



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

VINTAGE METAL

www.vscywa.com.au

AGM AND ELECTION OF OFFICERS

PLUS

VSCCWA Calendar for 2022

Ron Fabry profile

Wanted: Club Combined Motor Clubs Delegate!

Collie Tuning Day

Porsche in Formula 1

VSCC 2021 ANNUAL DINNER & AWARDS NIGHT

&

December General Meeting – Monday December 13

Burswood on Swan

6.30 to 10.30 pm

Vintage Sports Car Club of WA (Inc.)

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Eligibility Officer:	Group S	Tony Brett	Mobile: 0427 004 709

COVER: At the AGM, Mark Duder gives his first report as Competition Committee Chair.

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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.

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FROM THE PRESIDENT



New Committee

The members at our Annual General Meeting on 1 November elected a new Management Committee to steer the club through 2022. Although there hasn't been a huge change in personnel, I thank the out-going members Paul Wilkins and Chad Raven and welcome back Paul Bartlett. I also thank those committee members who have agreed to give the club another year of their valuable time.

Whiteman Park

Ross Oxwell and his Whiteman Park sub-committee are making steady progress in laying the foundations for new long-term clubrooms, figuratively speaking. They have been negotiating a lease for land with the Park's management and at our monthly meeting on the same night as the AGM, members voted to give your committee authority to consider and approve the lease when it's available. The meeting also gave the committee approval to consider a Development Application for the proposed clubrooms – this application would be made to the City of Swan by Whiteman Park as land-owner.

Once these basic "building blocks" are in place, Ross and his team will further develop the specifications for the new building and put forward a proposal for members' consideration. We hope that we will have something to put to you in the New Year including cost estimates and a proposal for funding the project.

Once the Management Committee and Ross's team have come to an agreement on this, we will give members an outline of the proposal in Vintage Metal before putting it up for discussion and voting at a general meeting of the club.

Presentation Dinner

Our club year winds up in mid-December with our annual Presentation Dinner. Once again, we have secured the excellent venue of Burswood on Swan and the Management Committee has agreed to subsidise members' ticket cost by \$11.50 per head to bring the price down to \$36.

For that you will get sparkling wine on arrival, a three-course meal, a chance to celebrate the club trophy winners and a band to dance to. This will be another great evening for you and your partner so be sure to get your tickets now – see further details below.

Glenn Swarbrick



Presentation Dinner



Monday 13 December at Burswood on Swan

Bookings are now open for our end-of-year celebration on 13 December. Our venue is once again the delightful Burswood on Swan, Camfield Drive on the magnificent Swan River from 6:30 pm.

You will receive a complimentary glass of sparkling wine on arrival and then enjoy a delicious three-course meal and trophy presentations.

We have a guest band "Rock and Roll Duo" so you can kick your heels up.

Tickets are subsidised by the club so you only pay \$36 per person.

Please RSVP to entries@vscwa.com.au by 1 December
(NOTE: the dinner is in place of our usual monthly meeting)

VSCC OF WA CALENDAR 2021-22

December

- 4 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3
5 Vintage Stampede, Wanneroo Raceway Club Regularity Championship Rd 4
11 Dad's Army
13 Annual Dinner, Awards Night and General Meeting
15 Management Committee
21 Dad's Army
21 Competition Group
27 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley

January

- 18 Dad's Army
25 Dad's Army

February

- 5 Dad's Army
6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
7 General Meeting
8 Management Committee
14 Competition Group
15 Dad's Army
22 Dad's Army

March

- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
8 Management Committee
12 Dad's Army
14 General Meeting
21 Competition Group
22 Dad's Army
29 Dad's Army

April

- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
4 General Meeting
9 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
10 Northam Flying 50 State Regularity Championship Rd 1 (Historic only)
12 Management Committee
19 Dad's Army
25 Competition Group
26 Dad's Army

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**NOTE! DEADLINE FOR ARTICLES FOR THE FEBRUARY 2022 ISSUE IS JANUARY 15, 2022
ADVERTISING DEADLINE JANUARY 11, 2022 .**

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 1 November 2021

1. Meeting opened: 7:25 pm, Glenn Swarbrick presiding, 30 members present. He explained that after this meeting, we would hold the AGM and then hear from Paul Blank as guest speaker.

2. Apologies:

3. New Members and Guests:

4. Adoption of minutes:

Moved: David Moir **Seconded:** Michael Broughton, that the minutes of the October 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: Ed Farrar **Seconded:** Paul Wilkins, 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:** Ed Farrar, that the Secretary's report be accepted. **Carried**

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

- a. October has been a relatively quiet month, after the running of the Collie Coalfields 500 reported on last meeting.
- b. We have been working on submissions to Tourism WA for sponsorship for Northam and Albany events in 2023.

9. State of Play Reports:

a. Competition:

i. Vintage Stampede and Jacks Hillclimb (4/5 December)

1. Entry forms and supplementary regulations are available on the website and have been emailed to potential competitors.
2. Entries close on 21 November.
3. Scrutiny will be at Caversham on Saturday 27 November.

ii. Northam Motor Sport Festival (9/10 April)

1. We propose to use the existing circuit as the Shire has been unable to gain funding for the new circuit.
2. The organising committee needs help in planning the event and running it on that weekend – please speak to Mark Duder.

b. Dad's Army: Graeme Whitehead reported that:

- i. He is stepping down from this rôle due to health reasons.
- ii. We will need to find replacements for the various tasks he has been doing.
- iii. Good progress is being made on the Standard Special.

c. Library: Mark Jones reported that the lap-top is now available to search for items in the library.

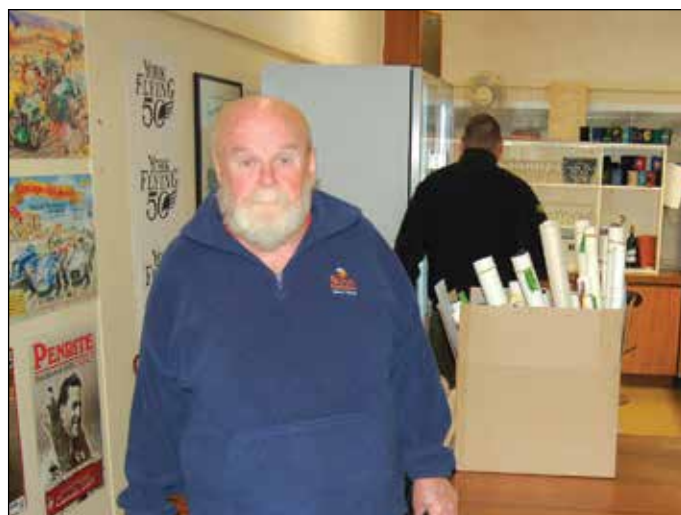
d. Social: Michael Broughton reported that:

- i. 6 club cars were on display at the Celebration of Motorsport at Langley Park on 19 September.
- ii. Graeme Cocks launched his book on the York Flying Fifty at the York Motor Show on 19 September.

e. Regalia: Chad Raven advised he would be stepping down from this role.

f. Whiteman Park: Ross Oxwell reported that:

- i. He has been negotiating with the management of Whiteman Park for a lease of 6500 m² of



Ed and Cris Farrar had a collection of posters and other artwork to distribute free to members.

land for proposed clubrooms; it would be a standard government lease for 10 years (+ 10) at \$500 pa (plus indexation) with water and electricity supplied.

