



November 2020

Issue No. 348

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

VINTAGE METAL

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DAD'S ARMY TRIALS TEST DAY

PLUS

Tribute to Don Hall

Letter from Rob Ozanne in Support of New Clubrooms

Claude Deane Book Shortlisted for Awards

Fun on the Grand Ol' Beach Bangers Run

French Car Day

November General Meeting – Monday Nov 2

2020 Annual General Meeting

Light Car Club clubrooms,

opp. 37 Moojebing St, Bayswater

6.30 for 7.00 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@swarbrickyachts.com
Vice-President: Paul Wilkins	Mobile: 0428 922 823	Email: paulwilkins@westnet.com.au
Treasurer: David Ward	Phone: (08) 9321 2738	Email: david.ward@taxhut.com.au
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: 0439 172 007	Email: stephen@wwms.com.au
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
	Snail mail: PO Box 5049, Midland WA 6056	
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
Motorsport Australia 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
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COVER: Kevin Dorn punts the Perkolilli Model A over a crest on the trial track

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. Rate card available from David Moir.

Advertising 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

VSCC OF WA CALENDAR 2020

November

2 **General Meeting and AGM – Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater**

7 Dad's Army Workshop Saturday

10 Dad's Army

10 Management Committee

16 Competition Group

24 Dad's Army

December

5 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3

5 Vintage Stampede, Barbagallo Raceway Club Regularity Championship Rd 4

14 Annual Dinner, Awards Night and General Meeting

15 Dad's Army

15 Management Committee

21 Competition Group

VINTAGE METAL CONTRIBUTIONS

Vintage Metal is your magazine. It needs input from you, the members of the VSCC of WA.

This is most easily done by one of three methods;

1. Write a letter to the editor telling of your views about the future of the club or club matters that are important to you. Reply to a previous letter to the editor if you disagree with what was said, or even to support the previous writer. Use *Vintage Metal* as a club forum.

2. Write a brief profile of yourself and your career in motorsport or your activities as a member of the VSCC. Include photographs or contact Editor Bob Campbell to see if he has photographs that will illustrate your story.

3. Contact Bob with information about your motorsports activities and work with him to produce a profile of yourself. You can include your competition activities with and outside the VSCC. Again, you will need photographs.

Bob needs your help with letters or stories to make *Vintage Metal* a better club magazine.

Don't worry about your writing skills. Bob has many years of experience editing contributions to magazines that needed to be tidied up without losing the message the writer is sending. He can do the same for you.

The deadline for each magazine is the fifteenth of the month prior to the publication date.

Contact Bob on 08 9279 7555, 0419 849 835 or email robertcampbell4@icloud.com for more information or to organise a story.

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NOTE! DEADLINE FOR ARTICLES FOR THE DECEMBER 2020 ISSUE IS NOVEMBER 15, 2020: ADVERTISING DEADLINE NOVEMBER 11, 2020.

FROM THE PRESIDENT



Important Vote on Clubrooms

At our monthly meeting on 2 November, members will be having an important vote on the proposal for new clubrooms at Caversham. This proposal was outlined in the September issue of Vintage Metal and has been discussed by members at the September and October general meetings.

The motion to be voted on was spelled out in the October issue of Vintage Metal. I urge all members to seriously consider this proposal as it represents a turning point for the club's future. If you're unable to attend the November meeting, you can appoint a proxy using the form in the October magazine.

The meeting will be held at the Light Car Club rooms in Bayswater. Despite a lot of hard work by a small band of volunteers in getting the Caversham clubrooms back into shape after the asbestos removal and ceiling replacement, we are still waiting on Peet Ltd to complete the electrical work and have the premises certified fit for use. We are very frustrated at the continuing delays in a return to our clubrooms but we are very grateful for the efforts of our volunteers.

Annual General Meeting

At the monthly meeting on 2 November, we will also be holding our AGM. A notice of this important meeting was sent to members by email last month and was published in the October magazine. Please come along and help appoint a new committee to run your club in 2021.

Joondalup Speed Classic

We recently met with the City of Joondalup to discuss their suggestion to re-run the Joondalup Speed Classic. This was a round-the-houses style event conducted in the Joondalup CBD in 1998 and the mayor has asked for a report on the feasibility of running a similar event in the future.

We gave our views on how such an event could be run and outlined our club's impressive credentials in running events of this type.

We are awaiting the council's decision on whether to proceed further and call for expressions of interest from suitable organisations.

I will keep you informed.

Glenn Swarbrick

The Vintage Sports Car Club of WA (Inc)

November General Meeting and Annual General Meeting

The November General Meeting and the Annual General Meeting of the Vintage Sports Car Club of WA will be held at the club rooms of the Light Car Club opposite 37 Moojebing Street BAYSWATER

VSCC of WA members are invited to attend at 6.30 pm on Monday November 2

for a 7.00 pm start to the general meeting, which will be followed by the 2020 Annual General Meeting and Election of Officers.

The main item of business at the general meeting will be to vote on whether the club should go ahead with the construction of clubrooms at Caversham.

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

Minutes of General Meeting

held at the Light Car Club rooms, Moojebing St, Bayswater, Monday 5 October 2020

1.Meeting opened: 7:10 pm, Glenn Swarbrick presiding, 29 members present.

2. Apologies: John Terpu, Craig Atkins, Terry Reynolds.

3. New Members and Guests: nil

4. Adoption of minutes:

Moved: David Moir

Seconded: Max Gamble, that the minutes of the September meeting be accepted.

Carried

5. Business arising: nil

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

Moved: Max Gamble

Seconded: Rob Ozanne, that the Treasurer's report be accepted.

Carried

7. Secretary's report:

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

Moved: David Moir

Seconded: Paul Wilkins, that the Secretary's report be accepted.

Carried

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

- a. Shire of Northam – he and David Moir had a successful meeting with the CEO on the 2021 Northam Motor Sport Festival
 - i. The Shire proposes to appoint an event coordinator.
 - ii. Interest in setting up a pedestrian bridge.
 - iii. Discussed possible changes to track layout.
- b. Joondalup Speed Classic – he and David Moir met with the City of Joondalup to discuss the City's interest in rerunning the Joondalup Speed Classic round-the-houses style event; we await the council's decision to proceed to calling for expressions of interest.
- c. Competition rôles for next year – encouraged members to step up to join teams to organise next year's events.
- d. Don Hall – sad announcement last week that Don had died; several members indicated they would attend the memorial service tomorrow.
- e. Moora Speedway – had recent success with a submission to state government to gain a \$200,000 grant.
- f. Lake Perkolilli – Graeme Cocks is discussing with the City of Kalgoorlie a possible rerun of the event in 2022.

9. State of Play Reports:

a. Competition: Paul Bartlett reported that:

i. Collie Coalfields 500 (3-4 Oct)

1. The event was a great success with 130 entries.

2. The sponsor is keen to be involved again next year.

ii. Vintage Stampede (5 Dec)

1. Planning is now underway.

2. Jacks Hill hillclimb from 8 – 12 on Saturday morning.

3. Regularity Saturday afternoon/evening with barbeque to follow.

b. Workshop: Graeme Whitehead reported that:

i. Refurbishment of the clubrooms is proceeding slowly due to a shortage of volunteers; the kitchen, hallway have been painted but the power is not yet connected.

ii. The Police wish to resume use of the premises for motorcycle training and are discussing this with Peet Ltd.

- c. **Library:** no report
- d. **Social:** The “Back to Caversham” social event is now proposed for Sunday 8 November and may include a commemoration for Don Hall. Suggestion that an event at the Vintage Stampede be named after Don.
- e. **Regalia:** no report.
- f. **Caversham:** Brian Eyre and the Caversham Committee gave a summary of their efforts to establish an independent clubhouse for the club including:
 - i. The difficulties in dealing with three organisations on the proposal.
 - ii. The history of their political efforts to gain access to the current clubrooms and preservation of the D-Circuit.
 - iii. Their work in considering different options for clubrooms.
 - iv. The development of the current proposal to build a new facility.

