car-themed tours in Europe. Wonderful destinations, beautiful venues and great company are hallmarks of the tour.

Just \$8850pp includes luxury car hire, hotels, meals, entry to car museums and so much more.
 Request a brochure by email with all the details of this wonderful experience. paulb@classicrally.com.au

May 2020 - Bookings now open

In conjunction with Quartermaine Travel