- ii. **Moved:** Ross Oxwell **Seconded:** Ed Farrar that the Management Committee be authorised to consider and approve a lease for land at Whiteman Park. **Carried**
- iii. **Moved:** Ross Oxwell **Seconded:** Steve Boyle that the Management Committee be authorised to consider and approve an application for development approval to the City of Swan for proposed clubrooms, with the application to be submitted by Whiteman Park management as land-owner). **Carried**



Guest Speaker Paul Blank and his Citroën CX

10. General Business:

- a. The Classic Speedway group is to visit Dad's Army next Saturday.
- b. Motorsport Australia's WA Motor Race Panel has been discussing standing regulations for regularity and hill-climbs; cars competing in a State Championship will require a log book, roll cage etc. and so a State Championship is unlikely from 2022 onwards; events will be run as club championships.

11. Guest speaker: Paul Blank spoke on his enthusiasm for the Citroën marque and the Citroën CX he had on display in the clubrooms.

12. Next Meeting: Presentation Dinner, Monday, 13 December at Burswood on Swan.

13. Meeting Closed: 7:52 pm.

14. The President invited Rob Ozanne to chair the Annual General Meeting

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

Minutes of the Annual General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 1 November 2021

1. **Meeting opened:** 7:55 pm, Rob Ozanne presiding with 30 members present.

2. **Apologies:** nil.

3. **Adoption of previous year's minutes:**

Moved: David Moir **Seconded:** Ed Farrar, that the minutes of the 2020 Annual General Meeting of The Vintage Sports Car Club of Western Australia (Inc) as published in the December 2020 issue of *Vintage Metal* be adopted as a true record. **Carried**

4. **Business arising from minutes:** nil

5. **Treasurer's Report:**

5.1 copies of the audited accounts for 2020/21 were available at the meeting.

5.2 David Ward reported that:

- The club has done well financially despite COVID-19.
- The balance has dropped by around \$12,000.
- The report does not include the activities of the Albany Classic joint venture with the ACMC.
- The deficit is not meaningful once the joint venture funds have been remitted.
- The joint venture account is yet to be reconciled.
- The ACMC has a separate account for the pedestrian bridges.

Moved: David Ward **Seconded:** Max Gamble, that the Treasurer's report be received. **Carried**



David Ward delivers the Treasurer's Report to the AGM.

5.3 Appointment of financial reviewer for 2021/22:

Moved: David Moir **Seconded:** Paul Wilkins, that Ashley Morgan & Associates be appointed to review the financial affairs of The Vintage Sports Car Club of WA (Inc) for the 2021/22 year. **Carried**

6. President's report: Glenn Swarbrick gave his report for the year:

It has been a great year for all of us. We have mostly escaped the impact of COVID-19 in our wonderful state, unlike the rest of Australia.

Fortunately, because of this, we have been able to run all of our events without any restraints. Northam Motorsport Festival, Albany Classic and Collie Coalfields 500, were all very successfully run with great support from the competitors. In December we are looking forward to the running of The Vintage Stampede and Jacks Hillclimb at Wanneroo Raceway.

A very big thankyou to our competition events committee for organizing these events.

It is fantastic that the repairs to our club house have been completed enough to get it back up and running. I wish to thank Dads Army and those members that have spent hours at Caversham painting, gardening and bring our club rooms back to its former condition, if not better.

This brings me to the future of our club and the work that has been done by the Caversham Committee and now the Whiteman Park Clubhouse Committee.

As the development application for our clubhouse at York Street has been knocked back by the City of Swan, the location has been shifted to Whiteman Park.

Tentative layout plans have been drawn for the proposed club house and its surrounds on the 6500 square metre plot in Whiteman Park.

Our future clubhouse in Whiteman Park would give us a long and secure tenure.

We will be putting a proposal to members for approval in the new year.

The licence over the "D" Circuit is technically still available to our club, we should consider if it is appropriate for us to try to keep control of it or not.

This year also saw the passing of 4 of our members:

- Ivan Okey
- Lou Symes
- Ken Stewart-Richardson, and
- Ross Martin

all were great supporters of the club and are sadly missed

I would like to thank the ongoing work of our committee:

- Paul Wilkins – Vice President,
- David Moir – Secretary,
- David Ward – Treasurer,
- Mark Duder – Competition Events Committee Chair Person,
- Mark Jones – librarian
- Michael Broughton – Social Events,
- Chad Raven – regalia,
- Stephen Gilmour and
- Sheryl Swarbrick – Admin.

I would like to thank the Dad's Army team for their continual efforts in maintaining the club rooms and grounds. Their continued support in all aspects of the clubs running is much appreciated.

Graeme Whitehead is stepping down after doing a great job for many years. We will need to find several people to fill the rôles he has be performing for us.

We are looking forward to making 2022 a great year for the club. With the possibility of new ventures in the future.

The committee and I are looking forward to working for you and with you in the year ahead and would like to wish you all a great festive season.

7. Competition Report: Mark Duder presented the following report:

Firstly, I would like to thank all the persons who helped run the very successful competition events this year:

- Sheryl and President Glenn Swarbrick,
- David Moir, secretary
- Paul Bartlett, retiring Competition Co-ordinator.
- Michael Grogan, Rob Ozanne and Steve Boyle for Albany.
- Lynn Oxwell and Steve Boyle for Northam including the hill-climb.



Mark Duder delivers his report to the AGM.

- John Harwood and Brad Peters for Collie.
- Steve Gilmour for Northam and the upcoming Stampede with Steve Boyle
- Thierry Michot as the J, K, L and square riggers co-ordinator.
- Tony Brett for both hill climbs.
- Ken Tonge for track work at all events.
- Barry MacIntosh and Max Gamble for Scrutineering.
- Peter Schofield who did wonderful job with our risk management document and Northam Hillclimb set up.
- And thank you to Chad Raven who took the Regalia to the next level and reinvented how you presented it to the public, and we understand your reason for letting go.

I do hope I haven't missed anyone.

At this point I would like to single out Paul Bartlett, who for the last 8 years has run all the competition events by himself and stood down from that position during this year. How he has done this I do not know, because there is a myriad of items to complete before any event is sanctioned to run – forms for Motorsport Australia, sponsorship, risk assessment, entry forms, insurance, plus going to Northam and Albany for meetings and then there are the numerous VSCC competition and Motorsport Australia meetings too. The list goes on.

Could we please give Paul a round of applause for his time spent in this position?

Since he has stepped down, it has been a little stressful for those involved (mainly me), as we grapple with what to contend with. I do feel we are now getting to the stage whereby it comes down to upgrading existing forms and filling positions for each event going forward. The umbilical is cut Paul!

Which leads me to the next point. We cannot return to the past whereby we rely on just one person. Therefore, I put it to all members here tonight that I would like to suggest that competition drivers should consider giving up one event, to help with the organisation of that event.

So, if you helped in one event every two years, that would mean that you still participated in seven events over that 2-year period.

In some instances, it is possible to help and still compete depending on what position you held.

The area of help we need is more hands on towards track set up, grouping of car entries, flag marshals, sweep cars and radio personnel, with which all competitors are familiar.

Should we not get people putting up their hands, then we might risk not getting an event off the ground, and it would be very hard to pick up the pieces especially where sponsorship is concerned. We are quite happy to start an event help list tonight and with that list we can set down who will do what and when, going forward, however I probably won't expect a rush of extended arms tonight

Northam 2022 is not that far away, and we would like commitment from you before then.

Having said these necessary things, the events so far this year have been very successful, and the reports received from drivers and Motorsport Australia officials uphold this view. It also gave me great pleasure to see the larger fields of J, K, L and square rigger cars this year, which is a credit to Thierry Michot and Hugh Fryer. Glenn is obviously hoping the open-wheelers are next in line for a start.

An area we are going to change, is when you enter an event in the new year 2022, you will be asked to enter through the MSA website only. We will be holding "how to" classes leading up to the first event being Northam. In the meantime, if you can, please go to the MSA website and enter your details and your cars. It is quite an easy exercise.

