



July 2021

Issue No. 355

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

VINTAGE METAL

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ALBANY CLASSIC WEEKEND 2021

PLUS

JK and Squareriggers Update

Book Review: The Story of March

Albany Photo Gallery

July General Meeting – Monday July 5

VSCCWA Caversham Clubrooms

Off Harrow Street, Dayton

6.30 for 7.00 pm

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COVER: Mark Jones is leaving the shot in his Triumph TR4 followed by David Moir's Austin Healey 100, Leon Magistro's Alfa Romeo GTV, Denis Fair's MGB, Simon Loh's GTV and Len Kidd's MGB. Nicole Lothe photograph.

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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.

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 to Caversham

I am very pleased to announce that we will resume our monthly meetings at the Caversham clubrooms from Monday 5 July. The Dad's Army crew and other helpers have brought the premises back to a suitable condition and returned our memorabilia, trophies and library from separate safe storage.

We will continue the earlier starting time that we tried at our temporary Light Car Club venue. A vote of members at our June meeting was in favour of a 6:30 for 7:00pm start. We suggest you turn up at 6:30 for a drink at the bar and some socialising before the meeting starts at 7pm. When the meeting closes, we will have a light supper arranged by Michael Broughton and Graeme Whitehead.

Albany Classic

The Albany Classic last month was a great success. We had perfect weather for the Mt Clarence hill-climb on the Saturday but some rather unpredictable weather for the round-the-houses on the Sunday. However, this did not deter the crowds of spectators who turned up to enjoy some classic motorsport on both days.

It was pleasing to see Dick Ward reclaim his track record at the hill-climb with a time of 29.06 seconds in his Fiat-Abarth sports sedan, just pipping John Webb's time of 29.20 seconds in his Radical sports car. The regularity on the Sunday ran well, despite a failure of the timing equipment and some damp weather. Fortunately, the timing crew were able to manually time the cars and the results are available on <http://racing.natsoft.com.au/results/#2>

This event is the biggest in our club year and requires a huge effort by the organising team. Without the hard work leading up to the event by a small team of VSCC and Albany Classic Motorsport Club (ACMC) members and the large number of volunteers on the weekend it would not have happened. Thank you to everyone involved.

Trophies to the regularity winners in each category will be presented at a function in Albany and our July monthly meeting. Rob Ozanne and I will shortly meet with the ACMC to plan arrangements for next year's event.

Membership Reminder

Sheryl, our Admin Officer has sent out membership renewals for the 2021/22 club year. We have not increased membership fees this year and we ask that you renew your membership by 30 June. This is especially important if you have a car with us on Concessional Licence — if your membership lapses, your car is unlicensed!

Volunteers Step Down

Mike Barnes has stepped down from the Management Committee. We thank Mike for his work over the last few years. We will seek a replacement committee nomination at our AGM in November.

Brian Eyre has also stepped down from chairing the Caversham Sub-committee. Brian has shown excellent leadership and much hard work representing our club in dealings with State Government agencies, Peet Ltd and local government in our efforts to gain approval to build new clubrooms at the York St site off West Swan Rd.

With the City of Swan and WA Planning Commission opposing our proposal, it is time to change direction but I thank Brian for his herculean efforts.

Caversham Car

As many of you already know, the sale of the Caversham Car fell through, but it was snapped up by a new buyer. The sale is described in the news pages (pages 8 and 9).

Collie Up Next

Our next competition event is the Collie Coalfields 500 racing and regularity event on 2 & 3 October. The organising team of John Harwood, Brad Peters and Paul Bartlett is expecting a good field of historic touring cars to join the classic sports cars, JKL racers, open-wheelers and tin-tops.

Looking further ahead, we are talking to the Historic Touring Car Club and the WA Sporting Car Club about all-historic race and regularity meetings for 2022, possibly at Wanneroo and Collie. We hope to attract some international and interstate entries so watch this space.

Glenn Swarbrick

VSCC OF WA CALENDAR 2021

July

- 3 Dad's Army
- 5 General Meeting
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army
- 25 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 27 Dad's Army

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, 8.30 to 10.30 am
- 24 Dad's Army
- 31 Dad's Army

September

- 4 Dad's Army
- 6 General Meeting
- 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
- 21 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 26 Dad's Army

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

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

Minutes of General Meeting

held at the Light Car Club rooms, Moojebing St, Bayswater, Monday 14 June 2021

1. **Meeting opened:** 7:12 pm, Glenn Swarbrick presiding, 30 members present.

2. **Apologies:** Mark Jones.