10. General Business:

- a. **Annual General Meeting:**
 - i. Members were reminded of the AGM to be held on 2 November
 - ii. One proxy vote had been received.
 - iii. Two nominations for the Management Committee had been received but nominations may be called for any vacant positions at the meeting; most members of the current committee had indicated their preparedness to stand again for 2021.
 - iv. The meeting will most likely be held at Caversham, subject to completion of painting and cleaning and this will be confirmed by email to members.

11. Guest speaker: nil

12. Next Meeting: Monday 2 November, including the AGM (provisionally at the Caversham Clubrooms but will be confirmed by email to members).

13. Meeting Closed: 8:45 pm.

This story was originally published in the Western Argus newspaper in Kalgoorlie on February 23, 1937.

'OSSIE' CRANSTON MAY RETIRE FROM MOTOR RACING



Cranston V8 replica being built by Max Gamble and Clem Dwyer, both of whom drove it in VSCC events.

Mr. O. S. Cranston, Western Australia's champion racing motorist, who secured the fastest time in the recent Centenary Grand Prix at Adelaide [actually at Victor Harbor], and in recent years won a large number of successes in competitive motoring, is likely to retire from the sport.

Commenting on his performance in the recent South Australian Centenary Grand Prix, the *Sunday Times* states that to average 75 m.p.h. over an unfamiliar 250-mile course was a performance which few would have thought possible, but not only did Mr. Cranston achieve this splendid result, but he won his laurels in a stock car. For that reason his performance was all the more interesting from the view point of the average motorist.

There could be no doubt that Mr. Cranston's car negotiated the course every bit as safely as the machines specially-built and designed for road racing and which are of little use to the every-day motorist. The excellent time indicated the sterling qualities of the Ford V-8 for holding the road over a course remarkable for treacherous bends.

On his return to Perth Mr. Cranston stated that while his Ford V-8 had won the £50 prize for the fastest time, the K.L.G. trophy, and the Albury Hall trophy, he did not make as good times as he had done on Lake Perkolilli. This was due to the fact that on the lake where the Ford V-8 averaged over 111 miles per hour over a quarter mile, it was flat out almost all the way, but over the South Australian Grand Prix course, while he could attain a speed of 100 m.p.h. on the two straights, there were a few difficult bends to negotiate each lap, especially a right angle turn known as 'Hell Bend' and the 'Hairpin Bend' known as Nangawooka Bend. To take the turns the car had to slow down somewhat.

He added that his time of 3 hours 20 minutes 17 seconds showed that the Ford V-8 had put up a 'sensational performance,' and had the track been harder a faster time would no doubt have been recorded.



The Cranston V8 Replica at York, a car which ran in a number of York Flying 50 events driven by Max Gamble and Clem Dwyer.

EDITOR'S RAMBLINGS



Maximum Economy Mixture

This story is lifted straight from the February 23, 1937 issue of the Western Argus newspaper. I have included metric conversions of the quantities of air and petrol and, of course, there are much more than 39,000,000 automobiles in the world today. It should also be noted that the catalytic converter requires a stoichiometric air fuel ratio which is 14.7 parts air to one part petrol by mass.

To ensure a maximum economy mixture in the combustion chambers of an automobile, approximately 16 parts by weight of air to one part of petrol is required. This means that each gallon (4.55 litres) of petrol burned in an air automobile engine calls for all the air in a room 10 feet (3.05 metres) square by 12 feet (3.66 metres) high to mix with it correctly to ensure efficient combustion.

It is also of interest to mention that whilst automobiles consume a huge volume of air, they also produce an enormous quantity of water. In fact, the automobile is a chemical factory.

It has been computed (says the Dunlop-Perdriau Bulletin) that the world's automobiles (39,000,000) are increasing the world's supply of water by 17,500,000,000 gallons (79,625,000,000 litres) annually through expulsion into the air of the moisture resulting from combustion of motor fuel.

Waspish Special

Mark Duder provided photographs of interesting cars from the recent French Car Day (see page 25). Among them are shots of Brian Eyre's current project, a blown Peugeot powered open-wheeler. I suspected I knew what it was, and I was right. It is the Peugeot Wasp, built and raced by Dick Ward before he took up with RX-7s and tiny Fiats with 13B rotaries where the little Abarth twin-cam used to be.

Brian hopes to be competing with the Wasp next year. It will be good to see it running again.

Vale Don Hall

We have lost another long-time stalwart of the VSCC in Don Hall, who passed away quietly on September 28. A tribute to Don begins on page 10. I hope I have done his memory justice.

For those who would like to know more about Don and his amazing career, there is a copy of his autobiography in the club library, book number 429. Check it out when the clubrooms reopen.

Ridiculous Rules

It's funny where idle thoughts can take you. I was listening to the radio in the car when they played a song that was once banned by the BBC. It made me think of all the ridiculous rules we have controlling our sport today – and of the silly things that happened in the past. The song in question was recorded by Pee Wee King, a 'cowboy song' as they called them back in 1951 and it was called *Slowpoke*. Make of that what you will.

Of course, Chuck Berry's *My Ding-a-Ling* was also banned by the Beeb. It wasn't only the Americans that the BBC frowned on. They were equally unwilling to broadcast George Formby's *With My Little Ukelele in My Hand* and *With My Little Stick of Blackpool Rock*. Johnny Ray's *Such A Night* was banned for 'suggestive panting' so when Jane Birkin and Serge Gainsbourg's sexually charged number one hit *Je T'aime . . . Moi Non Plus* turned up in 1969, it was banned by Radio 1. I imagine our ABC has a similar list of songs that were banned.

Those who follow today's version of Formula 1 will find themselves bemused by the Lewis Hamilton saga at the Russian Grand Prix. Having made his practice starts in a spot that apparently met the letter of the rules, it turned out that while he was past the pit exit lights and on the right side as specified, he wasn't where Race Director Michael Masi wanted him to be, so he was penalised 10 seconds (five for each practice start) and two penalty points applied to his racing licence, leaving him within two points of a one race ban. The points were later reinstated, but the ten seconds stayed gone.

Future Club Activities

Some time ago Dad's Army held a brainstorming session to come up with possible club activities outside the current range of events. Among the suggestions were trials as enjoyed by the original VSCC in the UK and beach racing as seen at Pendine Sands in Wales and The Race of Gentlemen in the USA.

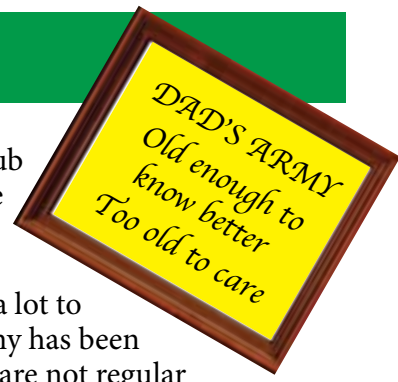
As you will have noticed from the front page picture, a group from Dad's Army and the JKL Square Riggers people tried out a possible trial venue at Kevin Dorn's property on the Moore River. See page 22 for the story.

Graeme Cocks and his alter ego Heza Henry led another group on a safari along the south coast of WA looking for suitable beaches for what they have titled the GOBBR or Grand Ol' Beach Bangers Run. That story begins on page 18.

The Lake Perkolilli and Albany events have proved that VSCC members are willing to travel for a good event at an outstanding venue, so Moore River and Blossoms Beach at Bremer Bay should be great venues for trials and beach racing respectively.

Bob Campbell

DAD'S ARMY NEWS



Pressure's Off on Clubrooms Preparation

The decision to hold the November general meeting and the AGM at the Light Car Club clubrooms in Bayswater has taken the pressure off our tiny team of painters that, by the Dad's Army Tuesday on October 13, had dwindled to just two. Mark Duder and Brian Eyre were the only ones wielding brushes and rollers on the 13th.

The lack of action from the electricians who were expected to restore the lighting had a lot to do with the decision not to risk scheduling the meetings for Caversham, but Dad's Army has been shouldering most of the burden of restoring the clubrooms, with a few volunteers who are not regular Dad's Army attendees.