The next event on our calendar is the Jack's Hillclimb on Saturday 4th December followed by the Stampede on Sunday 5th. The entries close on the 27th of November.

Last year, the club incurred a cost for cleaning of several bays at Wanneroo for oil spills, so this year as each person who wants a bay will be allocated a numbered bay, if there are any cleaning costs, it will be the participant that pays, not the club.

Likewise with Jack's Hillclimb, if there is any damage to any of the timing equipment by a driver going sideways through the finish, the driver will be up for that cost.

One further reminder, if you are going to, or must wear a HANS harness because of Motorsport Australia regulations, you now need to have a compliant 6-point harness, and scrutineering will be checking.

Speaking of scrutineering, I would like to thank Barry MacIntosh and Max Gamble, plus their scrutineering

crew, who have done a wonderful job this year and going back to proper scrutineering at Caversham has actually been well received by all competitors too.

Lastly, thank you to Graeme Whitehead and crew for the great job with the barbeque at each scrutineering and to Lexi for helping clean up.

8. Elections:

8.1 Nominations for positions: Following the notices in Vintage Metal magazine, the following nominations have been received:

President: Glenn Swarbrick

Secretary: David Moir

Committee member: Mark Jones (Library)

8.2 Moved: Max Gamble **Seconded:** Ed Farrar that these elections be accepted, as the nominations do not exceed the vacancies. **Carried**

8.3 As there were nominations from Michael Broughton and Paul Wilkins for the position of Vice President, a secret ballot was conducted with the result that Michael Broughton was elected.

8.4 Nominations from the floor were requested for the remaining vacant positions with the following results:

Treasurer: Moved: David Moir **Seconded:** Mark Jones that David Ward be nominated.

Carried

Competition Chair: Moved: David Moir **Seconded:** Thierry Michot that Mark Duder be nominated.

Carried

Committee Member: Moved: Steve Gilmour **Seconded:** David Moir that Steve Gilmour be nominated.

Carried

8.5 As there were no other nominations, the Management Committee will co-opt suitable members to the remaining vacant positions.

8.6 There being no other nominations from the floor, the VSCC Management Committee for 2022 was presented:

President:	Glenn Swarbrick
Vice-President:	Michael Broughton
Treasurer:	David Ward
Secretary:	David Moir
Competition Chair:	Mark Duder
Committee member:	Steve Gilmour (Regalia)
Committee member:	Mark Jones (Library & Dad's Army representative)

(NOTE: all terms will expire in November 2022)

9. Other Business: nil

In accordance with the Constitution, there being no other business, the chair declared the AGM closed at 8:30 pm.



The Citroën engine is tilted forward to lower the bonnet line, but there is still space for the spare wheel in the engine bay.



Paul stands with his Citroën while members pore over the car.

EDITOR'S RAMBLINGS



We Need Young Blood in the VSCC

I was reading the November issue of *Healeys West*, the magazine of the Austin Healey Club of WA, and noted that the membership was as aged as I suspect the membership of the VSCC is. Of 188 members of the Healey Club, all but nine have registered their ages with the Membership Secretary. Only 31 of those are under 60. In other words, at least 145 of the 188 members are 60 years old or over. Twelve of those are in the 80 to 90 years group.

Just over 77% of the membership of the Healey Club is aged 60 or over. If we assume a similar age distribution in our club, that means that less than 90 of our membership of approximately 350 are aged less than 60. We are in the process of signing a 20 year lease on a plot of land to build our new clubrooms. In 20 years only four of the current members of the Healey Club will be under 60, that's just over 2%. If we take the same percentage of our membership, then only seven of our current membership will be under 60 by the time the lease is up for renegotiation. I know that I'll be 95 or 96 depending on whether the lease procedure is completed by February next year.



Ben, a young man from Northam, tries Hugh Fryer's Austin for size at Northam in 2018. Did anyone follow up to see if he was interested in joining the VSCC? Nicole Lothe photograph.

On a more optimistic note, it is quite possible that our membership is less biased towards the pensionable age group than the Healey Club. Some of the later model cars that compete in our events might well have attracted younger drivers who might have shifted our age distribution downwards. Nevertheless, we must do something to attract the under 60s to our club, not to mention the under 40s or even the teenagers. It can be done. One of the leading drivers of Formula Junior and historic Formula Ford cars in the UK took up racing those historic cars at 16 or 17 years old. Perhaps we should start introducing our grandchildren (or great-grandchildren) to the delights of old racing cars.

We should be looking at how successful clubs in other states or other countries go about attracting younger members. The original VSCC in the UK says on its web site: '...we are very proud to have an active and engaged young membership, their competitive efforts are recognised each year in the award of the Rowley Trophy for members under 23 years old.' That club also offers heavily discounted entry fees for its events for young competitors. Do we have

any members under 23 years old?

Full membership of the original club is around £100, but Juniors (16 and under) pay £10 and 17 to 30 year olds pay £50. Do we need to look at discounted membership and entry fees for young members?

Mark Duder has written a letter to members, see page 17, begging for members to take a more active part in the running of the club. Dad's Army is gradually running out of members, which does not bode well for the maintenance of the new clubrooms when they are built. The recruitment advertisement for Dad's Army is on page 13.

If I could go back to the original VSCC and its web site again, it runs a variety of events for its members. I know it is a bigger club, but it wasn't big when it was founded in 1934. Here is what the web site says about events:

The Club organises some 40 social and competitive events a year, including race meetings, hill climbs, sprints, road rallies, trials and driving tests all over the UK. These include:

- Extraordinary cars from the Edwardian era (1908-1919);
- Vintage (pre-1931);
- Selected post-vintage thoroughbreds (1931-1941);
- 1950s Sports Racing Cars;
- Formula 500 racing cars;

Formula Junior cars and Grand Prix single seater racing cars built before 1961 also compete at race meetings and some speed events.

You can find more about the VSCC in the UK on the web site at vsc.co.uk, but I shall include just one more quote from the site. It is relevant to Mark's plea for more involvement in the running of events by members. Under the heading 'Marshalling', it says:

With such a diverse range of motoring disciplines on offer there is plenty of scope to become involved, whether as a car owner, marshal, competitor or enthusiast. Marshalling at Club events is popular and sociable and offers the opportunity to get close to exciting machinery on a regular basis.



Huon Cocks couldn't reach the pedals at Albany in 2017, but we need to retain his interest until he can drive his own car. Nicole Lothe photograph.

Marshalling is sociable, it says. Do we do enough to include our officials in the social network of the club? I know that we have had a sausage sizzle at scrutineering at Caversham, and that went down well. What can we do to make marshalling at our events a fun experience? Perhaps we should exercise our grey cells and come up with ways to make participating in our events more fun.

The old club also has a vigorous social calendar, with everything from noggin and natter sessions to formal dinners. There also non-competitive outings for road going cars, which might serve to exercise non-competition cars from the classic and historic era.

Over to you. Letters to the editor on this topic will be very welcome.

A J Foyt Meskowski-Offy Dirt Car

Speedway fans among the VSCC membership will be pleased to know that the Meskowski-Offy that A J Foyt put on the pole at Milwaukee in August 1965 survives in excellent condition. It can be found at the Brumos Collection in Jacksonville Florida. If any of you are touring the USA and drop by, it will cost you \$US19.99



Chad Raven has brought VSCC merchandise to the fore at a number of venues, here at Langley Park for the 2021 Targa West. His successor needs to follow up on Chad's lead. Do we need lines of merchandise that appeal to younger people to help foster an interest in the VSCC? Michael Broughton photograph.



to get in, although there are discounts for seniors.

