



October 2020

Issue No. 347

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

VINTAGE METAL

www.vscwa.com.au

YORK MOTOR SHOW

PLUS

AGM and Caversham Clubrooms Motion plus Forms

Dowerin – The Good Times Before the Bad Time

Aero Minors at Le Mans 1949

Antipodean Ancients – York Flying 50 1982

Flashback Friday – D Randy Riggs on Future Classics

October General Meeting – Monday Oct 5

**Light Car Club clubrooms,
opp. 37 Moojebing St, Bayswater
6.30 for 7.00 pm**

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COVER: Some of the huge crowd at the York Motor Show. Mark Duder photograph..

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

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

We are holding our general meeting for October at the Light Car Club Rooms. The VSCC Clubrooms at Caversham are still not ready but we hope to return for the November general meeting and AGM.

October

- 3-4 Collie Coalfields 500 State Regularity Championship Rd 3
State Historic Race Championship
- 5 **General Meeting – Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater**
- 10 Dad's Army Workshop Saturday
- 11 Brockwell Classic
- 13 Dad's Army
- 13 Management Committee
- 19 Competition Group
- 23-25 Historic Races at Barbagallo WASCC
- 27 Dad's Army

November

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

December

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

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**NOTE! DEADLINE FOR ARTICLES FOR THE NOVEMBER 2020 ISSUE IS OCTOBER 15, 2020
ADVERTISING DEADLINE OCTOBER 11, 2020.**

FROM THE PRESIDENT

Annual General Meeting

As you will see from the notice elsewhere in this issue, we will hold our Annual General Meeting on Monday November 2, in conjunction with our November monthly meeting.

One of the main items of business at the AGM is to appoint the club's Management Committee for the 2021 year. As you maybe aware, our constitution provides for all positions on the committee to become vacant at the AGM so we need nominations to fill all those positions.

While most members of the current committee have indicated that they are interested in standing for another year, we welcome nominations from other members to bring some fresh blood and different thinking to the workings of our club.

Voting on Clubrooms

At the November monthly meeting we will be voting on a motion to gauge member support for the construction of new clubrooms at the York Street site in Caversham, next to the former D-Circuit. Details of this motion are elsewhere in this issue and the clubroom proposal is spelled out in the September issue of *Vintage Metal*.

I encourage you to make yourself familiar with this major project and if you have any queries, discuss them with any member of the Management Committee or the leader of our Caversham Committee, Brian Eyre.

If you're unable to make it to the November meeting, you can appoint a proxy using the form on page 10 of this magazine.

Clubroom Repairs

The rehabilitation of our existing clubrooms at Caversham continues to drag on. Now that we have access after the asbestos removal and ceiling repairs, we have discovered quite a mess.

A small team of dedicated members has been cleaning up the mess and painting the ceilings and walls with the aim of having the work finished in time for our November meetings. However, we need more volunteers to help with this task and the next working bee will be at the Dad's Army day on Tuesday September 29. Please turn up that morning and bring along your paint-brushes and rollers to get the job finished.

Northam Motor Sport Festival

Club secretary David Moir and I met recently with Jason Whiteaker, the CEO of the Shire of Northam to discuss arrangements for the running of the Northam Motor Sport Festival next year and in future years.

One of the main items we discussed was finding someone to take on the role of local coordinator, previously done by club member, Randle Beavis who has decided to step down from this rôle. I am pleased to tell you that the Shire proposes to engage a suitable person to work with the local organising committee, local businesses and our club to make this event a great success.

We also discussed the possibility of using a pedestrian bridge across the circuit (as we did in Albany last year) and potential changes to the track layout for future years to improve spectator access and minimise the impact on local businesses.

At this stage, the event on April 10 and 11 next year is looking good with the hill-climb at Mt Ommanney back on, a short sprint on Minson Avenue on the Saturday afternoon and the Northam Flying Fifty on the Sunday.

Glenn Swarbrick



Some photographs by Mark Duder from the 2019 Northam Motor Sport Festival

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

Minutes of General Meeting

held at the Light Car Club rooms, Bayswater, Monday 7 September 2020

1. **Meeting opened:** 7:01 pm, Glenn Swarbrick presiding, 43 members present.

2. **Apologies:** Len Kidd.

3. **New Members and Guests:** nil

4. **Adoption of minutes:**

Moved: David Moir

Seconded: Max Gamble, that the minutes of the August 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: Ivan Okey

Seconded: Ed Farrar, that the Treasurer's report be accepted.

Carried

Membership renewals – around 33 members have not yet renewed.

7. **Secretary's report:**

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

Moved: David Moir

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

Carried

8. **President's Report:**

a. Caversham clubroom proposal:

i. there was general discussion on the proposal as outlined in the September issue of *Vintage Metal*.

ii. A Development Application had been submitted to the City of Swan.

iii. The Caversham committee was working with the Dept of Planning, Lands and Heritage on the wording of the lease for the York St site and the licence for the D-Circuit.

iv. Moved Max Gamble, seconded Graeme Whitehead that financial members of the club have the opportunity to vote on the proposal for a new clubhouse by electronic or postal voting with a yes or no answer; that this polling be conducted between 25 September and 25 October this year to provide a result for the monthly meeting in November. After considerable discussion, Max withdrew the motion on the understanding that the Management Committee would ensure that the maximum number of members can vote on the proposal in line with the club's constitution.

v. It was also suggested that the motion to be voted on at the November meeting be publicised to members before the meeting to ensure there was full understanding of its wording and significance.

b. Glenn Swarbrick reported that several members had indicated an interest in assisting with the competition roles next year, however he urged more members to come forward to work on organising committees for each event as more assistance was needed.

c. Don Hall is reported to be unwell and members were invited to sign a get-well card at the meeting.

d. Glenn had attended a recent commemorative function for Don O'Sullivan and Jamie Gard.

9. **State of Play Reports:**

a. **Competition:** Paul Bartlett reported that:

i. **Collie Coalfields 500 (3-4 Oct)**

1. Entry forms, supplementary regulations and other documents have been sent to members and other competitors; entries with all relevant documents completed must be returned with payment of the entry fee by 20 September.

2. There will be six events for regularity competitors and races for Historic Touring Cars, Racing Saloons and Formula Racing.

ii. **Vintage Stampede (5 Dec)**

1. Jacks Hill hillclimb on Saturday morning.
2. Regularity Saturday afternoon/evening with barbeque to follow.
- iii. **Motorsport Australia**
 1. WA branch office now closed
 2. Brad Lucosius is now the representative for WA, NT and SA.
 3. There will be no awards night for 2020.
 4. State Council will meet on 10 September via Zoom and will discuss the 2021 state calendar
- b. **Workshop:** Graeme Whitehead reported that:
 - i. The Caversham Car will go to the WA Motor Museum shortly.
 - ii. Trailer repairs are almost complete.
 - iii. The Dad's Army Christmas function will be at the clubrooms at a date to be advised.
- c. **Library:** no report
- d. **Social:** a "Back to Caversham" social event is proposed for Sunday 18 October, depending on completion of repairs to the clubrooms; this will be confirmed by email to members.
- e. **Regalia:** no report.
- f. **Caversham:**
 - i. Repairs to clubrooms: asbestos has been removed and ceilings replaced.
 - ii. Seeking volunteers to help with cleaning and painting of ceilings; Peet Ltd will pay for the paint.
 - iii. A replacement fridge has been donated.
 - iv. Ertech has offered to repair the D-Circuit.
10. **General Business:** Paul Blank spoke on the "Concessions for Classics" (C4C) scheme recently announced by the State Government to provide concessional licensing for modified vehicles built before 1990 and which is expected to come into effect next year.
11. **Guest speaker:** nil
12. **Next Meeting:** Monday 5 October, (provisionally at the Light Car Club, Bayswater but will be confirmed by email to members).
13. **Meeting Closed:** 8:39 pm.