There were other jobs to be done, and Ron Fabry and Bob Campbell spent most of Tuesday morning at the sink, washing literally hundreds of cups and mugs plus not a few other dishes. Ian Fry helped put the clean crockery away. It was a team effort.



David Moir risks his back getting the ride-on mower off the trailer. Graeme Whitehead assists.

We Have New Mowers

After much discussion, we finally have our new mowers, courtesy of The Briggs Shop at Midland Mowers and Vic D'Ascenzo. The ride-on mower and heavy duty push mower arrived on Workshop Saturday, October 10. The larger machine was put to work right away to cut down the heavy growth and reduce the fire hazard. Chad Raven was appointed Green Keeper and set to work with a will. He continued the good work on Dad's Army Tuesday, October 13 and the grounds of the clubrooms are looking much more tidy already.

Club Secretary David Moir was on hand for the delivery and assisted in getting the ride-on mower off the trailer when it arrived from the shop. Dad's Army regular Glynn Allison has volunteered to construct a trailer for the mower to help in cleaning up the grounds. He can't start it yet, as his time is taken up preparing the big trailer for painting.

Singer Progress

Work continues on the Singer with the dashboard and steering column now in place. A firewall has been constructed, but a footboard is required to complete the separation of passenger space from engine bay.



Wally Phoebe and Kevin Dorn ponder the fitting of the dashboard to the Singer



Glynn Allison works on the trailer while Kevin Dorn (obscured), Peter van der Struyf and Wally Phoebe work on the Singer

The Scribe

DAD'S ARMY DATES - 2020

	WORKSHOP SATURDAY	THIRD LAST TUESDAY	LAST TUESDAY
NOVEMBER	7	10	24
DECEMBER		15	



Mark Jones painting the kitchen wall on September 29. He continued his work on the following Dad's Army days in October.



Chad Raven down low and Brian Eyre up high cutting in on the kitchen walls, September 29.



Above: Mark Jones brought his most recent acquisition, this shiny black Alfa Romeo Spider, to Dad's Army on October 13.

Right: Michael Broughton does his part in cutting in on September 29.



Nick Daniele on the ride-on machine and Graeme Whitehead with the push slasher machine show off the new acquisitions, October 10.

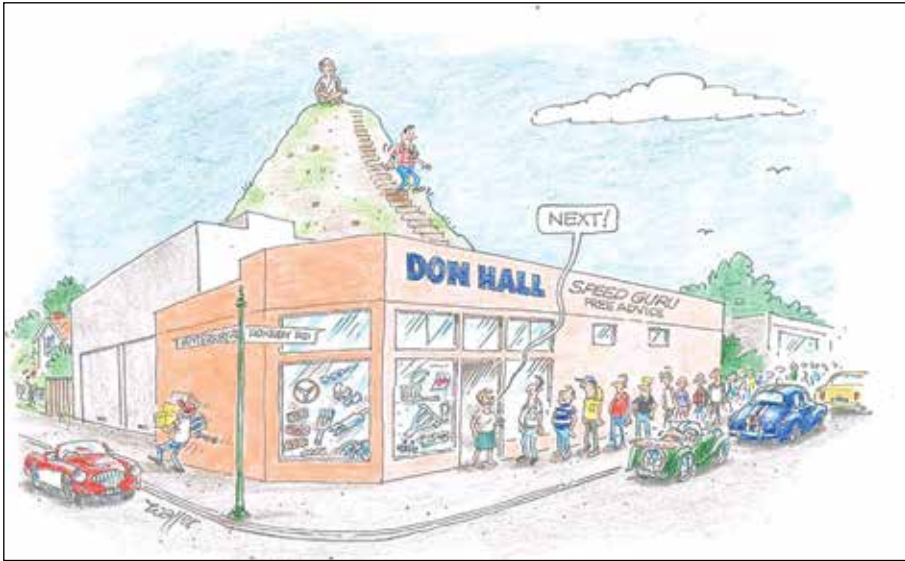


Green Keeper Chad Raven getting stuck into the mowing on October 13.

VALE DON HALL

A TRIBUTE ASSEMBLED BY BOB CAMPBELL

At 6.00 pm on Monday, September 28 the motorsports community in Western Australia lost one of its giants when Don Hall passed away quietly.



The first time I encountered Don was in 1964 when I went to his shop with some of my fellow students from the UWA Engineering School. One of them had a hot Morris Minor Series II with a much modified Minor 1000 engine in it and he was looking for parts for it. I was browsing when I found a part for my Austin A40 Devon. It was a twin carburettor manifold for two Zenith downdraught carburettors. It was priced at £120, which was a bit of a shock as I'd paid only £90 for the whole car! Needless to say, my A40 retained its single carburettor.

I visited Don's shop many times over the next few years as a friend had a highly modified Morris 850 and Don stocked the

only spark plugs that could take the punishment that the little Mini engine handed out.

My purchases were less regular but included a Hitachi twin-choke downdraught carburettor that never worked properly on my Triumph Herald 1200 but turned out to be a great fit on my Peugeot 404. Another purchase for the 404 was a four into one free-flow tubular exhaust that looked like a cross between a didgeridoo and a set of bagpipes but worked very well.

In later years I came to know Don and June well and my wife Helen and I regarded them as friends. We enjoyed our visits to the shop and some of my most prized books wear Don Hall stickers. We missed those visits when Don retired. I did keep in touch, but not as well as I could have, which I regret.

I'm hoping to complete this tribute with contributions from VSCC members and others who knew Don. I'll start with a couple of stories supplied by former member Rod Waller, who also supplied the cartoon above left, which first appeared in *The West Australian* about three years ago.

The first of Rod's stories was one he heard from a highly entertained Bob Kingsbury a few years ago. The result of this episode was that David van Dal christened Don 'Dirty Don'. It seems that Don, in his always immaculate Ausper and wearing equally immaculate white overalls, spent an entire race following Bob's supercharged Peugeot powered machine. Unfortunately, Bob's car was running more than a little rich and unburned methanol was spraying out of its exhaust...all over Don and the Ausper. The methanol removed most of the paint from the nose of the Ausper and covered Don in a filthy mixture of methanol and whatever else was being exhausted from the Peugeot. 'Dirty Don' indeed!

The second of Rod's stories involved VSCC member Lindsay Taylor, who visited Don's showroom in Rokeby Road when Don was selling new Lotuses. Don duly took Lindsay for a demo run in a Lotus Europa through Kings Park. Now the roads through Kings Park are ideal for demonstrating a Lotus Europa's capabilities, but only if the 40 km/h speed limit is ignored (it was 25 mph back then). Some way into the park they were pulled over by a motorcycle policeman, who, to Lindsay's astonishment, on seeing who was driving merely said, 'Hello Don. Take it easy.'

It turned out that the policeman was Trevor Landron (I hope I have the name right) who, on certain weekends of the year, was the travelling marshal at Caversham Race Circuit. You probably remember him as the copper who rode up and down the main straight telling kids not to sit on top of the post and rail fence that bordered the track.

VSCC Past President Ed Farrar was next to answer my call for memories of Don. Ed told me: 'I was walking past Don Hall's Speed Shop one day and I spotted in the window a supercharger kit for a Mini. I realised that it would fit my Morris Minor and that led me to becoming interested in superchargers to the point that I imported an MG J type from England and went on to scratch build Zoller superchargers at home as well as rebuilding many superchargers for other people.'