It's located not far from Disney World, so you can send the rest of the family there while you wander through this amazing collection, which ranges from a replica 1885 Benz Patent-Motorwagen to a 2020 Porsche 911 RSR, with what writer Mike Matune described as 'a sea of Porsches' in the 'Frontrunners' section of the museum.

Mike also supplied the photograph of the Meskowski-Offy at left. If you look closely, you will see that it is sitting on slick tyres, as it was when it gave the latest low slung rear-engined racers such a fright at Milwaukee.

Advertised Over East

Both the CWM Ford V8 Special below and Tony Brett's Jaguar Special have been advertised in the eastern states, so if you want to keep them in WA...

Bob Campbell

FOR SALE

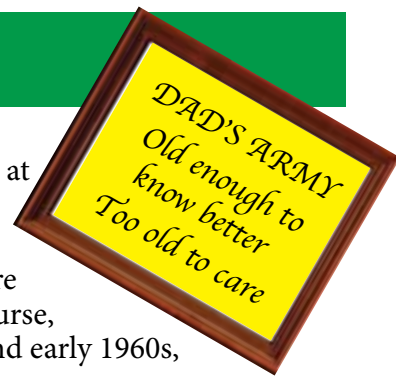
CWM FORD V8 SPECIAL. 1956 Group Lb race car with C.O.D and Historic Logbook. With extensive Australian racing history has raced in six Australian Grand Prix. Ford flathead motor (286cu in), aluminium heads, triple carburettors. Jaguar XK 140 close ratio gearbox, independent front and rear suspension, huge drum brakes and period wire wheels.

Ready to race. Located in Perth.

**Enquiries to John Rowe at:
oldhealey@gmail.com or
0412 348 246.**



DAD'S ARMY NEWS



Visitors from Classic Speedway Club

On Saturday November 6 Dad's Army received a visit from the Classic Speedway Club at the Caversham clubrooms.

A sizeable group of speedway fans (they outnumbered us!) showed great interest in the project Standard Willys and the facilities we have at the clubrooms workshop. They were also intrigued by the display of trophies and memorabilia from Caversham days. Of course, there was a high degree of crossover between speedway and road racing in the 1950s and early 1960s, with champions like Wally Higgs being equally successful in both fields.

In those days before the universal adoption of dog-clutch transmissions in speedcars, most had clutches and even gearboxes, so were easily converted to road racing with the fitting of larger diameter wheels and suitable tyres.

Remember that Jack Brabham was a speedway champion before he entered his speedcar in a hillclimb – and was disqualified for having no front brakes. Once that omission was remedied, Jack was very competitive on the hills. Then he tried road racing and the rest is history.

Getting back to the visitors and there is a degree of crossover between members of the VSCC and the Speedway Club. Sandra, one of the speedway people, bought Bruce Jones's unfinished Jaguar special and intends to build it up as a competitive machine for VSCC events. The Jaguar engine will go, to be replaced by an American six and Bruce's odd front suspension will be replaced, probably by a simple beam axle. I had my doubts about that front suspension and discovered that Barry Mackintosh shared my misgivings. Sandra was discussing the development of her special with Barry at the Dad's Army day. She will be joining the VSCC, which should bring our average age down a bit.



Graeme Whitehead explains the Standard Willys project car to our visitors from the Classic Speedway Club. Kevin Dorn looks on while others examine the Singer.

Standard Willys Progress



Barry Mackintosh and Robbie Rhodes removing suspension bushes from the Standard chassis.

Progress continues with the Standard Willys. The front suspension bushes that had refused to move out of the top wishbone mounts and the spring eyes finally succumbed to persuasion by Barry Macintosh and Robbie Rhodes (and a big hammer). The ever youthful Peter van der Struyf will be creating new bushes and pivot pins for the suspension.

The second engine seemed at first to be a better bet for rebuilding than the original, but doubts arose and Barry and Max are now rebuilding the original engine. The engine that isn't being rebuilt will be used to set up engine and gearbox mountings with the engine set back at least six inches from the position of the original Standard engine. Suitable chassis crossmembers will be created from scratch or adapted from the originals.

The main bearing journals on our engine are smaller than those on the closely related Willys Jeep engine and consideration is being given to adapting the cylinder block to use the Jeep crankshaft. The ins and outs of that

DAD'S ARMY DATES – 2021-22

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
DECEMBER	11	21	
JANUARY 2022		18	25
FEBRUARY	5	15	22

discussion are beyond your scribe's technical knowledge, but I shall be keeping in touch with Barry and Max to monitor progress.

An extra working day on the project car was scheduled for Tuesday November 16, as the clubrooms would be open for a Whiteman Park Clubhouse Committee meeting on that date.

The time was well spent and Glynn Allison and Ian Fry removed the chassis crossmember that supports the gearbox mounting so that it can be relocated rearwards to suit the location of the Willys engine and transmission.

Singer Progress

Kevin pronounced himself happy with progress on the Singer project. The next major job is to install a driver's seat so that the controls can be tested.

Kevin was busy creating a template to cut out a sheet metal cover for the clutch mechanism at the extra day.

The turn-out for the extra day was not as large as for a scheduled Dad's Army day, but quite a lot of progress was made on the project cars and, after the meeting of the Whiteman Park Clubhouse Committee was completed, some of us went with the committee to examine the site of the proposed clubrooms while the ever diligent Chad Raven fired up the ride-on mower.



Graeme (obscured) shows our visitors the display of trophies from Caversham days. Chad's permanent display of merchandise is at left.



Yes, we do feed our visitors. Classic Speedway Club members mingle with VSCCWA Dad's Army at the extended morning tea table.

The Scribe



Ian Fry applies the angle grinder to the removal of the gearbox crossmember while Glynn looks on ready to take over.

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, retiring 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.

VSCC OF WA CALENDAR 2022

January

- 18 Dad's Army
- 25 Dad's Army

February

- 5 Dad's Army
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting
- 8 Management Committee
- 14 Competition Group
- 15 Dad's Army
- 22 Dad's Army

March

- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 8 Management Committee
- 12 Dad's Army
- 14 General Meeting
- 21 Competition Group
- 22 Dad's Army
- 29 Dad's Army

April

- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 9 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 10 Northam Flying 50 Club Regularity Championship Rd 1 (Historic only)
- 12 Management Committee
- 19 Dad's Army
- 25 Competition Group
- 26 Dad's Army

May

- 1 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 24 Dad's Army
- 31 Dad's Army

June

- 4 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 5 Albany Classic Club Regularity Championship Rd 2 (Historic only)
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 11 Dad's Army
- 13 General Meeting
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 28 Dad's Army

VSCC OF WA CALENDAR 2022 CONT'D

July

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 26 Dad's Army

August

- 1 General Meeting
- 6 Dad's Army
- 7 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 9 Management Committee
- 15 Competition Group
- 23 Dad's Army
- 30 Dad's Army

September

- 3 Dad's Army
- 4 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 5 General Meeting
- 13 Management Committee
- 19 Competition Group
- 19-25 Lake Perkolilli Red Dust Revival 2022
- 20 Dad's Army
- 27 Dad's Army

October

- 1-2 Collie Historic Races Club Regularity Championship Rd 3,
State Historic Race Championship
- 2 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 3 General Meeting
- 8 Dad's Army
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 25 Dad's Army

November

- 5 Dad's Army
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting and AGM
- 8 Management Committee
- 14 Competition Group
- 22 Dad's Army
- 29 Dad's Army

December

- 3 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3
- 4 Vintage Stampede, Wanneroo Raceway Club Regularity Championship Rd 4
- 4 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 10 Dad's Army
- 12 Annual Dinner, Awards Night and General Meeting
- 13 Management Committee
- 20 Dad's Army
- 20 Competition Group