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

4. **Adoption of minutes:**

Moved: David Moir

Seconded: Paul Wilkins, that the minutes of the May meeting be accepted.
Carried

5. **Business arising:** nil

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

Moved: David Moir

Seconded: Doug Todd, 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: Paul Wilkins, that the Secretary's report be accepted.

Carried

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

a. Resumption of meetings at Caversham Clubrooms — the clubrooms are now suitable for use and we will resume monthly meetings there from 5 July; a show of hands indicated strong support to retain the current starting time of 6:30 for 7:00 pm.

b. Membership renewals are due on 30 June and members with cars on Concessional Licence are reminded to renew on time so their licence remains current.

c. Vote of thanks to Mike Barnes who has resigned from the Management Committee.

d. Albany Classic — he and Rob Ozanne will meet the ACMC shortly to discuss next year's event.

e. Vote of thanks to Brian Eyre who is stepping down as chair of the Caversham Sub-committee.

9. **State of Play Reports:**

a. **Competition:** Mark Duder and Paul Bartlett reported that:

i. Albany Classic (5/6 June):

- Successful weekend, plenty of spectators and most competitors happy.
- Thanks to organisers and volunteers.
- Timing equipment failed during Albany Classic but manually recorded times are available on Natsoft website.
- Welcome function was poorly attended and post-event barbeque was cancelled at short notice.

ii. Collie Coalfields 500 (2/3 Oct)

- Paul Bartlett, John Harwood and Brad Peters are organising an "all-historics" race and regularity event.
- Historic Touring Cars likely to compete.

iii. All-historics race meeting planned for 2022 — proposed for Wanneroo and Collie.

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

i. Memorabilia and library items had been returned to Caversham.

ii. The Caversham Car was back in the clubrooms.

iii. Michael Broughton suggested that old trophies be consolidated for re-use.

c. **Library:** nil

d. **Social:** nil

e. **Regalia:** nil

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

i. He had met with Tim Hilyard of DPLH on the withdrawal of the application for approval of the York St clubrooms; now advised that the application would be refused due to its effect on the amenity of nearby land-users and access from York St.

ii. A restricted licence to use the D-Circuit may be available.

iii. DPLH has offered the use of a site at Whiteman Park near the Bus Museum

1. Also offered a 6 x 9 m shed
2. Possibility of running a speed event there.
- iv. The Caversham Sub-committee will develop a proposal for the Management Committee and Paul Wilkins has offered to prepare cost estimates.
- v. The sub-committee will appoint a new chair.

10. General Business:

- a. Tony Brett has arranged timing by the TSOA for Jacks Hill in December.
- b. Discussion about Port Denison Sprint and speed trials for vintage cars on the beach.
- c. Suggestion that the club's website is not up to date.
- d. Glenn Swarbrick and Paul Wilkins presented trophies for Northam to:
 - i. Thierry Michot — Flying Fifty
 - ii. Lindsay Hammersley — Lindsay Monk hill-climb
11. **Guest speaker:** nil
12. **Next Meeting:** Monday 5 July, 6:30 for 7pm at Caversham.
13. **Meeting Closed:** 8:20pm.

FOR SALE!



Ford 100E engine equipped with a Willment OHIV head, an inlet manifold that could take a small twin choke sidedraft carburetor, an Aquaplane exhaust manifold and an external oil pump driven by a toothed belt. It is fitted up to a 100E gearbox and Laycock overdrive unit. It could be of use to an historic racer using a 100E engine.

The unit pieces are very rare and being able to buy the stuff as a unit or even singly would be a very hard task these

days. I have had the gear for 25 years or so and did intend putting it in my Thames 300E van.

Ford put a 997 cc Kent engine in a 100E body and called it a 107E Prefect so I can use a 997 cc Kent engine in my 300E van without the benefit of Regency Park.

The Wooler remote gear shifter is set up with a switch in the knob to operate the electric overdrive. I have two 100E sumps, one with the deep end at the front (as shown in the photos) and one with the deep end at the rear of the engine. I have two throttle bodies and injectors fitted to the inlet manifold and all the electrics and computer to make it work. A small twin choke sidedraft carburetor could be easily adapted to the inlet manifold. Bob Anderson has checked over the overdrive unit and said that it has seen very little use. The 100E gearbox was checked by a Ford Ten mechanic and he said that the gearbox had seen very little use and it had a Buckler gearset in the gearbox section of the gearbox. I have two sliding yokes to fit the overdrive unit and one complete tailshaft. The engine/gearbox combo is in a travelling frame and it will be with the Gawler Machinery Club display at the historic race meeting at Mallala. It is normally domiciled in Balaklava, SA. It cost a considerable amount of money.



