



August 2021

Issue No. 356

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

VINTAGE METAL

www.vscywa.com.au

CAVERSHAM PHOTO GALLERY

PLUS

JK and Squareriggers Update

Book Review: Galignite Jack Murray

York Flying 50 Book

August General Meeting – Monday August 2
VSCCWA Caversham clubrooms
Off Harrow Street, Dayton
6.30 for 7.00 pm



Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

PO Box 1127, GWELUP WA 6018

Telephone: 0400 813 141

Email: admin@vscywa.com.au

OFFICE BEARERS AND OFFICIALS 2021

President: Glenn Swarbrick	Mobile: 0401 402 045	Email: glenn.swarbrick29@gmail.com
Vice-President: Paul Wilkins	Mobile: 0428 922 823	Email: paulwilkins@westnet.com.au
Treasurer: David Ward	Phone: (08) 9321 2738	Email: david.ward@taxhut.com.au
Secretary: David Moir	Mobile: 0400 813 141	Email: david.moir@iinet.net.au
Administrative Officer: Sheryl Swarbrick	Mobile: 0416 025 667	Email: entries@vscwa.com.au
Membership/entries correspondence to Sheryl at: PO Box 7277, SPEARWOOD WA 6063		
Club Management Committee:		
Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
Stephen Gilmour	Mobile: 0439 172 007	Email: stephen@wwms.com.au
Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Competition Committee Chair: Mark Duder	Mobile: 0419 661 129	Email: markduder@bigpond.com
Dads Army: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Regalia Officer: Chad Raven	Mobile: 0421 830 666	Email: chad.raven.69@gmail.com
Bar Manager: Graeme Whitehead	Mobile: 0412 919 370	
Membership/Entries Registrar: Sheryl Swarbrick		Email: entries@vscwa.com.au
Vintage Metal: Bob Campbell	Mobile: 0419 849 835	Email: robertcampbell4@icloud.com
	Snail mail: PO Box 5046, Midland WA 6056	
Historian 1969 on: Len Kidd	Mobile: 0422 797 461	Email: an.len@live.com
Historian pre-1969: John Napier-Winch	Mobile: 0429 439 007	Email: houseofwinch@gmail.com
Librarian: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Motorsport Australia Sport and Club Development Comm:	Paul Bartlett	Mobile: 0419 907 378
Council of Motoring Clubs WA:	Graeme Whitehead	Mobile: 0412 919 370
Concessional Examiner: Boyd Kolozs	Mobile: 0466 791 298	Email: kolozs@westnet.com.au
Chief Scrutineer: Barry Mackintosh	Mobile: 0497 136 523	
	Max Gamble	Phone: (08) 9276 2903
VSCC Log Books: Coordinator	Vacant	
Eligibility Officer: Group JKL	Max Gamble	Phone: (08) 9276 2903
Eligibility Officer: Group MOPQR	Neil McCrudden	Mobile: 0407 867 473
Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

COVER: Vin Smith driving Max McCracken's Lotus Elite in the 1965 Le Mans Six Hours Race at Caversham, or is it? See page 14 for more Caversham pictures and information.

Advertise in *Vintage Metal*

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

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

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

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

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

**For all commercial advertising contact David Moir
0400 813 141 — david.moir@iinet.net.au**

FROM THE PRESIDENT



Back Home at Caversham

It was good to have our July monthly meeting back at the Caversham clubrooms, the first time since October 2019. The Dad's Army crew had done an excellent job of cleaning the place and several other members put in many hours returning the library and memorabilia to their rightful place.

Later this year, we are planning to have one or two runs or social events based around Caversham.

I must also thank Greg Bader who gave us some secure storage for the library and memorabilia at his factory unit for several months.

Whiteman Park

We are investigating the possibility of establishing some long-term accommodation at Whiteman Park. A sub-committee led by Ross Oxwell is looking at our options to build a clubrooms and workshop near the Bus Museum. When we have a viable project plan, we will set out the details in a future issue of *Vintage Metal* and raise it for discussion at a monthly meeting, hopefully later this year.

Concessions for Classics

The Management Committee has agreed to adopt the C4C scheme for club members with modified cars. This scheme runs in parallel with the Code 404 scheme for original classic and vintage vehicles. The main features of the scheme are:

- The scheme is limited to vehicles built before 1990 and street rods
- Members of DoT-approved clubs can get significant discounts on annual car registration and compulsory third party injury insurance
- The use of the vehicle is limited to 90 days use per calendar year (60 days on club events, 30 days on private use)
- Club events will be those listed in our calendar in *Vintage Metal* and on the website
- The driver must carry a log book in the vehicle showing the journey which has been completed in ink before the start of the trip
- The vehicle must display a "restricted use" sticker next to its licence plate
- The scheme is administered by clubs in a similar manner to the Code 404 scheme.

We shall charge an administrative fee of \$25/vehicle for initial registration and \$10/vehicle for each subsequent year.

We shall soon have details on our website on how to apply for the C4C scheme. In the meantime, you can find more information here:

https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_ConcessionsforClassicsFAQ.pdf

Glenn Swarbrick

The clubrooms ready for use after refurbishment by Dad's Army



The main meeting area



Some of the displays back on the wall



The trophy cabinet and regalia storage and display

VSCC OF WA CALENDAR 2021

August

- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 22 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 9.30 to 11.30 am
- 24 Dad's Army
- 31 Dad's Army

September

- 4 Dad's Army
- 6 General Meeting
- 12 French Car Festival, UWA Business School Carpark, Hackett Dr, Crawley, free entry, 9 am to noon
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 26 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 28 Dad's Army

October

- 2-3 Collie Historic Races State Regularity Championship Rd 3 (Historic and Modern), State Historic Race Championship
- 4 General Meeting
- 9 Dad's Army
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 24 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 26 Dad's Army

November

- 1 General Meeting and AGM
- 6 Dad's Army
- 9 Management Committee
- 15 Competition Group
- 21 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 23 Dad's Army
- 30 Dad's Army

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

**NOTE! DEADLINE FOR ARTICLES FOR THE SEPTEMBER 2021 ISSUE IS AUGUST 15, 2021
ADVERTISING DEADLINE AUGUST 11, 2021.**

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 12 July 2021

1.Meeting opened: 7:07 pm, Glenn Swarbrick presiding, 30 members present.

Glenn acknowledged the work of Dad's Army and other members to restore the Caversham clubrooms to such a fine condition.

