

June 2021

Issue No. 354



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

# VINTAGE METAL

[www.vscwa.com.au](http://www.vscwa.com.au)

## SANDS OF DENISON SPRINTS (SODS)

**PLUS**

Lou Symes Eulogy and Biography  
Vale Ken Stewart-Richardson  
MG XPAG Crossflow Head



**June General Meeting – Monday June 14  
Light Car Club clubrooms,  
opp. 37 Moojebing St, Bayswater  
6.30 for 7.00 pm**

Vintage Sports Car Club of WA (Inc.)

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

**COVER:** Peter Harrold with Maurice McGregor in Peter's Chrysler, Darryl Friend and passengers in his Model A. Nicole Lothe photograph.

## Advertise in *Vintage Metal*

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

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

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

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

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

**For all commercial advertising contact David Moir**

**0400 813 141 — david.moir@iinet.net.au**

# FROM THE PRESIDENT



## Retraction

The May issue of *Vintage Metal* included a comment in the minutes of the April general meeting that the Minis involved in collisions at Northam were only self-scrutinized.

The Vintage Sports Car Club wishes to clarify that this comment does not imply that the collisions were a result of vehicle faults or poor vehicle preparation and we apologise for any inference that this may have been the case.

## Albany Classic

Preparation for the Albany Classic on 5 & 6 June is galloping along. Interest from competitors is very strong, so that when entries closed a few weeks ago, most categories were full to overflowing. As a result, some entries may have to be refused.

If you are planning to go to Albany for the long weekend and haven't arranged accommodation, you could be disappointed.

## Meetings to Resume at Caversham

Our monthly club meetings will resume at our Caversham clubrooms from Monday 5 July. New security cameras have been installed and the Dad's Army crew have done a great job in preparing the building for our re-occupation.

Our June meeting will be the last at the Light Car Club rooms in Bayswater.

## Concessions for Classics

The State Government's new licensing concession scheme for modified vehicles came into operation in April. It is known as Concessions for Classics or the C4C scheme and entitles owners of hot-rods and modified cars made before 1990 to a 75% discount on licensing and 3rd party insurance fees.

To be eligible, you must be a financial member of a car club approved by the Department of Transport and you are entitled to 90 days use of the car per year – 60 days for club events and 30 days of private use.

For more information, follow this link: [https://www.transport.wa.gov.au/mediaFiles/licensing/DVS\\_P\\_ConcessionsforClassicsFAQ.pdf](https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_ConcessionsforClassicsFAQ.pdf)

We are planning to adopt the scheme for our members and will publish more information in a month or so.

*Glenn Swarbrick*

# HELP!

Vintage Metal is your magazine. It needs input from you, the members of the VSCC of WA.

This is most easily done by one of three methods;

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

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

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

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

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

# VSCC OF WA CALENDAR 2021

## June

- 5 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2  
6 Albany Classic State and Club Regularity Championship Rd 2 (Historic only)  
12 Dad's Army  
14 General Meeting  
15 Management Committee  
20 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am  
21 Competition Group  
22 Dad's Army  
29 Dad's Army

## 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

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

**NOTE! DEADLINE FOR ARTICLES FOR THE JULY 2021 ISSUE IS JUNE 15, 2021  
ADVERTISING DEADLINE JUNE 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 3 May 2021

**1. Meeting opened:** 7:05 pm, Glenn Swarbrick presiding, 32 members present.

**2. Apologies:** Chad Raven.

**3. New Members and Guests:** John Hurney

**4. Adoption of minutes:**

**Moved:** Michael Broughton                      **Seconded:** David Moir, that the minutes of the April meeting be accepted.  
**Carried**

**5. Business arising:** nil

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

**Moved:** Paul Wilkins                      **Seconded:** Steve Boyle, that the Treasurer's report be accepted.                      **Carried**

Sheryl Swarbrick reported that we had received numerous applications from prospective members which would be considered at the Management Committee meeting next week.

**7. Secretary's report:**

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

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

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

- a. The Management Committee will be assessing whether
  - i. it is feasible to resume club meetings at the Caversham clubrooms.
  - ii. Whether membership fees should be increased for 2021/22
- b. Long-time member Lou Symes died last week and details of his funeral had been sent to members; his family is interested in receiving information on his club and motor sport achievements

**9. State of Play Reports:**

- a. **Competition:**
  - i. Albany Classic (5/6 June): Steve Boyle reported that:
    - Organisation is proceeding well
    - There will be a limit of 150 entries over 5 groups
    - 118 entries had been received to date and entries close on Friday 7 May.
    - There may be few "invitation" vehicles accepted.
    - Scrutiny for first-time entries will be at Caversham on 22 May and other regional venues to be advised.
  - ii. Northam Motor Sport Festival: David Moir reported that the Northam Organising Team has proposed a new circuit layout which will be discussed with the Shire shortly.
- b. Workshop: Graeme Whitehead reported that a new security camera had been installed, the board room was available for use and the clubrooms are ready for occupation
- c. Library: nil
- d. Social: Michael Broughton reported that:
  - i. We would consider a social event when back at the Caversham clubrooms.
  - ii. He is seeking vehicles to display at monthly club meetings.
  - iii. We had a good display of members' cars at the Classic Car Show; Chad Raven did a great job in setting a display.
- e. Regalia: nil
- f. Caversham: Glenn Swarbrick reported that the Management Committee is considering options for future clubroom development.

