



September 2020

Issue No. 346

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

VINTAGE METAL

www.vscwa.com.au

CAVERSHAM STORY

PLUS: Caversham Clubrooms Proposal
Six Hours Le Mans Race at Caversham 1 June 1964
Olden Days Cars
Letters to the Editor

September General Meeting – Monday Sept 7
Light Car Club clubrooms,
opp. 37 Moojebing St, Bayswater
6.30 for 7.00 pm



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COVER: Jack Brabham, Repco Brabham BT-4 in the 1962 AGP at Caversham. Jim Maslin photograph.

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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**

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

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.

Easing of restrictions due to COVID-19 means that we can hold our general meetings at the Light Car Club Rooms. The VSCC Clubrooms at Caversham are still not available for meetings.

September

- 5 Dad's Army Workshop Saturday
- 7 **General Meeting – Light Car Club Rooms**
- 15 Dad's Army
- 15 Management Committee
- 21 Competition Group
- 29 Dad's Army

October

- 3-4 Collie Coalfields 500 State Regularity Championship Rd 3
State Historic Race Championship
- 5 General Meeting
- 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
- 6 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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FROM THE PRESIDENT



Big Decision on Caversham

Our club is facing a major decision in coming months: should we build new clubrooms at Caversham? In this issue of Vintage Metal, we have an outline of a proposal to build a new clubroom and workshop on land to be leased at the 'York St' site next to the old Caversham D-Circuit.

This proposal is the culmination of many years of work by several members and lately by the Caversham Committee lead by Brian Eyre.

This will be the most significant decision of the club's history. It would involve the expenditure of around \$195,000 of the club's reserves (which have been built up over the years for such a purpose) plus up to \$85,000 of additional funding from sources yet to be identified.

There is a diversity of views amongst members over the merits of such a proposal but it is the view of the Caversham Committee and the Management Committee that this proposal deserves serious consideration by all members.

We have allowed several months for members to understand and evaluate the proposal before it is put to a vote at our monthly meeting on 2 November, which is also the date for our AGM.

I urge all members to read the proposal and discuss it with fellow members so that we can have an informed vote in November. If you have any queries, please talk to Brian Eyre, our secretary David Moir or myself.

Clubroom Repairs Nearing Completion

The long-awaited work to remove asbestos and repair the ceilings in our existing temporary clubrooms at Caversham is progressing and we expect them to be completed in September. Once again, we owe Brian Eyre a debt of gratitude for his persistence in working with Peet Ltd and government agencies to get this project finished.

As we don't yet have a definite date for the building to be re-opened, our monthly meeting on 7 September will again be at the Light Car Club rooms in Bayswater, hopefully for the final time.

To celebrate the clubrooms re-opening, we are planning a "Back to Caversham" social event on Sunday 18 October. Pencil that date in your diary and there will be more information next month.

Competition Roles Starting To Fill

The important rôles of planning and running our competition events from next year are starting to take shape. As you would be aware, Paul Bartlett is stepping down from the Competition Secretary rôle at the end of this year and we are seeking a number of members to take up various aspects of the rôle so that our competition events can continue.

Several members of the Management Committee have indicated their interest in working in small teams to run Northam, Albany, Collie and the Vintage Stampede. However, we don't yet have enough people to share the load so I urge you to give this some serious thought. If you know of a member who would be suited, please speak to Paul or me.

This is vital for the future of our competition calendar.

Glenn Swarbrick

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

Minutes of General Meeting

held at the Light Car Club rooms, Bayswater, Monday 3 August 2020

1. **Meeting opened:** 7:00 pm, Glenn Swarbrick presiding, 25 members present.

2. **Apologies:** David Ward, Lance Barrett, Ian and Simon Fry, Craig Atkins.

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

4. **Adoption of minutes:**

Moved: David Moir

Seconded: Paul Bartlett, that the minutes of the July 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: David Moir **Seconded:** Len Kidd, that the Treasurer's report be accepted. **Carried**

Membership renewals – two reminders have been sent to members who have not paid; around 70 members have not yet renewed.

7. Secretary's report:

Correspondence:

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

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

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

- a. The tribute event for Terry le May was well-attended and very successful; thanks to the WA Boating Industry Association for the use of their premises.
- b. Clubroom repairs are underway.
- c. Caversham Clubroom proposal
 - i. The Management Committee has considered the proposal from the Caversham Committee to construct clubrooms at Caversham adjacent to the old D-Circuit.
 - ii. The committee has decided to lodge a development application at a cost of around \$450.
 - iii. The committee is seeking legal advice on the proposed lease with DPLH.
 - iv. The committee has a process to seek members' approval for the clubroom proposal involving an outline in *Vintage Metal* magazine, information on the website, discussion with committee members and at the September and October monthly meetings leading to a vote at the November meeting.
- d. Competition rôles for next year:
 - i. The club is seeking members to take on organising rôles for competition events from 2021 onwards following Paul Bartlett's advice that he is standing down at the end of 2020.
 - ii. It is suggested that the rôles could be split to members being responsible for individual events i.e. Northam, Albany, Collie and Vintage Stampede and coordination with Motorsport Australia.
 - iii. If suitable members cannot be found, some or all competition events may be cancelled.

9. State of Play Reports:

- a. **Competition:** Paul Bartlett reported that:
 - i. **Collie Coalfields 500 (3-4 Oct)**
 - i. Supplementary regulations have been sent to members and other competitors
 - ii. There is a new entry format to meet Motorsport Australia's Return to Race COVID-19 requirements.
 - iii. Entry forms will be issued shortly and entries will close on 20 September.
 - ii. **Vintage Stampede (5 Dec)**
 - i. Jacks Hill hillclimb on Saturday morning.
 - ii. Regularity Saturday afternoon/evening with barbeque to follow.
 - iii. **Cancellation of Northam and Albany** – confirmation letters from Tourism WA on compensation to be paid to our club to be signed and returned.
- b. **Workshop:** Graeme Whitehead reported that:
 - i. Recent Saturday workshop session saw a burn-off and barbeque.
 - ii. The trailer has been repaired and is ready to paint; need to consider its sale.
 - iii. Work on the Singer is progressing.
 - iv. **Caversham Car**
 - i. Offer to display at Motor Museum.
 - ii. Plan to have it valued for possible sale.
- c. **Library:** no report
- d. **Social:** Michael Broughton suggested a social event at Caversham when clubrooms are finally



Brian Eyre reports to the meeting on progress at Caversham

re-opened.

e. **Regalia:** no report.

f. **Caversham:** Brian Eyre reported that:

- i. Repairs to clubrooms are progressing, albeit slowly; the asbestos is expected to be removed in two weeks so that ceiling repairs can then begin.
- ii. The Caversham Committee has completed its investigation into the construction of new clubrooms and alternatives.
- iii. The Management Committee has decided to lodge a development application for the new clubrooms to the City of Swan pending a members' vote on the clubroom proposal; we need to find funding to bridge the gap between the full cost of the proposal and the club's reserve funds.

10. **General Business:** nil

11. **Guest speaker:** David Moir spoke briefly about his Triumph TR7 V8 which was on display.

12. **Next Meeting:** Monday 7 September, (Light Car Club, Bayswater).

13. **Meeting Closed:** 8:25 pm.



David Moir's Triumph TR7 V8



David Moir's Triumph TR7 V8 engine

EDITOR'S RAMBLINGS



Caversham Saga Progress

For the first time in a long time I attended a club general meeting, the August meeting. It was the second meeting held at the Light Car Club clubrooms in Bayswater.

I discovered that, in spite of earlier reluctance to do anything about the ceilings in the clubrooms, Peet and Company had agreed to go ahead with removal of the asbestos in the attic and replacing the ceilings. So it looks as though the President's prediction of October for our being able to use the clubrooms might well come true.

It doesn't solve the long term problem of obtaining a home for the VSCC, but you can read about that elsewhere in this and future issues of *Vintage Metal*. See the minutes of the August meeting for details of that.

My story in the August issue's Editor's Ramblings did spark some responses, as you can see in Letters to the Editor on page 17. I had one letter in support, one suggesting I would stir up a hornet's nest and a third condemning my point of view. Great stuff and just what I was hoping for. The letter from our American friend neither supported nor condemned, but sympathised with the club's dilemma.

Milk Float?

My wife and I were watching *Celebrity Antiques Road Trip* recently and the cars the contestants were driving were a Mercedes-Benz SL and a classic Mini converted to electric power. I've never been a great fan of Catherine Southon, one of the experts on the show, but she delighted me by comparing the electric Mini with a milk float. All is forgiven Catherine.

Incidentally, that converted (perverted?) Mini would cost you something north of \$140,000 and that doesn't include air conditioning. It does include underfloor heating, I believe, so it would be cosy in winter...

Clubrooms Proposal

Starting on page 10 you will find the Management Committee's proposal for new clubrooms. For those of you who were at the general meeting when the cost of the Development Application was discussed, the Department of Housing signed off on the application, so the cost of that was reduced to nil or \$0.