2. Apologies: Lindsay Hammersley, Chad Raven, Brian Eyre, Steve Gilmour, Bruce Jones, John Illig.

3. New Members and Guests: nil

4. Adoption of minutes:

Moved: Paul Wilkins

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

Carried

5. Business arising: nil

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

Moved: Max Gamble

Seconded: Mark Duder, 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: Steve Boyle, that the Secretary's report be accepted.

Carried

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

a. Thanked Ross Oxwell for taking on role as chair of sub-committee to evaluate feasibility of clubrooms at Whiteman Park. Ross reported on recent dealings with the Dept of Planning, Lands & Heritage re Whiteman Park and the Caversham D-circuit.

b. He plans to discuss with the ACMC the running of future Albany Classic events.

9.State of Play Reports:

a. **Competition:** Brad Peters reported that he, John Harwood, Glenn and Sheryl Swarbrick had the organisation of the Collie Coalfields 500 in hand for 2/3 October:

i. Friday practice

ii. Two fields of racing

iii. Full fields of regularity

iv. All cars to be scrutineered.

b. **Workshop:** Graeme Whitehead reported that:

i. Volunteers had done a great job of reinstating the clubrooms.

ii. Dad's Army is planning a project to build a special based on a Standard chassis with a Willys engine and gearbox.

c. **Library:** Mark Jones thanked Ian Fry and Mark Duder for their assistance in sorting the contents of the library.

d. **Social:** Michael Broughton said that social events based around the Caversham clubrooms could now be planned.

e. **Regalia:** nil

f. **Caversham:** ref. President's report.

10.General Business:

a. Timing at Albany Classic – Steve Boyle suggested that trophies not be awarded for regularity this year due to problems with timing gear and drivers were unaware of their practice and nominated lap-times. However, points should be awarded on an average basis to competitors for the regularity series. Discussion on ensuring timing equipment problems were fixed.

b. Caversham Car – discussion on the sale of the car.

11.Guest speaker: nil

12.Next Meeting: Monday 2 August.

13. Meeting Closed: 8:00pm.

EDITOR'S RAMBLINGS



When is a Prad Not a Prad?

Some of you might know that I have been chasing information about various MG specials and special MGs for the MGOC magazine in the UK. A friend of mine is standing in as editor of that august publication for this year and asked me to help with a story about MG specials down under.

In the course of my investigations I began looking for information about the late Lou Symes' Prad MG and came up with some interesting information about the Prad cars in general and this car in particular.

Prads were built by the partnership of Jack Pryor and Clive Adams and the name was derived from the first two letters of each of their surnames. However, it seems that the Prad MG was not really a Prad.

Historic racer Dick Willis of Coffs Harbour in NSW has said: 'I confess I don't know a lot about the PRAD MG, pic attached, except that it was built by Jack Pryor for John Ralston, it surfaced in historics some years ago briefly with Steen Pedersen and then Howard Tucker who I think sold it to WA. When I asked Ian Adams about it not that long ago he said it wasn't in his PRAD list as it was built by Jack Pryor and not the partnership, I don't know if it ever got a C of D.'

The trail has gone cold, or at least luke warm, until I can get hold of the elusive Wesley Symes and grill him (nicely) about the car and his father's involvement.

Left: Programme from Oran Park Historics in 1999 with Jack Pryor (left) and Clive Adams pictured at top left and the Prad MG (#31) second from top.

Below: A Ken Langdale shot of Lou Symes wringing the Prad MG's neck at Northam in 2016.



Thank you to Members and Friends Who Helped

This issue of *Vintage Metal* has been assembled with help from VSCC members and friends of the club who have supplied photographs, stories and even advertisements. It is always difficult to gather together enough material for a good magazine in an 'in between' month when there are no club events happening. The assistance of all who contributed is greatly appreciated. I won't attempt to name all of you as I am bound to forget some of the most important — which means all of you.

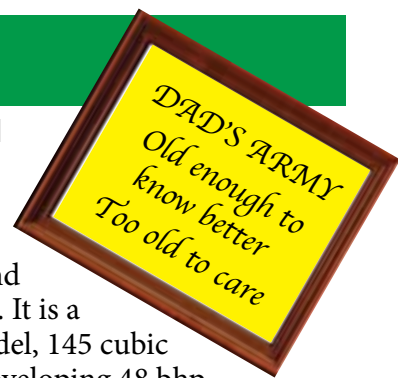
Caversham Photographs

Deeper into the magazine (page 13) you will find a gallery of photographs of the old days at Caversham. They come to *Vintage Metal* courtesy of one of the friends I mentioned above, former VSCC member Bill Buys. Bill, a sort of retired journalist, submits a number of stories to *Vintage Metal*, many of which I have used.

In this case he received a selection of photographs from leading Australian motoring writer Peter McKay, taken at Caversham by Peter's uncle. Bill passed them on to me. Among them was the cover shot of Dave Sullivan I used on the April issue. Here are a few more.

Bob Campbell

DAD'S ARMY NEWS



Engine for Donated Standard

The Standard chassis donated by Hugh Fryer for the next Dad's Army project car needed an engine and Kevin, Glynn, Barry and Graeme have found a suitable unit. It is a Willys 77 engine out of a 1933 model, 145 cubic inches or 2380 cc sidevalve four developing 48 bhp (36 kW), which gave the 1933 sedan a top speed of 65 mph (not quite 105 km/h). Should push the little Standard along quite smartly.

Incidentally, for those who might read my thoughts on building a special on page 19, there is no need to turn this chassis upside down because it is already underslung at the rear. With independent suspension at the front using a transverse leaf spring for the lower links, it should handle well and be a lot of fun around the houses.

Clubrooms Renovation Almost Complete

Dad's Army volunteers have just about completed the restoration of the main hall at the Caversham clubrooms, with the library books replaced on the shelves in good order and most of the displays reinstalled on the walls.

Unfortunately the parlous state of Dad's Army became clear when only about six volunteers turned up to the extra Dad's Army Saturday on July 10. Called to complete preparations for the July general meeting on the 12th, it had been hoped

that the rooms would be completed on the Saturday, but there were still a few finishing touches to be applied later in the month on the regular Dad's Army Tuesdays.

The Scribe

Dad's Army Recruitment Drive

Dad's Army is suffering from natural attrition and our numbers are slowly diminishing. The remaining members are becoming less fit as hearts, knees, shoulders and other bodily components require ever increasing maintenance or replacement.

