



April 2021

Issue No. 352

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

VINTAGE METAL

www.vscgwa.com.au

VALE DAVE SULLIVAN 1917-2021



PLUS Book Review: *Lights Out — Full Throttle*
Autopolo — The Sequel
Here be Humpies Racing Photo Gallery

April General Meeting — Monday April 12
Light Car Club clubrooms,
opp. 37 Moojebing St, Bayswater
6.30 for 7.00 pm

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COVER: Dave Sullivan in the grey Holden on the main straight at Caversham.

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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

VSCC OF WA CALENDAR 2021

April

- 10 Lindsay Monk Hillclimb, Mt Ommanney Club Hillclimb Championship Rd 1
- 11 Northam Flying 50 State Regularity Championship Rd 1 (Historic only)
- 11 Curtin Radio Classic Car Spectacular — Trinity College Playing Field
- 12 General Meeting — Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army
- 25 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 10.30 to 12.30 pm
- 27 Dad's Army

May

- 1 Dad's Army
- 3 General Meeting — Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater
- 11 Management Committee
- 18 Dad's Army
- 18 Competition Group
- 23 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 25 Dad's Army

June

- 5 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 6 Albany Classic State and Club Regularity Championship Rd 2 (Historic only)
- 12 Dad's Army
- 14 General Meeting
- 15 Management Committee
- 21 Competition Group
- 22 Dad's Army
- 29 Dad's Army

Right: The WASP at Caversham in 1966.

Below: The engine and transmission of the restored WASP at the March general meeting.

Below right: The WASP as presented at the March general meeting.



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

Minutes of General Meeting

held at the Light Car Club rooms, Moojebing St, Bayswater, Monday 8 March 2021

1.Meeting opened: 7:20 pm, Glenn Swarbrick presiding, 35 members present.

2. Apologies: Mark Jones, Ed and Chris Farrar, Bruce Jones.

3. New Members and Guests: nil

4. Adoption of minutes:

Moved: David Moir

Seconded: Michael Broughton, that the minutes of the November 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: Paul Wilkins

Seconded: David Moir, that the Treasurer's report be accepted.

Carried

7. Secretary's report:

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

Moved: David Moir

Seconded: Thierry Michot, that the Secretary's report be accepted.

Carried

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

- a. Recent theft and vandalism at the Caversham Clubrooms had prompted the Management Committee to meet with the Caversham sub-committee, where it was decided that:
 - i. Dad's Army would continue at Caversham;
 - ii. Library, trophies and memorabilia would be stored at a member's factory unit;
 - iii. The security of Caversham would be reviewed; and
 - iv. Monthly meetings would be held at the Light Car Club in Bayswater for the foreseeable future.
- b. A Back to Caversham event is planned for 20 March in conjunction with a voluntary pre-season scrutiny session.

9. State of Play Reports:

a. Competition:

- i. Northam Motor Sport Festival: David Moir reported that planning for the event on 10/11 April was going well.
 1. The Lindsay Monk hillclimb at Mt Ommanney is on the Saturday and the Northam Flying 50 is on the Sunday.
 2. Entries are now open and close on 26 March.
 3. Accommodation in Northam is in high demand.
- ii. Albany Classic: Glenn Swarbrick reported that he and Paul Bartlett were working with the ACMC for the event on 5/6 June.

b. Workshop:

- i. Brian Eyre reported that the water and electricity had been restored at Caversham and the fire detectors had been completed.
- ii. An extra day for Dad's Army is planned for Tuesday 16 March to prepare for the Back to Caversham event on 20 March.

c. Library: no report

d. Social: Michael Broughton reported that:

- i. The Back to Caversham event on Saturday 20 March will comprise a pre-season scrutiny from 8 to 12 noon followed by a barbeque to commemorate the Ed Farrar workshop; RSVP is required for both the scrutiny and barbeque.
- ii. He is organising a display of club cars at the Shannons Classic Car Show on 18 April.

e. Regalia: Chad Raven reported that he and other members had arranged a club display at the Vintage Swap-Meet at Northam last month, had sold some regalia and generated interest in the club and the Northam Motor Sport Festival.

f. Caversham: Brian Eyre reported that:

- i. The Bushfire Management Plan had been completed and submitted.

- ii. He and Ross Oxwell had met with the City of Swan to answer objections to the clubroom proposal; however, the City has objected to the proposal.
 - iii. Ross is working on an environmental approval.
 - iv. Brian and Ross will meet with the WA Planning Commission to consider alternatives.
9. **General Business:**
- i. **Caversham Car:** Paul Blank reported that he had been requested to broker the sale of the car for the club; he suggested consideration of the Federal Government's Cultural Gift Program under which a private owner could donate the car to a museum after owning it for 12 months and gain a tax deduction to the value of the car.
 - ii. **Dave Sullivan Snr** – Paul Wilkins reported that Dave had died last week at the age of 103.
 - iii. **Eligibility of Modified Cars for Northam and Albany Regularity** – the club was requested to clarify this.
 - iv. **Scrutiny** – it was suggested that the club inspects all vehicles for future Northam and Albany events, despite Motorsport Australia's allowance of self-scrutiny.
 - v. **VSCC Facebook page** – it was suggested that this page be used for discussion between members.
 - vi. **Northam Hillclimb** – Peter Schofield is calling for volunteers to assist with marshalling of competitors' and spectators' cars on the Saturday morning.
10. **Guest speaker:** Brian Eyre spoke about his restoration of the Peugeot Special racing car which he had on display at the meeting.
11. **Next Meeting:** Monday 12 April, Light Car Club, Bayswater.
12. **Meeting Closed:** 8:25 pm.