VSCC NEWS

Combined Motor Clubs – Delegate Required

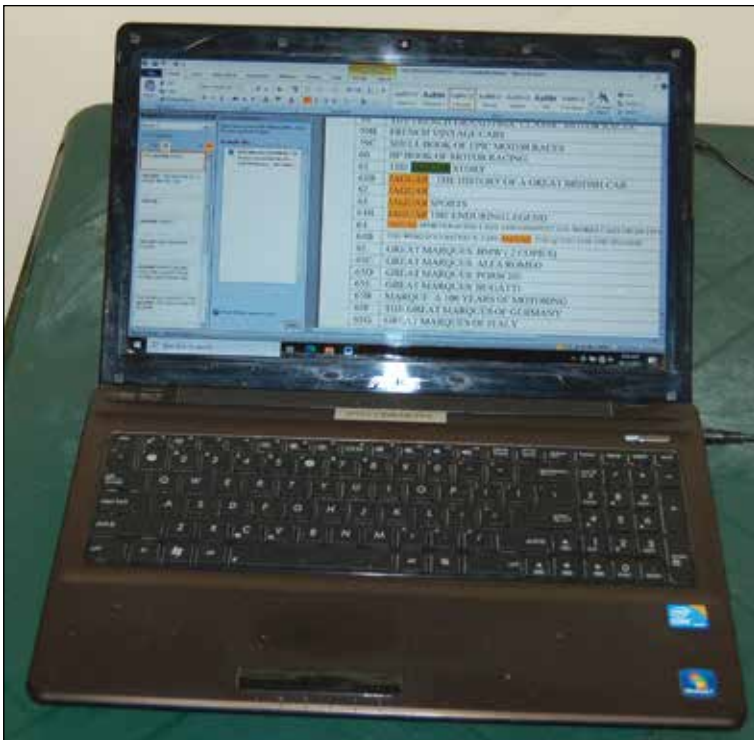
The Combined Motor Clubs (CMC) is the peak body representing classic and historic motoring in WA and over 100 car and bike clubs are members.

Each member club is required to have a delegate to represent the club at the CMC meetings, which are held every two months at the Alf Faulkner Hall in Eden Hill, just off Morley Drive.

Until recently, Graeme Whitehead has been our delegate but you may be aware Graeme is stepping down, for health reasons, from this and the numerous other jobs he's done for the club.

We're looking for a club member to take on this interesting and non-demanding role. It primarily involves attending CMC meetings on the third Monday of every second month and reporting back to our club on anything significant.

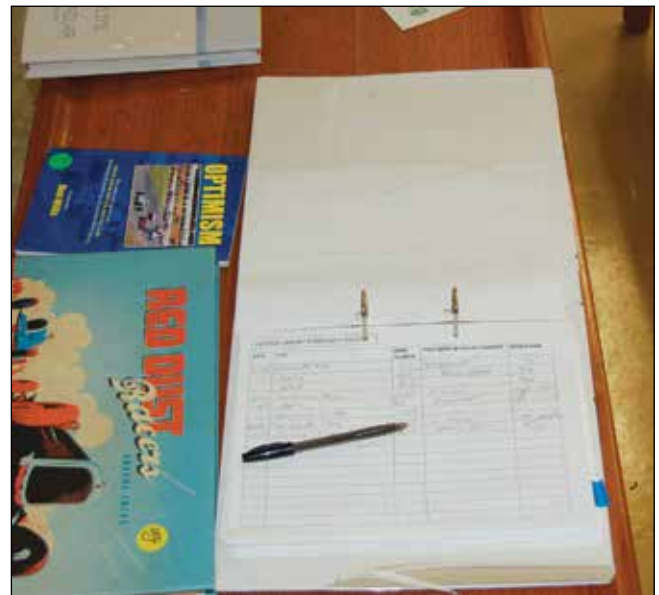
If you can help us out by taking this on, please contact our Secretary, David Moir on admin@vscywa.com.au or 0400 813 141.



The Library Laptop showing, if you have good eyes or if you zoom in, the results of the 'Jaguar' search.

OUR LIBRARY GOES COMPUTER ASSISTED!

Club member Kevin Taylor of IT WEST has kindly donated a laptop for the club library. It allows members to easily find a title, an author, or more importantly locate books on a particular topic. For instance, doing a search with the word 'Jaguar' will show the library has 12 books relating to that marque. No password is required; just turn it on and open the only icon 'VSCCWA accession.' Don't forget to register your name and the book you have borrowed in the borrow file. Club librarian Mark Jones is happy to assist you. Thanks Kevin!



The borrow file. You will note that it is still a manual file in a loose leaf binder

Caversham Clubrooms

An Honour Board is to be created to be displayed in the clubrooms in recognition of those VSCC members who donated time and materials to establish the Caversham Clubrooms.

The names listed here are those that the Management Committee knows. If you know of any name that is missing from the list, please contact David Moir, the Club Secretary, and let him know.

The names of those who donated time are: Tom Benson, John Budgen (dec.), Mike Connell, Denny Cunnold, Nick Daniele, Bill Dunn, Ron Fabry, Ian and Jill Fry, Allan Hornby, Charlie Irwin (dec.), John Janson (dec.), Bruce Jones, Mark Jones, Des Lascelles, Ken Lyons, Ivan Michelsen, Rob Ozanne, Bob Pinkerton (dec.), Wally Phoebe, Stan Robson, Fred Rooke, Robin Stewart, Dick Turpin (dec.), Mike Upton, Peter van der Struyf, Les Verco, Paul Wilkins and for donations of fittings, furniture and materials: Gavin Adams, Con Melle (dec.), Lance Barrett, Ross Oxwell, Brett Cooper, Ray Prout, Andy Freeman, Rod Quinn, Don Hall (dec.), Ted Jordan and UWA

The Caversham Clubrooms are an important part of the history of the VSCC of WA and it is appropriate that those who helped to set it up should be recognised by members. Please help to gather the names of all of those involved so that a fitting tribute to these enthusiastic VSCC members can be created.

Whiteman Park Clubrooms

See the minutes of the November General Meeting above for a progress report on the new clubrooms.

LETTER TO MEMBERS

Dear Members,

I take this opportunity to voice a couple of things,

Firstly, having been elected to be the Competition Co-ordinator at the AGM unopposed and presenting my report, it would appear that although we have over 300 members, no one wants to put their hand up to help run the events.

There was silence when I asked for help. It is now fairly obvious that members are quite happy to simply compete and then go straight home after their events have finished.

It is no wonder that Paul Bartlett had to do this on his own for 8 years and it is also no wonder that he wanted to step down.

All I was asking for was for competitors to help in 1 event every 2 years.

That would still leave them 7 events to participate in. In some cases, depending what position they took, it is still possible to compete on the day.

The positions are hands on and consist of flag marshals, track set up, sweep cars, radio personnel and grouping of cars entered, of which all competitors are familiar with.

It will shortly come to the situation where the executive will have to say, "No help, no event".

Secondly, the Management Committee is also at the same stage whereby they get re-elected simply because no one will bother to help run the club. Nominations were asked for and after the election of the same committee members, there were still 3 positions to be filled and only 1 person put their hand up. (Thank you Steve Gilmour).

So, the same scenario could be on the cards whereby the committee cannot function properly through lack of numbers and says "no committee means no club".

Lastly, if no one wants to help, why bother building a new clubhouse??

Personally, I am in favour of building it, as it might stimulate more activity and enthusiasm, however I won't hold my breath.

Regards and rather disappointed,

Mark Duder.