It's time we recruited some fresh blood from among the membership of the VSCC. If you are interested in joining our merry band of automotive misfits, please talk to one of our members and arrange to join us for one of our sociable days at the clubrooms. Buttonhole our Management Committee representative Mark Jones, organiser and morning tea supremo Graeme Whitehead or any other attendee at Dad's Army days to make sure of dates and times to turn up. Contact details on page 2 above.

Apart from the regular days each month, Dad's Army enjoys social events such as our Christmas function, a Christmas in July gathering and occasional visits to museums, car collections and other places of interest.

Then there are the project cars like the Caversham Car, the Perkolilli Model A Ford and the current projects, a 1920s Singer 10/26 for Kevin Dorn and a 1930s Standard chassis with a Willys 77 engine and gearbox.

Of course, there's the serious side of Dad's Army activities. We clean and maintain the clubrooms so that the membership as a whole can enjoy the facilities, so we would welcome any retired or semi-retired tradies who can guide us in our repairs and maintenance.

DAD'S ARMY DATES - 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
AUGUST	7	24	31
SEPTEMBER	4	21	28
OCTOBER	9	19	26
NOVEMBER	6	23	30



Kevin in his self-built MG Y K3 Special in his final VSCC event at Collie with John Rowe's Lotus 18 FJ and Gary West's Dodge Brax Special

VSCC Stalwart Resigns

After 33 years of enthusiastic membership, Kevin McMahon has resigned from the VSCC. His letter of resignation is reproduced below.

In his 33 years of membership Kevin participated in innumerable events and was, with the late Lou Symes, one of the leading negotiators in gaining VSCC access to what remains of the Caversham D-circuit.

However, when I spoke to him in March this year, he was quite adamant that neither he nor Lou was in favour of building the clubrooms on the York Street site.

As things turned out, both he and Lou were right about that.

Although his sight had already deteriorated, he was still skippering yachts in local races and he told me with some glee that he had recently defeated Eunomara in a race by a last minute tack that relied on more than sailing skill.

'I'm a surveyor, I know my angles,' he told me, 'and I worked out the angles to perfection.' Of course his crew were far from convinced that the move would come off until it actually did. The crew of Eunomara probably had an anxious moment or two as well.

A plain spoken man, he has probably ruffled a few pin feathers over the years, but you know just where you stand with Kevin. His cars are staying in the family and he still has a few projects ahead of him. His presence will be greatly missed at future VSCC events. His letter appears below:

14 June 2021

The Secretary

Vintage Sports Car Club WA (Inc)

Re: Resignation

Dear David,

With regret I formally resign from the VSCC WA effective 30 June 2021.

I have macular degeneration and failed my GP's eyesight test which led to losing my drivers licence. Consequently I informed CAMS after my last Collie competition and my basic licence 9769871 is no longer valid.

My decades with the club have been most enjoyable and I am thankful to the members.

Yours faithfully

Kevin McMahon

Member No 140

Back to Caversham

As you can see from the minutes (page 5 above) we have returned to our own clubrooms for our monthly meetings. Although we refer to it as Caversham, the clubrooms are in Brabham and Harrow Street, by which we access the clubrooms, is in Dayton. The Dayton-Brabham border is on the north side of Harrow Street. Caversham is from Reid Highway south.

A Few Words from Club Librarian Mark Jones

THANKS TO GREG BADER

The VSCCWA greatly appreciates and thanks club member Greg Bader for his offer in March to take all our library of 700 books, framed memorabilia and trophies into his storage unit at a time when we were extremely worried about the security of our assets. We have now retrieved those assets, and after a lot of effort by regular Dad's Army members, they're now back in their rightful places on shelves and adorning the walls. Thanks Greg!

CLUB LIBRARY

Now that the clubrooms are back in operation; the library is also ready for your reading enjoyment. Please return borrowed books that in some cases due to COVID have been 'out' for 18 months!



The Kopcheff classic fleet at rest

Guest Car and Speaker for August Meeting VSCC MEMBER Cars — John Kopcheff

John's passion for cars started with hotting up his brother's HK 186 Holden Ute in 1968 with a Norman Supercharger. Then when he moved to Perth in 1971, he modified his 1967 E type Jaguar coupe with cams and Webers and became a life long Jaguar tragic.

After returning to Perth from overseas postings in 1979, John modified a VB commodore with a Chev 383 V8 with nitrous. Finally, he is now in possession of a 1969 E-type Jaguar roadster with Rob Beere Racing engine generating 356 bhp that he has owned for 36 years plus a 2009 Audi RS6 V10 TT with 700bhp and a 2009 Lamborghini Gallardo V10, VF supercharged and pushing 800 bhp.

The obvious theme here is the addiction to and search

for increasing horsepower!

John will bring his Lamborghini and talk about it at the August VSCC meeting. If planned work on the Lamborghini runs over time and it is not available, he will bring the E-type.

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 0419 849 835 or email robertcampbell4@icloud.com for more information or to organise a story.

WANTED

Triumph TR7 V8 / TR8 wanted. Road or track, running or not. Let me know what you have.

Contact Brent at brentjohnson222@gmail.com or Mobile: 0427 080 094

FOR SALE

Set of five period Cosmic bolt-on alloy wheels for MGB

These wheels are 5½ x 14" to suit MGB bolt-on hubs. They are genuine period wheels that will enhance the appearance of your MGB, steering clear of modern super low profile tyres. (They also fit Datsun Z-cars.)