RESTORATION OF BOB KINGSBURY'S WASP



Restoration of the WASP (WA Supercharged Peugeot) was under taken by Brian Eyre from November 2, 2019. The restoration of the WASP was virtually completed by Dec 2020.

The WASP is a rear engine open wheel race car that was originally built in 1958 by Bob Kingsbury. Bob is shown at left in the car at the Caversham race circuit in 1958. Those who attended race meetings at Caversham will remember that it was either stinking hot or wet and miserable. This was obviously the latter.

Bob Kingsbury hand built the chassis from 1in furniture tube to produce a frame that was 24in wide

by 12in high with a front track of 52in and rear rack of 50in on a 84in wheelbase.

The front suspension was handmade upper and lower wishbones utilising FIAT stub axles, FIAT rack and pinion steering and FIAT alloy drum brakes. The rear suspension was standard VW swing axle and VW drum brakes hanging from a VW split gearbox.

The engine was a Peugeot 203 cross flow sleeved back to 1200cc and it was fitted with a Roots type supercharger and open exhaust stacks. In 1960 there was a minor rebuild and in 1962 the engine size was increased to 1600cc (Peugeot 404) and fabricated steel extractors were fitted.

The car raced as #4 and appeared at every event at Caversham and then Wanneroo until a major rebuild in 1970. In 1970 everything was changed, chassis length was increased, new front and rear suspension with wider tyres, new ALFA engine, new body style new number #17 and new name 'EL TORO'.

After a few more rebuilds the chassis was widened to make it eligible as a sports car and a Mazda rotary engine was fitted. The car comes with a very full CAMS log book of events at Caversham, Wanneroo and Eastern states circuits and even listed in an Australian Grand Prix. 'EL TORO' finished its racing career in 1986.

There were probably eight or nine individuals who made up hand built open wheel specials along similar lines and used similar components but with different power plants such as Peugeot and Renault. There was an idea that a new clubman series would be formed but the series never eventuated and these cars were developed into other forms as time went by.

Wally Higgs was amongst the first to produce a Peugeot powered race car that was to be used successfully at the race circuit at the disused Caversham air strip. Others include Vin Smith, Dick Ward, Bob Annear, Lindsay Taylor (Renault).

See page 3 above for more photos of the WASP, in period and as restored.



Dave Sullivan in his pomp, sweeping through a curve at the Caversham D-circuit.

However, Dave Sullivan's story is best told by the family and the following is their story of one of WA's best loved racing drivers:

Dad was born in Sydney in the family home in Denison St, Camperdown NSW on September 22nd 1917, the youngest of 4 children. Dad's mother Annie was a seamstress and Dad's father Joseph was a carrier driving a horse and cart.

Dad has spoken of his early schooling, saying he was fond of rugby league and cricket. His first job leaving school was as a shoe sales man but this ended poorly when his boss locked his push bike in for the weekend. At this time in Dad's sporting career he was a keen cyclist competing in weekend events. No bike, no event and a very irate young man. Dad's first trophy was a win in the 20 mile junior handicap road race on the 16th of July 1932.

Soon after Dad was employed by Jack Murray (yes,



Dave in the Six Hours Le Mans Race at Caversham in 1958. He had rolled the car, popping both headlights out, but righted the car and continued in the race, finishing second in class. The Austin A90 is driven by Syd Negus and they are followed by an MGA (obscured) and Aub Melrose in his Austin Healey. Track commentator Jim Harwood christened him 'Brave Dave' on that day.

VALE DAVE SULLIVAN

Dave Sullivan, champion sedan racer of the 1950s, has passed away at the age of 103 on March 2, after a short illness.

My earliest memories of Dave Sullivan were from sitting with a friend at Bugatti Corner watching his grey 48/215 Holden hurtling through the corner with the right front wheel dangling in the air. Who needs a Lotus Cortina?

Those were the days when I was a schoolboy and rode my bike from home in Claremont to the circuit at Caversham — then home again afterward.

As time went by I graduated to four wheels with an engine and Dave moved on from the Holden to the DSM open-wheeler with Peugeot and later Holden power. By then I was a regular in the pits and helped to push start many racing cars, probably including the DSM.



Dave Sullivan in the Holden in company with Jeff Dunkerton in Derek Jolly's early Lotus 7.

that's 'Gelignite' Jack) and started his motor mechanic apprenticeship leading to a long friendship with the Murray family.

Dad met our mother Joyce on Bondi Beach in 1937 and has related the tale that he told Mum that first day that they would marry.