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.

EDITOR'S RAMBLINGS



Tiered Membership

In the UK the former Association of Singer Car Owners has changed its name to the Singer Motor Club as part of a drive to attract younger members. It has also launched a tiered membership scheme with packages starting from £10 for members 18-35 years old.

Should we be looking at something similar? Do we have any members in the 18-35 age bracket? The youngest member I know of is 41, so perhaps the Singer Car Club is on to something. The web site is singermc.club if you want more details.

Learning to Drive

At a recent Dad's Army gathering we were discussing learning to drive and one of us had been encouraging his grandchildren to learn to drive a manual transmission car so that they would be able to drive any car, whatever the transmission. The increasingly popular automatic only licence doesn't allow the holder to drive a manual car, but the opposite does not apply.

Of course, having so many young people able to drive only automatics means that those of us who insist on shifting our own gears have cars with built in theft protection.

My mother taught me to drive in 1963, by which time she had been driving for about 30 years having learnt herself in the northern hemisphere winter of 1933-34. Her lessons were not without incident. She had left school to become a companion to her Aunt Bessy, who owned a large butcher's business in Dundee, Scotland. Her duties also included keeping the books for the business and driving her aunt's car, when she bought one.

In the absence of a car, lessons were conducted by the shop's vanman in the business's Bedford van, at least to start with. Winter in Scotland brings road hazards that most Western Australians never meet, including so-called black ice. Mum found some black ice on a road that passed along the face of a steep hill with a sheer drop on one side and a rock face on the other. The van skidded across the road, through the fence and rolled down the drop. It turned over seven times. Mum said that she knew how many times it rolled because the vanman landed on her seven times — all 20 stone (127 kg) of him. She had the bruises to prove it.

The van stopped at the bottom of the slope and they clambered out then let the dog out of the back of the van. He took off at high speed and didn't return for about three-quarters of an hour. After a short time the local policeman arrived, leaned his bicycle against what was left of the fence and slipped and slithered down to them. His first words were a great comfort. 'You're the first to come over there that hasn't been killed,' he said.

The lessons continued in a rented Austin van, which Mum disliked intensely, but her licence was duly obtained and her love affair with driving continued until health problems forced her to give up driving in the late 1980s.

The Orient Line Has a Lot to Answer For

While discussing the York Motor Show with Mark Duder the conversation shifted to how each of us had become Australian. It turned out that we both travelled from the UK to Australia in January 1957. Although neither of us remembers meeting at the time, it turned out that we both embarked, with our families, on the RMS Orcades on January 2, 1957.

Colonel Nasser (President of Egypt) had nationalised the Suez Canal, so instead of sailing through the Mediterranean and down the canal to the Red Sea, the Orcades sailed first to Las Palmas in the Canary Islands, then to Cape Town and on to Fremantle, arriving on January 25. There the Campbell family disembarked while the Duders continued on to Adelaide.

Mrs Duder, Mark's mum, took up a position as governess to the Chisholm family children on Napperby Station, about 300 kilometres north of Alice Springs. From there the family moved to Perth in 1961 after a holiday (travelling by ship) in the UK. Mark became a professional golfer and amateur petrolhead. He has retired from the golf, but remains addicted to old cars.

For those who are wondering, RMS stands for Royal Mail Ship. The Orcades was the third ship of that name in the Orient Line fleet. Completed in November 1948 by Vickers Armstrong Ltd, at Barrow-in-Furness, she was broken up in 1973.



RMS Orcades as she appeared in 1957 when the Campbells and Duders travelled to Australia

Bob Campbell

VSCC OF WA NOVEMBER 2020 GENERAL MEETING AND 2020 ANNUAL GENERAL MEETING

Notice of Annual General Meeting

The Annual General Meeting of the Vintage Sports Car Club of WA Inc will be held in conjunction with the November monthly meeting at 7:30 pm on Monday November 2 at the clubrooms, Harrow St, Caversham.

The agenda for the AGM will be to:

- Receive a report on the club's finances for the year ended 30 June 2020
- Receive the president's report on the 2019/20 club year.
- Appoint an auditor (if necessary)
- Elect the Management Committee for the 2020/21 club year.

Nomination for Management Committee

As per our constitution, all positions on the Management Committee become vacant at the AGM. Members may nominate a member for a position on the committee using the nomination form in this magazine (page 9, opposite). These forms must be received by the Secretary by 21 September at the club's PO Box 1127, Gwelup WA 6018 or by email to admin@vscwa.com.au.

If there is no nomination for a position, the chairperson of the AGM may call for nominations from members at the meeting.

Vote on Construction of Clubrooms

An important item of business at the November monthly meeting will be to vote on the following motion regarding the construction of clubrooms at the York Street site at Caversham.

Moved Glenn Swarbrick, seconded David Moir, that the members give approval-in-principle for the construction of clubrooms at the York St site, Caversham, as outlined in the September issue of Vintage Metal magazine.

Members should note:

- That voting on this motion will be by secret ballot.
- Members who are unable to attend the meeting may appoint a proxy to vote on their behalf at the meeting and the AGM (in accordance with the constitution).
- Any proxy must be appointed using the form included in this magazine (page 10) which:
 - must be handed to the Secretary before commencement of the meeting, or
 - if sent by post (to the club's PO Box 1127, Gwelup. WA 6018) or by email (to admin@vscwa.com.au) must be received 24 hours before commencement of the meeting.
- No member may hold no more than five proxy votes.
- If the motion is passed in favour of the construction of clubrooms, the Management Committee will need to gain approval of members at a future monthly meeting on the following before construction could commence:
 - Financial arrangements;
 - Relevant government approvals (e.g. development approval, design approval); and
 - A lease agreement with the State Government.
- The club's constitution is available on the club's website at: <https://vintagesportscarclubofwainc.wildapricot.org/resources/Documents/VSCCWAConstitutionFeb2018Signed.pdf>

David Moir

Secretary

Vintage Sports Car Club of WA Inc.

Vintage Sports Car Club of WA Inc.

Nomination for Management Committee 2021

Nominations must be in writing and in the hands of the Secretary by 5 October 2020.

Nominations will be accepted for the positions of President, Vice President, Treasurer, Secretary and Committee Member.

Proposer (name): Signature.....

Secunder (name): Signature.....

I wish to nominate.....

for the position of.....

Nominee's declaration:

I, (name of nominee) declare that I can truthfully answer No to all the following questions:

1. Are you an undischarged bankrupt or are your affairs being managed under insolvency laws?
2. Have you been convicted of an indictable offence in relation to the formation or management of a body corporate in the last five years?
3. Have you been convicted of an offence involving fraud or dishonesty punishable by at least one month's imprisonment in the last five years?
4. Have you been convicted of an offence under the Associations Incorporation Act 2015 where you allowed an association to operate while insolvent in the last five years?

Note: Under the Associations Incorporation Act 2015 a person is excluded from the committee (without special approval by the Commissioner of Consumer Protection) if they answer Yes to any of the above questions.