Set of five for \$1100

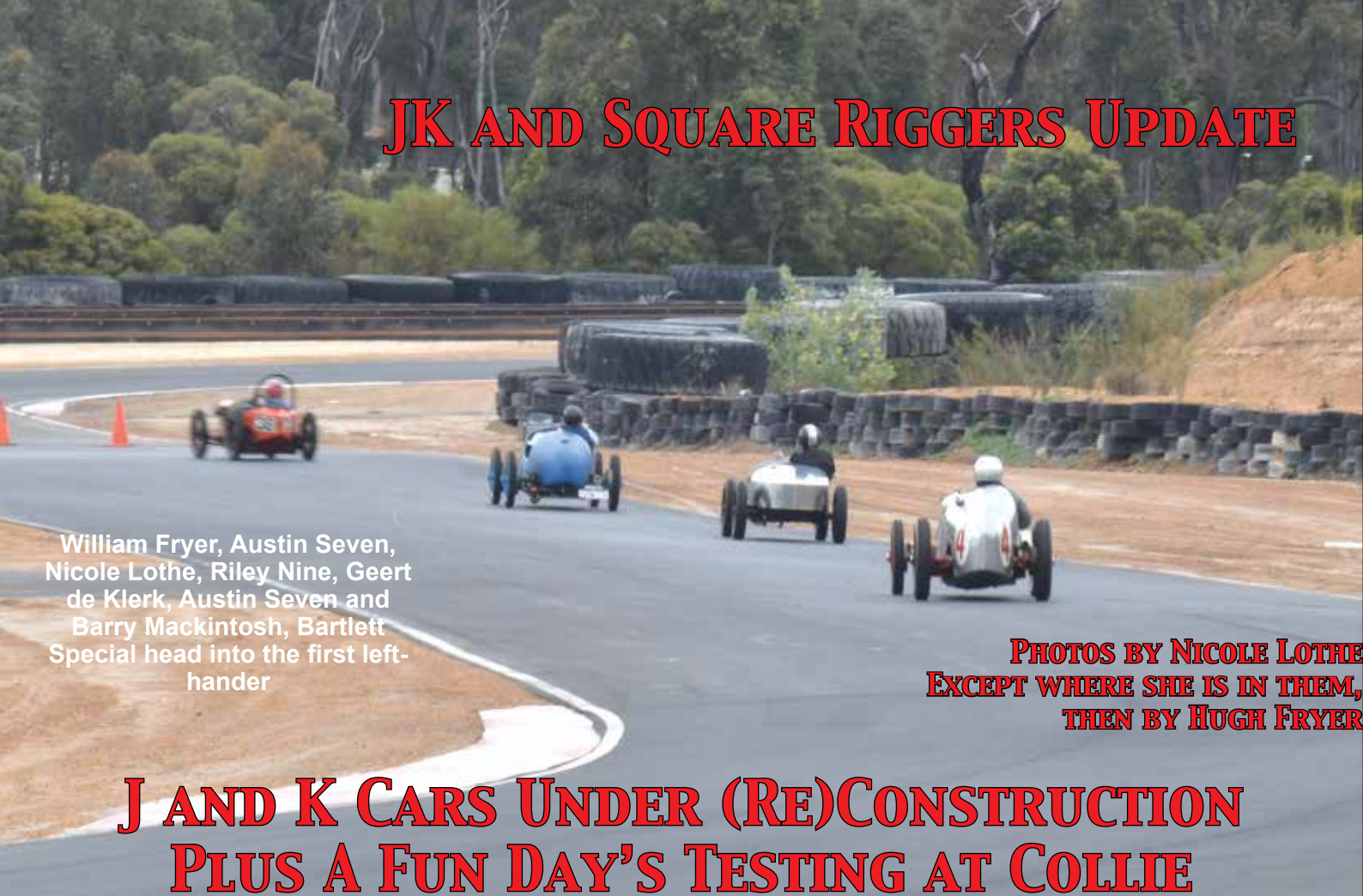
Contact Tim Harland at Sports Car Garage

Landline: 08 9371 8442

Mobile: 0418 778 656



JK AND SQUARE RIGGERS UPDATE



William Fryer, Austin Seven, Nicole Lothe, Riley Nine, Geert de Klerk, Austin Seven and Barry Mackintosh, Bartlett Special head into the first left-hander

PHOTOS BY NICOLE LOTHE EXCEPT WHERE SHE IS IN THEM, THEN BY HUGH FRYER

J AND K CARS UNDER (RE)CONSTRUCTION PLUS A FUN DAY'S TESTING AT COLLIE

There are a quite a few pre-war cars being built or recommissioned for future VSCC events and we plan to feature them in future editions. A brief summary of cars that we know of are:



Nicole Lothe in her Riley Nine having her photograph taken for a change.

pull your finger out Hugh, the next Perkolilli is only 60 weeks away! Neil Grant has his great looking Riley Nine running and been in a couple of events. A bit more minor fettling (as all our cars seem to constantly need) then it will be a great car. Graeme Whitehead has got an engine for the Standard chassis recently acquired and is looking to make good progress with the help of 'Dads Army'. Jack Del Borrello's White Mouse has got a reconditioned engine thanks to Barry Mackintosh and it's ready to go back in once the body is finished. Barry has his 1933 Wolseley Hornet body almost ready for painting having finished the mechanicals a few years

Thierry Michot is building a mid-30s Singer Sports similar to Bryan Scrivenor's while Bryan is also building another Singer, this one more road orientated. Geert de Klerk is building a Fiat 500 based special with his daughter Amy. Graeme and son Daniel Cocks are making steady progress on a mid-20's Chrysler Special. Peter Harrold has been busy fitting mudguards and lights to his Chrysler. Gary Byfield is building an early Morris Minor and looking to team up with Tim Crockett in his Morris 8 Sports to fend off those pesky Austin Sevens. Speaking of Austin Sevens, Hugh Fryer is reported to be building a replica of the Austin Seven Super Sports that competed at Perkolilli. Apparently there has been very little progress so far,



Warwick, Belford Special and Geert, Austin Seven in a David and Goliath match-up



Warwick Milner, Belford Special speeds past the pit exit. The more observant among you will have noticed that the Belford Special does not have a Ford chassis. It is based on a Plymouth chassis with all Plymouth running gear except the engine and gearbox, which are from a Ford V8.

Special mention needs to be made of the fantastic effort put in by Warwick, also helped by Bryan and Glen, to strip the engine down, change a piston and reassemble all in a week, after a problem occurred. The end result was really good. The car ran well and at the end of the day Warwick was able to drive onto the trailer. Brilliant!

It was Nicole's first time out in her Riley. After a slow morning by caused by the advance lever vibrating to retard, there was great improvement. The afternoon Nicole and Geert spent lapping around together looked to be so much fun. Geert had a great day and ran like a good Austin Seven does, smooth and effortless lap after lap.

The MG boys, Mike Sherrell, Ed Float and Clark Rees, were sharing two cars, and ran around all day. They only seemed to stop to change drivers and like teenagers videoed the proceedings on their phones.

Peter Harrold's car looks great with mudguards and headlights, somehow Peter lured a brave passenger to come out with him, all part of the fun.

Tony Brett took it upon himself to entertain us in the Jag, trying to camouflage it by spraying mud along the side.