Other sporting interests at this time included wrestling, spear fishing and body surfing.

In 1939 when the European War began Dad joined the merchant navy, working on the Aquitania transporting Australian troops to and from the Middle East. Dad was on board when in 1941 the Aquitania picked up survivors from the German ship the Kormoran after the sea battle off the coast of WA resulting in the sinking of the Sydney with the loss of life of all 645 on board.

In 1942 Dad volunteered for the Army seeing service in the Pacific islands and was discharged in 1946.

It was during this time that Mum and Dad were



Dave making a commercial for a local milk producer. The car is Wally Higgs's Peugeot Special. The bloke at the rear, gazing into infinity, is a very young Dick Ward.

married and Elizabeth and David were born.

Dad's tales of military service consisted of stories of selling contraband goods and making spirits from potatoes to sell to the US troops. Mum confirmed the extracurricular activities as all the money was sent home making the purchase of their first home in Sydney possible. Dad also represented the AIF winning the light weight division of Roman Greco wrestling in 1942.

With a return to civilian life Dad commenced back with the Murray brothers as a mechanic. Soon after Dad had a tip that a taxi licence was for sale, and a new career began. Dad has said he made more money in one night driving the cab than he was making in a week as a mechanic.

In 1953 and 1954 Dad competed in the Redex Trials, a car rally around Australia. In 1954 while in Perth Dad rang Mum and said the family should move to Perth. Mum later told me she was very shocked and her response was 'but what if I don't like it?' Dad's reply was then we will move to Timbuktu! So in 1955 the trailer was hitched to the taxi and our family of five headed west.

The years that followed saw Dad owning a garage, car sale yards and a speed shop. Other business ventures included a lease on the tea rooms on Garden Island now a restricted Naval Base, a riding school in Darlington, an electrical retail shop to coincide with the introduction of television to WA and many houses that Mum renovated then rented. Mum and Dad were never shy of trying a new adventure.

Dad's passion for cars always constant, he raced at Caversham on a track that had been an airstrip during WWII then in 1969 at the new track at Wanneroo. He was State Touring Car Champion in 1958, 1960, 1961 and 1962. He was also state racing car champion in 1964. Amazingly in May 1990 Dad won his final motor sport trophy with a first in class at the Mt Ommanney Hill Climb.

Our family holidays through these years were always in country towns attending car racing events. These were greatly enjoyed by some family members. Other sports were not neglected and Dad played squash at King's Park and joined Mt Lawley Golf Club in 1965.

Dad retired from working life in the mid 1970's and this saw the start of a new career in travel. Mum loved nothing more than planning trips abroad, they visited the UK, Europe, Russia, USA, Mexico and New Zealand and of course much of Australia. Mum was very sad when travel became too much for them.

All this time our family was growing Mum and Dad had 7 grandchildren then came 18 great grandchildren.

Dad joined the RSL in March 1996 and was a keen participant in fund raising each year on Remembrance Day, Warden of the Mt Lawley War Memorial and taking part in ANZAC Day commemoration services until this too became too difficult. His years as an RSL member were ones of great comfort and enjoyment.

When Mum's health began to fail Dad took on the job as her carer, he learnt to wash and to cook. This came with some help from family but he was insistent that he do the majority of the work until the task became too onerous. Mum passed away peacefully in 2015 after 73 years of marriage.

In 2015 Dad moved to full care at Acacia RSL Menora, his life there has been happy and accepting. This change came as a surprise to family as for most of our lives as Dad was a feisty bloke that did not step away from a fight. Dad's life has been well lived.

He was content with his achievements and satisfied with a long life of rich experiences.

Dave was father and father-in-law to Elizabeth and Terry, David and Peta and Sue-Ellen and Greg. Grandfather to Michelle, Kerry, Craig. Andrew and Amanda, Gavin and Campbell. Great grandfather to 18.



In the bush at Caversham back when you drove to the circuit, taped the headlights, and raced.

HELP!

Vintage Metal is your magazine. It needs input from you, the members of the VSCC of WA. This is most easily done by one of three methods;

1. Write a letter to the editor telling of your views about the future of the club or club matters that are important to you. Reply to a previous letter to the editor if you disagree with what was said, or even to support the previous writer. Use Vintage Metal as a club forum.
2. Write a brief profile of yourself and your career in motorsport or your activities as a member of the VSCC. Include photographs or contact Editor Bob Campbell to see if he has photographs that will illustrate your story.
3. Contact Bob with information about your motorsports activities and work with him to produce a profile of yourself. You can include your competition activities with and outside the VSCC. Again, you will need photographs.

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

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

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

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

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**NOTE! DEADLINE FOR ARTICLES FOR THE MAY 2021 ISSUE IS APRIL 15, 2021
ADVERTISING DEADLINE APRIL 11, 2021.**

Prewar Bodywork: Project For Sale



Are you looking to build a prewar special some day, here's an opportunity to get a major component to building something special.

I purchased this aluminium body over 25 years ago from John Hunting who had it built by Clive at Hammerworks to suit an MG or Riley but it's never been used, so it's untouched and like new (just a bit dusty).