Nominee's signature:..... Date.....

Please forward the completed form to the Secretary, VSCC at admin@vscwa.com.au
or 55 Newry St Floreat, WA 6014 by 5 October 2020

Proxy Voting Form

I, (insert name) as a current member of this club, hereby appoint:

..... (insert name of proxy)

to vote on my behalf at the Annual General Meeting and monthly meeting on Monday 2 November 2020.

Signed;

Date:/...../2020

This form must be:

- handed to the Secretary before commencement of the meeting, or
- if sent by post (to the club's PO Box 1127, Gwelup. WA 6018) or by email (to admin@vscwa.com.au) must be received 24 hours before commencement of the meeting.

FOR SALE
Kincrome 3000kg trolley jack
\$300.00 or near offer
Contact Mike Zlatovich
0466 681 340



WANTED!

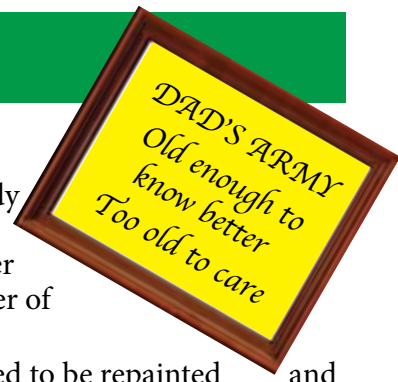
COLLECTOR SEEKING MODEL AERO ENGINES 30S – 60S TYPES

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



DAD'S ARMY NEWS



Clubrooms Clean and Paint

The main mission of Dad's Army in September has been to clean and paint the clubrooms in the hope that they can be ready for the October general meeting, although that is an increasingly faint hope as the sheer size of the job is swamping the small number of volunteers available.



All of the ceilings and most of the walls need to be repainted and the wiring up of the light fittings completed before the clubrooms can be declared fit for purpose.

Ed Farrar Workshop

Ed and Cris Farrar joined Dad's Army on September 15 for the unveiling of the Ed Farrar Workshop sign. Ed was obviously moved by the tribute included in the naming of the workshop.

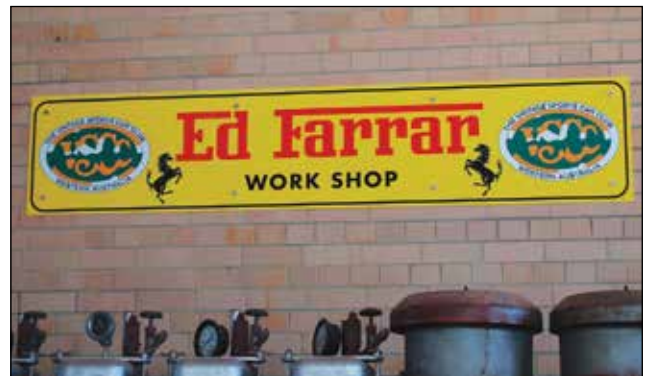
Although Ed's health is not the best, he is proceeding with his latest project, an MG Q-type. Only eight Q-types were produced by the factory in 1934. It was an outright racing car with two-seat or single-seat bodywork. In sprint form its 746 cc engine pumped out 146 bhp or nearly 200 bhp per litre, the highest specific output of any engine at the time, including the much vaunted German Grand Prix cars of the day.

Singer Fired Up

The Singer team reached a milestone

Brian Eyre and Doug Todd painting. There is a roller on the end of that pole Doug is wielding

in the restoration of the car on the 15th. The engine fired and ran for the first time since the project started. Some fine tuning of the ignition system and an extension of the exhaust system past the end of the manifold are needed before extended running is attempted, but now we know that it goes.



Trailer Repairs

Glyn Allison is continuing with repairs to the structure of the trailer, welding in new steel where the original bodywork has rusted away. The trailer will soon be ready for painting.



Glynn cutting steel plate to size

Ballot Box Goes Bang

When Doug Todd attended the recent tuning day for JKL and square rigger cars at Collie he struck an unexpected snag. When he accelerated out of one of the corners, the gearbox went bang. It had stripped gears from a set Doug bought new from the USA that were supposed to be for a V12 Lincoln. That meant that they should have been easily strong enough to withstand the torque of Doug's flathead V8. Investigation proved that they were Chinese copies made from inferior steel. Fortunately Brian Scrivenener had a set of specially made gears for the V8 gearbox that should solve the problem.



The Scribe

DAD'S ARMY DATES – 2020

	WORKSHOP SATURDAY	THIRD LAST TUESDAY	LAST TUESDAY
OCTOBER	10	13	27
NOVEMBER	7	10	24
DECEMBER		15	

YORK MOTOR SHOW – SUNDAY SEPTEMBER 13

I joined in with the fibreglass group to attend the York Motor show on Sunday 13th Sept.

It was a perfect day for a run into the country and a lot of other people obviously thought the same thing, as York was crowded with sightseers as well as the entrants.

The organisers indicated that they lost count after 2500 entry forms were handed in on the day.

Due to renovations to the normal park area near the river, the cars were somewhat scattered around the town in groups, however it was a great display of cars and trucks old and new.

The fact that the cars were in different areas meant that a little exercise was required to see everything which introduced you to parts of York you might not usually see.

A very good atmosphere and it was nice to see the hotels, cafes and restaurants doing well.

I think people with classic cars just wanted to go for a drive and what better town to go to, for the day.

Mark Duder
(Alpine A110)

Mark supplied a series of photographs from the York Motor Show that are displayed in a gallery over four pages starting with this one.



Left: A 1914 Delage. Right: A 1914 Hupmobile with a pre-WWI Austin.



Left: An early Darracq. Right: A Bean similar to those used to set many early inter-city records in Australia.



Left: a Replica of Ossie Cranston's Ford V8 Special from the 1930s. Ossie would update the grill each year to match the current model. Well, he was in the business of selling new Fords. Right: A replica of Heza Henry, an earlier special built by Ossie Cranston.



Left: A row of assorted Porsche 911s. Right: If a 911 isn't quick enough for you, try the RUF modified version. it has a top speed that would give a traffic cop palpitations – and a built-in picnic table.



Left: A couple of Model A Fords. Right: A C-cab truck of unknown origin. It has a 'B' on the hub cap, perhaps a Buick?.



Left: The tractor-pull competitors gathered in the street outside the Town Hall. Right: Mark's Alpine A110 with a Renault Spider behind it.



Left: Ferrari 308GTB. Right: Ferrari 348.



Left: Ferrari 412. Right: Laurie Lapsley's Jaguar MkII.



Left: D-type Jaguar replica. Right: Lightweight E-type Jaguar replica.



Left: A David Brown tractor as used during WWII by the RAF. This one towed Qantas Super Constellations postwar. Right: The crowd gather around Chevrolet, Holden and Ford cars..



Left: A hulking Kenworth with superb artwork on the bonnet. Right: An ex-WA Government Tramways Guy bus.