If you have any questions about the proposal, please address your queries to the committee members listed on page 14, Brian Eyre (chair of Caversham Committee), Glenn Swarbrick (president), David Moir (secretary) or any other members of the management committee who are listed on page 2.

There have been a number of offers of support, both financial and in kind, from members and friends of the VSCC, but so far as I know none of these has been made in writing. Following the principle laid down by (I think) Sam Goldwyn of MGM that 'a verbal contract isn't worth the paper it's printed on', the committee's proposal doesn't take any of the offers into account, so the costings are effectively a worst possible estimate.

If you have strong feelings about the proposal, you can attend the September or October General Meeting and put your case to the meeting or you can write a letter to the editor for publication in the October or November issue of *Vintage Metal*.

Mike Lawrence Very Ill

Mike Lawrence, one of the world's top writers on motor racing history and who supplied the tribute article about Sir Stirling Moss that appeared in the May 2020 issue of *Vintage Metal*, is very ill. Mike's three dozen books include *Brabham + Ralt + Honda*, *Colin Chapman Wayward Genius*, *March: The Rise and Fall of Motor Racing*, *Cooper*, *The Reynard Story: From Formula Ford to Indy Champions*, *Grand Prix Cars 1945-1965* and *The Glory of Goodwood* (co-author).

I received an email from Mike's son Mark telling me that his father was suffering from pneumonia, thrombosis, pulmonary embolism, and lately an adverse reaction to his chemotherapy.

I first got to know Mike when we were both writing for *Pitpass.com*, the F1 web site around 20 years ago. He has been a big help to me with historic facts and information when I was preparing articles on motor racing history for *Vintage Metal* and other publications. He was also quick to let me know if I got it wrong, but always polite about it.

His most recent article for *Pitpass.com* was called *Distorting History* and criticised those who claim that 2020 marks the 70th anniversary of Formula One. He is extremely pedantic about facts and you can read his article at <https://www.pitpass.com/67040/Distorting-History> to get some idea of how strongly he feels about those who rewrite history for commercial gain.

Letters to the Editor

Thank you to those who put fingers to keyboards and wrote letters to the editor for this issue. Keep up the good work. Let the club members and committee know how you feel about club matters. It's important.

Bob Campbell

MEMBERSHIP CARDS

Membership Registrar Sheryl Swarbrick wants everyone to know that Membership Cards will be available to financial members at the September General Meeting at the Light Car Club clubrooms on September 7.

The clubrooms are opposite 37 Moojebing Street, Bayswater. Be there at 6.30 pm for a 7.00 pm start.

Picking your membership card up from the meeting saves the club money. It costs hundreds of dollars to post all of the membership cards to members, so if you can get to the meeting or have a friend pick the card up for you, please organise it.

NOMINATIONS FOR COMMITTEE

The VSCC of WA Annual General Meeting is scheduled for November 2. Full details will be included in the October issue of *Vintage Metal*.

The Nomination Form for Management Committee members and Club officers will also be included in the October issue, which will be with you in plenty of time to get nominations to the club by the deadline. If you wish to get hold of a form earlier, it will be available to download in the near future from the club web site at vsccwa.com.au.

There will be several vacancies on the Management Committee, so please give this matter some thought. If you or a member known to you are willing to take on the responsibilities of committee membership, please get your name on a form and submit it by the deadline. Full details of how to submit the nomination will be included in the October *Vintage Metal* and, of course, on the Nomination Form.

If you have no internet access, contact Secretary David Moir (0400 813 141) or Administrative Officer Sheryl Swarbrick (0416 025 667) to have a form sent to you.

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 eleventh of the month prior to the publication date, but if you miss one magazine you'll be in plenty of time for the next.

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

DAD'S ARMY NEWS



Asbestos (and Ceilings) Gone

When we arrived at the clubrooms on August 11, it was to the news that the asbestos was gone, along with most of the ceilings. We hope that the ceilings will be replaced in time for us to prepare for the October General Meeting.



Kevin Dorn felling dead tree

Clearing Trees

Dad's Army has been busy clearing up the mess left by recent wild weather. There were several trees that could no longer withstand the strong winds and either lost branches or just fell over. Other trees had died and were a hazard because they might drop branches on passers by.

In the August issue of *Vintage Metal* I described how Chad Raven used Graeme Whitehead's sabre saw to clear some of the debris. On Dad's Army Tuesday, August 11, Kevin Dorn got stuck in with his chain saw and carved up the hazardous and fallen trees. Ron Fabry followed up with the assistance of the Scribe and repaired the fence wire that had been damaged by falling trees and branches.



Kevin with Fry *père et fils* breaking up the tree

Singer Progress

There was also quite a bit of work done on the Singer, although by noon on the eleventh it still hadn't started. It seems to be suffering from a lack of compression and the spark plugs don't seem to be sparking.

Sorting the electrics will have to wait until the next Dad's Army Tuesday on August 25 because auto-sparkie Wally Phoebe had to have important medical tests on the eleventh.



Graeme Whitehead preparing morning tea

Coach Party

Part way through our efforts on the eleventh a small coach arrived with a party from Ertech. Graeme took them for a tour of the premises then they repaired to the D-circuit to establish how much work is needed to restore the surface of our bit of the circuit. It is hoped that the Ertech people can help sort the surface as part of their on-going training programme.

Morning tea

As ever, Graeme prepared an excellent morning tea. On this cold morning sausage rolls and party pies hit the spot.

The Scribe

DAD'S ARMY DATES – 2020

	WORKSHOP SATURDAY	THIRD LAST TUESDAY	LAST TUESDAY
SEPTEMBER	5	15	29
OCTOBER	10	13	27
NOVEMBER	7	10	24
DECEMBER		15	

CAVERSHAM CLUBROOMS PROPOSAL



This is a proposal to seek members' approval for the VSCC to construct a clubroom and workshop facility adjacent to the Caversham AGP motor race circuit at Brabham.

Background

Since 2007, our club has had a vision in relation to the former Caversham motor race circuit. The club was instrumental in having the old circuit preserved as 'historic' and we have influenced how the surrounding district was to be developed and named Brabham.

One of our main goals has been to develop a club room and workshop facility at Caversham to replace the current facility for which we have only a short-term, non-exclusive licence, due to expire in 2024.

Caversham Committee

The club has appointed a series of Caversham Committees to investigate alternatives for the construction of a permanent facility for the club.

The current Caversham working group was reformed in 2018 to:

- Come up with a schedule for moving into a new clubroom
- Investigate the viability of all options (York St, Whiteman Park, other locations?)
- Consider costs and funding options
- Maintain independence of control for the VSCC
- Provide options and designs of a new clubroom
- Consider future expansion and security issues.

In recent years, the club has also had several planning sessions and member information sessions in an attempt to bring forward some of these goals. The Caversham Committee has now refined plans and explored alternatives such as building at Whiteman Park and buying or renting an industrial unit.

Current Proposal

This proposal has the following main features:

- Lease of land for the facility on the 'York Street' site, adjacent to West Swan Rd with the WA Planning Commission (via the Dept of Planning, Lands and Heritage – DPLH)
- Exclusive licence for the use of the former Caversham D-Circuit
- Construction of a steel-framed clubrooms/workshop building 30m x 12m
- Total project cost of around \$280,000.
- Estimated completion in 2022.

These features are explained in more detail below.

Benefits, Costs and Risks

This proposal would be the largest single financial commitment in the club's history and so it is important that we fully understand its implications before taking it on.

The **benefits** of the proposal include:

- A dedicated facility for club meetings, social events, display of club memorabilia, pre-event scrutiny, Dad's Army workshop and storage of club equipment.
- VSCCWA would be finally autonomous
- Clubrooms adjacent to the historic Caversham D-Circuit.
- Exclusive access to Caversham D-Circuit.
- Possibility of picking up new members and other clubs wanting to share facilities.

The **costs** include:

- Major financial outlay for the club: worst case costs for the club of \$280,000 would require the use of \$194,000 from the club's Term Deposit account (which has been raised over time to fund potential clubrooms) and up to \$85,000 in additional funds from external sources (yet to be confirmed).
- Large project for club to manage – would require a member with time and knowledge to manage the construction project.
- Caversham D-Circuit would require major refurbishment before it could be used (e.g. resurfacing track, clearing of trees and vegetation and construction of safety barriers and sand traps) – these costs have not been included in this proposal.