**I am asking \$15,000.00 as a set and I will not separate the items.
Gordon Cowley, 0427481948 or gordon14days@gmail.com**

EDITOR'S RAMBLINGS



Still Valid After 17 Years

The following story is one I wrote for pitpass.com back in 2004. The only change I made is in the final paragraph where it used to reference 'Max's too hard basket', referring to the late Max Mosley who was top man at the FIA back then. I changed it to 'the FIA's too hard basket'.

Remember, the UMARA rules are quoted as they were in 2004, but they still look good to me.

Read on...

Why is it so difficult?

We keep hearing about how difficult it is for the FIA to control things like traction control, down-force, team orders, telemetry and on-line engine tune-ups from the pits. Why should it be difficult?

I recently happened on the web site of the United Midget Auto Racing Association (UMARA) in the USA. They run little cars with wheelbases between 66 and 76 inches and maximum overall width over the tyres of 65 inches. The engines are limited to between 122 cubic inches (2 litres) and 184 cubic inches (just over 3 litres) depending on engine configuration (number of camshafts and valves and whether pushrod or OHC) and number of cylinders (in line four or V6 only).

The fuel is straight methanol, or ethanol if you ask nicely. No jungle juice here. The advantage of methanol is that it doesn't catch fire as easily as petrol and it can be extinguished with water. The disadvantage is that it burns with an invisible flame. Methanol also has a calorific value only about 45% of that of petrol, so you need more than twice as much of it to complete a race distance. Formula One could do something in the public relations area if it were to switch to non-fossil fuels, but that's another question.

Aerodynamic aids are addressed as follows:

"No airfoil, wing, spoiler or other air deflection device will be permitted. Vertical spill plates may be used on the outer edge of the hood assembly and will be limited to one (1) inch in height. The outside dimensions of these spill plates may be no wider than the main frame of the car. The under-pan or car bottom must be flat from side-to-side and no tunnel structures spill plates, skirts or horizontal panels may be extended from the bottom of the under-pan of the car or fuel tank contours."

The part of the rules dealing with electronics and communication is interesting too. If the FIA suggested this little lot, it might even cause total agreement among the teams, but I think it sounds good:

"C. Only UMARA mandated and approved one-way radio communication devices used by UMARA Officials to communicate to the drivers is allowed. During competition, a working, approved one-way radio receiver communication device used by UMARA Officials to communicate to the drivers is MANDATORY. The use of in-car radios that both transmit and receive are (sic) prohibited."

"D. The use of electronic logic processes to control any function of the racecar, and/or any system for gathering data from any function of the racecar including recorded lap times with the exception of a telltale tachometer which records only the maximum engine RPM attained is strictly prohibited. Electromotive 'DIS' ignition systems are OK because they are not programmable software."

"E. Ignition electronics that provide traction control are prohibited. All ignition components may be inspected, sealed, impounded, or confiscated by UMARA officials at any time. Penalty for violation of this rule is a one (1) year suspension from the date of infraction with the loss of all points earned for the season."

"F. Any device which allows the driver to control or adjust the tire air pressure during the running of an event is strictly prohibited."

I like the bit about tyre pressures. Does any F1 team have that facility?

The overall impression that I get from looking at the UMARA rules is that it is entirely possible to regulate all of the things that seem to have landed in the FIA's too-hard basket.

I like the idea of F1 cars that have to be driven by the drivers, and midget racing is close, hard racing, which most of us would love to see. Perhaps the top echelon of racing has something to learn from the grass roots oval track boys.

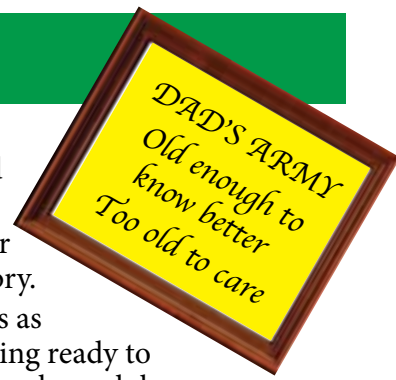
Thank you for the Photos and More

Graeme Howie of Sport Pixx Sport Photography supplied a selection of photographs of the Mt Clarence Hillclimb and the Albany Classic around the houses event as he has for many of our events in recent years. Please get on the web and look up Graeme's web site at www.sportpixx.com.au and check out the vast array of great photographs. Follow the instructions on the web site to acquire copies of the photographs for yourself.

Club members Nicole Lothe, Mike Duder and Ron Fabry also supplied photographs, while 'Heza Henry' supplied the usual summing up of the JK and Squareriggers' contribution to the event.