It was my intention to build a prewar sports car with it, but with so many other projects I doubt I'll ever get to use it, which is a shame. So my loss will be someone else's gain. If you want to discuss purchasing this magnificent hand made prewar style body (no bonnet or grill) for a dream project then give me a call.

Jack Del Borrello

Mobile: 0411 877 517

Make an offer \$

EDITOR'S RAMBLINGS



Can We Learn from the Original?

In the February 25 issue of *Autosport* magazine, there was a story, sponsored by Longstone Tyres, about the VSCC. That's the original VSCC, founded in 1934.

It described the VSCC's activities, which was fascinating, but the part of the article that caught my eye was about promoting the club to younger enthusiasts. The relevant passage read:

'What other racing club is so pro-active in the furtherment of motorsport that it offers race entries to under 30 year old enthusiasts, who are borrowing Grandad's car to get out on the track with half price entry fees and learn about the history of our machinery, how to use it, and most importantly how to fix it? A VSCC race meeting can be the antidote for the internet. Get your children off Grand Theft Auto and get them into the real world and on the tarmac at Silverstone.'

Obviously, Silverstone is not available to us, but Collie, Northam, Albany and Barbagallo are, not to mention hillclimbs at Mount Ommamney, Mount Clarence and Jack's Hill. The proposed trial event at Moore River and beach racing at Blossoms Beach should be a lot of fun for drivers of all ages, so there are many opportunities for Grandad or Grandma to get the youngsters out in the old cars. Is there any reason why we can't offer half price entries to under thirties?

The Voice of Formula 1 Silenced

Murray Walker, for many years the voice of Formula 1, died on March 13 at the age of 97. Born Graeme Murray Walker on 10 October 1923, Murray was the son of motorcycle TT winner Graeme Walker, who was a leading motorcycle racing commentator. Murray followed his father into motorcycle racing, with little success, but when he in turn took up the microphone, he was much more successful.

Establishing himself as BBC radio's motorcycle racing expert, he had few opportunities to cover F1, although he moved to television and covered almost every type of motorsport except F1, which was reserved for the urbane Raymond Baxter. That all changed in 1978 when BBC TV began to cover F1 seriously. In 1980 he was joined in the commentary box by the recently retired James Hunt and an amazing team was born. After Hunt's untimely death Murray was first teamed with Jonathan Palmer, then when F1 moved to ITV, Murray and Martin Brundle were the commentary team.

Murray was the voice of F1 for quarter of a century until his retirement from full time commentary in 2001. At the same time he maintained a full time job in advertising until he was almost 60. He was a man of seemingly infinite enthusiasm and energy and we shall not see his like again. The motor sports world will miss Murray Walker.



The ex-Max Fletcher VMS looking very smart in Dave Sullivan's garage.

The Sullivans

Most of us can remember the television series of that name, but that has nothing to do with this story. This has to do with Dave Sullivan, Senior and Junior. We lost Senior recently (see page 6 above), but Junior is still with us. I visited him when preparing the story about his father and we found we knew a lot of the same people from the world of motor racing in WA. Both of us remembered push-starting racing cars in the pits at Caversham.

Of interest to many of our members will be the car that Dave has tucked away in his garage, the ex-Max Fletcher VMS sports car. A Morgan chassis with a Holden grey motor and lightweight alloy body, it sits on blocks but looks ready to go.

Thank You for Your Help

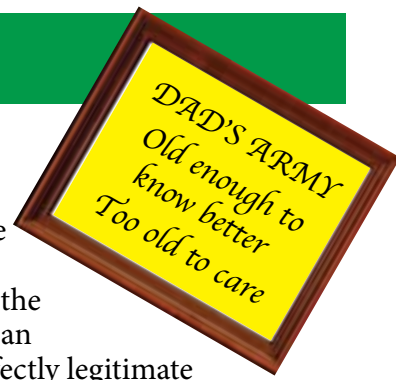
As ever, a number of people helped me to gather information and photographs for this issue. The obvious one is Dave Sullivan for his help with his father's story. As ever, Graeme Cocks and Hugh Fryer helped with the Autopolo story. Chad Raven came up with a story written for me about the Northam

Swapmeet plus photographs. Ron Fabry also supplied a photo from Northam.

Please keep the stories and photographs coming. I need your help to maintain the standard of **your** magazine.

Bob Campbell

DAD'S ARMY NEWS



Caversham Car



As you all know, the Caversham Car is for sale with Paul Blank handling the sale. Paul explained at the March general meeting how the purchase of the car could be an opportunity to receive a perfectly legitimate tax deduction for any of you business people out there (see General Business in the minutes, page 5 above).

Money received for the Caversham Car will be ploughed back into future projects for the club.

In the meantime, Dad's Army continues to fettle the car to make sure it is in great running condition for the new owner.

Clean-up Continued

Dad's Army had an extra Tuesday gathering on March 16 to prepare the clubrooms for a triple function on Saturday March 20, voluntary scrutineering of entries for the Northam Flying 50, commemoration of the Ed Farrar Workshop and the Back to Caversham barbecue.