The **risks** include:

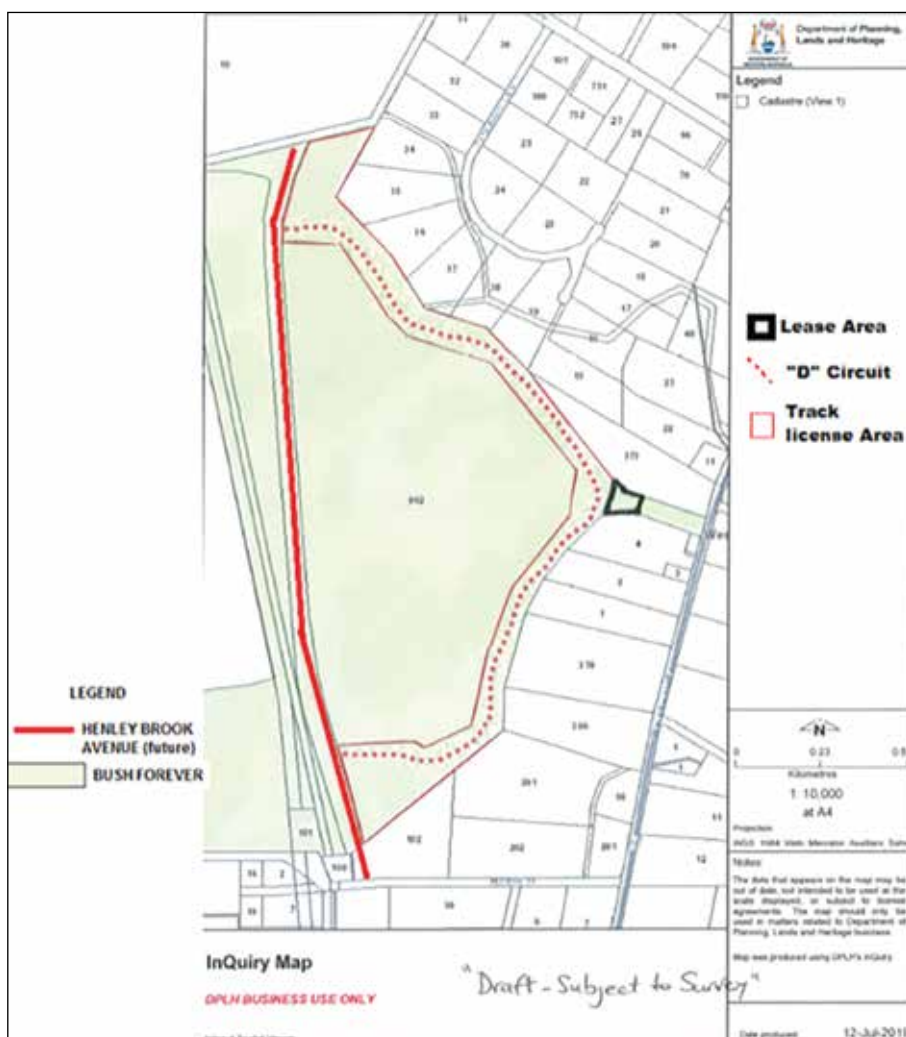
The **risks** include:

- Club is unable to secure funds to cover the \$85,000 shortfall – project delayed or doesn't happen.
- Club is unable to find a suitable member to manage the project – as above.
- Club is unable to reach a satisfactory lease agreement with DPLH.
- City of Swan does not approve development.
- Offers of financial assistance received but fail to materialise.
- Local residents object to development and/or use of D-Circuit.

Proposed Lease

The club is negotiating a lease over the western portion of the adjacent York Street road reserve (one of the original entrances to the race circuit from West Swan Road) for the construction of the proposed clubrooms and workshop. We are currently seeking legal advice on the lease before signing it.

Included in the lease agreement is a licensed area that incorporates the historic Caversham "D" circuit which would grant exclusive use of this area to the club.



Proposed Lease and license areas



Plan of York Street Easement



Site Plan

Proposed Site Layout

The location of the clubrooms adjacent to the historic Caversham D-Circuit would not only provide a base for the club from which it could conduct its business and activities, but will also facilitate the preservation of the race circuit and ensure its ongoing care and maintenance by the VSCCWA in the future.

Note: Access road location is shown by orange line in the plans above, with a wide buffer zone to border, ease of alignment to road level and apron turn in from West Swan Rd, minimum disruption to the caravan park from traffic in and out.

Building Details

The clubroom/workshop building would be of a steel portal frame type structure, with *Trimdeck* (steel sheeting, *Colorbond* coated) roof and wall cladding. The roof and walls would be fully insulated and lined with a security mesh. The internal walls of the clubroom would be clad with *Gyprock* or similar.



Steelwork example showing the type of structure proposed.

The completed building would comprise a club room/meeting room, kitchen, office and facilities room, separated from a workshop and storage area within one 30m x 12m steel construction building by a central fire-proof wall. An area of approximately 4,000 square metres would be required for the structure and associated car parking and open areas. (See layout drawing on page 14.)

Staged Construction

The project would be completed in four stages over approximately three years as follows:

Stage One – Planning Phase (2020):

- Develop approvals from the WA Planning Commission and the City of Swan.
- Confirm support for the proposed lease from the VSCC membership;
- Obtain lease for clubroom area on 'York St' site from the WA State Government;
- Finalise detailed design and drawings and costings;
- Confirm funding arrangements for Stage One.
- **Cost \$0**

Stage Two – Initial Works Phase (2021):

- Finalise detailed design and drawings and costings;
- Connect site to power and water;
- Restore the access road from West Swan Road to the D-Circuit;
- Prepare York St site and proceed with site works;
- Build initial 'bare bones' facilities comprising steel frame building with insulated roof and side walls;
- Achieve lock-up status.
- **Cost \$127,000**

Stage Three – Fit-out Phase (2022):

- Develop the new facilities to include a dedicated meeting room, administration facilities, general workshop and storage areas.
- Complete internal fit-out, electrical and plumbing to club room and workshop areas.
- **Cost \$54,000**

Stage Four – Completion Phase (2022):

- Develop landscaping and car parking;
- Incorporate facilities to include rain water catchment and recycling;
- Develop a Bush Fire action plan
- Consider other environmental factors during this phase.
- Consider possible use of site by other interested parties.
- **Cost \$70,000**

Notes:

- *Costs are based on full quoted costs but these may be reduced by fund-raising, donations, external support and volunteer labour.*
- *The total capital outlay (based on worst-case costs) is estimated at \$280,000 (including a 10% contingency)*
- *The club currently has around \$195,000 in a term deposit account, so if the worst-case total cost applied, we would need to raise another \$85,000 to complete the project.*
- *The following approvals will be required in order to progress this proposal:*
 - o *Long-term lease to the area contained within Lot 802 and adjacent to Lot 6741 and 6581 for the proposed VSCCWA facilities from WA State Government and the City of Swan;*
 - o *Long-term licence to portion of Lot 802 incorporating the 'D circuit' from the WA State Government;*
 - o *Development and Building approvals from City of Swan;*

Ongoing annual costs:

- Maintain Lease \$1,000* (shire rates don't apply – government land)
- Electricity and water \$2,400 (as at present)
- Insurances \$1,000 (estimate additional amount for building – contents already insured)
- Security Monitoring \$500 (as at present)

Total annual cost \$3,900 (compared to \$2,900 annual cost of current clubrooms)

* Tentative lease cost, subject to agreement with DPLH

Alternatives

The Caversham Committee has also considered a number of alternatives.