Bob Campbell

DAD'S ARMY NEWS



Returning Memorabilia

Dad's Army Saturday on June 12 was spent returning the club memorabilia, books and other valuables from secure storage to the clubrooms.

There was a good turnout of vehicles, including trucks and trailers, plus a large number of volunteers to load and unload the vehicles. See the photographs below from Ron Fabry.

For the moment, most of the items are 'stored' on the floor of the main hall and it looks as though the next Dad's Army Tuesday will be spent rehangng and reorganising everything ready to return the clubrooms to their normal use. The July club meeting will be held in the Caversham clubrooms.

Dad's Army members and other volunteers were hard at work on the 22nd and will be hard at work on the 29th of June (still in the future at the time of writing) getting everything in order.



Caversham Car

As most of you already know, the sale of the Caversham Car fell through, but it has since been sold to Mick McGrath, brother of club member Terry McGrath. It needs a few tweaks to make it event ready, but we hope to see the McGraths exercising the car at future events. It is an excellent example of the sort of special that ran in sports car races in the 1950s and early 1960s.

Does anyone know of a 1950s sports special tucked away in a shed somewhere that could be dragged out and refurbished? It would be great to see more of those mid-century warriors back on the track.



Trophies

Another job for Dad's Army is cleaning the Perpetual Trophies and preparing them for re-presentation at the end of the year.

Michael Broughton has suggested that some of the older trophies that haven't been presented for some years might be repurposed and retitled for future use as inspirational awards for members. While all members should be involved in this repurposing, Dad's Army might be the ideal forum for discussing possibilities. We welcome input from all members, just write to the editor with any suggestions.

Recruitment Drive

See page 28 for the Dad's Army Recruitment Drive. We are looking for volunteers to join our merry band of workers on the first Saturday and last two Tuesdays of each month (public holidays and club events permitting).

The Scribe

DAD'S ARMY DATES - 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
JULY	3	20	27
AUGUST	7	24	31
SEPTEMBER	4	21	28
OCTOBER	9	19	26

VSCC NEWS

New Sponsorship Welcome

The Albany Classic Weekend boasted a new sponsor in Burson Auto Parts. Burson set up a sales tent and had its name emblazoned across one of the pedestrian bridges over the track. The VSCC and Albany Classic Motorsport Club are grateful to Burson for its assistance in making the weekend a great success and both clubs look forward to a continuing partnership.



The footbridges make a massive contribution to spectator safety and convenience. No longer do spectators have to scurry across the track during those brief periods when the track is closed and the crossings open. Family groups and parties of friends can cross the track without any risk of the crossing being closed while only part of the group has crossed.

The actual crossing of the track is through an enclosed passage so that no-one is tempted to remain on the bridge as they might with an open bridge offering views of the track.

Return to Caversham

The July General Meeting will mark the return of the club to the Caversham Clubrooms after more than a year away thanks to the deprivations of thieves and vandals and the restrictions imposed by the state government's anti-COVID-19 measures.

Dad's Army has been busy getting the clubrooms ready for future events and we are all looking forward to returning to Caversham on July 5th.

Caversham Car On Its Way

The McGrath brothers attended the Dad's Army Tuesday on June 22 to pick up the Caversham Car, purchased by Mick.



Above left: Ron Fabry fastens the bonnet of the car as Mick McGrath looks on. Other spectators are (l-r) Kevin Dorn, Wally Phoebe, Neville McInerney, Mark Duder and Chad Raven.

Above right: Ron Fabry eases the car on to the trailer, supervised by Kevin Dorn, Mick McGrath and Terry McGrath (next to Ron's right hand)

Left: With the car safely loaded, Ron and Mick discuss its future prospects.

JK AND SQUARE RIGGERS UPDATE

Gary West, 1937 Dodge Brax Special, leads Richard Baird's 1937 Hudson Terraplane, Doug Todd's Ballott V8 and two Ford specials



ALBANY CLASSIC WEEKEND 2021

PHOTOS BY NICOLE LOTHE

I can't remember any Albany Classic Weekend that has come with as much of a sense of anticipation as 2021. From the despair of 2020 when the Classic was cancelled, we all hoped that outbreaks and government edicts wouldn't put paid to another chance to re-live the races of the great era of Albany motor sport. Even the prospect of a wet weekend couldn't stop us from heading south.