All three functions were successfully completed and Dad's Army spent the gathering on March 23 returning everything to normal and cleaning up. While cleaning up the very minor oil leaks from the Singer, your scribe discovered that the oil had killed a number of Portuguese millipedes, which are notoriously hard to kill. The suggestion that we should use oil to kill millipedes garnered no support from the troops. I suppose the slippery floor might be as dangerous to people as to the millipedes...

Tables, chairs and other furniture were returned to their usual positions in preparation for both the Dad's Army morning tea and any future use of the clubrooms. Now that the water and power supplies have been restored, the rooms are quite habitable.



Regalia, Groundskeeping and more

Dad's Army's youngest member, Chad Raven, has been working hard at both of his positions, Regalia Officer and Honorary Groundsman. You can read on page 11 about Chad's efforts at the Northam Swapmeet. He has been busy setting things up for repeat performances at the Lindsay Monk Hillclimb at Mt Ommaney on April 10 and the Northam Flying 50 on April 11.

Chad was busy on the 16th, getting the grounds in shape for the 20th. He first beat the grass and weeds into submission with the ride-on mower (photo above) then, with the help of several other Dad's Army stalwarts, cleared weeds from around the main building.

In the meantime, the brains trust shown at left were discovering how many Dad's Army members it takes to start a Singer...



The Scribe

DAD'S ARMY DATES - 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
APRIL		20	27
MAY	1	18	25
JUNE	12	22	29
JULY	3	20	27

VSCC NEWS



Close-up of the VSCCWA marquee at Northam

I was half an hour early as the oval was already half full!

After finding our area to setup, reserved for us by Laura Taylor of the Northam council, Peter Hammond and Michael Broughton (who had their cars for display) helped erect our club marquee and organise the display area we had. Michael pointed out that our flags were the tallest of all the displays.

Peter Schofield and Thierry Minchot handed out flyers for the upcoming Northam Motorsports Festival and helped converse with the public as this little black duck needed a nap after a 3 am rise.

We saw many VSCC members enjoying the sunshine and picking bargains with our tent becoming a popular spot for members to hold some of their



The VSCCWA marquee at Northam with Peter Hammond's FJ Holden in the foreground

Back to Caversham

On Saturday March 20, there was a gathering of VSCC members at the Caversham clubrooms for three purposes. First, any entrants for the Northam Flying 50 who wished to have their cars checked by the club scrutineers could bring them to the clubrooms from 8 am to be checked over in the Dad's Army Workshop. Second, there was a barbecue to celebrate the re-opening of the clubrooms after the most recent round of vandalism.

Third, and most important, club members were invited to celebrate the involvement of past president and long time VSCC member Ed Farrar. The workshop museum has been named in Ed's honour and Ed was photographed with other past presidents of the club in front of the sign erected to mark the dedication.

There was a good turn-out and Cris Farrar thanked the club for honouring Ed.

VSCC Merchandise Stand at Northam Vintage Swapmeet — Sunday 21st of Feb

report by: Chad Raven

This was my first time operating our club merchandising stand/tent as Regalia Officer and the help I received was overwhelming.

Firstly a big thanks to Graeme Whitehead who organised the purchase and licensing of the new merchandising trailer. This trailer will sit at the ready, packed with all of the equipment needed to setup our stall. It will make life much easier as all of this can now be kept and transported together. In the past, other members were used to cart separate pieces leading to misplaced and forgotten essential equipment.

After a very early rise I headed to our Caversham workshops and hooked up our new trailer to trek up to Northam. I was told to be at the Jubilee oval at 6:30 am to set up. Lucky



Michael Broughton's Porsche 356SC parked by the marquee

larger purchases so that they could go find more bargains.

Pricing for our merchandise was relatively unknown so Michael Broughton and myself came up with some basic pricings. The event only went for half a day, so a profit of \$85 for the club was good.

At lunchtime we all packed up and went home, confident that we are all ready for the Northam Motorsport Festival on April 10th and 11th.

The new trailer towed well and even better on the way home after putting some air in the tyres.



Ross Owell, Rob Ozanne, Ed Farrar, Glenn Swarbrick and Ian Fry in the Ed Farrar workshop

was removed and, it seems, put on a bonfire. The car had survived for over 90 years, but it is now gone forever.

The owner of the Amilcar destroyed it for profit. He had bought it for just over 9500 euros and, after spending some more on it, including sourcing a new starter motor, he got it running and advertised it for 21,500 euros. There was no interest at that inflated price. A member of the Amilcar Register offered to organise a consortium of owners to buy it, but they and the dealer couldn't agree on a price.

At this point the owner of an original Amilcar CGSS two-seater sports car comes on the scene looking for an engine. It was in a CGSS that famed Russian/American dancer Isadora Duncan was killed when her



An Amilcar Type M similar to the one broken up.

flowing scarf caught in the rear wheel, pulling her from the car and breaking her neck. Would the dealer sell the CGSS owner just the engine? The dealer accepted and the fate of the Type M was sealed. An intact piece of automotive history was broken up.