Barry and Chris Mackintosh had the Bartlett flying and sounding terrific. Good to see two fathers and sons sharing cars. The other being Hugh Fryer's son Will, who really enjoyed the orange Austin, first time driving a crash gearbox and a tight fit in the car. After many, many laps Will managed to use two tanks of fuel at a tuning day! A feat his father is yet to achieve. Great to see the younger generation enjoying our hobby.

ago. Craig Atkins has finished working on his +4 gearbox and the three-wheeler's engine. Can't wait to see the three-wheeler in action. Warwick Milner has just finished recommissioning the ex-Gary Bell Ford V8 Special — see below and at left. There must be more happening that we don't know about. Lots of cars are being built for Perkolilli so lets see if we can get some interested in 'around the houses' events!

On Friday 16th July, JK cars from the VSCC were invited by the Pre-war competition to attend a tuning day run by Collie Motorplex. Wet weather was forecast in the week leading up to the event and it was wet on the drive to the track. Luckily the day was clear except for a very light shower around midday but typical Collie in winter, very fresh.

There were two new cars in attendance. Warwick Milner in his Ford V8 powered Belford Special that Bryan Scrivenor built with Gary Bell in the early 2000s and Nicole Lothe in her Riley Nine.



The younger generation having fun, Christopher Mackintosh, Bartlett followed by William Fryer, Austin Seven



Above: Tony Brett in the Jaguar Special with muddy camouflage.

Below: Is it all over? Peter Harrold sits in the Chrysler, pondering...

Heza Henry



Barry Mackintosh speeds past the pit exit in the Bartlett Special



Clark Rees in Mike Sherrell's TC





Perko or Bust!

The LAKE PERKOLILLI
RED DUST REVIVAL 2022

19 TO 25 SEPTEMBER, 2022

PHOTOGRAPHS FROM CAVERSHAM

These photographs came from Peter McKay, eastern states motoring writer, via Bill Buys, local motoring writer. The photographs were taken by Peter's uncle and we'll be featuring a selection in coming issues of Vintage Metal. The descriptions that came with the photographs don't seem to match. I hope our members know better.



This is described as Arthur Collett in the Six Hours Le Mans race in 1962, but there is no record of Arthur competing in the race. He did, however, have a Porsche 356 in the early 1960s and this is probably Arthur in the car. He seems to have competed mainly in sprints rather than circuit races at this time.

Described as Jack Ayres in the Byfield MG at Caversham in 1959, it could be the Christmas Cup race in November of that year. However, Jack was more commonly seen in one of his Holden sedans or the Repco Holden Sports, formerly the Bill Richards Morgan.



Merv Dudley in the Bill Richards Morgan (BRM Morgan). Was it in 1959 or earlier? Merv was a frequent driver of the car.



This is described as David Sadique in the Simca at the 1962 Six Hours Race, but the number 44 Simca in 1962 was driven by Bill Inwood. It looks like David, so perhaps the date is wrong.



This is labelled as 'Don Hall 1959 HD and JAP'. It is Don Hall's home-built special that started out with a 750 cc side-valve Harley Davidson V-twin but soon had that replaced by a speedway JAP 500 that had more power and a lot less weight. He ran as number 8 at the Byford Hillclimb in 1956 and there are similar photographs to this in Don's book, *Both Sides of the Fence*.



An early Cooper, probably with a JAP V-twin. No date is given for this shot, but there were a couple of Cooper-JAPs running at Caversham. Does anyone know which this is?



This looks like the same early Cooper, almost certainly a Cooper-JAP V-twin, but which one is it? The information I have says 1959, which might help. It looks like the ex-George Best car that Ian Boughton owned for a while, but then they all do.



Another '1959' shot, this time of Sydney Anderson in the Bugatti Type 57 when it was wearing somewhat more modern looking bodywork than its age might suggest. It was also running a short wheelbase at the time, but all that was remedied when it was comprehensively restored before being sold in France in February 2018, by which time it once again looked as it had in 1935. Jim Krajancich, who restored the car and sold it in 2018, owned the car from 1958, so the 1959 date for this photograph is almost certainly wrong.



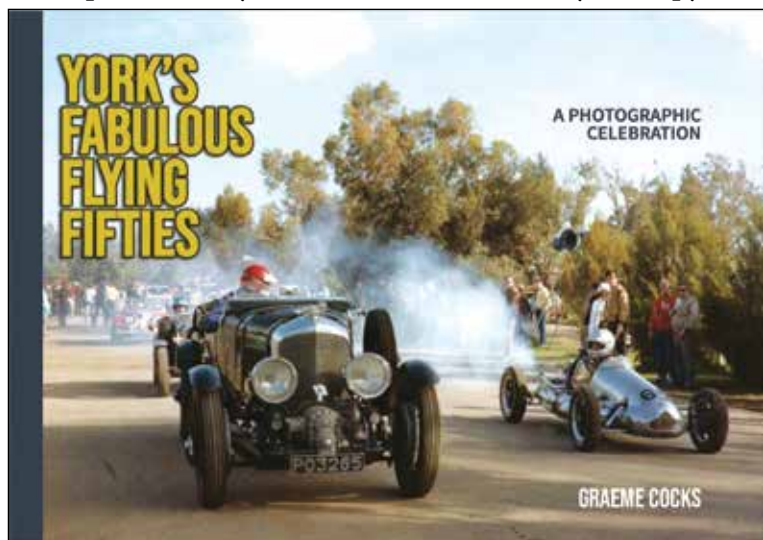
This one is definitely a Berkeley, a tiny British sports car with front wheel drive from a transversely mounted motorcycle type engine. The information I have is that it is running in the 1962 Six Hours Race at Caversham and the circuit could be Caversham. However, the only Berkeley I can find in Terry Walker's excellent results lists was driven by H McKinlay in the 1959 State Hillclimb Championships at Albany. The scene could well be the road up Mt Clarence. Any thoughts?

If any reader has better information about any of these photographs and the people in them, please get in touch with the editor, contact details on page 2 above. More pictures next month...and more questions.

Bob Campbell

COMING IN SEPTEMBER: FABULOUS NEW BOOK TO CELEBRATE THE FABULOUS YORK FLYING FIFTIES OF OLD

At last, it's ready! Yes, *York's Fabulous Flying Fifties: A Photographic Celebration* by Graeme Cocks is about to hit the presses and you will be able to reserve your copy.



Front cover of the forthcoming book

former curator of the York and Fremantle Motor Museums, motoring historian and VSCC member, Graeme Cocks spent years collecting photographs to compile this definitive record of a wonderful era of historic motor sport in the west.

A plan was hatched before the year of the big V, to publish a photographic celebration of the York Flying 50s and have a big launch at the York Motor Museum. Of course, it was not to be, but the good news is that the book is just about finished.