Terry Langford on Mt Clarence in the 1961 Ford Anglia 105E

The Mt Clarence Hillclimb was a picture this year. With 43 cars fronting up, it was good to see some new faces in our slim pre-war hillclimb group. Nick Biven was driving the Biven family's newly-acquired 1938 Dodge Special for its first trundle up the hill in recent times. Ed Floate in the red 1947 MG TC joined Rodney Cocks in the 1928 Ford Model A Cactus. Rodney's brother Graeme once again was back in the 1927 Chrysler Series 72 called Silverwings after smoking the field in the Cranston V8 at Northam.



Nick Biven in the family 1938 Dodge Special charges up Mt Clarence



Sarah Lamont takes her turn up Mt Clarence in the 1961 Ford Anglia 105E



Graeme Cocks wheels the Chrysler Silverwings up the hill



Graeme's brother Rodney Cocks heads up the hill in the 1928 Ford Model A Cactus

For some reason, our field was split between the two groups heading up the hill, but it didn't seem to make any difference as the event was run with great efficiency. After a couple of DNFs on the hill climb over the years from



Ed Floate's 1947 MG TC leads Hugh Fryer's 1929 Austin Seven, Simon Fry's 1937 Austin Seven Special, Geert De Klerk's 1936 Austin Seven and Sarah Lamont's 1961 Ford Anglia 105E

over-exuberance at the start (blowing a Chrysler diff one year, and splitting the Cranston V8's rear hub on another year) Graeme Cocks gave Nick some sage advice not to plant it at the start if he wanted to have a car for his father Mark to drive on Sunday. He took the advice and was still fast up the hill with a time of 37.01 making it to 22nd place overall. His best run was his third and last.

Ed Floate recorded a timing of 48.17, once again on his third run. Rod Cocks was fastest in his first run at 49.65 while Silverwings made it up the hill at a comparatively slow 54.82. The best chat is always at the top of the hill when reasons for

poor times are contrasted with elation from others for record times. We all had a good laugh about the Book of Excuses which is always useful for reference! Dick Ward had no need for such a book. He was happiest; recording a fastest time of 29.06 in his rotary-powered Fiat Abarth, accounting for a Radical SR3 in the process — congrats Dick! Thank goodness they didn't make rotary engines before World War 2!

Sunday morning, Heza Henry was last to arrive on the grid thanks to a flat spot on his starter motor which necessitated its removal and a quick spin before leaving for the track. No, I wasn't going to hit it with a hammer.

The top car park "flowethed" over with our group and one pre-war car owner suggested to Albany Mayor Dennis Wellington that he'll need to build a multi-storey car park if the event continues to grow. He agreed!



Geert De Klerk hurries along in the 1936 Austin Seven



Graeme Cocks's 1927 Chrysler Silverwings sandwiched between (and towering over) Simon Fry's 1937 Austin Seven Special and Geert De Klerk's 1936 Austin Seven

superb episode filmed at the Red Dust Revival in 2019. Nigel had a 1963 E-Type and he joined Brad Tindale in the 1953 XK120 and Luke Zambotti in the 1956 D-Type replica. It will be great to see the Albany Classic given the attention it deserves on national and international television.

Our group comprised Tony Fowler (1958 Triumph TR 3A), John Skinner (1956 Ford Zephyr Special), Sarah Fry (1964 MG B Roadster), Geert De Klerk (1936 Austin Seven), Bryan Scrivenor (1939 Singer Triple S), Simon Fry (1937 Austin Seven), Ed Floate (1947 MG TC), Richard Gusterson (1972 MG B Roadster), Ron Fabry (1961 MG Midget), Matt Steeber (1936 Ford V8 Coupe), Brian Eyre (1960 Peugeot Special), Graeme Cocks (1927 Chrysler 72 Silverwings), William Knubley (1954 Triumph TR2), Gary West (1939 Dodge Brax Special), Richard Baird (1937 Hudson Terraplane), John Rowe (1956 CWM Ford Special), Sarah Lamont (1961 Ford Anglia 105E), Hugh Fryer in the 1929 Austin Seven (yes, the orange one), Mark Biven (1938 Dodge Special), Terry O'Flaherty (1938 Chrysler) and Doug Todd in the Ballott V8.

Full credit must go to our group for not succumbing to the purple haze and keeping all our cars off the concrete barriers all day. There were some great rivalries all through the field, from the big cars of Gary

Classic? I think so. There was no mumbling or rumbling. Everyone was so happy to be back in Albany once again. When the sun was out (temporarily) between showers and rainbows, it shone on to the harbour accompanied by rainbows as a large ship manoeuvred into the berth. There was chatting, laughter and good-natured banter, it was all just so positive. All are looking forward to next year, planning accommodation etcetera already.