The policy of the VSCC was summed up in the article as follows: 'Cloning i.e. one car broken up to make two or more cars is not approved and cars manufactured in this way are not acceptable. It is not acceptable to turn an existing car into a car of a different type (e.g. a saloon car turned into a sports car) unless Committee agrees, before any conversion work commences, that the condition of the existing car is such that it is beyond reasonable restoration. Opportunity must be given for the existing car to be inspected by any person(s) nominated by Committee.'

The dealer in question was a VSCC member. As a consequence of his actions the president wrote to him asking him not to renew his membership and he did not receive a renewal form.

There are many examples of Austin Seven sedans that have become Ulster Replicas or Riley Kestrels that have become 12/4 specials. So many Bugattis have been reborn as Type 57 Atlantics that there are now almost 30 survivors of the four originally built. To quote the article, 'The VSCC is a club for enthusiasts and this practice is abhorrent to all true enthusiasts and yet it continues. At present, a perfectly restorable Bugatti Type 57 Ventoux is going to be turned into another Atlantic. These acts of vandalism must stop.'

More Vandalism

Unfortunately, even as Dad's Army were preparing the rooms for this triple function, vandals rammed the front gate on Harrow Street, tearing one half of the gate off its hinges.

Temporary repairs have been made, with the damaged gate chained to the gate post, but the incident is another reminder of the limited security provided by the Caversham premises.

VSCC Philosophy

Back in January, the editor received an email from Graeme Cocks with an attached article from *The Bulletin of the Vintage Sports-Car Club*. That's the original club in the UK. The article was decrying the vandalism of perfectly good or eminently restorable vintage cars to create specials for road or track.

The article was inspired by a story in the November 2020 issue of *The Automobile* magazine about a 1929 Amilcar Type M whose original Weyman four-door sedan body



The cover of the magazine referred to.

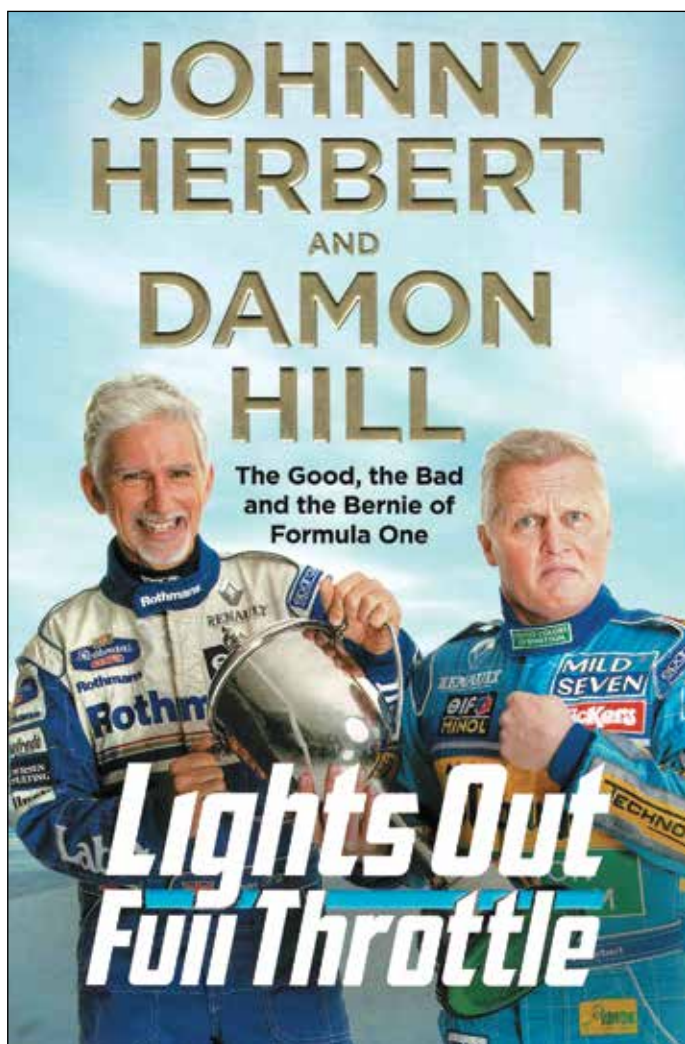
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LIGHTS OUT — FULL THROTTLE: THE GOOD, THE BAD AND THE BERNIE OF FORMULA ONE BY JOHNNY HERBERT & DAMON HILL



Johnny and Damon, former F1 racers and now commentators and pundits on the box.

Having competed, between them, in 261 Grands Prix, they have achieved 25 wins, 49 podium finishes, one World Championship, 458 championship points, a Le Mans win, two smashed ankles, a broken arm, wrist and leg, sixty broken ribs and two bruised egos, or so we are told on the back of the book.

The two former drivers bounce off each other well and the book is great fun to read. It covers topics from Monaco to Bernie, from overtaking to whether F1 should be green and much, much more.

Where else would you discover the extent of Bernie's classic racing car collection? Or when Nico Rosberg was christened Britney? Mark Webber had something (a lot) to do with the latter. What is the fascination with Martin Brundle's footwear?