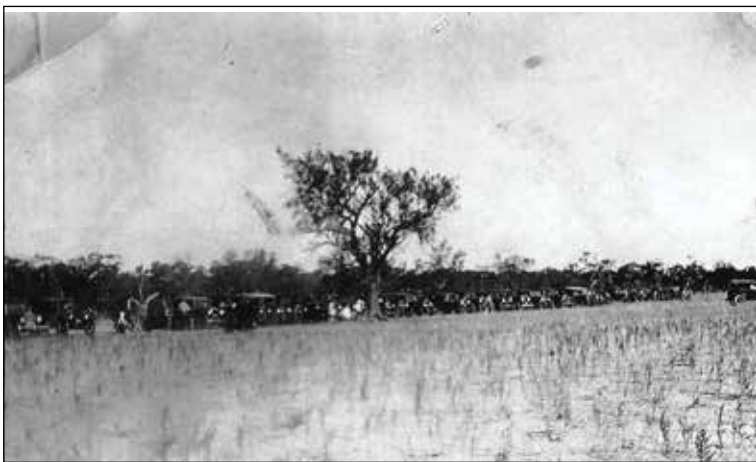
DOWERIN – THE GOOD TIMES BEFORE THE BAD TIME

How good was 2019 for vintage motor sport? It was a great year, of course, but 2020 has been a tough one. Spare a thought for a similar problem 80 years ago. On Saturday 14 December 1929, a new business venture was launched.

Only six weeks before, events half a world away were to change the lives of everyone in Western Australia, just like they did this year. Tuesday 29th October 1929 was, of course, 'Black Tuesday', the day of the infamous Wall Street stock market crash which brought on the 'Great Depression'.

The people of Dowerin, 156km east from Perth, would not have had an inkling of what was about to happen in their lives. They had an interest in motor sport before they set up a track at the Koombekine system of salt lakes seven miles north of the town in 1929. Motorcycle races were a regular feature of the town's sports days until the possibility of creating a track similar to Lake Perkolilli north of Kalgoorlie emerged.

These were good economic times and motor sport was enjoying unprecedented popularity. The town saw the opportunity to create a natural clay track like the Perkolilli claypan closer to Perth so that more races could be held with more participants. Thousands of people had attended the Perkolilli races since they began in 1914, and recent events attracted more than 10,000 spectators.



Spectators cars lined up along the lake

Speedway Ltd, to manage the event and Mr E B (Ernie) Medcalf was elected chairman. There was nothing at the lake and a 'refreshment room' and public conveniences were erected.

For race day, four different tracks were marked out. All four tracks were about two miles long but only one was exactly the distance. 'The tracks to be used at the race meeting will be decided by the officials of the Royal Automobile Club. Each track will be marked with flags of a certain colour, and starting from the inside circle, the colours of each track will be yellow, white, red and green respectively,' said the Dowerin Guardian report.

The WA Motorcycle Association joined the team running the event to control the motorcycle races.

Extra interest was created by the prospect of WA Airways flying a de Havilland DH66 Hercules aircraft to the event to offer joy flights. An aviation manager was even appointed for the event, Mr W T (Bill) Norris. WA Airways had won a government contract to inaugurate the first regular Perth-Adelaide aviation service and had purchased four of the large three-engined aircraft to begin the service in the previous June. The big Hercules biplanes could carry 14 passengers, lift a payload of 3000 pounds and cruise at 160 km/h.

The novelty of a joyflight from Dowerin on the day of the motor races for £1 must have been appealing to people when compared with the cost of a seat between Perth and Adelaide of £18. The plane used for the joyflights was the 'City of Perth'. For many of the passengers, it was their first ever flight in an aeroplane. The plane was joined at the lake on the day by the arrival of Harry 'Cannonball' Baker, a famous local motorcycle racer, piloting a Klemm monoplane and L Smith from Western Air Service flying a Moth. Harry Baker had been engaged by the Sunday Times newspaper so that its photographer, Claude McKinley, could take aerial shots of the event.

Dowerin began to fill with racers and motor sport enthusiasts during the week and by Saturday all accommodation was full. The new track experienced a very hot day for the racing, but despite the heat, 2,000 people arrived from Perth, Bunbury and surrounding wheatbelt districts to enjoy the racing. Like Lake Perkolilli where the track was set up centrally in the claypan, spectators were not able to seek shade in the bushland around the course but had to park on the lake. Approximately 600 cars were parked on the lake.

The programme began with heats for the Stock Model Touring Car Handicap. The first heat featured K Skinner driving a Ford, Eric Armstrong driving a Chevrolet and J Dawson driving an Oakland. Skinner made the best

A series of tracks were cleared on the salt lakes and the first racing fixture was scheduled for Saturday 14 December 1929. The local newspaper reported that several drivers came down from Wyalkatchem to try the tracks prior to the event and they easily attained speeds of 60 mph. On the Sunday prior to the meeting, the town held a picnic day so that the locals could have a drive – but not on the track that was to be used for the main racing. Dust was always a problem at Perkolilli, the fine clay whipped up into great clouds after a few laps of the track. Initially, the view at Dowerin was that the dust was not going to be a concern.

Mr Fraser of the town's sporting committee approached the Royal Automobile Club of WA to assist with the programme. A company was formed, Dowerin

start and Armstrong kept pace with him for two laps of the three lap, six mile race, before passing on the final lap to win. Dawson had to retire his Oakland.

The second heat saw five starters: J Dillon in a Chevrolet, Ossie Cranston in a Ford, A E Anderson in a Triumph, A M Brown in a Chrysler and E J Perks in a Buick. Brown made a good start but Dillon and Cranston powered past in the first lap. Brown kept in touch but Anderson fell away from the more powerful American cars. No doubt blinded by the dust of the competitors ahead, Anderson took the wrong track and was out of the running. Brown passed Dillon but could not catch Cranston. When Brown struck trouble, Perks took second place from Cranston at the finish.



Competitors lined up for a start

who was ahead in the Ford and Cranston and Gamble close behind. Miller kept his lead from a fast-finishing Cranston. The final result was Miller first, Cranston a length behind in second and Gamble a few feet behind in third place.

The second race of the day was the Stock Car Handicap race for cars 10hp and less with six cars lining up for the start. Anderson driving a Triumph was first off for the start, with G S Anderson four seconds later, A W Shepherd driving a Salmson next, then Eric Armstrong in his supercharged Triumph, Eric Diffen in his Brooklands Riley, and J M Harcourt in the other Salmson. Eric Diffen in the Riley clearly outclassed the rest of the field and was an easy winner in the six mile race. At the end he was an estimated half-mile ahead of Harcourt with Anderson's Salmson coming in third. Diffen took home a £15 prize for his efforts.

After the motorcycle events it was time for the main event for the day, the 10-Miles Championship of WA run with two heats and a final.

Eric Diffen lined up his Brooklands Riley in the first heat against Ossie Cranston in his Ford called 'Cactus' and A M Brown driving a Chrysler. Brown and Cranston started well but the Brooklands Riley was quick to pull them in and he crossed the line with an average speed of 76mph.

In the second heat, Arthur Colliver in Chrysler Silverwings lined up against Eric Armstrong in his Triumph, V Bowers driving a Hudson and J Dillon in another Chrysler. Bowers was left at the start but Colliver set a furious pace. Armstrong's Triumph broke down, and Dillon and Colliver were in place for a Chrysler one-two finish. In the end, Colliver completed the course at an average of 82mph, clearly faster than the Brooklands Riley.