Competition Chairperson



Celebration of the Motorcar

Perth's premier exhibition of classic exotic & prestige cars



Sunday, November 28 2021

In support of Wheels for Hope

Cottesloe Civic Centre - Napier St, Cottesloe - 10.30am-3.30pm

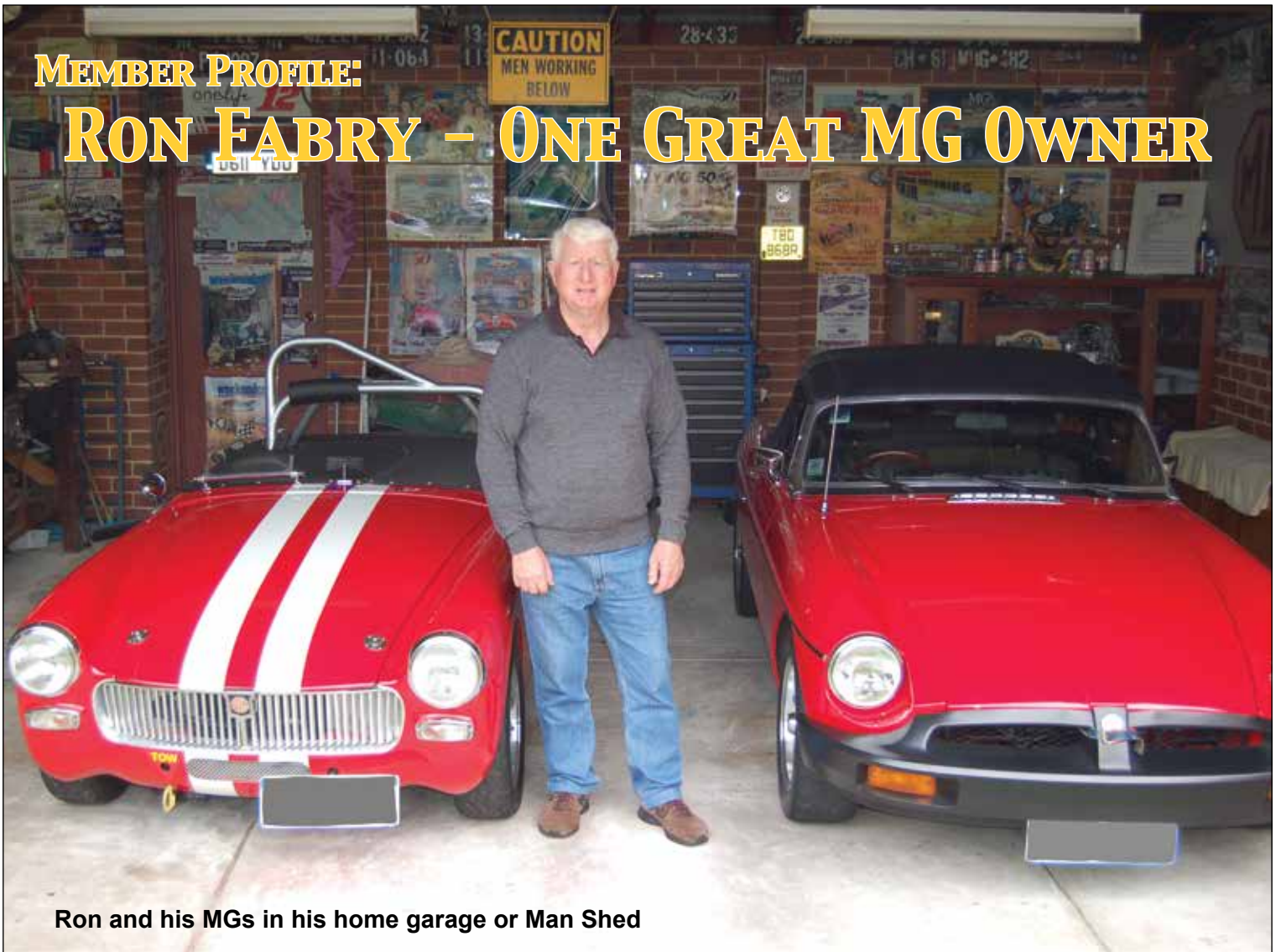
Sponsored by:



In support of Wheels for Hope

MEMBER PROFILE:

RON FABRY - ONE GREAT MG OWNER



Ron and his MGs in his home garage or Man Shed

Two of the nicest MGs in WA belong to a life member of the VSCC, Ron Fabry. It seems a shame not to give Ron and his beautifully prepared cars their moment in the spotlight, so here we go.



Proof that the MGB is a road car. It is parked at the clubrooms at a Dad's Army day

his sons spotted a likely-looking model for sale. The car turned out to be an ex-California car, brought in with two others and converted to right-hand drive. Basically sound, it had the US-specification engine with less power than cars for the Australian or British market. It also had three windscreen wipers to meet US regulations demanding that a minimum percentage of the windscreen be wiped. Just to confuse owners of other MGBs, the indicator stalk is on the left and the wiper control on the right of the steering column.

As well as the anaemic engine, the car wallowed even when lowered to nearer chrome-bumper ride height. Meanwhile, heavy use in motorkhanas resulted in a tired engine and a noisy gearbox

Ron's involvement with motor sport dates back to the Forrestfield Speedway that operated until about 1981, but has now disappeared under housing. He raced there from 1968 to 1970, winning the A-class Stock Car Championship in 1970. He then dropped out of motor sport and went water-skiing, specialising in barefoot skiing until a misstep over the wake of a boat saw him snap his leg. Months in traction and six months of rehabilitation saw the end of his water-skiing career and he rediscovered his interest in cars.

He was looking for an MGB to use in club events when one of



The MGB engine room

and back axle. Every part of the suspension and driveline needed work, and the car is now a very different beast. The engine has been bored out to 84mm with offset bores and Nissan L 16 pistons, making it 1971cc. Pistons, block and crank are machined and the compression ratio has been raised to 10.06: 1. Valves are from a 3.3-litre Holden, with Chevrolet valve springs and chrome-moly valve spring retainers. The head has been ported and the pushrods are modified from those fitted to the Chrysler 'Hemi' straight-six. Australian Yella Terra roller rockers open the valves while a Rollmaster timing chain drives the camshaft, a mild competition grind suitable for road use. Breathing is through a 45DCOE Weber carburettor with a K&N air filter and there's a 2¼in exhaust system with Manta stainless steel muffler and Manta free-flow exhaust manifold.



Ron in the Midget leading Geert de Klerk's MGB at Albany in 2013

Drive is taken from the lightened flywheel by a heavy-duty clutch to a five-speed Toyota Supra gearbox and then to a disc-braked

VS-model Holden Commodore rear axle, narrowed to fit. The suspension has been lowered and stiffened, with negative camber on the front wheels. Ron has found uprated lever-arm front dampers perfectly adequate, combined with telescopic rears.

Ron joined the MG Car Club in 1999 and was an enthusiastic competitor in club events. He remembers that a German chap named Norbert ran motorkhanas. He also ran in events organised by Paul Blank and regularity events run at Wanneroo Raceway by Brian Griffin and Don Edwards. For some time Ron was Competitions Secretary of the MG Car Club of Western Australia,



The Midget engine

sharing the task with Rami Brass.

The modified MGB was used in all those events before Ron discovered the 'Round the Houses' regularity events run by the VSCC of WA. However he found that the car was a bit clumsy around the said houses, and pensioned it off in favour of something smaller and nippier. The 'B' is now proving to be an excellent road car.

That something smaller and nippier was a Mk1 Midget. It is very little modified, especially compared with the MGB, but does have a 1275cc engine and matching gearbox, with a warm cam grind and a Weber carburettor giving the

engine a bit more oomph. The suspension is lowered, but the brakes are the original drums fore and aft, with a servo – all that is required for the regularity events for which the car is used.

Ron reckons that if he were racing the car then the brakes might need to be upgraded, but they are entirely adequate for the way he uses the Midget. It is trailered to events, as it is an impractical road car with its aeroscreen and huge roll over bar.