York's Fabulous Flying Fifties: A Photographic Celebration by Graeme Cocks is soon to be published. It features hundreds of photographs of every event from that first barnstorming bash around York in 1980 to the 15th and last event in 1997.



A Model A Ford roadster tours the circuit in 1981

Last September marked the 40th anniversary of the first York Flying 50 around-the-houses event which was held on Sunday 21 September 1980.

From 1980 to 1997, the town of York in the Avon Valley east of Perth, was the centre of historic motor sport in Australia. The 15 York Flying Fifty around-the-houses events re-created the halcyon years of motor racing on the streets of towns across Australia from 1936 to the 1960s.

The York Flying Fifties are now legendary. Big crowds flocked to York to see stunning historic racing and sports cars and motorbikes, spirited and sometimes wild driving in the setting of a charming country town. *York's Fabulous Flying Fifties* is a photographic celebration of these golden years.

A participant in the last York Flying 50 in 1997 and a



A gaggle of classic and historic racers heads out on to the circuit in 1989

The book will be launched at the York Motor Show on Sunday 19 September. The author will be available for signings.

The book has been sponsored by the former owner of the York Motor Museum, Peter Briggs, whose power slides in the Blower Bentley became legendary.

“James Harwood and I wanted an event to bring attention to York and the York Flying Fifties were successful beyond our wildest dreams. They revived around-the-houses events in Australia,” Peter Briggs said.

“This book puts on record those great days where we would race around York with barely a hay bale to separate us from the crowds — a different free and easy time which will never be repeated.

“Make sure you buy a copy of this book, as it also will never be reprinted!”

As many cars and drivers as possible are featured in 400 pages of action photos. If you weren't around to race at York, then your car could have been.

The book is sure to bring back some memories and we hope will capture the spirit of the Flying Fifties.



A field of J, K and squarerigger models in 1981

Many photographers have contributed photographs. The marvellous pics taken by Ken Devine feature strongly as well as other photographers including Dennis Lingane. Many of the happy snappers have passed or are not known, lost in the mists of time, but it is hoped that they will appreciate their work reproduced.

York's Fabulous Flying Fifties: A Photographic Celebration is not a comprehensive, blow by blow history of the York around-the-houses events. Rather, it leaves the pictures to tell the story.

The book will be printed in softcover to keep it affordable. Only a limited number of copies will be produced. Email Graeme Cocks at gacocks@iinet.net.au to reserve your copy.



MGA, Jaguar XK120 and Goggomobil Dart in 1984



Lotus Elite, Riley Brooklands, Allard and Peugeot Special sports between straw bales in 1989



Jim Harwood in Peter Briggs's Brooklands Riley

Announcing...
September 12 2021
 9am-midday
 University of WA,
 Hackett Drive,
 Crawley

A special edition of
Classic Cars & Coffee

CLASSIC CARS & COFFEE

FRENCH CAR FESTIVAL

aem

Free entry

COLLECTOR'S BOOK REVIEW:

GELIGNITE JACK MURRAY

AN AUSSIE LARRIKIN LEGEND

BY PHIL MURRAY



'GELIGNITE' JACK MURRAY

AN AUSSIE LARRIKIN LEGEND
PHIL MURRAY

'This is one of the best books I've read in years.'

-Dick Smith
Entrepreneur

This is a marvellous biography of one of Australia's favourite sons, written by one of his sons.

Jack's younger son, Phil, tells his story from the inside. Phil felt that it needed to be told before all of those who knew Jack left us. He has gathered information from all of the conventional sources, newspaper files, books and even the internet, but he has also spoken to people who knew Jack and has uncovered the stories that never went to print. As Phil says in his preface: 'There is much yet to be told. Jack's personal and non-public life, showing the man behind the derring-do, has never been fully explored, written about and woven into the fabric of the whole. Given the conservatism and attitudes of the 1950s and 60s, this silence is understandable. But with the passage of time much water has passed under the proverbial bridge. Those who perhaps may have been embarrassed or uncomfortable with candour, openness and discussion of such matters — especially my mother and father — have now left us. To tell Jack's story, to write a biography and not commit to a complete and comprehensive story...would do a disservice to those of us who loved him and were loved by him.'

After saying that, Phil had no choice but to tell the warts and all story of his father, uncovering the dubious bits and exploding the myths. Jack was no saint, but he was a man with a strong sense of what is right. He also had a very strong sense of fun and this is what comes through in the book. Whatever Jack did, he enjoyed doing it, or it wasn't worth doing.

He is portrayed in many writings as a larrikin who drove around throwing sticks of gelignite from his car. He was never that irresponsible. His gelignite was carefully set so that no-one would be hurt. He didn't blow up a country dunny with someone in it, although the jelly was just outside the dunny, the occupant wasn't hurt. Usually the gelignite was set up with a long fuse and Jack was well away from the bang, if possible in deep conversation with the local cop.

There was much more to Jack than gelignite. He won the 1954 REDEX Trial over 9600 km of mostly terrible roads with the loss of no points. That took planning, driving skill and more — not the work of a larrikin. Well, not entirely...

He introduced water skiing to Australia, competed in cycle racing, VFL schoolboy football, wrestling, boxing, hunting, ocean speedboat racing and more as well as most forms of motor sport. Even his war service was out of the ordinary, he served in the US Small Ships Section maintaining the small ships that kept the forces supplied on the small islands to the north of Australia.

Jack was a character of a sort that is rarely seen today, but without which we are much the poorer. Phil Murray does his father proud. After reading this book you will have a different idea of what is important in life. Jack knew what that was and he enjoyed life to the fullest. It's a fun book that tells a great story.

Oddly enough, the easiest place to lay your hands on this book is probably through your local library. Go and ask about it. It doesn't cost anything to borrow the book.



There's so much more to the 'Gelignite' Jack Murray story than just cars, speed and explosions.

'Gelignite' Jack Murray exploded across Australia's headlines when he won the 1954 REDEX Reliability Trial—without the loss of a single point.

'Don't take yourself too seriously and have a lot of fun along the way' was his credo.

As he said, 'I engaged in various sports with various successes: cycling, VFL schoolboy football, stock car racing, hill climbing races, car endurance events, Australia's and NSW Grand Prix racing, international and Australian rally driving, wrestling, boxing, hunting, ocean boat racing and waterskiing ... in name most, but not all.'

His son Phil Murray tells his father's incredible story—from the inside.