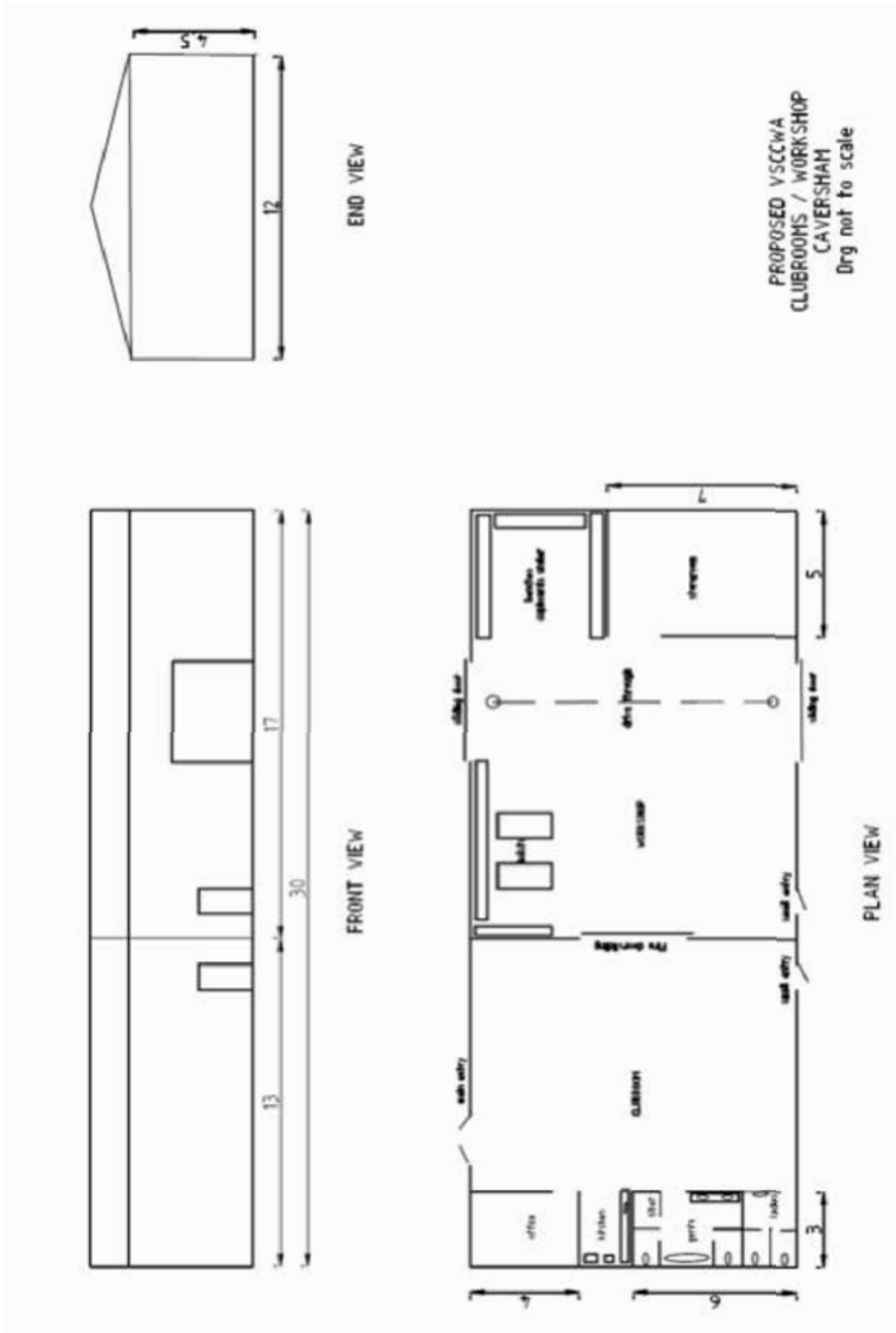
1. Build facility on Whiteman Park location.
 - easier option
 - restricted operating hours,
 - lower initial cost, but club would never own facility,
 - onerous management,
 - loss of autonomy.
2. Buy or rent a factory unit in a central location.
 - club would be independent
 - need at least 150m²
 - high initial cost to purchase estimated at \$250,000-\$400,000 (very expensive in inner suburbs)
 - high lease cost – est. \$4,000 per year plus outgoings
 - ongoing rates and costs high.
3. Share with another club.
 - last resort but finances are untouched
 - loss of identity
 - no permanent home
 - timetabling and access issues
 - need to find storage facility at high lease costs for club equipment.

The Caversham Committee and the Management Committee consider the proposal described in this document to be the most favourable.

Members' Process

The club's Management Committee proposes the following process for members to decide on this proposal:

- publish proposal in September issue of *Vintage Metal* magazine
- provide details of proposal on club website
- encourage members to discuss the proposal with
 - o Brian Eyre (chair of Caversham Committee)
 - o Glenn Swarbrick (president)
 - o David Moir (secretary)
 - o Members of management committee
- Provide for member discussion at the September and October monthly meetings
- Members to vote on the proposal at the November monthly meeting (also the AGM)



LETTERS TO THE EDITOR

New Blood Needed

Hi Bob,

I read with interest your views on the future of Caversham and the club rooms. To which I agreed entirely. I am relatively new to WA, the car racing, and the VSCC, and as an outsider I may have a better perspective on the subject of the future of Caversham and the VSCC. But at 72, I have been around racing cars since the age of 6. My Dad was a great enthusiast and spectator, who never raced, but we went to see a lot of racing in South Africa and Rhodesia. I have always been associated with race cars as an enthusiast, and was quite active in club racing and car events. I was a mechanic and engineer and enjoyed working on and building the cars. And in 2001 till 2008, I worked for top racing teams in the UK and Europe, namely Fred Goddard Racing (F Renault, F3 and FIA sports cars) then with Team Ascari (Eurobos F1, GT3, LeMans LMP, and Spanish GT).

So I have seen my fair share of motorsport close up. And what I see at VSCC is a dwindling aged enthusiasts group, and no young blood, not even middle aged enthusiasts. I also agree that the Caversham proposal is dead in the water, and lacks enthusiasm. Having club rooms so far away also reduces enthusiasm. Caversham is going to be very difficult later, because of the rapid growth of residential housing, race car noise and dust from a dirt track, and the track itself has no racing features, not for even classic cars of the '80s. The security risk to the club rooms is also a nightmare. I think a small track similar to the track at RAC at the airport, could be put to much better use for short course racing and club (and interclub) sprints and short drags for road cars. And in the situation of the airport there are no problems of noise. And VSCC use Wanneroo for another one big race event a year. These are just a few directions a new look VSCC should be going.

I would be happy to sit and have a productive chat about the future VSCC.

Ray Watson.

Hornets' Nest

Hi Bob,

I suspect your Editorial will stir up a hornet's nest. But good on you for saying what I think many people are too nervous to say, and risk rocking the boat.

Brian Eyre, justifiably, said at the last meeting that after all his years of work, that if his current plans were not adopted, he'd throw the towel in.

I think making people aware of alternatives as you've done is very valuable. Though it probably puts a target on your back with Brian sharpening the arrow heads!

The 'unidentified Citroën' at the Terry Le May Memorial is mine. Lastly, please see new artwork attached for my next ad in Vintage Metal. Disregard previous artwork.

Many thanks. Speak soon.

Ciao,

Paul Blank



Paul's Citroën

Response to Editor's Ramblings

The Clubhouse is not a saga – long running maybe, but an organised progression of the desire of the membership, expressed at intervals by an overwhelming majority, for the Club, to establish a material presence as a force in Western Australian Motor Sport. This progression has been enabled by a dedicated group of members, including all Presidents since moving to the current rooms, to obtain support from politicians of all persuasions and gain approval from various of the Public Service.

The D circuit – An article of discussion with the powers that be has always been that the 'D' would be used for 'motor sport', and indeed the form of the exclusive Licence to Occupy quite specifically allows for that use. Sure, the track surface is currently not in real good nick, but its base was built to carry tricycle-undercarriage heavy bombers, and it's still there! When the street structure for the adjacent Brabham development is taking place with all the necessary plant on site, it isn't wild imagination to see that resurfacing could be done at just the right price. A job that members could do is to replace and/or repaint the tyres that mark out the track – just like the much beloved old days! One thing this will do is provide a venue for members with unlicensed cars the opportunity to test and tune.

I'm not too sure about 'There is a bus stop occupying the entire frontage of what was York Street'. If that is the case anyway, then a bus bay may be the answer to the problems of the bus blocking traffic and a safe run off to the club driveway.

It is said that those who don't learn from history are doomed to repeat the mistakes of the past. Those of us who've been members for a substantial time will remember the shift in venue from the Kings Park Tennis Club to the Jaguar Car Club rooms and thence to 'our own' rooms at Caversham and the subsequent changes in enthusiasm and the corresponding large increase in membership at that time. As it became apparent that our tenure was to be restricted and short lived, so the idea of a Club House that could be 'ours exclusively' germinated the notion of acquiring a block of land and building a Club House. That was 2007 – hardly 'Charging Ahead'.

In suggesting that the meetings at the Light Car Club 'appear to work quite well', presumably means that the numbers are about the same as at our own Clubrooms – what, thirty, forty? What percentage of the members is that? Not all that long ago we had to get a Liquor Licence for the bar because the numbers were out to about eighty.

To what usage the new clubhouse may be put should not be limited to what the current situation decrees. The Club has never had other than a non-exclusive licence to occupy the present Clubroom, and until recently, never more than a one year term at a time. Part and parcel of that has been the requirement to seek permission to be on the premises at any time other than that agreed with the landlord, which has of course coloured the use that the premise could be put to. A Club house of our own will change the ball game entirely. Members can be there 24/7 365 a year (at the Management Committee's discretion obviously). It seems rather unimaginative to limit the thinking of the future to that of the past. Many members have interests beyond the current scope of clubroom usage, and it's not inconceivable that the new club house's availability will be used to advantage.

Noise shouldn't be a problem. To the west is the Bush Forever area of the D-circuit interior and beyond that the easement for the gas pipelines before you get to the Brabham housing development. To the east is the Swan Valley, the semi-rural nature of which is protected by an Act of Parliament. Properties to the north and the south are separated by 20 metre buffers from the Clubroom, and it won't be difficult for the Club to meet the requirements of the relevant environmental regulations.

Amongst the Constitutional aims of the VSCCWA are:

- To promote and encourage interest in vintage and classic sports and racing cars.
- To provide, arrange, organise and/or hold general meetings of the members of the Club, social meetings, discussion meetings, sports meetings and any other kind of meeting which in the opinion of the Committee of the Club will further the objects of the club.
- To promote and encourage the support of vintage and classic motoring generally and do all other such things as are ancillary or incidental to the attainment of the objects.