Ron has been a valuable member of the VSCC, Running the Dad's Army group for a number of years as well as serving on the club's Management Committee. His work was recognised by the club when it awarded Ron a Life Membership in 2016.

For competition, he concentrates on the 'Round the Houses' races at Northam and Albany, and events on the relatively short circuit at Collie. He avoids fixtures at Wanneroo Raceway where he reckons he spends the whole event looking in his mirror for faster cars that blow past the Midget, which is neither geared nor powerful enough for the long straights of the Wanneroo track.

Ron keeps both MGs in immaculate condition and both have won concours competitions. Making use of native



Ron addressing Dad's Army at the 2019 Christmas function at Ian Terriaca's car collection



Ron (right) and Denny Cunnold painting the wheels of the club trailer after its theft and recovery.



Ron helps Chad Raven set up a miniature D-circuit

Australian components in the case of the 'B' and with surprisingly limited modifications having been carried out to the Midget, they show what can be achieved with a bit of thought and the determination to do the job properly.

And that just about sums up Ron. He works on the principle that if a job is worth doing it is worth doing properly. It is that attitude that has made him such a valuable member of the VSCC of WA. He has pulled back from his administrative rôles with the club but is still an enthusiastic member and attends club meetings and Dad's Army gatherings on a regular basis except when he is away on a 'Speedway Holiday', but that's another story.

Bob Campbell



Committee member Ron addresses a general meeting of the VSCC



Ron removing graffiti at the clubrooms

Combined Motor Clubs — Delegate Required

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We're looking for a club member to take on this interesting and non-demanding role. It primarily involves attending CMC meetings on the third Monday of every second month and reporting back to our club on anything significant.

If you can help us out by taking this on, please contact our Secretary, David Moir on admin@vsccwa.com.au or 0400 813 141.

PORSCHE IN FORMULA 1 BY BILL BUYS

Back in the 1960s, 70s and early 1980s, Porsche was a formidable force, first in Formula 2, then in Formula 1. Thereafter it built engines for some teams, but has been quiet in the premium racing category ever since. But now the brand, famous for its sports cars, is said to be ‘seriously considering’ having a presence in Formula 1 when new engine regulations are introduced in 2026.

Formula 1 is still working on its next specification power unit with progress having been made in recent months over its exact composition. And that work has attracted Porsche's attention.

Existing power unit manufacturers—Mercedes, Ferrari, Renault and the newly-formed Red Bull Powertrains, which is taking over Honda's IP from 2022, have been represented in discussions, along with prospective parties, most notably Porsche and Audi, both owned by the Volkswagen Group.

Having VW Group represented in Formula 1 would be a coup for championship officials, particularly in light of Honda's impending exit.

Discussions are understood to have focused on simplifying the engine formula, removing the MGU-H (Motor Generator Unit-Heat), while also making them less expensive.

Prospective entrants are unwilling to face years of competing before reaching a certain level while existing manufacturers do not want to relinquish the experience they have gained.

Porsche's official line on the situation remains as it was earlier this year, when company CEO Oliver Blume confirmed that ‘the VW Group is looking at whether entry into Formula 1 would be attractive for us. But no decision has been made yet.’

Matters have since moved on.

Thomas Laudenbach, new vice president of Motorsports at Porsche, last week commented that ‘it's not a secret we are thinking about entering F1 and are talking to the FIA.

‘We are seriously considering it but there is no decision yet. If we will be there or not, I don't know.

‘A lot of things are going in the right direction concerning F1.

‘It is clear you cannot go forward with a battery-electric vehicle. But there needs to be a much higher priority on the electric part of the powertrain. That is important because as an OEM if you want to show yourself in motor sport it has to be relevant to what you have on the road.’

Porsche has, of course, had a lengthy presence in sports cars, and has committed to the new-for-2023 LMDh category of the World Endurance Championship, which includes Le Mans.

It also has a team in Formula E and will continue to be represented when the Gen3 car arrives for the 2022/23 season.

In terms of Formula 1, many ex-VW figures hold prominent roles within

the championship.

Former VW Rally boss Jost Capito is now in charge at Williams while McLaren team principal Andreas Seidl previously presided over Porsche's Le Mans program.

Stefano Domenicali, who took over as Formula 1 CEO and chairman at the start of 2021, previously worked for VW subsidiary Lamborghini. Luca de Meo, CEO of Renault, spent over a decade at VW, including the chairman role at SEAT.

Formula 1 also recently signed a deal with Qatar for a 2021 race and a 10-year deal from 2023 — Qatar's sovereign wealth fund holds a 15 per cent stake in VW Group.

Formula 1 has become more attractive in recent years, with the sport growing since Liberty Media's takeover, while the cost cap means there is no longer unlimited and potentially damaging levels of spending.

The ambition to use 100% sustainable fuels is also a step in the right direction. But as ever with Porsche, everyone waits to see which way it swings with Formula 1.

The brand's links with Formula 1 actually go back to the 1920s and 1930s when Ferdinand Porsche designed



Stirling Moss, Cooper-Borgward F2, chases Jo Bonnier, Porsche 718, in Heat 2 of the Kentish 100 at Brands Hatch in August 1959. Jack Brabham won the race in the works Cooper-Climax with Graham Hill, Lotus-Climax 16, second, Bonnier third and Moss fourth



A Porsche 718 in Formula 1 trim ready for the 1961 Grand prix season.



Derek Bell demonstrating the Porsche Museum's 804 F1 with the final version of the rear suspension at Monaco in 2018. This was part of Porsche's 70th anniversary celebrations.

The engine was funded by TAG who retained the naming rights to it, although the engines proudly bore Made by Porsche identification.

TAG-Porsche-powered cars took two constructor championships in 1984 and 1985, and three driver crowns in 1984, 1985 and 1986.

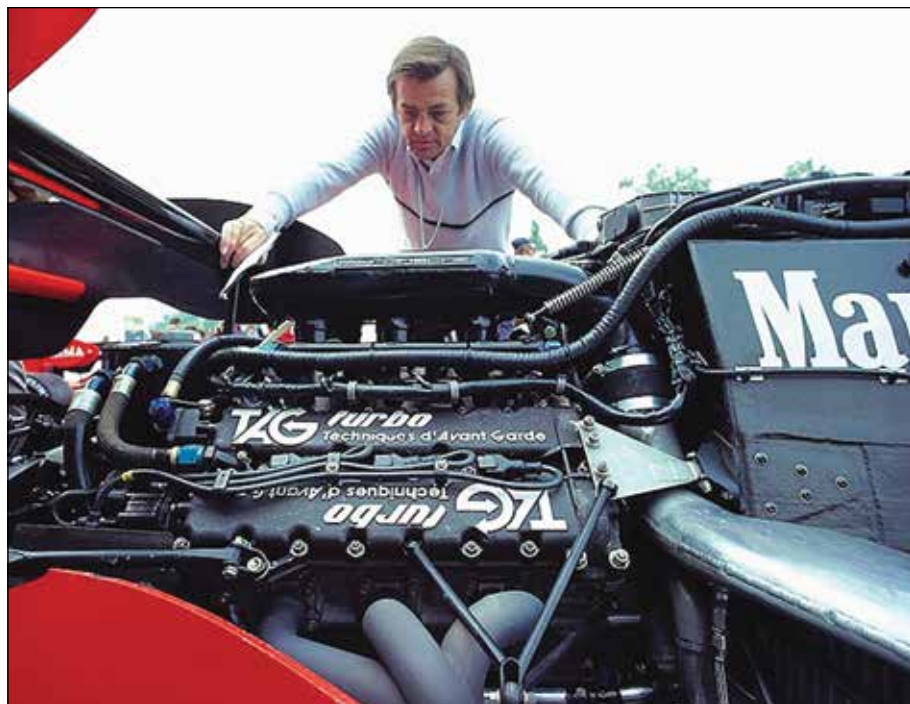
The engines powered McLaren to 25 victories between 1984 and 1987, with 19 for 1985 and 1986 World Champion Alain Prost, and 6 for 1984 Champion Niki Lauda.