Even standing in the rain couldn't stop all the competitors from hanging on every word uttered by John Hurney as he gave the obligatory Clerk of Course speech with its call for caution on a wet track.

Our grid was not pure pre-war cars but it didn't matter. The festive feeling was enhanced by our VIP driver Nigel Quick from the television show, Desert Collectors, who joined the Jaguars of Scuderia Shepherd for a drive with us. Many members of the club remembered Nigel from his



Richard Baird's 1937 Hudson Terraplane leads Geert De Klerk's Austin Seven, John Skinner's 1956 Ford Zephyr Special, Doug Todd's Ballott V8, Bryan Scrivenor's 1939 Singer Triple S and John Rowe's 1956 CWM Ford Special

West, Richard Baird and Doug Todd having fun up front to the Cocks brothers swapping places with Geert in the Austin Seven. Midfield there was an unusual pairing seen doing many spirited laps together, Nigel Quick in an elegant E type Jag and Hugh Fryer, Austin Seven, both had great big smiles all day.

It was particularly pleasing to see the front markers not behaving like lunatics and diving hard into the corners in front



Left: Mark Biven takes the 1938 Dodge Special into a turn ahead of Bryan Scrivenor's 1939 Singer Triple S



Doug Todd's Ballott V8 leads John Skinner's Zephyr Special, Bryan Scrivenor's Singer, John Rowe's CWM Ford, the Biven Dodge and Sarah Fry's MGB

of the slower cars. Maybe everyone read our glorious category leader, Hugh Fryer's, written instructions! Well done.

Usually, the last event of the day has a very thin field. Not the case this year. Starved of motor sport, it got a good field for the Stan Starceвич Trophy Race. I have never experienced anything like the enthusiastic cheering from the crowd as we waved while we drove our cool down lap.

We seemed to be blessed that it never rained on our group when we were on the track. It didn't even rain when we helped dismantle the track after the last event. Silverwings turned from race car to taxi and truck (some people say it is a truck all the time — how unkind you are!) to help move drivers about.

Congratulations and thank you to everyone who helped mark this a most memorable event.

Yes, the Albany Classic is back. We've missed you.

Heza Henry



Above: A 105E Anglia leading a D-type? A very serious Sarah Lamont swings through Southern Ports Corner ahead of Luke Zambotti in his D-type and Phil Tweddle's Datsun 2000 Sports.



Right: Ron Fabry's MG Midget leads Richard Gusterson's MGB, Tony Fowler's Triumph TR3A and Graeme Cocks's Silverwings

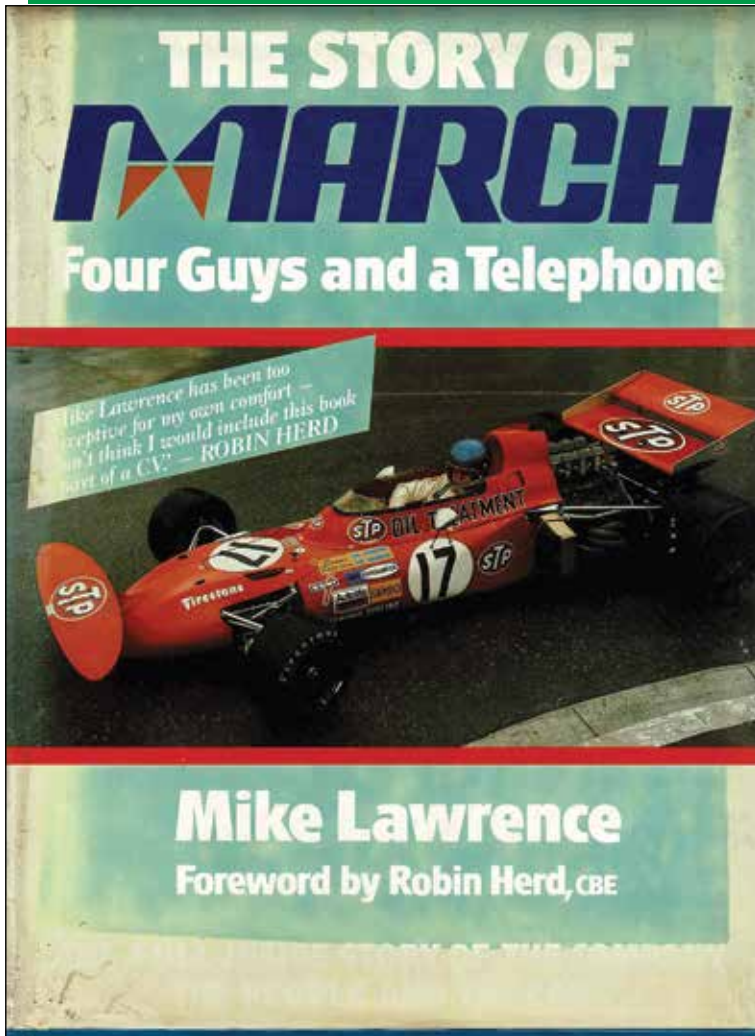


Perko or Bust!