Another story about Don was told by Col Phillipson, former journalist with *The West Australian*, at Don's funeral. It also appears in Don's autobiography, *Both Sides of the Fence*, so here it is in Don's words:

Paul Rigby, a famous cartoonist and artist who, with Kirwan Ward, a journalist, as his partner, made a fabulous team at West Australian Newspapers' *Daily News* (afternoon paper), every day giving many thousands of readers many laughs at their cartoons and comments. Paul became a good friend, especially after he bought Aub Melrose's first Austin Healey, leaving it with us for parking and servicing. I will, and so did he, always remember a joke we played on him. We had another Austin Healey 100 come in from an insurance company through Winterbottom's (which I think wanted to remain independent) to quote on repairs to the damaged engine caused by the driver going off road to avoid an animal and tearing off part of the sump. We had to remove the engine and transmission from the car, strip it down and lay the components out alongside, for their people to come and examine before continuing. About the same time, Paul came in and asked if we could do a couple of minor things on his car. He would always leave his car in the driveway and we would put it in a parking bay after his little jobs were done. We thought we would play a joke on him, for a change, so we took the number plate off his car and put it on the other one with the engine removed and in bits, putting his car down the back of the workshop where he couldn't see it. The funny thing about it was that although both cars were light blue, his had a metallic toning; the other didn't, which he obviously didn't notice. On coming in to pick up his car about 5.30 that night, he walked over to what he thought was his car, with the bonnet removed, that was facing outwards (as we always parked them), looked into the engine bay, saw there was no engine in it, took a couple of steps back to check the number plate again and let our in a very loud and somewhat angry voice, "What in the bloody hell's going on here?" As we were going to tell him his minor jobs were a bit more than we expected, we didn't quite expect the reaction we received, but he got over it fairly quickly when we took him down and showed him his car intact, which we quickly put the number plates back on. I don't think he really ever forgave us, but he did tell a lot of his friends about it, with a laugh. His journalist co-worker, Kirwan Ward, had a 'go' at him about it in his daily column later, which we thought was good — I wish I had kept that copy of the newspaper.

Ken and MaryAnn Stewart-Richardson were the first to email me with thoughts of Don and their email read as follows:

With sadness and respect,

I attach the following details on Don, for your use (or not, as you decide).

In 2007, I had the privilege of compiling details on Don for a submission by Ken and me to the WA Sporting Car Club, nominating him for Life Membership of that club, which was subsequently granted.

Many senior VSCC members will have known Don better and for much longer than we have, however probably most are not aware of his various contributions to numerous organisations and some of his achievements, listed. If you decide to use the content herewith, please recognise that we offered the details for your use. They are all correct and were confirmed by Don, before the document was submitted to the WASCC. I am unsure what year he was honoured with Life Membership; probably 2008.

Don's health deteriorated early in March this year, then in May he moved into 'Aegis Hermitage' in Ellenbrook, where only family could visit, sadly his decline has been rapid since then.

June is stoic and managing with help from family and friends.

I hope this information can assist in whichever manner you chose to use it. Understandably, you might already have prepared appropriate words, so these will not be required — and of course we look forward as always, to reading the next edition of *Vintage Metal*.

Keep well and safe both, as you travel about.

Sincerely,

Mary Ann & Ken S-R

In 2007 Don was nominated for Life Membership of the WA Sporting Car Club. Mary Ann and Ken prepared a detailed submission to the WASCC in support of the nomination. Some extracts from the submission follow:

Over the years, support by Don Hall to the W.A. Sporting Car Club, has been significant.

The following profile lists details on his specific association with the Club, together with other motoring achievements and a record of service to the wider community.

We submit this document to the committee, for consideration and approval of our nomination, for honorary life membership being awarded to Mr Don Hall.

Don's involvement with motor sport, engineering and the automotive industry, has been gained over a lifetime of seven decades to date, and is recognised internationally.

Attraction to machinery began as a youngster in Victoria and a motor racing career developed in Western Australia from the 1950s. Many successes were achieved, with lap and speed records set with an extensive variety of machines, made competitive mostly by his personal expertise. From model hobbies of aircraft and boats, then speed-boats and motorcycles, to automotive marques from 'A' as in

Audi, to 'Z' as in Zephyr with most marques in between, Don has laid spanners on, competed in, test driven, written reports for or, as a motor dealer, has sold it.

Early prowess in motor sport, extended to 'Around the Houses' competitions through country towns, the 6-hour races and others at Caversham, then Wanneroo Park circuits. Indeed, his extensive podium places are not practical to list for this submission and accordingly are summarised, to reflect significant and cumulative awards.

His vast knowledge of motor sport and its personalities from past years, have been of great benefit to organisers of many events Australia-wide, including the speedway fraternities, rally enthusiasts, circuit racing associations and in particular the W.A. Sporting Car Club. Don is recognised as a gentleman of W.A. motor sport, considered by his peers as a 'legend in his own lifetime', and is a valued friend and colleague to many.

Don's interests also include a wide range of community issues and groups, for which his contribution and service have been recognised with numerous prestigious awards.

• **Member of the Following Organisations**

2003 Western Australian Classic Speedway Association – Club Patron – current member

1986 Vintage Sports Car Club of W.A. – founding and Honorary Life Member

1968 Rotary International – current member – 40 years of continuous service in 2008

2000/06 W.A. Speedway Commission – Sports Development Advisory Committee, member until 2006

1978/98 Australian Automotive Aftermarket Association – founding member

1970s Competition Drivers Club (closely assoc. with WASCC) – founding member, Vice President for 2 years, then President for 2 years

1957 Motor Trade Association of WA, served on numerous committees – (previously) W.A. Automobile Chamber of Commerce, 17 years of service on Management Committee

1955 W.A. Sporting Car Club, joined officially that year, although supported many other drivers at events since 1953 – current member

• **Awards Received**

(a) Since 2003 Club Patron – appointed by Western Australian Classic Speedway Association

(b) Nov 2000 Australian Sports Medal instituted by The Queen of Australia, awarded in recognition of his services to motor sport

(c) 1999 named a Paul Harris Fellow by The Rotary Foundation – 'tangible & significant assistance given for furtherance of better understanding & friendly relations among peoples of the world'

(d) Aug 1996 Honorary Life Membership – for his continuous support Vintage Sports Car Club of WA

(e) July 1989 Certificate of Achievement, Gold Award – Australian Automotive Aftermarket Association issued by National Council and inducted into their Hall of Fame for Outstanding Service to Industry

(f) Feb 1985 Service Award – Confederation of Australian Motor Sport (CAMS) for 'valued service to motor sport' – of great assistance to the State Office and member of the Stewards' Panel for 10 years

• **Tributes from Industry Peers and Groups**

(g) April 2005 Vintage Sports Car Club – Northam Flying Fifty regularity trial Programme and Event dedication – 'Celebrating the motoring history of Don Hall and Don Reimann'

(h) Nov 1990 Motor Trade Association of WA (previously WA Automotive Chamber of Commerce)

Accolades and media recognition, acknowledged on semi-retirement:

'...membership since its inception, serving on various committees, such as the Automotive Repairs Division and the State Council of Management.'

'Don has served the automotive industry in every sphere with distinction' – Rod Style, former TAFE lecturer.

'Don Hall is synonymous with motor sport in Perth' – Rod Slater

(i) 1989 Australian Automotive Aftermarket Association – induction to its Hall of Fame

(j) July 1989 Castrol Australia Pty Ltd – letter to recognise AAAA award '.... tribute is paid by your industry peers'

(k) May 1989 Ignition Equipment Company – letter to recognise AAAA award '.... in this case the Association got it absolutely right....'

Carlisle Technical School – (1968 to 1982 assisted by donations and various technical support)

(l) March 1972 letter 'to confirm arrangements for country apprentices to visit workshop, for demonstrations and lectures on specialist machines..'

(m) Oct 1970 letter 'to express our appreciation for your practical support and interest'

(n) 1970 Ford Owners Year Book — 'Local Identities' testimonial '...about a man who is a mechanical wizard, who has been dedicated to the automotive industry and motorsport for more than a quarter of a century..... always ready to give technical advice if needed.'

• **Wrote and Published Automotive Manuals**

(o) 1971 *Don Hall's Performance Equipment and Tuning Manual* Listing the work and equipment required to extract more power and improve the handling of all types of cars. Emphasises the dangers of tuning one part of operating cycle, while leaving the rest in standard condition.

With accolades from:

Aust. Hot Rodding '...the most extensive and best produced catalogue we've ever come across'

Sports Car World '...it includes information, tuning data and answers...post free anywhere in Aust.'

(p) 'Visor' publication *Auto Guide from Don Hall* 'his latest parts catalogue extraordinaire.'

Some 50 copies requested by the Carlisle Technical School (and country T.A.F.E. colleges) for their lecturers to use – no other current manuals being available on the subject, for instruction purposes.