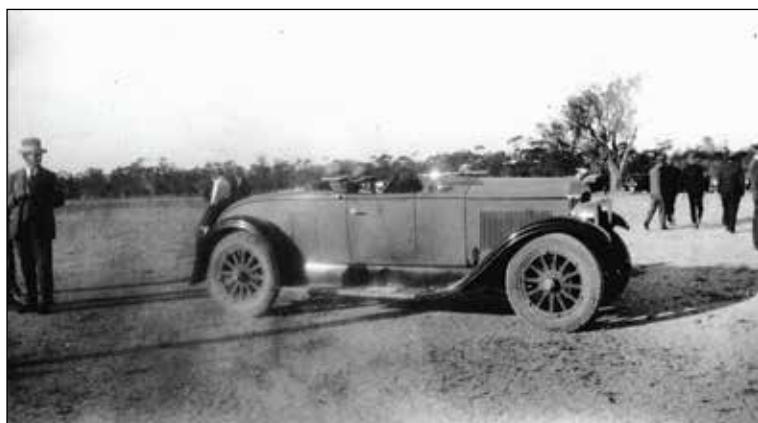
But it was not to be in the final. Colliver had trouble with timing on the big Chrysler and requested a delay. With £15 at stake for the winner, even though the judges were comfortable with a delay, the competitors were not. Colliver was denied a start and Eric Diffen clearly outclassed the opposition. Ossie Cranston bought Cactus home second and Dillon third with a 13 second slower time than Colliver's heat.

The final race of the day was the six mile Open Handicap which was run in two heats. It was Colliver's chance to prove the speed of Silverwings against the Brooklands Riley. Four cars competed in the final and even though Silverwings flew around the course at an average speed of 88mph, Colliver could not overhaul Eric Diffen who took home his second piece of silverware for the day.

It was the last race run on Koombekine Lake. 1930 heralded a depression for motor sport in Western Australia, too.

The final was an interesting field. Ossie Cranston was there as the winner of the first heat, Eric Armstrong as the winner of the second. CE Miller drove the Ford of K Skinner from the first heat and it appears that F Gamble with a Falcon-Knight replaced Perks in the Buick.

The six mile race for a purse of £8 for the winner and £2 for second became a race of three between Miller



A Chrysler two-seater – spectator or competitor?

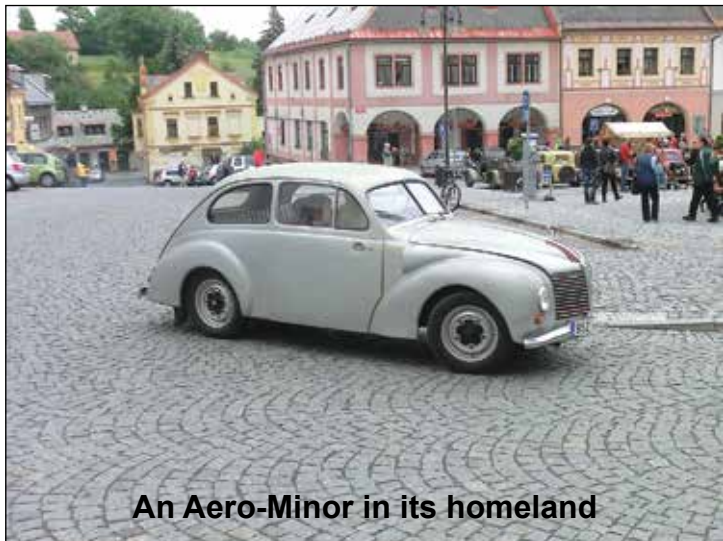
Graeme Cocks

From *Dowerin's Daredevils* at www.motoringpast.com.au

Aero Minors at Le Mans, 1949

by Bill Buys

EVERYONE, well, almost everyone, knows what a Morris Minor is. The little English car arrived at the Earl's Court Motor Show in late 1948, went into mass production in 1949. It resurrected a model name previously used by Morris from 1928 to 1934.



An Aero-Minor in its homeland

A 'minor' of a different kind was born in the late 1930s, but in a different country, and it was a very different car. It was the Czech-made Jawa-Minor, which few people today know much, or anything, about.

While the Morris was a wee family runabout, the Jawa-Minor was a fastback saloon — yes, from the same outfit that made the famed Jawa motorcycles — and later another Czech company, Aero, used the Jawa bits to build their own car.

It was called the Aero-Minor, and the small company, headed by a Dr Kabes, got excited by the 24 Hours of Le Mans, and produced a couple of lightweight sports models to run in the 1949 event.

It was a particularly important race in that it was the first post-war running of the classic event that started in the

French town back in 1923. Why it took so long to get racing again after the war, which ended in 1945, was because major rebuilding throughout France meant the return of the race was put on the proverbial back-burner until the nation had established itself again. Also, the circuit needed extensive repairs.

During the war the Luftwaffe used the airfield by the pits, as well as the 5 km Hunaudières straight as an airstrip, which made it a target for Allied bombing. So it was four years before the Automobile Club de l'Ouest (ACO) was in a position to revive the great race. With government help the pits and grandstand were rebuilt, a new 1000-seat restaurant and administration centre built and the whole track was resurfaced.

Le Mans tragics all know that race was won by Luigi Chinetti and Lord Selsdon in a Ferrari barchetta, (Chinetti drove for more than 22 of the 24 hours!) but down in 15th and 19th places came the two Aero-Minors.

It was no mean feat, considering the race attracted more than 100 entrants, which the ACO trimmed to 49 starters. The little bull-nosed Aero-Minors were driven by Otto Krattner and Frank Sutnar in one and Jacques Poch and Ivan Hodac in the other. Incredibly, one of them had to be driven all the way from Czechoslovakia to Le Mans after its transporter truck broke down.

Both cars ran in the 501-750cc category. The Krattner car won the class ahead of a 500cc Simca 6, while the other Aero-Minor finished third in class. A year later, in 1950, an Aero-Minor won its class again in the hands of Dutch aces Maurice Gatsonides and Henk Hoogeven.

The cars used Jawa twin-cylinder two-stroke engines and the company itself is quite a story. It was started by František Janeček, who worked in the arms industry and had just been promoted to open a new factory in The Netherlands when he was knocked off his bike by a motorist. The daughter of the driver gave him first aid, they locked eyes — and pretty soon they were married. Maybe 'first aid' was a term for 'kissed him better.'

Janecek got his start after the 1929 Depression when the German Wanderer brand decided to stop production of its cars and sold off its motor cycle division. Janecek bought it, then set up business as Jawa, the name derived from the first two letters of his Christian name and the first two of Wanderer.

His motorbikes became super popular and in 1934 he produced his first car, the Jawa 700, which was based on the DKW F2. Then came the Jawa Minor and production continued in limited numbers throughout WWII — it was allowed by the occupying German military because he told them his product was a branch of BMW, so they left him alone. Some 14,000 vehicles were produced and more than half were exported. Aero then had a go and built cars from 1946 to 1952.

Back to the 24 Hours of Le Mans of 1949. There was severe petrol rationing at the time, hence considerable interest in the Index of Performance — the measure of cars making an improvement on their nominal assigned distance, based on engine size.



One of the Aero-Minor racers

Entrants had to choose to run on either petrol (which was then of 68 octane), diesel or “ternary” fuel, a mix of 60% petrol, 25% ethanol and 15% benzol, the latter itself a mix of benzene and toluene. Fuel, oil and water could only be topped up after 25 laps had been run, and ACO inspectors sealed the radiator and oil-caps after each refill. A spare wheel, fire extinguisher and toolkit had to be carried in the car and on-circuit repairs could only be done by the driver, with the onboard tools.