Comprehensive, accurate and frank, 'Gelignite' Jack Murray reveals the man behind the wheel. It's a great read, not only for those interested in the history of Australian motorsport but for anyone who enjoys a laugh and has an interest in the way we were and the characters who shaped us as a nation.



THOUGHTS ON BUILDING A SPECIAL BY BOB CAMPBELL

It may have escaped your notice, but looking at photographs in Vintage Metal it becomes obvious that there are only two groups of historic cars or specials that turn up at every venue and every type of event, those belonging to Groups J and K.

Why is it so? Because prewar cars, both vintage (Group J) and post-vintage (Group K) have large diameter wheels that allow them to run happily on a variety of surfaces from race tracks to beach sand or the red sand of Lake Perkolilli. When fitted with low slung bodywork the relatively wide track of these cars gives them the stability to run on race tracks or street circuits while the big wheels ensure sufficient ground clearance for off road escapades such as trials or mud runs.

In other words, if you are looking for a car that will allow you to make the most of your VSCC membership and compete in every type of event either on the current calendar or proposed for the future, the Group J or K special is the way to go.

The suggestions in this article refer to a simple ladder type chassis. Avoid the later cruciform chassis as they are much heavier, which is not a desirable characteristic in a competition car. If you have a Ford then you are stuck with Henry's 'three-point mounting' system and you are probably best to ask the Cocks brothers or your friendly neighbourhood hotrodder for advice. If an Austin Seven appeals, then the quarter elliptic springs that make up the rearmost part of the chassis, together with the Ford-like transverse leaf on the front axle, mean that the Seven doesn't match the advice that follows.

Remember that, whichever chassis you choose, you can only use 1920s or 1930s technology. No fancy electronics, no disc brakes and shock absorbers of a type that was available pre-World War II.

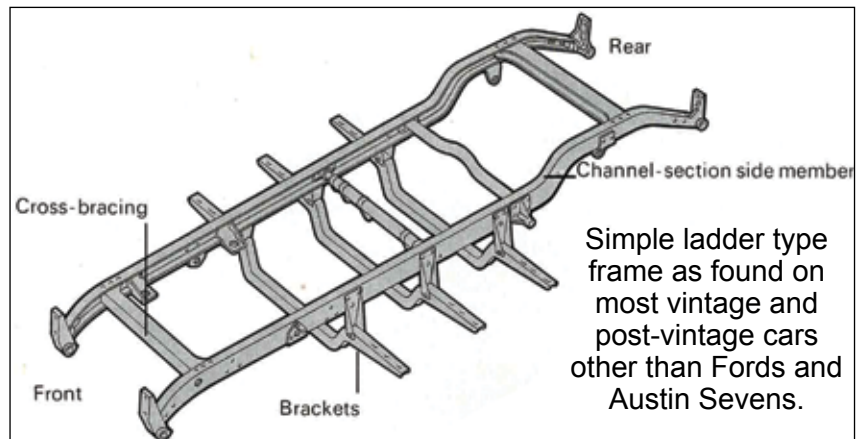
The first thing to do is to remove all of the extraneous brackets sticking out of the sides of the chassis. Next, turn the whole thing upside down. The Spikins Bantam, owned for a time by Trevor Eastwood, had an inverted rear chassis. The springs can be remounted to the chassis so that they support the axles above the chassis. You now have an underslung chassis that permits a much lower centre of gravity — a definite advantage in a competition car. If your chassis looked like the one illustrated above, you'll probably have to relocate and/or recreate the various crossmembers to suit, or you might find you and the driveline sitting way up in the air. At this stage you should make your decision whether you want a narrow bodied monoposto or a wider 1½- to 2-seater. You will need to size your crossmembers to suit. You should also have picked out your engine and transmission to make sure that the crossmembers match up with mounting points.

A single-seater tends to be taller, because the tailshaft has to pass under the seat. A two-seater or offset single-seater can have the driver's seat lowered to sit between the chassis rail and the transmission tunnel. The choice is yours. The engine is important because it has to fit within the chassis with the gearbox attached and still leave room for you and your legs. To get maximum performance with minimum engine modification it is often possible to slot in a larger engine than the original. For example, the Kleinig Hudson that is racing over east is built on an MG L-type Magna chassis and has a 4.1-litre straight eight Hudson in place of the original MG 1087 cc straight six and the supercharged 1.5-litre Miller straight eight that was the first replacement engine. Then there's the English bloke who shoehorned a Ford Model A engine into an Austin Seven chassis. Almost anything's possible, with a large enough shoehorn and a lot of head scratching.

Other engine swaps include the Plymouth Special built originally by the late Clem Dwyer. It purports to be a 1938 Plymouth Special, but the 1938 Plymouth had one of the afore-mentioned cruciform chassis. I asked Clem how he lightened this massive hunk of steel. He grinned and said, 'I used an Essex chassis.' Max Gamble performed a similar substitution under the Biven family's Dodge Special, although he was unclear about the source of the chassis members. He did shorten the crossmembers to make the car a single-seater.

There's a quite sophisticated Alvis engined special running around in the UK with an inverted Morris Eight chassis under it, so you don't need a super expensive chassis. Talk to Max Gamble or one of the special owners at the next VSCC event to find out about the benefits and pitfalls of building your Group J or K special. It could be a lot of fun and should cost less than building a full race Group N touring car.

If you have the time and the budget, of course, the sky's the limit. Find a beefy vintage chassis and an old aero-engine. There are vintage specials running around with Liberty, Napier Lion and Curtiss aero-engines among others. They might be a handful around the streets of Northam, but they'd go like mad down the straight at Wanneroo. Mind you, then you have to stop the thing...



IDLE TORQUE

by **ALEX FORREST**

KEYNOTE

This book is a tribute to classic cars and the devoted, determined, skilful, innovative and hilarious people who own, love and maintain them.

ABOUT THE BOOK

Love an E-Type Jag, Mustang, Ferrari or Rolls-Royce? What about a Lamborghini, Austin-Healy, Aston Martin, Mercedes-Benz, even a Mini Cooper? *Idle Torque* is for the avid collector, the unapologetic revhead, vintage Sunday driver or weekend restorer, for those who can appreciate the iconic design and engineering of cars from the golden ages of motoring. This is a collection of the most memorable stories told in the long-running column *Idle Torque* that appeared every week in *The West Australian* newspaper.