The preservation of the historic D-circuit and the building of Club premises adjacent to it are fully commensurate with those aims. Whether members use the library or not is trivial compared to the creation and maintenance of the archive of the history of motor sport in Western Australia. The memorabilia is part of that archive. A good deal of the Club's records, chattels and equipment has been and is stored at member's homes and needs to be centralised before it is lost.

Let's think positively – what we've got to gain is vastly more than what we've got to lose.

Ross Oxwell

Past President VSCCWA

Asbestos and Boring Racing

Bob,

Glad to see *Vintage Metal* continues on in these turbulent times. Quite a bit of news in this issue considering there is no racing to address these days. I am following the search for a new Competition Director and was encouraged by hearing some folks are stepping forward and at least asking about the position. All of the goings on with the club spaces are interesting. Unfortunately, it is an oft told tale about having to work to keep spaces available, whether it be things like asbestos and refrigerators or security and noise concerns. The library and memorabilia issues are familiar. Everybody wants both, but sometimes it is difficult to get anyone to step up and make it happen. Then when it goes away, there is much wailing and gnashing of teeth at their loss.

Your thought about TV making racing boring is a good one. Wish it were that simple. I am more inclined to blame money. You need big dollars to put on a big show and attract the paying fans, both those attending and those watching. No one wants to put that money in to run anywhere but upfront. Winning and the attendant publicity is more important than a good show. If my car(s) wins by a mile after a sleeper of a race, that shows my superiority, losing a closely fought race among several competitors does not. Throw in the modern political climate which requires everyone and everything to comply to some norm, and no one putting money into racing is going to take a chance on that investment going negative. However, if I knew how to solve this, I would be

flying around the world in my private jet, not typing on a keyboard.

It is always interesting to see how great marques rose and fell. In your story, Ferrari and Maserati are in a pitched battle. Consider how their fates have diverged since. There are other examples too, consider how dominant Lotus and Cooper were at one time, then think of where they are today.

I like to read about the vintage racers in Australia. There are so many parallels to U.S. racing.

Well, enough rambling for now, nice work on the August issue.

Take care and stay safe,

Mike Matune

Virginia, USA

Clubroom Proposal

To the Editor

The development application to the City of Swan which has cost us nothing, gives a breathing space for two years to design and draw up working drawings, engineering details together with plumbing septic/leach drains and get firm prices for the building and external drainage and car-park works. It does give us time to contact the various people and companies to help with supplies, equipment and money donations. After many years of various members' time and the committees involved we have now something to look forward to as a club going forward. I think the time frame for the above will take four to six months.

We need to look at getting various car clubs involved in joining us at this venue as tenants. With regard to our competition events, they need to be changed to attract newer classes or inviting clubs like the MX-5, Mini etc to compete if we are going to survive in the future.

Also working with the City of Swan to establish a Mens Shed on their land York St off West Swan Rd. This will give us better security as they occupy their workshops nearly every day. Plus they might pay for the 6-metre crossover off West Swan Rd and the 4.5 metres wide access road to our proposed clubhouse through to the old Caversham racing circuit.

Regards Paul Wilkins

Builder and Vice-President

Some People Just Send Photographs



Lindsay Taylor sent the photograph on the left. It shows part of the grid at Caversham in 1966. To the left Mike Tighe stands with Don Reimann by the tail of the Reimann Motors Elfin. The red car is Hilton McGee's Peugeot powered special with Hilton at the wheel and the blue car is Lindsay Taylor in his Renault powered CRD. It stands for Como Racing Developments and the car was named because Lindsay didn't want to call it a special.

Unfortunately Como Racing Developments only made one car.

A search through the archives showed that the CRD appeared in the November 2014 issue of *Vintage Metal*. I called it a Renault Special, prompting an email from Lindsay to correct me.

Lindsay was instrumental in the restoration and rebuilding of Peter Briggs' Renault Type A. The Renault was described in Graeme Cocks's book, *Louis Renault's Amazing Type A*, which was reviewed in the April 2020 *Vintage Metal*.

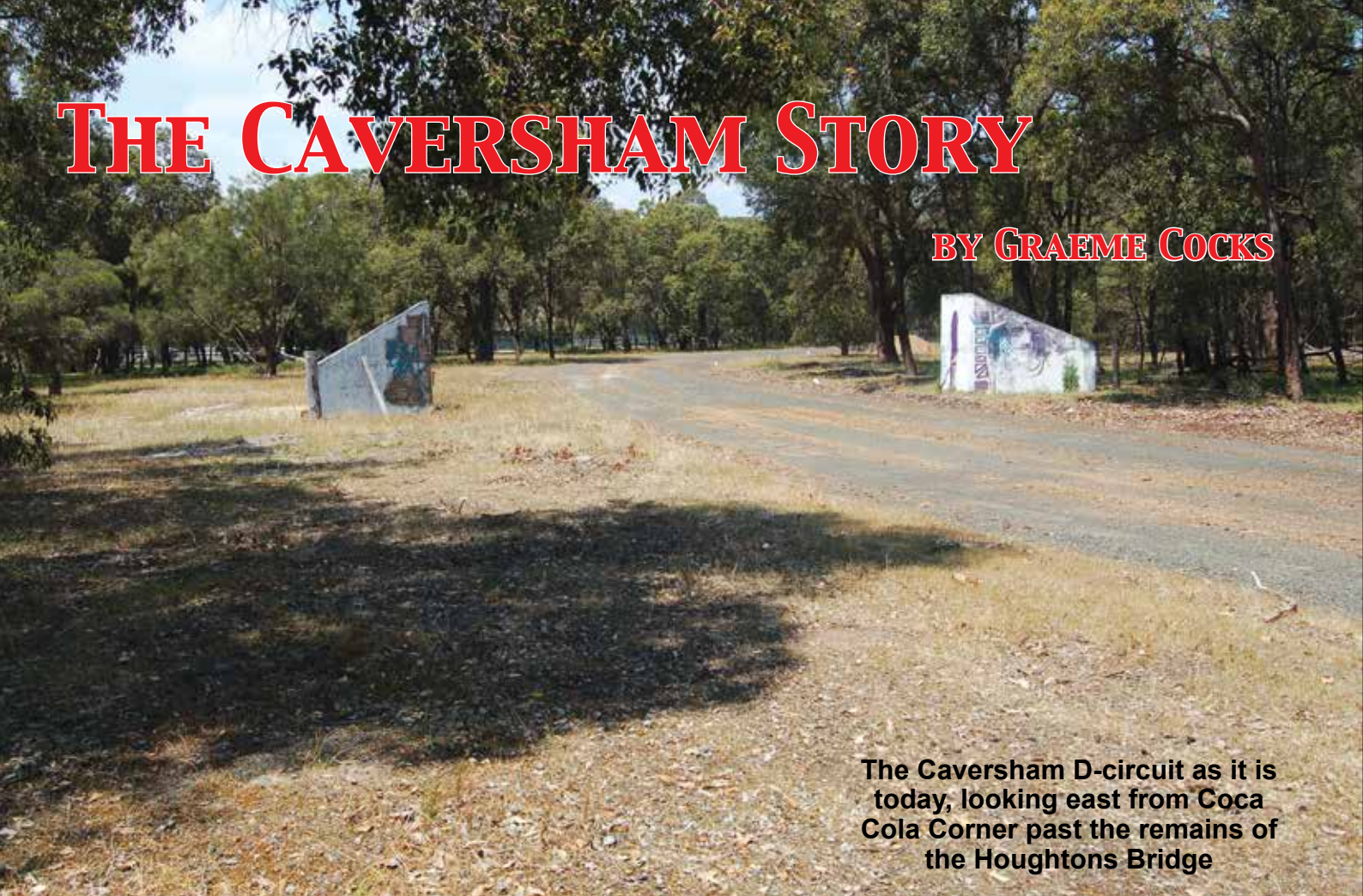
On the right is the photograph that appeared in the November 2014 issue, showing the CRD charging through the Shell Hairpin at Caversham, just next to the proposed site for the new clubrooms. Note the high-tech track markers made from old tyres painted white, many of which are still there.

Incidentally, the photograph was sent to me by Ron Fabry, who received it from Mark Duder. Lindsay sometimes helps Mark with the Alpine.



THE CAVERSHAM STORY

BY GRAEME COCKS



The Caversham D-circuit as it is today, looking east from Coca Cola Corner past the remains of the Houghtons Bridge

With the 75th anniversary recently of VJ Day (Victory over Japan) day, it is probably wise to look again at the history of the Caversham race track.

The story begins on 10 August 1942, when a secret memorandum was sent from the Director-General of Works in Melbourne to his counterpart in Perth entitled "Fleet Air Arm Bases in Australia".