Finally there was the Hors Course rule, whereby after 12 hours, any car that had not completed 80% of its corresponding Performance Index distance was disqualified. Also, the car had to be running to take the chequered flag with a final lap taking no longer than 30 minutes.

Prize money favoured the Index of Performance, awarding FF1,000,000 to that competition's winner (about \$38,000 Australian), while only 10% of that went to the outright winner, plus bonuses to the leader at the end of each hour. So even a car leading start-to-finish would still only reap FF675,000 compared to the million-franc prize for top Index of Performance. There was also a FF50,000 prize with the Coupe des Dames for the top female driver.

The S3000 and S5000 categories had the most entries, among them two Ferraris, a stack of French cars, such as Talbots, Delahayes, Delages and a Delettrez, the latter the first diesel-engined car to compete at Le Mans, using an engine from a US Army GMC truck.

The three big Brits were a 2.4-litre Healey Elliott saloon driven to and from the race from England, a 1938 Bentley sedan and a new Aston Martin DB2 prototype, with a 2.6-litre Lagonda engine.

The S2000 and S1500 categories had 16 cars. Entered from Britain were a new Frazer-Nash ‘High-Speed’, driven by British motorcycle ace Norman Culpan and company owner Harold Aldington, and a works trio of lightened and Singer-powered HRG 1500s.

David Brown, who had just bought Aston Martin and Lagonda, entered three works prototypes. Three privately entered Astons also took the start. Charles Deutsch and René Bonnet fielded a couple of their Citroen-powered DBs.



One of the racers at Le Mans

The rest were in the small classes (S1100 & S750). featuring Monopoles, Simcas, Gordinis, an MG TC, the two Aero-Minors and a privately-entered Renault 4CV, the first rear-engined car to race at Le Mans.

So overall it was the Chinetti/Selsdon Ferrari 166MM, just 30km ahead of the fast-closing Louveau/Jover Delage D6-3L and third, 145km astern, came the Culpan/Aldington Frazer Nash HS.

The Aero-Minors were the only team to finish intact — and one of them was second on Index of Performance.

Did someone ask who won the first Le Mans, back in 1923? A total of 20 manufacturers entered, all from France aside from a single Bentley from Great Britain and a pair of Excelsiors from Belgium.

It was the Chenard-Walcker team and the Bentley that set the pace, chased by the 2.0-litre Bignan.

The Bentley was delayed through a broken headlight and a punctured fuel tank, and the Chenard-Walckers of René Léonard/André Lagache and Christian Dauvergne/Raoul Bachmann had a comfortable 1–2 victory. Third was De Tornaco and Gros in the Bignan and the Bentley, driven by Duff and Clement ran fourth.

That particular Bentley is now resident in Perth, owned by collector Peter Briggs.

Advance 96 years and the 2019 Le Mans* was won by Buemi, Nakajima and Alonso in a Toyota Gazoo TS50 Hybrid, with a similar hybrid second. Somehow that doesn't quite cut the excitement mustard with me as much as the cars and people of yesteryear.

And what about Mr Janeček?

He was born in Bohemia in 1878, died in Prague 1941, aged 63 after having designed, invented and patented some 60 different products, among them a super-deadly hand grenade, the Model 21, which became the standard hand grenade of the Czechoslovak army.

Meanwhile, his Jawa motorcycles live on to this day. They're now owned by the giant Mahindra conglomerate of India and are such a hit that production can't keep up with demand. You need to wait about a fortnight if you want one.

There certainly was nothing ‘minor’ about Mr Janeček's life and his products.

**The 2020 Le Mans 24 Hours was delayed by the Covid-19 pandemic and was run on September 19-20, after the deadline for this issue.*



František Janeček

Neznámý portrét Ing. Františka Janečka (23. 1. 1878 – 4. 6. 1941).

Flashback Friday With Vintage Motorsport Editor-In-Chief D. Randy Riggs – Future Classic?

by D. Randy Riggs

This story originally appeared as Future Classic? by D. Randy Riggs in Vintage Motorsport issue 2005.1 – Jan/Feb 2005 and we use it by permission. Vintage Motorsport is the only magazine to which I subscribe. It has great stories about vintage racing and motor racing history. You can subscribe at vintagemotorsport.com. BC



Before modern day trial lawyers and liability insurance issues put an end to the fun, I loved to roam junkyards on an occasional Saturday afternoon – not necessarily to find a particular part for an automotive project – but rather to enjoy the variety of automotive treasures scattered about or in long rows before my eyes.

As a kid, my friends and I would hike with our fishing poles across the Bucks County farmland where we lived to our favourite fishing spot – a deep water gravel pit outside a little Pennsylvania town. That's where I learned that a catfish can sting. One lazy summer day

my fishing pal Sammy told me that there was a junkyard up over the big hill, so off we marched to investigate. And sure enough, there it was, without a fence or junkyard dog to keep us out. All of a sudden, I was in a warped version of automobile heaven.

We were fascinated by the carnage – smashed up cars sometimes with dried blood on the seats and a big divot out of the windshield where a head had made impact. No seatbelts in those days. We'd always look at the speedometer to see if the needle was locked onto the speed at the instant of the crash. There were cars we could sit in and pretend to steer and an old used-up delivery van that allowed us to make believe we were making the daily rounds – arguing over who was going to do the 'driving.' The only foreign car we ever saw there was a sad old Austin Devon. Can you imagine some sissified yuppie parents today allowing their spoiled brat to roam a junkyard? Of course, our Moms didn't know but even so.... Somehow, we managed to survive the junkyard and other childhood hazards like riding bicycles without helmets, but that experience in and around the auto graveyard struck a chord.

In later years while searching out some needed part at a wrecking yard, I found it impossible to stare at a rusted, smashed-up hulk, be it an old Buick, Ford or DeSoto, and not imagine the day when this same car was brand spanking new and driven home by a proud owner – the family and neighbours gathering in the driveway for a close-up look at the shiny new wheels. That car had probably taken its family to a drive-in on a warm summer night – Milk Duds dropped down between the seats, picked up Grandma on Thanksgiving or had a succession of Christmas trees tied to its top. Or maybe a couple of teenagers snuck a first kiss in the front seat. And now here it was – forgotten – ready for its final ride into some blast furnace to become something else again. Sad.

But I never saw a single sports car in any wrecking yard I ever frequented – certainly because they were far less in number – but also due to the fact that many sports cars were better taken care of – special cars sold to special drivers. Factoring in a high original price makes the survival rate go up – a well-off owner can better afford the upkeep, care and storage and consequently cars like this are passed on to the next owner in excellent condition.