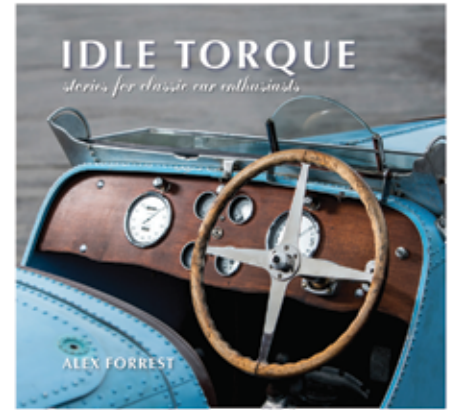
ABOUT THE AUTHOR

Cutting out the printed words from his father's car magazines and sticking them on his bedroom wall because he liked their turns of phrase was an early sign of Alex Forrest's passion for cars and writing. In his final year at university, he undertook work experience at *The West Australian*. On his final day, he found himself in the right place at the right time and was offered the chance to write a brand-new weekly newspaper column called *Idle Torque*. The column would run in the paper every week for the next 21 years and kickstart an extraordinary career that would lead Alex to drive a tank, a DeLorean, an amphibious car and an \$11m Jaguar.



KEY POINTS

- *Idle Torque* appeared every week in *The West Australian* newspaper between September 1997 and February 2019. By the time the last edition of *Idle Torque* was published, it had become the longest continuously running motoring column in Australia and in total comprised over one million words.
- The book includes colour and black-and-white photos of classic cars alongside the stories of the owners.
- The author has a plethora of stories about the people and personalities who love classic cars and are driven to collect them.



Pub. Date	3 August 2021
ISBN	9781925816297
RRP	\$39.99 AU \$48.00 NZ \$19.95 US
Genre	Automotive / Photography
Format	HB, 255 x 240 mm (landscape)
Extent	104 pp



These images are for information and do not constitute an offer. The author is not responsible for any loss or damage caused by the use of the information provided in this release. The author is not responsible for any loss or damage caused by the use of the information provided in this release. The author is not responsible for any loss or damage caused by the use of the information provided in this release.

CONTACT: Claire Miller
MARKETING & COMMUNICATIONS
MANAGER

M +61 (0)419 837 841
T +61 (0)8 9430 6331
F +61 (0)8 9430 5242
E cmiller@fremantlepress.com.au
Find us on Facebook
@FremantlePress

FREMANTLE PRESS
fremantlepress.com.au

VSCC OF WA REGALIA



Black baseball cap with gold trim on edge of peak and embroidered VSCC of WA logo on front.

\$15 each



DVDs with footage from *Around the Houses* events and driver interviews.

\$5 for two-DVD set



Embroidered Club patches – rectangular 76 mm x 101 mm

\$5

or oval

\$2



Full brimmed hats with embroidered club logo.

\$15 each



Lake Perkolilli centenary medallion with rubber backing and bolts to attach to car.

\$20 each

To order any of these items, contact VSCCWA Regalia Officer Chad Raven at chad.raven.69@gmail.com

VSCC OF WA REGALIA



Polos with embroidered club logo in Navy Blue, Black, and Green. Sizes M, L, XL.

\$30 each



Stubby holders printed front and back

\$5 each



VSCCWA 20 years medallion in velvet case.

\$20 each



White T shirt with embroidered club logo in sizes M, L, XL

\$20 each

To order any of these items, contact VSCCWA Regalia Officer Chad Raven at chad.raven.69@gmail.com

WANTED — VINTAGE CAR

The editor received a telephone call from Frank Seidl who is looking for a vintage car to buy. He was particularly interested in Goggomobil or Messerschmitt cars, so probably isn't looking for a large car.

He was also interested in a Goggomobil museum that he had heard about but couldn't find.

If anyone can help Frank, please call him on 0422 345 045

FOR SALE COVENTRY CLIMAX ENGINE



One of the VSCC's American friends, photojournalist Mike Matune, has sent word of a Coventry Climax

engine for sale

in the USA. Such engines are rarely found for sale and I have known at least one historic racer who was looking into the possibility of substituting a Hillman Imp engine for the apparently unobtainable Climax. Whether Motorsport Australia would accept such a substitution was the sticking point.

Mike has written as follows:

This is another in my series of notes concerning historic motorsport bits that need a home. As always, I have no financial interest in these items, I just don't want to see them lost.



Today's piece is an 1,100 cc Coventry Climax engine (photos attached) that has been sitting for at least eight years and likely longer. It was built by Charlie Gibson at SASCO sports as a spare for Harvey Siegel's use in a vintage sports racer. When the car was sold by a subsequent owner, the spare became redundant. Plans to use it in another project never came to fruition. It is based on a pump engine not an FWA and could best be described as a detuned race

engine. This Coventry Climax comes with dual Weber carburetors, a header and dual point distributor. Not much else is known about the engine.

Tim Ritter in Illinois has the engine. He can be reached at bandini@charter.com or +1-618-222-1122. It is probably best that you speak with him directly.



**Tim says he is looking for
\$US5,750.00 OBO.**





TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

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

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

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

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

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



Vic D'Ascenzo

- Sales
- Service
- Repairs
- Spares




Ph: (08) 9250 2468
Fax: (08) 9274 4868
Email: Midlandmowers@inet.net.au
www.midlandmowers.com.au

20 Elliott Street
Midvale WA 6056



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

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

BATTERY ALL TYPES

Your one stop
SOLAR and BATTERY shop

<p>BUNBURY BRANCH Unit 1, 46 Strickland St Bunbury WA 6230</p> <p>☎ 9791 7520 Mobile: 0417 897 004 bunbury@batteryalltypes.com.au</p>	<p>BUSSELTON BRANCH Unit 1, 3 Albert Road Busseton WA 6280</p> <p>☎ 9754 4746 Mobile: 0429 897 004 busseton@batteryalltypes.com.au</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------

www.batteryalltypes.com.au

Paul Blank - Classic Car Broker Cars For Sale & Sought

VSCC Club member for 32 years
Contact me to request details of these cars.
Seeking classic cars not already advertised.

 <p>\$175,000</p>	 <p>\$249,000 ono</p>	 <p>\$29,000 ono</p>	 <p>\$29,000 ono</p>
 <p>\$18,500 ono</p>	 <p>\$110,000 ono</p>		

1939 Bentley 4 1/4 MX O/D Conti Sport spec DDC320 1935 Bentley 3 1/2 Litre DHC by Fry BDC35 1951 Alvis TA 21 Sports Saloon 1GW912 1927 Studebaker Dictator VAA1927

Paul Blank BA Ind Des. MD28143 paulb@classicrally.com.au 0407 097 911