1971 Reference to radio programme — '*Don Hall's Speed Shop Show*' on radio station 6KY ended from station's policy change, after 8 years.

Co-compères Bob Biltoft racing car driver and Con Migro of Claremont Speedway

1970 *Don Hall's Speed Equipment Manual* including catalogues frequently updated for guidance on new equipment to the market and its use.

(q) 1967-70 Don Hall's Speed Shop – excerpt from catalogue, setting a good example:

'A Word to the Wise...It has been said that a fool learns by experience; a wise man learns from the experience of others.'

(r) 1969 *Motor Topics* article — sets out his qualified experience from '...early grounding with firm E & L Metcalf, engineering apprenticeship. In seven years with the firm learnt all facets of intricate tool-making, high precision engineering, heat treatment, and engine reconditioning. Gaining experience in the Eastern States, Don returned to WA when he was offered a job preparing Aub Melrose's racing and rally cars.'

• **Contributions to Colleagues, for their Publications**

To authors:

Jim Scaysbrook — supplied mechanical expertise for his articles in various editions of *Two Wheels* magazine (the latest, over many years of association and with numerous other writers)

(s) A. John Parker — provided historical and other details for his publications *Talking of Marques and Cars, Characters and Crank Handles*.

Articles published in: *Visor, Western Wheels, Speedway World* and various other magazines over decades, often in his capacity as their Technical Consultant.

• **Competition Success**

Lap records:

(t) 1971 Wanneroo Park The W.A. Sporting Car Club — 'Closed' Sports Cars over 1500 cc, average lap speed 78.29 mph (125.3 kph) driving Lotus 47

(u) 1968 Caversham track The W.A. Sporting Car Club — 'Closed Sports Cars' — Outright capacity record holder and for cars over 1500cc, average lap speed 79.7 mph (127 kph) driving Lotus Elan

Major awards:

Presented by the W.A. Sporting Car Club:

(v) 1968 WA Sports Car Championship — 3rd place outright on race totals, driving Lotus Elan

1967 June Silver Star Trophy awarded, highest annual points total for cars under 1500cc

1967 year W.A. Racing Car Championship — driving 1.5 litre, twin cam Lotus/Ausper, British racecar 1100-1500cc Class winner and second place outright

(w) 1966 event Caversham Six-Hour 'Le Mans' endurance race — 1st place shared with Ron Thorpe, co-driver and owner of AC Cobra 289

(x) 1956 year President's Star Award — placed 3rd in points accrual

• **Articles written in general acknowledgement**

(i) Nov 2003 Western Motor — *The super-busy Mr Hall is at last taking it easy* — Bill Buys

(ii) year 2000 article in trade magazine — *Former racer is his own Hall of fame*

(iii) March 1999 Australian Classic Car — *Don Hall was a quiet achiever in WA racing* — Dennis Lingane

(iv) Dec 1998 Subiaco Post — *Post People* — Bret Christian — *Now the last and best of them is moving into semi-retirement...*

(v) Oct 1997 The West Australian — *Driving force behind Coopers* — Alex Forrest, *Idle Torque* column

(vi) 1971 Weekend News — *Quiet Look is very Deceiving* — Ron Bairstow, Motoring Editor

'...and what has often surprised onlookers is that he is as ready to give advice to his toughest competitors as to the raw novice who is racing on a shoestring. Nice guy, gentleman, mechanical wizard and a hard man to beat on the track.'

There followed a summary of the many tasks performed by Don for the WASCC. Needless to say, life membership of the WASCC was duly bestowed on Don.

Don put his complete support behind any club or organisation that he belonged to, whatever it might be. The Vintage Sports Car Club benefited from Don's hard work and generosity and it showed its appreciation with the Honorary Life Membership that the club bestowed on Don.

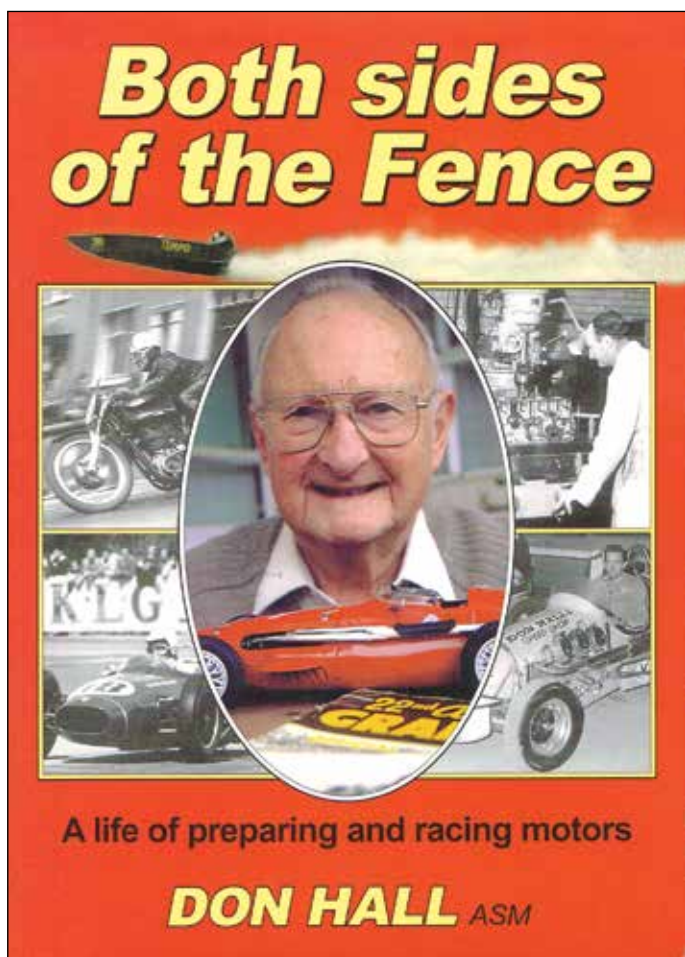
As soon as I received the news of Don's passing, I forwarded the news to the members of Dad's Army, many of whom knew Don personally and all of whom had heard of him. The quickest responses came from Michael Broughton: 'Very sad news.'

'RIP Don. Your motoring legacy will continue.'

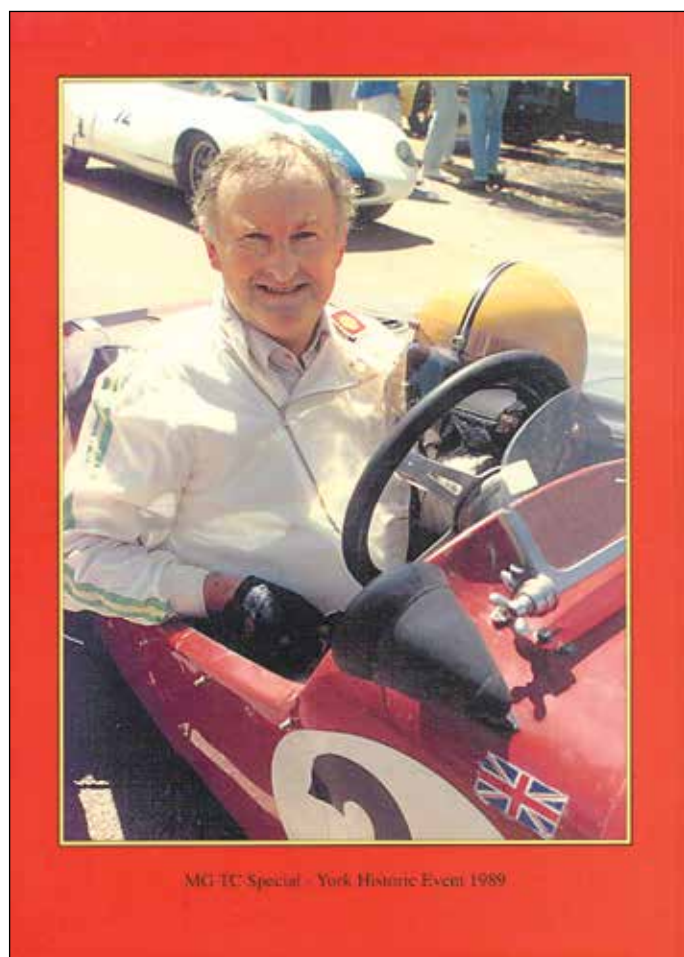
and Alan Armstrong: 'Thanks for the sad news about the passing of Don Hall I had known him approximately 35 years and he will be sadly missed.'