Just about every driver of recent years and quite a few of the earlier ones receive the Herbert and Hill treatment and most of them come out of it reasonably well, but neither Johnny nor Damon misses anyone who got it wrong.

The trouble with reviewing a book such as this one is that it is so easy to spoil it for the reader, so I'll avoid saying too much. I did enjoy it and was surprised on a number of occasions when the twosome expressed opinions that were not at all what I expected.

I found out about things that went on behind the scenes, some of them totally unexpected. For example, I knew that Elio de Angelis was a concert standard pianist and kept the troops entertained when they had a stand-off over Super

Licences in South Africa in the early 1980s. I didn't know who was first on the piano that day, who explained how to dismantle an AK-47 (with diagrams) or who performed an extremely funny stand-up routine. The piano playing probably came to an end when they used the piano to barricade the door. If you want to know more, read the book! That bit's in the chapter headed *Big Bernie*.

Find out how important fitness is to a racing driver, and how they achieve the necessary standard, what Damon and Johnny think the future holds for Ferrari and Williams, although I don't think Williams had been sold at the time. There are 21 chapters in all and each one is fun to read. Most of them come up with things you didn't know about F1. Herbert and Hill are a good pair.

The chapter on the future is, as Johnny explains, about the future of F1 and not that of the writers. Their thoughts on where F1 is going are fascinating and should keep the pub pundits in material for a while, provided that they read the book. They should, because it's a good one. I can say that with conviction, because I spent my own money to buy it. It is good value.

Where can you buy it? At any good bookshop, including Dymocks, QBD and Boffins in Perth. You could also buy it from The Pitstop Bookshop (pitstop.net.au) but you'll have to pay postage then.

Retail price for the paperback is somewhere between \$29.99 and \$34.99 and the hardback is around \$39.99.

Bob Campbell

JK AND SQUARE RIGGERS UPDATE



AUTOPOLO — THE SEQUEL

PHOTOS BY JESSICA AUSTIN, NICOLE LOTHE AND THE DRONE

Dribbling the ball past the hangar

Following on from the previous edition of *Vintage Metal*, the Autopolo World Championships have been run at Brooklands Airfield near York. Heza Henry was there to witness the historic occasion. Many members of the Vintage Sports Car Club were there as either participants or spectators. Hugh Fryer and Peter Harrold were umpires. Graeme Cocks and Bill Lee were drivers. Dean Whisson was a malleeteer. All but one of the cars has run at the Red Dust Revival at Lake Perkolilli.



Celebrating a goal

1915 Ford Model T speedster start doing the same.

For the first time in 90 years, we are playing a game of Autopolo. What started as a crazy idea over a Saturday morning cup of coffee is now real.

As mentioned in the previous *Vintage Metal*, the first person to come up with the idea of cars instead of horse for polo was Joshua Crane Jnr in 1902, then in 1913 Pappy Hopkinson arranged a contest with Model Ts and the sport was popularised. Model Ts were stripped, big hoops attached to the chassis and that was just about all that

Here is the story from one of the participants:

Jim's sitting on the back of the bench seat of the 1913 Ford Model T Ashton racer, he has one foot on the running board, the other on the floor inside the car. In his left hand is a wooden mallet with a six foot long bamboo handle.

He's holding on for dear life as I take a sharp turn to the right and start drifting the car sideways, gravel sprays out from under the wheels and now we're in perfect position to close on the ball.

'Hit this one hard,' I yell, as he takes his other hand off the car and grabs the mallet, bringing it back and as we reach the ball he gives it a mighty swing. The ball takes off ahead of us as we position ourselves to follow it over the line. Goal!

We toot our horn and our team mates behind us in a



Tossing for ends

fit-ball of 35cm diameter.

Next challenge: we needed a venue. Simple enough, just borrow a polo ground for an afternoon. But we were told that no way could cars drive on a polo field. It might damage the surface. Never mind that horses have hooves and horseshoes that rip into the ground. So we looked farther afield. No government authority in the city liked the idea — they had enough of a hard time keeping ‘hoon’ drivers off sporting fields. The fact that we had 100-year-old cars didn’t matter. Better to go out of the city, so I rang Gary Byfield from the York Motor Museum in the Avon Valley 90 minutes east of Perth.

He said he knew a spot owned by a local car club member which may be suitable. It was a private airfield used for skydiving called Brooklands. No worries about local government authorities, and anyway, autopolo is probably safer than skydiving.

So, as reported last time, we gave it a test and it was a fantastic place to play the sport. We learned that longer mallets were necessary to clear the running boards and a bigger fit-ball would make it easier to hit. The gravel surface of the runway looked to be better than grass as we could drift the cars sideways without fear of them digging in and throwing driver or malleter out — or worse still, rolling the car. Brooklands Airfield was the ideal width and we marked out a 300 metre long rectangular field. The ball had to be hit from the centre to cross the boundary at either end to score a goal.

was required. Fairgrounds across America were used to create a new sport. The last time the sport appears to have been played in Australia was at the Melbourne Exhibition Speedway in 1930. Has it ever been played in Western Australia before?