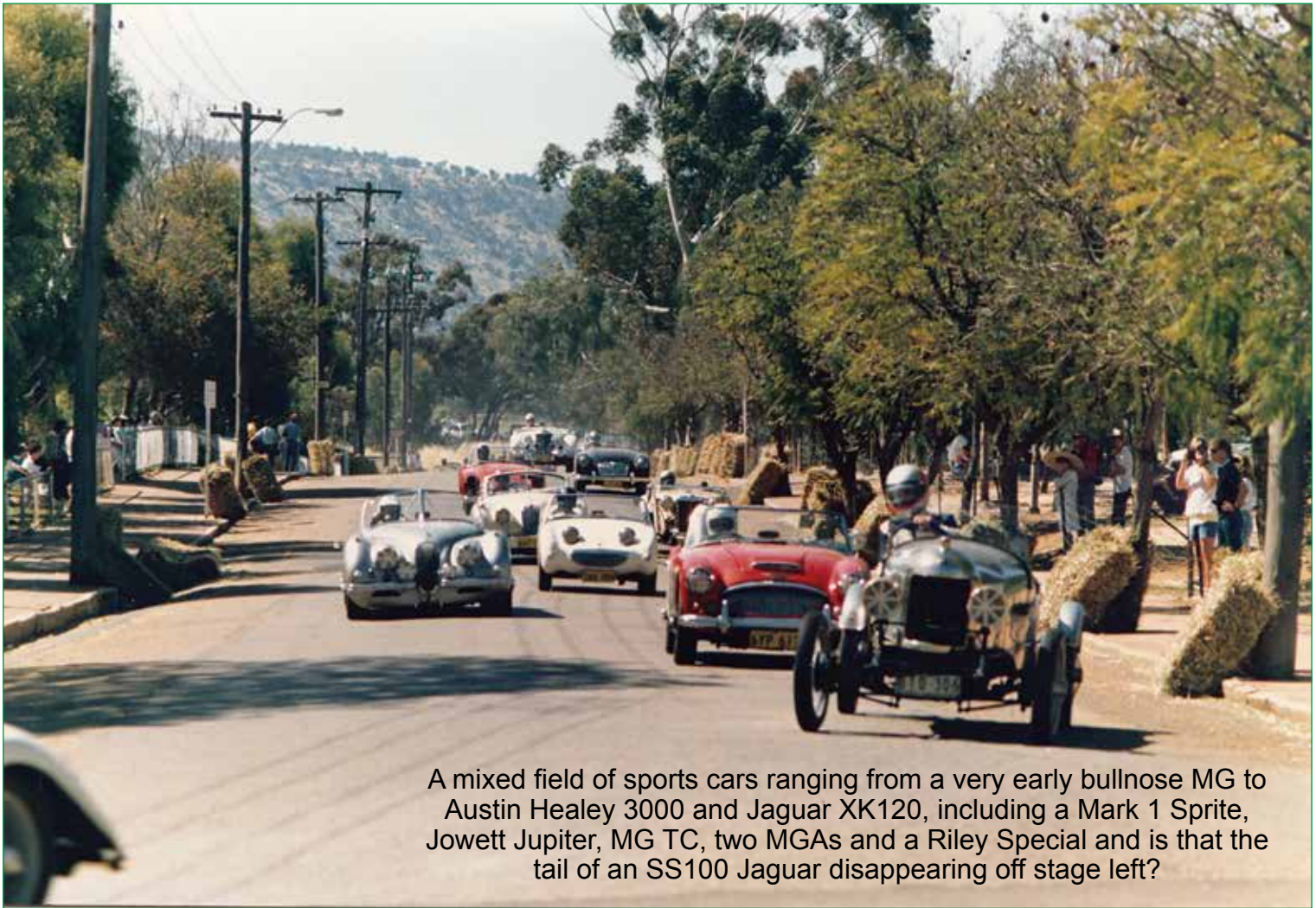
But what makes it collectible – a classic – one that's sought after some 30 years down the long highway of life? Well certainly one saying that sticks is 'desirable then, desirable now.' And I remembered that on a recent trip to Austria with Porsche to drive the 2005 Boxster models and visit Gmünd where the firm moved for safety during WWII, I thought about the Boxster's predecessors and certainly the paragon of Porsches came to mind – the Speedster – a car that had no side windows, a minimal windshield and a price of about \$3,000. Sports car fans did backflips over that car and still do – desirable then, desirable now.

Fifty years later, the newest Boxster fits all the parameters of what makes a sports car great – an object of lust for those of us afflicted with the aberrant gene that comes alive with the sound of a powerful engine and wind in our hair.

So, take good care of whatever new sports car you happen to own these days. In not too many years it'll be 'vintage,' and let's hope it's still on the road and not rotted away behind a razor wire fence, guarded by a mean old junkyard dog.

ANTIPODEAN ANCIENTS

BY BOB CAMPBELL



A mixed field of sports cars ranging from a very early bullnose MG to Austin Healey 3000 and Jaguar XK120, including a Mark 1 Sprite, Jowett Jupiter, MG TC, two MGAs and a Riley Special and is that the tail of an SS100 Jaguar disappearing off stage left?

I wrote this story in 1982 after acting as Clerk of Course for the Mount Brown Hillclimb and The Flying Fifty. I have edited it to correct spelling errors and to adjust the tenses to reflect the fact that the story is now 38 years old. BC

Each September in the 1980s the peace of the small country town of York, Western Australia was shattered by the raucous bark of racing engines. The perfume of the spring wildflowers overlaid by the scent of burnt methanol and castor oil.

York is the state's oldest inland settlement and site of the York Motor Museum, founded in the late seventies by millionaire businessman and car collector Peter Briggs. The museum contained such gems as a Maserati 300S — brought to Australia for Behra and Moss in Melbourne's Olympic year, 1956 — a Ferrari 166MM coupe said to be a Mille Miglia winner and the almost mandatory 4½-litre Blower Bentley with replica Vanden Plas Le Mans body.

In 1980, Briggs persuaded the local authorities to close the streets for an historic car and motorcycle event to be known as the York Flying Fifty. The Western Australian Sporting Car Club was deputed to organise the event, which was to be run as a 'Regularity Run' due to the impossibility of acquiring a track licence to run a race over York's narrow, bumpy, tree-and light-pole-lined roads.

The regularity aspect has extended to the occurrence of the Flying Fifty which, after its third running, was recognised as the annual gathering of historic-car and motorcycle fans from throughout this million square mile state. Each year has seen an increased entry, with both 'specials' and factory-built cars being rescued from limbo.

The main event takes place on Sunday, but for those of a more competitive nature, a hillclimb is held on the Saturday afternoon up Mount Brown, the lookout atop which provides panoramic views of York and its environs.

Twenty-three cars and five motorcycles arrived to race the clock to the lookout. Problems with the paperwork caused the lack of representation from the two-wheeler fraternity. It was probably for the best, however, as there is no separate return road and, by the time everybody had one practice and three competitive runs, the afternoon sun was causing problems with the timing beam at the finish.

The oldest car on the hill was Roger Bell's 1927 Type 37 Bugatti, but he thought better of competing with it so the honour of being the oldest competitor went to Roger's 1929 Austin Seven Meteor, which was also the slowest car



The York Museum's Brooklands Riley. this photograph actually dating from 1980.

its conversion to Japanese munitions. This car was raced for three years in the eastern states of Australia while Ian was based in Canberra (with the R.A.A.F.).

Two other one-off specials present on Saturday were almost complete contrasts. Brian Woolcock's De Bonde Special was originally built in 1948 and is based on a Ford/Mercury chassis and mechanicals, complete with flathead Mercury V8, beam axles and transverse leaf springs. Peter Compton's MG TC Special, on the other hand, is a tiny two-seater with all-independent suspension and a tube frame. Built for the late Sydney Anderson, a top local driver of the fifties, the MG was actually making its competition debut as it was not quite complete when its original owner died.

Practice was limited to one run per entry because of the late arrival of the ambulance, which was probably a blessing in disguise for some of the more elderly machines.

Highlight of the event — the only speed event held for the historicists in W.A. — must have been Alan Shephard's second timed run. Alan had been trying to psych himself up to take the finish flat, a difficult feat as the beam was set up at the entry to a right-hand bend leading to the car park at the top of the hill.