'Please send my best regards to his family.'

Don will be remembered by the membership of the VSCC for his activities in the motor sport world and as an expert commentator at many VSCC events. He was a unique source of motor engineering facts and figures and his passing has robbed us of an encyclopaedic knowledge of how things worked and how to make them work better. Farewell Don. You will not be forgotten.



The front cover of Don Hall's autobiography, that tells of his childhood years in Victoria, the family's move to Western Australia and Don's gradual accumulation of a vast store of automotive knowledge and skills. The photographs on the cover show some of the areas in which his expertise was invaluable, including speedboats, motorcycles, his wonderful workshop, speedway midgets and road racing, including the Ausper Lotus shown.



Don's involvement with the VSCC included participation in events and the photograph on the back cover of his book shows Don at the wheel of the York Museum's MG TC Special, about to take part in the York Flying 50. In later years he took on the task of being the expert commentator, and spent hours in the little caravan that was the commentary box at Northam. His ability to identify each car running was quite amazing.

A Letter to the Editor from Rob Ozanne re VSCC Clubrooms

Hi Bob.

I have read the arguments both for and against the building of a Clubhouse on the 'D' circuit. These are my thoughts on why the members of the VSCC should support this project and the signing of the license for exclusive use of the 'D' circuit.

Rather than dwell on all the reasons for not going ahead with this building I want to focus on the reasons why we can't turn down this Golden Opportunity.

This decision may very well affect the future of our Club. If the Club takes up this opportunity it could ensure the future of the VSCC enabling it to achieve the goals our founding members set out in the Club's constitution. If we don't, at best we will continue to carry on as we have done for the last twelve years with falling membership numbers whose average age is increasing. We don't have security of tenure over our current Clubhouse and rely on big production events to maintain our financial viability.

I don't believe that voting against the proposal might mean the end of the VSCC but it will possibly change the way it operates. It could very easily become a Club whose sole purpose is to promote and organise historic motor-racing events. For some that might be a good idea but for others it would not. For most of our members the reasons they join the Club are many and varied. It may be for the social interaction with like-minded enthusiasts or for the activities that preserve our motor-racing heritage. We need to cater for a wide range of interests to grow the membership.

Those current members who support the idea of a Club that exists solely to organise racing but without a home forget that racing needs volunteers and those volunteers come from the membership base.

We need to target not only the racers but also the motoring enthusiasts with an interest in the preservation of our motor racing heritage who may not want to race.

How the building of a Clubhouse supports membership growth and in turn the future viability of the VSCC of W.A.

The VSCC is competing with many other clubs in W.A. for new members. A Motoring Club such as ours with a Clubhouse overlooking its own race track makes it a far more attractive option for those thinking about getting involved in historic motor-sport.

Building a Clubhouse that is ours alone gives us total control over what happens in it without having to seek permission from outsiders. A Clubhouse we can use seven days a week with the added bonus of a historic motor racing track attached will make it easier to run activities that further promote the aims of our Club. (Tuning days, Sprints, Interclub Visits.)

The VSCC has, in recent times, neglected the development of the social fabric of the Club. Dads' Army, to its credit, has done a lot to change this. A group of 30 members run activities that include Clubhouse maintenance, a 'Men's Shed' programme specialising in the restoration of historic cars and the opportunity for members to mix socially on a regular basis.

However, the restrictions imposed on them by the current Clubhouse License arrangement have frustrated their efforts to expand these activities. They don't have unrestricted access to the building and in the near future will have to share it with others. The workshop itself is very small and only allows one group to work on one project at a time. A new purpose-built Clubhouse will give members unlimited access promoting greater social interaction and a large modern workshop allowing multiple projects.

Similarly, our library and kitchen facilities will be integrated in the design to make them far more functional. The new Clubhouse will become the centre of social activity for the Club making it welcoming for new and existing members.

The 'D' circuit is Western Australia's most significant historic motor-racing venue. You only have to look at the attendance numbers at recent VSCC events held there to realise it is a place of significance for many West Australians. It would be a great shame if the story of Caversham is forgotten. The VSCC has a moral responsibility to make sure this doesn't happen. This Clubhouse and preserved circuit will ensure its history is preserved for future generations.

I can understand why some members are concerned about the enormity and cost of this project particularly at this time in a period of great uncertainty. However, the situation we are in now gives us no choice as we have to be out of the current Clubhouse in less than four years. The Caversham Committee has explored all other options and concluded the building of a Clubhouse on the Caversham circuit is the only viable choice.

The Club set up a building fund twelve years ago. We are confident we will have sufficient funds to pay for the building and services without putting the Club into debt.

It is worth remembering that the VSCC has the backing of the State Government, the City of Swan and many Perth businesses who are supporting and, in some cases, financially backing us to go ahead with this project.

We have given members as much information as possible and the opportunity to discuss their support and concerns in open forums.

The time has now come for the members to support or reject this project.

I make no secret of my passionate belief in this project. I and many others have worked hard for many years, on behalf of the members, to make it happen. I would strongly urge all to support its implementation at the AGM.

Rob O'zanne.



VAA SWAP MEET

SUNDAY 22nd NOVEMBER

(New Venue)

SWAN VALLEY SPORTING CLUB

766 GREAT NORTHERN HWY, HERNE HILL

(Behind Joey's Diner with plenty of off-street parking)

PARTS - VINTAGE COLLECTABLES

CAR DISPLAYS — ARTS & CRAFTS



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Buyers from 7am—\$5 (Kids free)

**Contact: Tony 0417 555 073 or
Ray 0416 018 119**



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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

1 x 45DCOE13 carburettor

Contact Stephen Strickland — 0428 982 149

If no answer, please leave message. Work takes me out of mobile range.

Stunning Western Australian History Book Honoured in State and International Awards

Western Australia's motoring history has received international and local recognition thanks to a new book by Perth motoring historian Graeme Cocks.

Claude Deane. Western Australia's Motor Dealer Extraordinaire tells the story of Western Australia's pioneer new car dealer, Claude Deane.

The book has been short-listed for the Royal Automobile Club of the UK's Motoring Book of the Year Awards which will take place at the Club's Pall Mall Clubhouse in London on 28 October. Now in their seventh consecutive year, the awards are recognised as the most prestigious to be bestowed in the automotive publishing industry. The book is short-listed in the Specialist Book of the Year category, which recognises books which are a feat of impeccable



research and flawless writing regardless of retail cost.

'The Royal Automobile Club Motoring Book of the Year Awards have become synonymous with celebrating the best automotive books, authors and publishers,' said Jeremy Vaughan, Head of Motoring at the RAC UK. 'The quality of entries this year has been quite remarkable, which is a reassuring sign that the industry is in good shape and the appetite for motoring books continues to be healthy. The rigour around the judging process was very impressive and given the quality of entries it was the toughest judging year yet.'

It was also presented with a High Commendation at the Royal WA Historical Society's AE Williams/Lee Steere 2020 Publications Prize last week. The Lee Steere Prize was inaugurated in 1948 by a grant from pastoralist and philanthropist Sir Ernest Lee Steere and later supplemented by his son, also Sir Ernest. The Williams Prize honours the memory of historian A.W. (Bert) Williams, past chairman and president of the society, and funded by Bert and his family. In 2020 the prizes were combined to form one annual publication prize for the best new book on WA history.

Dr Pamela Statham Drew, the convenor of the Readings and Publications Committee at the Society said that the description of the early days of motoring in WA as a backdrop to the life of Claude Deane was exemplary.

By the turn of the 20th century, the age of the motor car had spread around the globe. This did not happen by chance. The technology was spread by men who were fascinated by the new machines, who could see its benefits to their local community and others who saw the money to be made. The Australian, Claude Williams Deane, was one of the great pioneers of the motor car in Western Australia.