The LAKE PERKOLILLI
RED DUST REVIVAL 2022

19 TO 25 SEPTEMBER, 2022

COLLECTOR'S BOOK REVIEW: THE STORY OF MARCH: FOUR GUYS AND A TELEPHONE BY MIKE LAWRENCE



I found this book in a funny little shop in a village south of Reading in England. It sold everything from builders' salvage to PinkCar slot racing cars, which I had gone there to look for.

I found the slot cars, but I also found a stack of second hand books, including this sun damaged copy of a book by my friend, the late Mike Lawrence. It was at a good price, which I can't remember, but I snapped it up anyway.

Published in 1989, it tells the story of the ups and downs of March from its foundation by Max Mosely, Alan Rees, Graham Coaker and Robin Herd in 1969, taking its name from their initials, to the sale of March to Leyton House by Robin Herd in 1989.

Herd said of this book, 'Mike Lawrence has been too perceptive for my own comfort – I don't think I would include this book as part of a CV.'

It is a warts and all history of the company, leaving out nothing relevant, and reveals just how close to financial



disaster the company was for most of its life. The reasons for this financial brinkmanship are explained and Lawrence doesn't avoid unflattering descriptions of how the company mishandled opportunities.

Of course, like all of Lawrence's books, there are fascinating and entertaining insights. Where else would you discover that, because team driver Bruno Giacomelli had no English and Robin Herd had no Italian, '...perhaps for the only time in racing history, driver and engineer communicated in Latin.'

The book came to mind with the news of Max Mosley's death in May this year. Of the other three founders, Alan Rees survives at 82 years old, Robin Herd died in June 2019 and Graham Coaker in April 1971.

This book is a collector's item today and highly sought after. You should search for it on the internet, where you will find copies available both from the original printing in 1989 and the reprint in 1990.

ALBANY CLASSIC WEEKEND 2021 PHOTO GALLERY

PHOTOS BY NICOLE LOTHE (NL) ,
GRAEME HOWIE OF SPORT PIXX SPORT PHOTOGRAPHY (GH) AND
MARK DUDER (MD)



John Purser, 1978 Holden Commodore, leads Russell Cooley, 1971 Ford Falcon XY GTHO, Douglas Jack, Chrysler E55 Charger, Graeme Whittaker, Mitsubishi Sigma GSR and other tintops up South Coast Insurance Brokers Straight (NL)



Graeme Whitehead arranged a sausage sizzle for the Albany scrutineering day at Caversham and in less time than it took to examine Michael Broughton's Porsche 356, all but four of the sausages, all but one of the rolls and nearly all of the onions disappeared. (MD)



Robbie Rhoades's 1968 Lotus Elan S3 FHC arrives for scrutineering while other competitors prepare their cars in the background. (MD)

Robbie Rhoades's 1968 Lotus Elan in action on Mt Clarence. (GH)

Note: Copies of Graeme Howie's photographs can be obtained by accessing his web site at www.sportpixx.com.au and following the links.



He was here a minute ago... Officials ponder the mystery of the disappearing clubman. (GH)

There he is! The number 43 clubman is extracted from the bush. I couldn't discover the driver's name, which is probably just as well. (GH)



Phil Tweddle punts his Datsun 2000 Sports up Mt Clarence. (GH)

*With Compliments
Sport Picec Sport Photography.*

David Moir in his familiar Austin Healey 100 on Mt Clarence. (GH)



*With Compliments
Sport Picec Sport Photography.*



Peter Hall charges up Mt Clarence with a wonderful vista of King George Sound behind him. (GH)

*With Compliments
Sport Picec Sport Photography.*



The much raced Austin Healey 3000 of Ian Wookey on Mt Clarence, again with that wonderful backdrop of King George Sound. (GH)

Dick Ward's amazing rotary powered Fiat Abarth reclaimed the hill record with a time of 29.06 seconds in winning the event. (GH)



Ivan Olsen's 105 series Alfa Romeo Berlina corners nice and flat on its way up the hill. (GH)



Hillclimbing Humpie. Tim Tapping's 48/215 Holden hammers up the hill. One of three Humpie Holdens entered for the weekend, it was good to see the racing taxi cabs come out to play. (NL)