Australia had been at war with the Japanese for less than 12 months, the northern towns of Broome and Wydham had been attacked by the Japanese and serious consideration was being given to the need for a network of airstrips all over the State in case of invasion. Planning was underway with the Americans to make Australia the base for the war effort in the islands to the north.

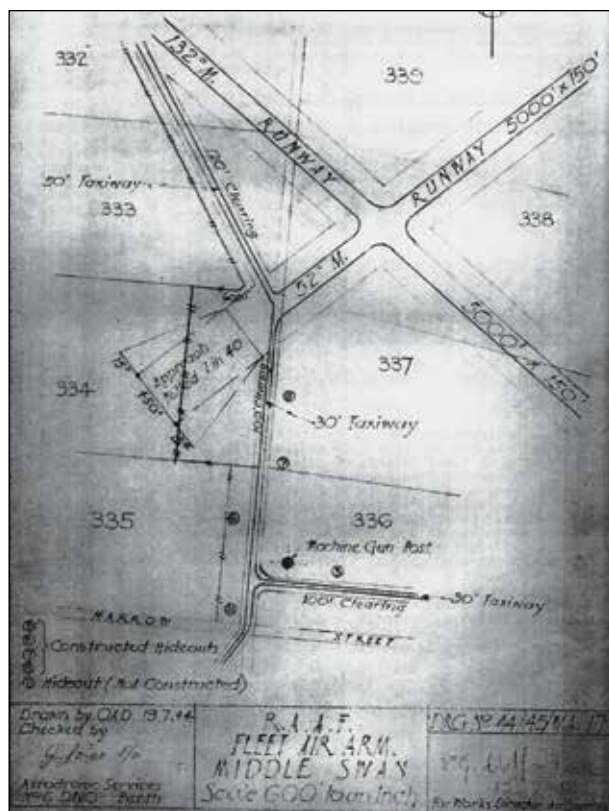
Fighter and bomber airfields were being constructed all over the State from early 1942. The fighter fields such as at Moora were closer to the coast while the bomber fields were at places like Cue. The refurbished civilian airfield at Corunna Downs in the Kimberley was the only one that saw operational missions.

Fremantle had been identified as a strategic naval base and a substantial Allied submarine fleet was positioned at the harbour.

Clearly, Western Australia's infrastructure was poorly developed for the needs of a modern military presence.

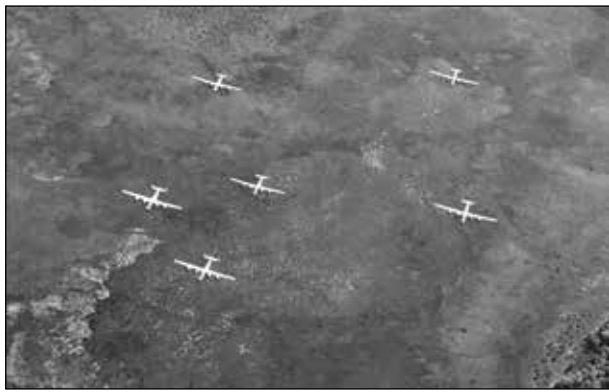
The directive called for aerodromes and dispersal fields to be built in the Sydney and Fremantle areas. These were to be constructed by the Allied Works Council and 'occupied under the direct instructions from a naval committee in Washington DC. The aerodromes were to be occupied by the Royal Australian Air Force for the US Navy.

'Requisition no. D.W.B. 8/42-43: A parent aerodrome and four dispersal fields



Part of the plan of the runways at Caversham.





A flight of Liberators 'somewhere in Australia'.

in the Fremantle Area, with hard surfaced runways and aircraft dispersal facilities at each site, together with Building and Engineering Services, in accordance with plans and schedules to be supplied, at an estimated cost of £210,000; the work being Priority A.1.'

Finance was to be made available from the 'Australian-American' funds for Fleet Air Arm Aerodromes for the United States Navy and the Royal Navy. The RAAF paid compensation to 12 local landowners on behalf of the US Navy.

One week later, the Western Area Headquarters of the Royal Australian Air Force at ANA House in Perth reported that Pilot Officer McGuire and a group from Melbourne were surveying sites across the State for the aerodromes.

By early December, other airstrips were also being worked on all over Western Australia including Hillman, Beverley, Upper Swan, Muchea, Meckering, Dowerin, Narrogin West, Tammin, Meekatharra and Corrunna Downs. It was an unprecedented period of wartime construction.

One of the favoured sites was 20 kilometres east of Perth and 'about four miles north of Guildford Railway Station'.

It was sandy soil covered with a mixture of red gum, jarrah, banksia, paperbark trees and ti tree bush and it was mainly used for grazing cattle.

In February 1943, grading works were completed on the strip described in secret documents at the time as RAAF Aerodrome Middle Swan which we know today as the Caversham airstrip.

Approval was sought by the No 6 Divisional

Works Office of the RAAF in Perth to begin gravel construction of the all weather airstrip. Farmers' fencing was bulldozed and new fencing put in to create a 4.5 mile secured perimeter.

The main runway as to be 5000ft long by 150ft wide with a thickness to be designed to carry 87 pound per square inch. 'On the completion of the water binding, the surface to be immediately sealed Stage 1, Medium Bomber,

and within six months Stage 2 sealing to be completed.' said the memo from HB Sturtevant, the Works Director.

On 4th March, 1943, the works director even requested that 1000 cubic yards of gravel were to be provided at the aerodrome should emergency repairs be required. This seems to indicate that the Middle Swan aerodrome had been completed from identifying a site to use in less than six months.

Three months later, further works were approved including an additional runway, connecting taxiways and taxiways to hideouts for aircraft. 'Dummy' taxiways were also approved as part of the expansion.

But by December 1943, with the threat to mainland Australia diminishing, further work on the Middle Swan Aerodrome was curtailed.

However, by this stage all the elements of the Caversham race track had been completed. A report in June 1944 to the Works Director indicated that £107,500 had been spent on the aerodrome although a budget for 'camp and services' had never been drawn upon. Dispersal fields had been built at Moolabeenie, Bindoon and Gingin.

The final form of the Middle Swan aerodrome included three 5000ft runways, two taxiways, machine gun posts and hideouts. Drainage was a problem at the aerodrome and it would continue to be a problem with its other uses.

By November 1946, the Commonwealth Government had decided to acquire the 808 acres of land on which the aerodrome had been built and asked the WA Taxation Department to value the land. It valued most of the land at



A Consolidated B-24 Liberator of the type for which Caversham was built



Crowded pits at the Victory Grand Prix meeting in 1946

between 30 shillings and £3 per acre, and up to £8 per acre on the main road.

Meanwhile, the WA Sporting Car Club arranged a race meeting at the aerodrome to celebrate the end of the war and to raise funds for charity. The race took place on a Sunday, 7 April 1946 with proceeds going to the Maimed and Limbless Ex-servicemen's Appeal. A crowd estimated at 60,000 people saw Clem Dwyer driving his Plymouth Special, which made its debut at the Patriotic Grand Prix, cruise to victory in the main race of the day.

The Club had conducted the Patriotic Grand Prix on roads in suburban Applecross in 1940 to raise money for the Patriotic Funds in the early days of the war, and once again, it managed to conduct another very successful event.

It was made clear to the Club at the time that the permission to use the aerodrome would be a one-off, but by 1952 it was looking to establish the sport on a better post-war footing.



The RAAF was reluctant to lose control of Caversham as a possible 'satellite' strip for Pearce.



The Gliding Club of WA used one of the Caversham runways for its flying school in immediate postwar years

the Minister for Air in Canberra to purchase or lease the "Middle Swan Caversham Airstrip".

'We realise that it is not the general policy of your department to allow motor racing on unused air strips,' said the letter which outlined a possible arrangement including the club spending £500 in repairs 'almost immediately' and to maintain the strip in good condition so that it may be used for emergency use if required.

The letter also includes a paragraph which must have stretched credibility even in the early 1950s: 'No particularly high speeds are attained in this State and there would not be any turning at speed on the actual strip. There would be turning from the straight into the taxiways, but this would be done at comparatively low speeds.'

Five years later, grand prix Ferraris and Maseratis would be thundering around the track at speeds equal to those in Europe at the time.

The Gliding Club of WA already had taken out a lease on a runway at Caversham and the club was prepared to share the site with the gliders and a local farmer who had a lease to graze his cattle in the area.

Counting in the Club's favour was that the aerodrome had received minimal maintenance since the war years and the surface had deteriorated badly. The offer to repair the runways was seen as a way of the Commonwealth Government saving some money. The application was favourably received with one condition which would

By February 1950, the process to purchase the land by the Commonwealth Government was all but complete.

However, in November 1954 the Royal Australian Navy advised the Commonwealth Department of the Interior that it had no further use for the aerodrome but the RAAF was keen to retain Commonwealth ownership of the strip as a 'satellite' strip for Pearce should it be required.