It was dangerous back then — lots of drivers and jockeys (these are the mallet-wielders, which we call malleeters) lost their lives (or so it was claimed) but it was thrilling entertainment for fair-goers. The sport died out during the depression era but we thought we’d bring it back.

We planned a game comprising two teams of three cars. With two cars from each team on the field at the same time, we could recreate the original sport. Mallets were made with laminated bamboo poles and epoxy laminated pine heads. The ball was a small rubber



Let battle commence!



What's it doing back there? Confusion reigns!

Aussie heat. Original Autopolo had five 10 minute rounds, with substitutions but we decided on our own format. It would be four quarters of 15 minutes with the first two cars from each team on the field to be starters and then the third car subbing after 10 minutes. We soon worked out that a substitute after seven and a half minutes was just fine. We also put some water in the ball to make sure it didn’t get blown away.

It was no trouble getting malleeters to join us. Several underwater rugby players, a veteran of the Hawaiian Ironman event and taekwondo aficionados joined us, keen to play another extreme sport.

Autopolo proved to be tough on transmissions. Model Ts only have two forward gears so first was great for dribbling the ball and top gear was ideal for speedy repositioning.

Another rule was necessary. In horse polo one can only hit the ball from the left side of the horse. This avoids collisions so we agreed on that element of traditional polo. Also, drivers could only turn to the right when they were near the ball. Once again, this avoided collisions.

When we began a practice match it was clear that our trusty Ts did not like a long time on the field in the



Umpires look on as malleeters stretch for the ball in after it left the field.

Let the game begin with the hoot of a klaxon horn. Tactics soon developed in the heat of battle. One driver would wait back while the other driver had possession and tried to dribble the ball forward. If nobody was ahead to challenge the possession then it was just as well to hit it hard and chase it down. Then, if it went out of control, the driver behind who had dropped back could come forward as the lead drive took a sharp right to then position behind the other driver.

Fine tactics of course unless the ball stopped and a melee ensued. Then the other team would block either car from moving forward. Such ungentlemanly tactics are not fitting of the fine sport of Autopolo but who dares wins. Maybe we should have some more rules next time?

As the game wore on and three fit balls exploded after being driven over and Shane Burns Paris-Vienna style T lost first gear, it was clear that the game was taking its toll. After about one hour of playing time, scores were tied at four goals apiece. It was the last quarter and Hugh Fryer called the game over as Cam Davey limped off the field with his T's ignition timer barely holding together.



No comment...



The chase is on

also taken notice of 'Aussie Rules Autopolo' and there was even talk about it from The Netherlands. Autopolo is back!

It seemed fair to us that since we were the first people in more than half a century to play a proper game of Autopolo then this would be the World Championship. And if we are the only two Australian teams then we are the Australia A and the Australia B team. Australia would win the World Championship! An excellent result!

So we gathered at Brooklands Airport on the eve of the championships to lay out the course, to fire up the barbecue and to open the beers, and later, the port wine. It was appropriate preparation for the world championships in the morning. A bonus was the on-field entertainment with three skydivers dropping onto the field. Cheers to them!

Hugh Fryer and Peter Harrold were to be the umpires, ferrying the ball to the centre line and throwing the ball

I think Hugh was probably thinking that the need to win was now causing competition which was just a little too fierce.

It had been a fabulous spectacle with cars diving onto the ball and then careering away after they overshot the target only for other cars to dive in. It was a miracle that no collisions occurred or any malleeters were thrown out. No Model Ts were killed in the conduct of the world championships.

Yes, Australia won. Reputations were intact and the sport of Autopolo was reborn. Everyone will be back next year to challenge for the 'Pappy' Trophy which will reside in the York Motor Museum until the next event. And we might have a New Zealand team challenging for the World title, too. Your American T friends have

Heza Henry

If you are interested in becoming involved in Aussie Rules Autopolo, contact Graeme Cocks on 0438 980 859 or email gacocks@iinet.net.au or Hugh Fryer on 0419 964 543 or email hmfryer4@bigpond.com.



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HERE BE HUMPIES RACING



Two humpies pouring it on through a left-hander



Smoothly through a similar corner



The FX has a wheel in the air while the FJ chases hard



Understeer, oversteer and 'I haven't made my mind up yet.'



Oops!



Ouch!



Phew, it's stopped.



I suppose the *concours d'elegance* is out of the question now?

HERE BE HUMPIES RACING (CONT)



Hey! Stop pushing.



Hi fellas, fancy meeting you here...



Two Fiat 1500s sandwich an FX



Hanging it out like washing on the line...



A Mark 1 Zephyr heads the humpies.



It all ends with terminal understeer...



Occupational Health and Safety would not approve of those bricks.

These photos of Humpy Holdens racing were tucked away in a folder on my computer and I thought that they would make a good display spread. I have no idea which track it is (answers by email to the editor) but the substantial concrete wall doesn't offer much spectator protection.

I suspect that Spencer Martin, Warren Weldon and Barry Seton are among the drivers featured.

Bob Campbell



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