'My research started with the restoration of one particular car. It was one of the great cars of the early years of motor racing, a Renault Type N, which had been in Western Australia since about 1904. It seemed incongruous that the street version of one of the fastest racing cars from 1903 should be in WA,' said Mr Cocks.

'The name Claude Deane kept showing up in old newspaper articles. In 1935, there was a debate in the local press amongst a couple of early motorists about who sold the first car in Western Australia,' he said.

'Claude Deane said he sold the first car and another pioneering car dealer Percy Armstrong claimed that he, in fact, sold the first.'

'We know a lot about Percy Armstrong but not so much about Claude Deane. I was intrigued'

Graeme's research trail led from Fremantle to the Goldfields of Western Australia, to South Africa and London, revealing the history of the car and the difficulties faced by the early visionaries of motor car transport. The story which emerged had all the romance of the early motoring pioneers: heading out into the outback astride a De Dion motor tricycle to spread the word of the arrival of the motoring age, driving the first Curved Dash Oldsmobile from town to town in the South West corner of Australia and introducing people who had never seen a car before to the advantages of the motorcar, and setting up a network of sellers and becoming the largest car importer. Then he decided to revolutionise the Perth cab industry by introducing motor cabs with taximeters.

Like many entrepreneurs, it all came crashing down and he dusted himself off and began again. When most people are thinking of retirement, he discovered the virtues of natural medicine and began a second career.

For the first time, the new book tells the story of the rise and fall and rise again of Claude Deane and the circumstances which led to him leaving Western Australia and never returning.

'Claude Deane. Western Australia's Motor Dealer Extraordinaire' by Graeme Cocks is 208 pages and is published by Motoring Past Vintage Publishing, www.motoringpast.com.au.



Peter Harrold and his Chrysler at play on Blossoms Beach

FUN ON THE GRAND OL' BEACH BANGERS RUN

by Heza Henry and Graeme Cocks

It was dreamed up over a cup of coffee and memories of an old surf movie from the 1960s — Endless Summer. The Grand Ol' Beach Bangers Run was born not to find the perfect surfing break but to find the perfect beach for vintage cars.



Hugh Fryer charges along the shore of Bremer Bay in his Austin Seven Special

few friends and the aim of exploring the beaches along the south coast. We needed a wide beach with hard sand and no bumps or gullies so that we can have two cars abreast for short sprints.

We'd already checked out the beaches from Geraldton to Perth where we thought that it was possible that one of the beaches popular with the off-road camping fraternity would fit the bill. The only one that came close was at Port Dennison. It will deserve a future follow up. The rest were too narrow, too soft or too

Why don't we do some sprints with our old cars on a beach? The Race of Gentlemen (TROG) in the United States has become a phenomenon. The Welsh have their Pendine Sands event.

Western Australia has the best beaches. We all know that. Surely we could run an event of our own, especially since we can't leave the State at the moment.

TROG is a memorable name so Cathy and I started throwing acronyms around while we were getting our daily exercise. The Grand Ol' Beach Bangers Run was born — GOBBR!

Hugh Fryer and I organised the impromptu run with a



The whole field lines up on Blossoms Beach



The Macgregors' Model T ute

Daniel Cocks and Rachel with the 1913 Ford Model T Ashton Racer, Peter Harrold with his 1926 Chrysler 60, Shane Burns with his 1915 Ford T speedster with Paris-Vienna style body and Phil Shephard with the 1919 Ford Model A Miller Special.

It was the first run for Shane Burns and his newly completed Ford Model T. It's a great looking car and a great credit to his persistence over many late nights to get it ready for our adventure. The days ahead would be a great test of man and machine as he discovered the many niggling things which make a T fail to proceed. To his credit, he kept working at it and it ran on every

bumpy. It was obvious that it would not be easy to find a suitable beach.

Discounting the beaches near Albany which have lovely soft sand unsuitable for our cars, the first serious test was the town beach at Bremer Bay. We had high hopes for this beach. It was hard and wide, forming the closure of the river mouth but, wow, was it bumpy!

I hitched a ride with Maurice and Rose Macgregor in their Ford Model T ute and my back will never be the same. The other cars included John Maloney and Bill Lee with John's 1915 Ford Model T speedster, Hugh Fryer's Austin Seven,



The brains trust works out what ails Shane Burns's Model T with Paris-Vienna style bodywork

beach on every day.

After a bone jarring hour or two, it was time for lunch at Wellstead farm with its interesting car collection. It was here that we were told about another beach called Blossoms Beach just down the road. After lunch our cavalcade found this beach and what a gem it turned out to be.

The afternoon was spent driving up and down the pristine hard sand beach, taking locals for a run in the cars.

Our best day was to Hopetoun and then into the dirt



Whatever ailed the Model T, it seems to be fixed as it sets off along the sand

roads to Starvation Bay. We'd heard that the beach at Starvation Bay could be suitable but it was way too narrow.

Esperance has the whitest beach in the world, Lucky Bay, but it is in the national park. Wyllie Bay was recommended. Kim Seinor and Peter Eardley from the Red Dust Revival joined us in the Model A. We all had high hopes for this beach but sever winter storms had dumped banks of seaweed on the shore.

When the seaweed is spread under the top layer of sand it creates a bumpy ride. We were becoming beach connoisseurs! We spent the morning on the best part of the beach conducting what sprint trials we could to see what the optimum distance was for runs with various cars.



Phil Shephard's Model A Miller Special prepares to go as the Model T Speedster takes a break



Bill Lee driving John Maloney's Model T at Esperance

while the rest of us joined them on Saturday morning. Perkolilli has become well known since the Red Dust Revival and the track shows signs of wear on several of the curves where local half-wits do donuts with their modern cars. Otherwise it was the same old Perkolilli with a 38 degree day thrown in just to remind us that summer is on its way.

Hugh Fryer and his Austin Seven had a new rival - a superb 1934 Morris 8 owned by Tim Crockett from Kalgoorlie. The sporty Morris had a great turn of speed and we are hoping that Tim will become a part of our pre-war group. Originally from South Australia, the car seems to have been built very well and Tim has gone all over it to make sure it is a reliable runner.

Peter Eardley and Kim Seinor from Esperance brought up their Ford Model A which looked particularly good.



Daniel Cocks and Rachel Home – 1913 Ford Model T Ashtan Racer at Esperance

can't do better than that. Thanks to all who helped him keep the dream alive.

John Malony and Bill Lee brought John's 1926 Ford T speedster to the GOBBR and the car ran like a top at Perko, just as it did in 2019.

Rounding out the cars in the run was the 1913 Ford Model T Ashtan Racer owned by Graeme Cocks and ably driven for most of the day by Daniel Cocks and Rachel.

When it was getting hot and the wind had picked up by mid-afternoon it was time to retire to Kalgoorlie, wash the red dust off and relax. The end of a wonderful week. No racing, just running about testing and trialling. In future months, we will make sense of our exploratory run and see what the future holds.

We were comfortable that we had found our best beach. It was Blossoms for sure. So we reconvened at the Lucky Bay Brewery for a very satisfying lunch. Time to relax the cars before one last bash at Perkolilli on the way home to Perth.

The last leg of the Grand Ol' Beach Bangers Run 2020 had to be something completely different – a nostalgic drive on Lake Perkolilli one year after the legendary Red Dust Revival 2019.

From Wyllie Bay at Esperance, Perko was only a four hour drive north and a nice stopover on the way back to Perth. Our task of choosing a beach was done and it was time to vibrate the white sand out of the old cars and replace with with some Perko red dust. And, of course, time to have some fun.

Graeme Lockhart camped at the clay pan overnight



Kim Seinor and Peter Eardley in their Model A at Esperance

They had joined us at Wyllie Beach and it was good to see them putting it on the track for the second time.

Peter Harrold has done amazing things to his 1926 Chrysler 60 and he was over the moon when it did two trouble-free laps to get the day underway. He has consistently improved the car and he was pleased that it had done so well. The big Chrysler enjoyed a lot of praise wherever it went.

The Ford Model Ts were out in force at Perko. Graeme Lockhart's T is a sensational Gow Job and once again its turn of speed at Perkolilli proves that the people who talk down Ts are severely deluded.