Despite the many successes, the TAG-Porsche engines were never the most powerful in Formula 1 as they did not have the ability to hold higher turbo boost like the rival BMW, Renault, Ferrari and Honda engines of the time.

Porsche returned to F1 again in 1991 as an engine supplier for the Arrows team, but with disastrous results. The new V12 engines were a pair of TAG V6 engines used in tandem, but without the turbos as used by McLaren from 1983 to 1987.

Arrows failed to score a single point, and didn't even qualify for over half the races that year, so they sacked the once successful TAG-Porsche engines and Porsche has not come within cooe of Formula 1 since.

But that could change in 2026.



The TAG Porsche engine in a McLaren F1 car. Although it is labelled TAG turbo on the cam covers, it says Made by Porsche on the plenum chamber at the top of the engine.

Grand Prix cars for Mercedes and Auto Union.

Then the company fielded its own cars in Formula 2 in the late 1950s.

The first ones were modified Porsche 718 RSKs, which did quite well with their 1500cc engines, then in 1961, the former F2 cars moved up to Formula 1.

In 1962, the newly developed flat-eight powered Porsche 804 produced the brand's only win as a constructor in a championship race, claimed by Dan Gurney at the 1962 French Grand Prix and followed it up in a non-championship race at Stuttgart's Solitude circuit, a week later.

At the end of the season, Porsche withdrew from F1, citing the high costs.

Porsche returned to Formula 1 in 1983 after nearly two decades away, supplying water-cooled V6 turbo engines badged as TAG units for the McLaren Team.

PORSCHE DISC BRAKES, 1961-62

The Porsche 804 was fitted with disc brakes of Porsche design. Developed on the Porsche 787 4-cylinder F1 car in 1961, they were different from the conventional disc brakes we are used to. The disc was mounted on a light spider drum with the calliper on the inside. The calliper was of two-piece construction, each half containing two operating pistons for the single piece segmented disc pads. Porsche claimed that they were lighter than conventional disc brakes and that they dissipated heat better.

This information comes from Mark Whitelock's excellent history of the 1.5-litre F1, *1½-litre Grand Prix Racing 1961-65 – Low Power, High Tech.*

JK AND SQUARE RIGGERS UPDATE



PREWAR GROUP TUNING DAY AT COLLIE

Jim Runciman in his immaculate Riley TT Sprite stretching its legs at Collie

Pictures by Nicole Lothe



Craig Atkins having a drive of Mike Sherrell's MGTC.

Car Test and Tune' days is passengers are allowed after signing on and must wear the appropriate safety helmet and clothing. Austin Sevens were the predominant make of vehicle with six, I think this is the most of one make so far, then one each of Riley, MG, Morgan, Salmson and Ballott.

Good to see the camaraderie of our group, when Thierry Michot was unable to attend as his car was not going, Barry Mac offered him a shared drive of the Salmson. With so much track time there is plenty of time for all to enjoy. Craig Atkins didn't quite get his three-wheeler back together in time so brought a bigger version, then was very generous, as were many other drivers, offering others a drive. Heza was lucky enough to have a drive of Craig's Morgan and Barry's Salmson along with the usual gaggle of Austin Sevens. Also

amazing was being a passenger in Jim Runciman's Riley TT Sprite, what a car, the noise, performance and fast experienced driver were something else, a treasured memory. Jim also took other passengers including Anna from Collie Motorplex who absolutely loved it and has posted pictures on their facebook page. Anna has titled the photo of her and Jim in the Riley "Love it when the oldies come out to play" naturally she is talking about the cars! A feature of the Collie short track is from the pits you can hear the louder cars circulating, Doug is a good example, being the loudest there, great to see his car running so well after some recent minor fuel issues. Also good to see out was Steve Williams in his Supercharged Austin Seven, as fast and noisy as ever.

On Friday 5th Nov, JK cars from the VSCC were invited by the Pre-war competition group to attend their tuning day at Collie Motorplex, also to join the Pre-War Sports Car Club on Saturday 6th for a Ferguson Valley Tour.

Some drove their open cars down on Thursday afternoon most staying in Collie with a group booking at Collie Ridge Motel. Friday morning everyone arrived early at the track, some driving down that morning getting there before ones staying in Collie. As always Anna and Tamara were really well organized with all the paperwork ready for us and the urn was hot. A short driver briefing was held at 9am. We had 11 cars with 14 drivers and lots of passengers, a feature of 'Top



Barry Mackintosh speeds past in the family Salmson.



Geert De Klerk trying out Hugh Fryer's Austin Seven.

Jilly Fry for a number of laps in a two-seater Austin Seven before Simon also took Jilly and the Austin. It was great to see all enjoying themselves, all cars running well. The day finished around 2:30pm. Those staying in Collie for the night had a meal together at Collie Ridge Motel.

Saturday, we toured through the Ferguson Valley with a lunch stop with an amazing view. Sunday was a relaxed tour through Quindanning to Boddington then home. Great roads at this time of year but already starting to dry out. Total of nearly 400 road miles, (640 km) plus track time with good company made for a great few days, really good way to finished the tuning days for the year.

Heza Henry

I was great to see the next generation of Tim Woods and William Fryer enjoying themselves. At one point Will, who is in his mid-twenties, was circulating in a group of three cars for many laps, the other drivers age being close to three times his, to quote Will— boy those old dudes can drive! Also they have big smiles having so much fun!

Lunch was enjoyed by over 25 of us before we were out on the track again. While the drivers were enjoying driving around the track the ladies went off for a Collie Town Mural tour and were lucky enough to see the Mural inside All Saints Church. Many more laps and sharing drives continued. Craig and Mike swapped cars, the first time in 25 years the writer has seen either not driving their preferred make. Tim took his Mum,



Tyre testing the Christopher Mackintosh way.



Doug Todd going fast and making lots of noise and going fast in his Ford V8 powered Ballott.



Mike Sherrell having a drive of Craig's Morgan.



Steve Williams speeds by in his Supercharged Austin Seven and colourful helmet.



Tim Woods in the Frys' Supercharged Austin Seven

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 – Land Rover engine and gearbox

2¼-litre petrol or diesel engine for Land Rover Series 2a 88-inch Also need gearbox to suit.

If you can help, contact Martin De Pannone on 0400 879 770



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Paul Blank - Classic Car Broker

Contact me to request details of these cars
Seeking classic cars not already advertised

<p>MD28143 VSCC club member for 32 years</p>	 <p>\$78,000 ono 2011 AMG C63 P31 1FAJ267</p>	 <p>\$265,000 ono 1959 Facel Vega HK 500 1ENV059</p>	 <p>\$44,900 1988 Porsche 928 S4 Auto 1FAA928</p>	 <p>\$49,500 Unique in Australia 2004 Cadillac XLR Convertible XLR004</p>	
	 <p>\$37,500 ono 1949 Bristol 403 Barn Find Unreg</p>	 <p>\$62,500 ono 1983 De Tomaso Longchamp Unreg</p>	 <p>\$24,500 ono 1953 Jaguar Mk VII Saloon Unreg</p>	 <p>\$47,500 ono Unique in Australia 1935 Chrysler CM 6 Deluxe 1CQZ602</p>	 <p>\$115,000 ono 2019 Alpine A110 Legende WALPN110</p>

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