It would seem that the aerodrome's active days were numbered until the Army stepped in and requested that it take over the site as part of the modernisation of the Australian Military Force's Command Communication System — the development of a radio terminal.

But back to motorsport, in November 1952 the President of the WA Sporting Car Club wrote to



A Tiger Moth taking off from the main straight in 1948



An MG TF spinning during an early race meeting at Caversham

hamper the club for many years — there was a Ministerial direction at the time which prohibited RAAF airstrips being used for sporting purposes on Sundays. This was to give landowners around airstrips one day in the week free of noise and disruption. This meant that club members would not be able to train or race on Sundays.

Club President Syd Negus agreed on 10th April 1953, and the Club was given a two year lease during which time it was required to spend the £500 it had committed.

The Commonwealth Department of Works reported on the state of the Middle Swan Aerodrome when the WA Sporting Club moved in:

"The three runways are in reasonable condition considering the lack of maintenance. In places the priming has disintegrated but

the gravel still appears to be well bound.

'The taxiway around the dispersal areas on the Eastern side of the aerodrome has some very bad sections from which the priming has been completely removed and the gravel is pot holing. A similar condition occurs to a lesser extent on the other two taxiways. There is also some overhanging vegetation along sections of the taxiways.

'It is considered that even a small amount of traffic will cause rapid deterioration of both runways and taxiways and sealing of the sections to be used will be desirable to prevent the cost of later repairs to be excessive.'

The Club agreed to develop a 30 to 35 ft wide strip along the main runway for its track and to use one dispersal connecting road. All the work was to be done with voluntary labour except for bitumising. It appears that the aerodrome had seen minimal use as the club even indicated that it would remove fungus which was breaking through the surface of



The Le Mans start of a Six Hours Race in 1967

the airstrip.

It wasn't long before the issue of Sunday racing was raised with the Air Force Association requesting an exemption from Canberra to enable racing on a Sunday in September 1953 to raise funds for their association.

The issue became a long running sore. By 1956, the Club maintained that it had spent £1,000 repairing the strip and it still could not hold sporting events on Sundays. As justification, it said that it had donated more than £1,500 to charity from events held at the track and it deserved better treatment.

Club President Syd Anderson wrote to the Department of the Interior in April 1956.

'Early in November 1957 it is proposed to hold the Australian Motor Racing Grand Prix on this circuit, and we expect world top line drivers from overseas to compete, and a crowd of over 30,000 spectators. There is no other circuit in Australia as suitable as Caversham for these type of events, and it would be a great pity and a loss to the motor sport and public in general if it were lost.'

The Club's initial lease had expired and it was keen to secure another lease. Even though it was granted a new five year lease, it was again unsuccessful in obtaining an exemption to allow Sunday racing for the Australian Grand Prix.

The Club was to pay one pound per annum for the lease on the site for five years. The Commonwealth could repossess the airfield with one month's notice if it was required by the RAAF.

By 1962, the Army had not yet taken over the site even though it was transferred in 1960 and a revised rental of £52 was proposed for three years.



One of the footbridge abutments still carrying BP sponsorship. The marker tyre has lost its white paint over the years since 1968

During 1962, Caversham again hosted the Australian Grand Prix, which was held to coincide with the VIIth



KLG Corner leading on to the main straight looking between the footbridge abutments

British Empire and Commonwealth Games in Perth.

In February 1967, Western Command indicated that a signals station and aerial masts were to be constructed at Caversham, and 'it may become necessary for either security or technical reasons to restrict the area to military use only.' The Club was told not to plan any events after 31st October 1968, and a \$126,639 contract was let to Plunkett Bros to build the station.

Over the next few years, Caversham Signal Station was built, including a signals tower, and several other buildings including an operations centre, powerhouse and pumphouse.

In June 1967, the Wanneroo Shire Council approved the proposal to construct a motor sport centre on 200 acres of Forests Department land. The Caversham era was at an end.

A Heritage Council assessment of Caversham conducted as a result of a heritage application supported by the Vintage Sports Car Club and the Fremantle Motor Museum in 2007 concluded that:

'At a State and national level, Fleet Air Arm Aerodrome Middle Swan (fmr) is highly significant as one of a very small number of aerodromes constructed for the U.S. Fleet Air Arm during World War Two, and one of a small number of aerodromes designed and constructed with three or more intersecting runways for all weather operation in Australia in the 20th century. Its use for gliding activities in the post-war period was significant in the history of gliding in this State. Use of part of the place as Caversham Raceway, including for the Australian Grand Prix, appears to be unique among places constructed as aerodromes in Australia.'



The starting grid for the 1962 Australian Grand Prix. Photograph courtesy Jim Maslin

A BIT OF CHAOS – THAT'S WHAT WE NEED

BY BOB CAMPBELL

While watching recent Grands Prix, it came to me that there was something not quite right about the images being promoted by the various teams. The pitstops were too perfect.

Pitstops have always had an element of chaos, ever since the days when the 'replenishment depots' were actually situated in pits dug at the side of the road.

There have been teams that made pitstops a more regulated happening, such as the MG team at the Ards TT in 1931. With only the driver and the riding mechanic allowed to work on the car, Reg Jackson of the factory team said that he did not expect any car to be stationary for more than three minutes. In that time the crew of two would change two wheels, pour in ten gallons of fuel, check oil levels in the engine, gearbox and rear axle and have time for a sandwich before roaring back into the fray.

But chaos could rear its head in the most organised teams. At the German Grand Prix of 1938, Manfred von Brauchitsch's Mercedes-Benz caught fire during a scheduled pitstop. While the mechanics scurried to extinguish the blaze, Richard Seaman sat calmly in his Mercedes in the next pit bay back. Team Manager Neubauer rushed up to Seaman to ask why he was sitting there, to which Seaman replied that he had been instructed not to overtake von Brauchitsch. While nobody knows exactly what Neubauer said to Seaman, the English equivalent was probably two words, the second of which was 'off'. Seaman departed as instructed and duly won the race. Team orders are nothing new either.

Over time, the Italian teams have had a reputation for excitability in pit stops. In pre-PC days the late Denis Jenkinson is known to have compared a Ferrari pit stop with a Chinese fire drill, but Maserati was not immune. Picture Fangio waiting patiently by his 250F at the Nurburgring in 1957 while a mechanic frantically searched for the knock-off wheel nut that had rolled under the car.

My own memories of chaotic pit stops include one seen in a film shown at a car club meeting in the 1960s, when motor racing rarely appeared on television. A Ferrari pulled into the pits during a long distance sports car race. A mechanic rushed to one of the back wheels, hammered the wheel nut with his brass hammer, spun the nut off, grabbed the wheel and set off around the back of the car to pitch the wheel over the pit wall. At the same time another mechanic grabbed a fresh wheel and tyre and set off from the pit wall for the same rear corner. Inevitably, they collided head on as they passed around the rear of the car. Wheels and mechanics bounced off in several directions and we all fell off our seats laughing.

Fast forward to today. A Ferrari pulls smoothly into the pits, stopping right on its marks. A horde of red-suited mechanics leaps into action. With choreography that would have made Busby Berkeley green with envy, four new wheels are fitted and the driver sent on his way – all in less than nine seconds!

Quite obviously this team cannot be Ferrari. They must be impostors. Never in the days of the immortal Enzo could so many Ferrari employees have worked in concert to such effect.

If an element of chaos could be re-introduced to pit stops, perhaps the teams would be less willing to stop. Tyre manufacturers might be persuaded to make tyres that would last for the entire hour and a bit of the race. Fuel tanks already carry sufficient fuel for a full race. Drivers would have to overtake on the road... It's all a dream isn't it?

FLAGGING AT CAVERSHAM

In 1965 I and three other guys I knew from university formed a flag marshalling team for the Six Hours Le Mans Race at Caversham. We were stationed at KLG Corner, the turn into the main straight.



As you can see in the 1964 photograph on page 25, flag marshals stood by the track with no protection at all.

Three of us were grabbing a bite to eat around lunchtime while John Capeletti stood on station and manned the flags. Suddenly he was standing beside us, having moved about 10 metres in what seemed like one long stride. As he arrived, a Porsche 356 shot across the spot where he had been standing.

The Porsche was the Bob Biltoft/Ron Miller car pictured at left coming out of Shell Hairpin. It is followed by a Cortina GT crewed by (I think) Owen Stringer and Mike Tighe and, way back, the Renault 750 of Rod Slater and Don Noack.

Photograph from the Jim Maslin collection.

SIX HOURS LE MANS RACE AT CAVERSHAM 1 JUNE 1964

BY 1969 WA RALLY CHAMPION JIM MASLIN



From left to right: Jim Maslin, Dick Sellwood, Bob Hickson, Vaughn Wild, Dot Camera, and Jenny Abbott

mechanic, Dick Sellwood, a farm machinery salesman, Jenny Abbot, a cartographer, Dot Camera, an office assistant, Jim Maslin, hardware sales and Vaughn, a telephone technician.