Shane Burns has just finished his 1915 Ford T speedster with a body in the style of the Paris-Vienna Renaults of 1903. The Big Red Dyno exploits any small problem and dust in his carby was frustrating – but he did a number of laps and drove it onto the trailer – you

CHIDLOW TAVERN'S CAR CRUISE PROUDLY SUPPORTING BEYOND BLUE

The following invitation was received by the VSCC via the Council of Motoring Clubs of W.A.

I am delighted to invite you both personally and on behalf of the Chidlow Tavern, to our annual event, Chidlow Tavern's Car Cruise proudly supporting Beyond Blue. We hope you will be able to support us on the 6th of December 2020. This is the fourth year our organization has held this event and we hope to make this year's event reach even more people and spread awareness for this worthy cause.

Beyond Blue is a charity concerned with current mental health issues, working towards the betterment of Australian mental health, through education, support, and guidance for those who are affected (and their families). Today, there are many different problems related to mental health all around Australia and sadly they are constantly worsening. Together, we hope to raise awareness and funds for the awesome work Beyond Blue do to help while helping to remove the stigmas linked to mental health and to stand proudly together, offering support and encouragement to those currently struggling.

Everyone and all cars are welcome at the event, regardless of make, model or age. We would be delighted if your car club (and your family members) are able to be our guests on the day, as it is the car club community that help make this day a huge success. Over the last few years of hosting this event, we have not only been touched by the community support but have also had wonderful feedback and advice along the way. We endeavour to work with car clubs to ensure our event is stress-free and fun for all, so we are delighted to offer car clubs the opportunity to pre-register before the event and receive a certificate for their fundraising donation, arrange their own cruise times and route and display all clubs' signage, marques etc.

The day will include clubs cruising in (from a route of their choice) to the Tavern between 11 am and 12 pm. We do ask that the blue cars lead the cruise as we will be holding a Blue Car Show & Shine, which means the blue cars park on the road together. All other cars are welcome to park together on the Chidlow Village Green (areas can be pre-booked by clubs pre-registering). We ask that each car donates \$5 on the day to Beyond Blue. This is an event for the whole family including the Blue Car Show & Shine, live music by Crippled Chaos and more. Please reply

to request your club information and registration pack today via emailing katie@chidlowtavern.com.au, messaging our Facebook Page @chidlowtavern or phone 0475796113.

To make this event successful, we are seeking support from organizations like yours. We are very hopeful that you will extend your generous support to our event by being a part of it. Help us, help them, help those in need.

Please let us know if you can join us, offer your support in any other way or if you have any questions, recommendations or ideas for the event please do not hesitate to get in touch.

We look forward to your positive response.

Katie Witherwick
(on behalf of Chidlow Tavern)

Mobile: 0475 796 113

Email: katie@chidlowtavern.com.au



JKANDL SQUARE RIGGERS UPDATE

DAD'S ARMY TRIALS TEST DAY



Graeme Cocks concentrates on getting the best out of the 'Flying Bathtub'.

Mud trials are a popular way of having fun with old cars in the UK. The VSCC in the Old Dart has been doing it for years.



The participating cars l-r: Ashton Racer, Flying Bathtub and the Dad's Army Model A

Hugh Fryer can lay claim to one of the few in Western Australia who has participated in such trials — he bashed an Austin Seven up and over in mud trials in New Zealand during his young and foolish days.

A small group of vintage enthusiasts in our club have been talking about it for years and recently Graeme Whitehead, Kevin Dorn and Ron Fabry thought it would be fun to get the Dad's Army group who helped put the Perkolilli Model A together to give them a try with the Model A off-road on Kevin's property on the Moore River.

The intrepid pioneers gave the trial a trial in September with several cars of different sizes to see whether the idea was practical. Hugh Fryer brought along the famous Austin Seven 'Flying Bathtub' of Red Dust Revival fame, Graeme Cocks brought his 1913 Ford Model T speedster called the Ashton Racer (a three times Perko veteran) and Kevin Dorn and Graeme Whitehead

had the Model A on site.

With storms threatening, it could have been a boggy mud trial but the overnight rain put a nice coating of water



Graeme Cocks takes the Ashton Racer up the levee bank...



...and gets stuck.



A rest break as Hugh takes refreshment in the Flying Bathtub

on the grass. It was just enough to provide a fun amount of slip. A spot was chosen near the flood plain of the Moore River and all three cars were tested against a very steep flood levee bank.

The light and nimble Austin Seven made it with aplomb (I was waiting to use that word!). Surprisingly the Model A had a little trouble but made it, too. The Model T just climbed the first challenge without any dramas.

When Hugh chose a steeper part of the bank, the Austin once again just trundled up and over without a care in the world. It was another story for the T which with its wider track found a vertical part of the slope it couldn't rise over. On another try it got stuck at the peak of the bank. The speedster is lowered and the ground clearance was a problem.

The Model A was also challenged but eventually made it over at such speed that it ploughed into a fallen tree on the other side. A chain saw ably swung by Kevin soon fixed that problem. The triallists were learning all the time.

By the end of the day, the steepest part of the bank was being climbed with ease.

A barbecue lunch topped off a great day. It's easy to see why our English friends like vintage trialling. It is great fun and a real challenge to master a vintage car in the bush.

Thanks to Ron, Kevin and Graeme for a great day.

Heza Henry



Graeme Whitehead pilots the Flying Bathtub with Barry Mackintosh as ballast

Below: Graeme Whitehead having a go in the Perkolilli Model A





Graeme Whitehead steams over the levee bank with the Perkolilli Model A

Graeme and Kevin Dorn (with the chainsaw) disentagle the Model A from the fallen tree



Hugh takes the Ashton Racer along the sort of 'road' that the Model T was built for.

FRENCH CAR DAY

PHOTOGRAPHS BY MARK DUDER

French car day was an enormous success thanks to Paul Blank's organisation.

For the first time we had all five Alpine A110s together, plus several VSCC members were there in support. These included Syd Middleton and his Caravelle, John Harwood and his R8 Gordini and Brian Eyre and his Peugeot single seater.



The ex-Dick Ward Peugeot Wasp, a veteran of Caversham, it's restoration nearing completion in the hands of Brian Eyre. He plans to compete with it in 2021.



Left: the five Alpine A110s currently resident in Western Australia get together for the first time.
Right: Renault R8 Gordini with examples of square headlight and round headlight R10s.



Left: two Renault Caravelles. Right: Renault R17 and R12 Gordini. The R12 was formerly Rod Slater's successful rally car.



Left: An Amilcar, 1100 cc sidevalve engine and four-wheel brakes. Right: Ballot tourer. If this is the early 1920s 2-litre car, it has a single overhead cam or possibly twin overhead cams and 4 valves per cylinder.



Left: two of the 760 cc 4CV Renaults that seemed to turn up everywhere in the 1950s and early 1960s. Right: Citroën *Traction Avant*



Left: Panhard Dyna with 850 cc and front wheel drive. 80 mph cruising with six people on board was possible because of excellent aerodynamics. Right: two Maserati V6 engine Citroën SM coupés.



Dennis Fair's New MGB



Griffin built car. It is a MGB GT V8 with a 3.5-litre Rover engine in it. I would think this one of the best looking V8 MG's in Perth!

Above is a photo of Dennis Fair's new club car. Of course it is an MGB and it has a bit of history. It has competed in events in Queensland, New South Wales, Victoria and Western Australia.

The car, a four-cylinder MGB, was brought to WA by Brian Griffin and was raced in WA and Victoria by Brian. When he gave away racing and regularity events, he sold the car to Erik Sorenson, who also entered the car in our events. More recently it has been stored in a shed on Erik's property.

Dennis decided he would buy the car from Erik to re-enter motor sport. Over the years Dennis has had a few cars entered in our events and it is great to see this car coming back into action in the near future.

On the left is another of Dennis's cars, which is also a Brian Griffin built car. It is a MGB GT V8 with a 3.5-litre Rover engine in it. I would think this one of the best looking V8 MG's in Perth!

Ron Fabry

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