After lifting off during practice and the first competitive run, Alan persuaded his foot to stay down — and crossed the line with the tail of his immaculate 1951 XK120 rapidly overtaking the nose! He caught the slide, but the Jaguar snapped back the other way. Alan finally brought the errant machine to a safe though steaming halt, but not before several drivers in the car park had time to select suitable cover.

As Shep sat recovering himself, his young son Phil rushed up, camera in hand and said, 'Could you do it again, Dad? I missed it.'

Shep said nothing, he just looked at Phil. The young bloke lowered his camera and backed away.

Shephard also featured in another, less spectacular, incident when he was approached by Chris Alabach for advice. Chris's 500c.c. BSA powered special was misfiring as he wound it out on the straight. Shep suggested that he check the tachometer, which he did on his next run and was horrified to find that the big single was spinning at 8000 r.p.m. — a little more than the normal redline of 6300! An upshift at the appropriate moment cured the miss.

After two runs, Shep and the silver XK120 had fastest time (and fastest heartbeat!), but Ian Horner hurled the Warrior up the hill on his third and final run to claim first place from Shepherd.

Third place went to Andy Fairweather (1960 MGA), followed by Terry McGrath (1953 XK120), Woolcock and Alabach. The last-mentioned two being separated by a mere seven hundredths of a second.

The friendly, picnic atmosphere of the hillclimb was a pleasant change from the trauma which surrounds modern racing. It led one to wonder whether the 'good old days' might not have been just that.

Sunday saw the whole cast gathered for the main event. Several of the museum's cars had been on display in city department stores for the preceding two weeks and spent Saturday afternoon being transported the sixty or so miles back to York.

During the hillclimb, the Boughton Cooper refused to run on more than one cylinder, but an overnight check revealed a short in the ignition and a temporary repair saw the little car firing on all two. Primitive though the

in the field. The Bell *équipe* also included an Amilcar-Riley. This Anglo-French hybrid was created by an English enthusiast who obviously preferred the increased power and reduced complexity of the Riley powerplant over the watch-like intricacies of the original.

The fourth car in the Bell team was a rear-engined Peugeot Special open-wheeler, optimistically dated 1960, which qualified it for the weekend's events.

A second multiple entry was Ian Boughton's threesome. The junior member of the trio was the Warrior-Bristol sports car, one of the rash of Bristol-engined specials which spread across the British landscape in the 1950s. A 1950 Cooper J.A.P. MkIV which was put into storage over 25 years ago, was discovered recently and retrieved by Ian in near-perfect condition, complete with spare engine! The Cooper was the obvious favourite to win the hillclimb.

Ian's third car was his 1937 SS100 Jaguar, which spent the war years dismantled and buried in Singapore, to prevent



The York Museum's Cooper-Climax T39 in 1981



The York Museum's Blower Bentley in 1981

Cooper looks to modern eyes, it was in a very similar device that Stirling Moss scored his first international success with a class win and overall third place at Lake Garda in 1949.

The York Motor Museum entries included a 1937 BMW Frazer Nash, a 1951 Frazer Nash Le Mans (Bristol powered) and a 1934 Brooklands Riley. The last-named was erroneously described in the programme as having 'twin overhead camshafts'!

Pride of the York Museum is their 1930 4½-litre Blower Bentley. The crowd's favourite, its locomotive-like proportions betray its creator's early training in the Great Northern locomotive shed.

Providing counterpoint to the giant Bentley was Bromilly Farrar's Goggomobil Dart — a doorless two-seater produced

by Australian Goggo importer Bill Buckle on the diminutive sedan's floorpan — which toddled round at its own pace all day with perfect reliability, the very epitome of a fun car.

Considering the condition of the roads which comprise the circuit, the Flying Fifty was remarkably lacking in incident. As mentioned above, the event is not run as a race, but the crowd were unconvinced as were some of the drivers. Several drivers were warned for 'overdriving', notably Museum patron Peter Briggs in the Bentley. Briggs method of approach to the corner by the local fish and chip shop raised fears that a battered Bentley may soon join the battered fish!

A preliminary event for MG sports cars attracted fifteen starters, ranging from Dick Ashton's pretty little M-type, vintage 1931, to Fairweather's 1960 MGA. Allan Herring's 1939 model proclaimed both its type and chassis number on a personal licence plate, 'TB 620'. As TB chassis numbers ran from 250 to 629, Allan's example was one of the last-built of a rare breed. Ed Farrar's recently imported 1933 J2 MG provided its delighted pilot with a great deal of fun as well as bathing him in castor oil when he overfilled the tank.

The Flying Fifty was run as two heats and a final. Only Boughton's of the three Cooper-J.A.P. entries started — Jim Runciman's half-litre model suffered terminal plug-fouling, while Hilton McGee's 1.3 litre V-twin was losing all its oil through the pushrod tubes. Hilton's engine was built by him from very few usable parts and he built most of it from scratch. The capacity results from piston availability — none smaller could be found.

Compton's TC Special made a spectacular exit from Heat Two when the left rear wheel parted company as he rounded the right-hander at the Catholic church. On full opposite lock, the little car mounted the kerb on the left side of the exit, damaging the front wheel and suspension and the underside of the body. Examination of the offending hub proved that the drive-shaft had been partially severed for some time within the hub-carrier. Spectators lifted the stricken car and deposited it in the fore-court of the church. (Just as well it wasn't the Bentley!)

Thirty-five survivors lined up for the final over ten laps. Peter Briggs kept spectators enthralled as he hurled the unwieldy Bentley around the track with undiminished fervour. The Ferrari Berlinetta bounced along, its dampers — said to be the ones used thirty years before in the Mille Miglia — almost totally ineffective.

Disaster struck a beautifully prepared MG TF at about half distance. Midway through the turn at the Catholic church the right front coil spring popped out of its mounting and bounced off down the road! When the weight of the car came back on to the right side as it left the corner, the mudguard sank down upon the tyre and the MG stopped in a cloud of rubber smoke.

Yellow flags came out and the rest of the field bobbed and weaved past the crippled car, which was against the left-hand kerb right at the exit from the corner.

The 'race' ran quietly to a close and the drivers gathered in the paddock to discover the winner, and to be presented with souvenir awards for their participation.

Ian Boughton's smooth though swift driving of the Cooper won him the first prize of a magnum of champagne, which he did not spray over the crowd (old-fashioned chap, Ian, he preferred to drink it!).

The continued popularity of the Flying Fifty led to an upsurge of interest in the older racing cars in Western Australia, and 1983 saw the state's first Historic Racing at the Wanneroo Park circuit in Perth's northern suburbs. It was hoped that the 'fun' atmosphere could survive, as that was one of the great attractions of the York weekend.



Part of the crowd that gathered for the 1982 York Flying Fifty




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Disposing of Your Cars and Collectibles

Over the years I've helped many collectors and their families handle classic cars and automobilia, including from estates. Sometimes families don't know what to do, so items get given to unappreciative people, mis-handled or worse, thrown out...

I have excellent specialist contacts throughout Australia who can assist in ensuring your collection goes to the right people or institutions, and that the

best price is achieved for saleable items. I also work as a licensed classic car broker on commission. If you have old photos, models, books or other memorabilia as well as classic cars, please keep my contact details or give them to your family for when your cherished items need new homes. Feel free to contact me to discuss any aspect of this.



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