The car was slightly modified by fitting twin SU carburettors and a new set of Goodyear G 800 tyres was purchased.

Saturday 31 May was practice and qualifying. We did reasonably well, qualifying mid pack for the LeMans start of forty cars. We had removed the radiator grill to improve cooling but were advised by officials it was classed as a body modification so we had to replace it. The removal of the muffler and replacing it with straight through pipe was OK. To start the race all cars lined up at a 45-degree angle



The Le Mans start

can and change drivers and crash helmets (we only had one helmet).

The two hour stint driving around and around had no incidents, unlike some people. Our opposition, the near new Cortina GT driven by Owen Stringer, was favourite to win the class but after 4 hours the starter motor fell off and hit the tail-shaft putting them out of the race. Others in the class had problems and we just kept circulating.

After six hours and 161 laps the Lancer trundled home, and there we were in the results: 1st modified sedan, 1301-1600: #28, Wilde/Maslin Austin Lancer. It seems that, on that day at least, Austin Lancer was the answer.

Photographs from the Jim Maslin collection. The Lancer was #28 in the Six Hours. The two shots at top left of page 25 are of the Lancer as #48 at Caversham, but not the Six Hours Race.

Back in the early 1960s there was a bunch of us in Darlington who spent the weekends driving our cars around and through the village of Darlington.

Vaughn Wild had an Austin Lancer, a 1498 cc 4 door sedan with 4 speed gearbox and drum brakes. My car was a Riley 1.5 similar to the Austin but with twin SU carburettors and bigger drum brakes.

I was a member of Simca Car Club and we were advised that the six hours endurance race at Caversham Raceway was coming up on 1 June.

Vaughn decided to enter his car and made up a pit crew and asked me to co-drive.

The crew was made up from local youth, none having any experience in car racing. Bob Hickson, an aircraft



Coming out of Coca Cola Corner during practice

to the main straight in their qualifying order with the drivers sitting in the cars and the co-drivers lined up on the opposite side of the track. When the starting gun fired the co-driver would run across the track and only when he tapped the driver on the shoulder was he or she permitted to start the engine and go.

The start was uneventful and Vaughn came in for the first pit stop to take on 20 litres of fuel from a jerry



In the wilds of Caversham



Casual flag marshals at KLG Corner



The Lancer leaving Shell Hairpin



Not all had a trouble free run. A Holden loses a wheel at KLG Corner



Vaughn Wild also did well in the round the houses race meeting at Albany in 1964. Note the casual attitude to safety.



15 minutes to go. Still no time to celebrate.

The Lancer in Shell Corner

The Lancer charges over the finish line after six hours and 161 laps



OLDEN DAYS CARS

BY BOB CAMPBELL

Vanwall

The story of Tony Vandervell
and his racing cars



Denis Jenkinson & Cyril Posthumus
Foreword by Stirling Moss

Every now and again a young person says something that makes us think...

In 1986, when my son was but ten years old, he was helping me to look for a book, which I had mislaid. The book in question was *Vanwall* by Denis Jenkinson and Cyril Posthumus, of which young James knew nothing.

However, it was James who found the book and called to me from the next room: 'Is this it Daddy, the one with the olden days cars on the front?'

Not long afterward I met Stirling Moss at the Australian Grand Prix in Adelaide and recounted the tale of the book to him. 'Cheeky young bugger,' he said.

Unfortunately, the Vanwalls from the front of the book don't appear in public very often, except for many years as a static display in the late lamented Donington Museum, but others from the 2½-litre Formula One can be seen racing in historic events including the wonderful Goodwood Revival Race Meeting.

Two things stand out in those historic races. First, the variety of shapes that make the different marques easy to distinguish and, secondly, the cars are actually overtaking each other, sometimes several times in one lap. It's not much like modern Formula One.

While today's F1 cars look very much alike to the casual viewer, except for the sponsors' livery, the cars of earlier times were easily distinguished. A W196 Mercedes-Benz looked nothing like any of its competitors, the Maserati 250F had its

own beautiful shape and Ferrari's Tipo 625 and Super Squalo could not be mistaken for each other, let alone for other marques. Likewise, the unique panniered shape of the Lancia D50 stood out from the crowd and the lightweight Gordini was unmistakable to fans of the day. Connaught, like Mercedes-Benz, built a streamlined, full-bodied car, but the two could not have been more different. When each moved on to open-wheeled designs, the boxy W196 and the 'toothpaste tube' Connaught again left convention behind.

The early Vanwalls looked a bit Ferrari-ish once they lost the odd gilled tube radiator from on top of the nose, but Frank Costin cured them of that. The lofty, aerodynamic body introduced in 1956 set the top of Stirling Moss's helmet 51 inches from the ground. If they had put Dan Gurney in the thing, he'd have had to wear a flashing light on top of his helmet to warn passing aircraft.

When Ferrari took over the Lancia cars, they went from odd-looking with the panniers faired into the body for 1956 to just plain fat in 1957. However, the Dino 246 that appeared in 1958 was one of the better looking cars of the 1950s. The compact BRM looked quite good when it finally appeared in a major race in 1956.

The fat car title held initially by the Tipo 555 Super Squalo Ferrari became a fight between the ungainly straight-eight Gordini, which replaced the little six-cylinder car, and the dumpy rear-engined Bugatti 251 with its transverse straight eight.

There were other cars that made a mark in F1 during that period and the Coopers, Lotuses, HWMs and Aston Martins all had their own look about them. Lotus actually had three 'looks', the tiny 12, mini-Vanwall 16 and the boxy 18. The front-wheel drive DBs that showed up for the Pau Grand Prix in 1955 were odd looking machines and mechanically unique as well.

In the first two years of the 2½-litre formula, DB modified two of its front-wheel drive Monomill racers, replacing the usual 850 cc Panhard air-cooled flat-twins with supercharged 750 cc versions, which neatly fitted the Formula One provision for supercharged engines. Unfortunately, 85 bhp was not enough, even in a car weighing only 350 kg, and the cars were hopelessly uncompetitive in their only F1 appearance at Pau.

While both Mercedes-Benz and BRM looked closely at the 750 cc option, the German firm going as far as to build a single-cylinder test rig and BRM looking at half the enormously powerful (and enormously unsuccessful) 1½-litre V16, no serious contenders went so far as to build a ¾-litre engine. Including DB, only two attempts to race an blown 750 were made. In 1954 a Giaur car, based on an Italian F3 car with a DOHC Fiat based engine and supercharged for the occasion made a very slow debut in the 1954 Rome Grand Prix.

Gentlemen, Keep On The Right Side of The Boss

A man seeing flashing red and blue lights in his rearview mirror pulls to the side of the road. Shortly after coming to a stop, a police officer approaches the car.

The man says, 'What's the problem officer?'

Officer: 'You were going 80 km/h in a 60 zone. I'm afraid I'm going to have to ticket you.'

Man: 'No sir, I was going a little over 60.'

Wife: 'Oh, Harry. You were going at least 80!' (The man gives wife dirty look.)

Officer: 'I'm also going to give you a ticket for your broken taillight.'

Man: 'Broken taillight? I didn't know about a broken taillight!'

Wife: 'Oh Harry, you've known about that taillight for weeks!' (The man gives his wife another a dirty look.)

Officer: 'I'm also going to give you a citation for not wearing your seat belt.'

Man: 'Oh, I just took it off when you were walking up to the car.'

Wife: 'Oh, Harry, you never wear your seat belt!'

The Man turns to his wife and yells, 'For cryin' out loud, can't you just shut up?!'

The officer turns to the woman and asks, 'Ma'am, does your husband talk to you this way all the time?'

And so the wife says, 'No officer, only when he is p...ed.'

Borrowed from the August 2020 issue of the TSOA NSW newsletter, TRead



Christmas Cup 1963 Caversham

These photographs from the Jim Maslin collection are from the Christmas Cup meeting at Caversham on November 22, 1963 at the Shell Hairpin.

The top shot is from one of the Touring Car races and shows the Simca shared by Terry Cunliffe and Warren Matthews leading Owen Stringer's Mini, Mike Tighe's Fiat 1500, which seems to be taking the scenic route, and the Mini shared by T (Tom?) Rice and C (Colin?) Weir. My source for the names is Terry Walker's web site www.terrywalkersplace.com and he doesn't have all of the first names listed.

The flat area visible between the Fiat and the rearmost Mini is the proposed site of the VSCC clubrooms.

The bottom shot shows C White spinning his Vincent Special while H Davies takes evasive action in his Cooper Mark V. The sports car is unidentified, but looks very much like the Repco Holden Sports that was raced by several drivers over the years but doesn't show up on Terry's web site.

If you know more about these cars and drivers, please contact Editor Bob Campbell, contact details on page 2.



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**





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