An unusual sight in historic events, Dennis Quentin's 1969 VF Chrysler Valiant handled the hill with ease. (NL)



A well presented light blue Ford Anglia Super, but was this Michael Holmes? Identification can be difficult. (NL)



Paul Roberts enjoying his 1976 Triumph Dolomite Sprint on Mt Clarence. (NL)



Bruce Jones sends his V6 Capri up the hill. (NL)



James Mason in his 1969 Triumph Spitfire Mk III leads Gary Cutler's 1977 Porsche 911 S into Southern Ports Corner. (NL)



John Skinner's Ford Zephyr Special leads Tony Fowler's Triumph TR3A and Sarah Lamont's Ford Anglia 105E through Harv's Tyres Turn. (GH)

Tim Falconer's Datsun 200b followed at a distance by Evan Edwards' GSM Dart 1500R and John Harwood's Ginetta G4. (GH)



Geert De Klerk in his self built Austin Seven Special looks cold as he negotiates a very wet Harv's Tyres Turn. (GH)



The colourful R-series Valiant of Ken Eade eases through a very wet Harv's Tyres Turn out of Peels Place into Aberdeen Street. (GH)

*With Compliments
Sport Pix Sport Photography*

Bradley Peters eases his Mk1 Cortina into the Burson Auto Parts Chicane on Peels Place followed by a gaggle of Fords and Steve Boyle's Fiat 125T. (GH)



*With Compliments
Sport Pix Sport Photography*



Steve Boyle's Fiat 125T enjoys a dry run during the afternoon. (GH)

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Sport Pix Sport Photography*



Ian Wookey with his Austin Healey 3000 on the streets of Albany. (NL)

Glenn Badger in his Ford Falcon XW GT closely followed by Blake Watson's Mini Cooper and Scott Mackie's Holden Torana through Motel Le Grande Corner. (GH)



*With Compliments
Sport Pix Sport Photography*



Local driver Daryl Kowald swings his Datsun 1600 into Tourism WA Turn ahead of Terry van de Wyngaard's red 1600 and Robbie Rhoades in the Lotus Elan S3. (GH)

*With Compliments
Sport Pix Sport Photography*



Dick Ward, as much at home in Albany's streets as on Mt Clarence, punts the Fiat Abarth rotary around Tourism WA Turn with the pack in pursuit. (GH)

*With Compliments
Spurs Pace Sport Photography.*

Mario Monachino in an even smaller Fiat than Dick Ward. The big question is, does he get into it or does he put it on? (GH)



*With Compliments
Spurs Pace Sport Photography.*



Martin Eyer swings his Triumph TR7 V8 into Southern Ports Corner ahead of a convoy of Porsches, MGs and even an Alfa Romeo. (NL)



Rami Brass heads his MGB into Southern Ports Corner ahead of Mark Jones's Triumph TR4, Bill Irvine's Triumph TR6 and Andrew Armstrong's Datsun 260Z. (NL)



Southern Ports Corner again and Michael Broughton keeps his Porsche 356 SC ahead of David Moir's Austin Healey 100 and Dennis Fair's MGB. (NL)



Phil Shephard in Team Shep's 'World's Fastest E-type Jaguar' leads David Blainey's Porsche 911 and Patrick Dick's not quite so fast E-type. (NL)



A closer look at Patrick Dick's immaculate Lightweight E-Type with Len Kidd's MGB leading a swarm of other sporting cars behind. (NL)



Nigel Quick from TV series Desert Collectors in yet another E-type, followed by Tony Fowler's Triumph TR3A, Richard Gusterson's MGB, Ed Floate's MG TC, William Knubley's Triumph TR2 and Hugh Fryer's Austin Seven. (NL)



Bill Irvine has the hammer down in his Triumph TR6. (NL)

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.

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. See page 8 for Dad's Army News.

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 Perkollilli Model A Ford and the current project, a 1920s Singer 10/26.

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.

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



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.**



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Paul Blank - Classic Car Broker Cars For Sale & Sought

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

 <p>\$49,000 ono</p> <p>1992 Porsche 968 Automatic P968</p>	 <p>\$15,000 ono</p> <p>1962 Simca Aronde P60 1COH453</p>	 <p>\$175,000</p> <p>1939 Bentley 4 1/4 MX O/D Conti Sport spec DDG320</p> <p><small>Thoroughly prepared for the Peking-Paris in 2013 and since refurbished for road use. Rare specification and great history.</small></p>	 <p>\$29,000 ono</p> <p>1951 Alvis TA 21 Sports Saloon 1GW912</p>
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