**10. General Business:**

- a. Tony Brett reported that the record fastest time for the Mt Ommanney hillclimb is held by Peter Morley in an OMS with a time of 25.35 seconds (not John Webb from this year's event as reported previously).
- b. Ron Fabry suggested that the large marquees owned by the club be considered for disposal as they are not practical to use.



- c. Mark Duder reported that the Mercedes Benz offered in *Vintage Metal* had already been taken.
- d. Barry McIntosh had investigated the use of the former DoT site at Welshpool, but it's no longer available.
- e. Glenn Swarbrick reported that the trophies for Northam would be presented at the June meeting.

**11. Guest speaker:**

John Hurney gave an entertaining talk on the history of motorsport in WA including his experience in running the first Flying 50 at York; he also passed over to our club some documents from that event.

**12. Next Meeting:** Monday 14 June, venue to be confirmed.

**13. Meeting Closed:** 7:55 pm.

## FOR SALE!



Ford 100E engine equipped with a Willment OHIV head, an inlet manifold that could take a small twin choke sidedraft carby, 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 carby 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



## Growing Into It!

Just as a car needs more TLC as it gets older, so do we owners and enthusiasts seem to require more attention from the medical profession. As I've just reached my three-quarter century, my trips to the medical centre have increased in frequency. It also meant that I qualified for a COVID jab ahead of all you youngsters.

The first of my recent visits to the medical people was part one of my apparently annual check-ups. My heart was checked — blood pressure, pulse rate and an ECG to make sure that it didn't need a tune-up. Blood tests had already been carried out in the previous few weeks, so more blood was not required, but a 30 question test was necessary to check for the possible onset of dementia. The nurse was pleased to announce that there was no problem in that area, then she forgot to give me the little container for my sample. All of which reminded me of one of my father's favourite stories.

Mrs Murphy attended the doctor for a checkup and was told to return the following week with 'a sample'. Not knowing what was required, she didn't want to show her ignorance so bade the doctor a cheerful farewell and hurried home. Arriving home she immediately interrogated her husband. 'Mr Murphy,' she said, 'What's a sample?'

Mr Murphy professed his ignorance, so she said, 'I'll just go up and ask Mrs O'Brien in the upstairs flat.'

'No you won't,' said Mr Murphy. 'Every time you and Mrs O'Brien get together you end up in a fight.'

'There won't be a problem,' quoth Mrs Murphy. 'I'll just go up and ask her, "Mrs O'Brien, what's a sample?" She will tell me and I'll come back downstairs.'

Off she went, only to return some time later with her dress torn, a black eye, hair every which way and blood leaking from her nose.

'See!,' cried Mr Murphy. 'I told you this would happen. What did you do this time?'

'Nothing,' said his spouse. 'I went up and asked Mrs O'Brien, "What's a sample?" She says, "P\*ss in a bottle." I says, "Sh\*t in a bucket!" and the game was on...'

My sample? No problems, passed with flying colours.

## Old Magazines

The clear-out of the clubrooms has unearthed many old magazines that have been donated to the club over many years. As you might have gathered over the time I have edited *Vintage Metal*, I cannot resist a Brockbank cartoon and this one came from *Classic and Sportscar* for March 1989.

In the same magazine there was a wonderfully written report of driving tests conducted by the VSCC (the original) at Enstone airfield on December 3, 1988. It was written by the late Tom Threlfall, a past president of the VSCC from 1981 to 1984 and editor of the *VSCC Bulletin* from 1973 to 1979.

Threlfall opens the story by telling us, 'In winter-time the cars of the Vintage Sports-Car Club look quite similar to

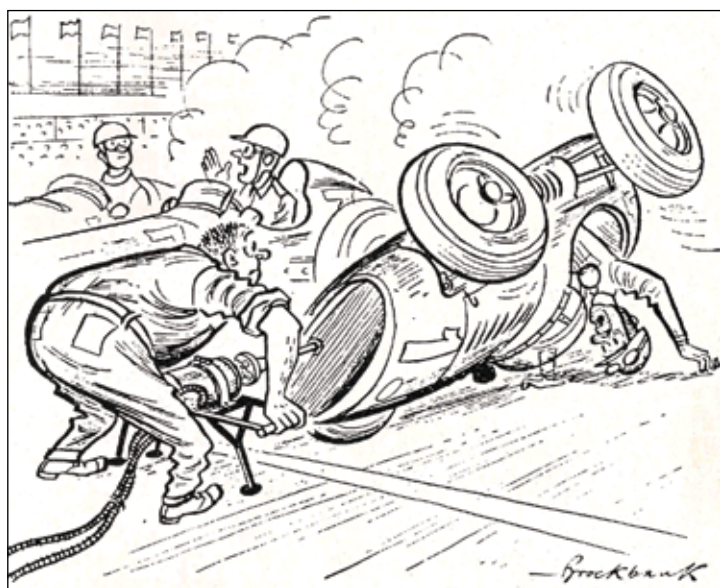
how they appeared earlier in year, but their drivers have come more to resemble the little man rolling the wheel on the front of the *Michelin Guide*, since it is a very rare vintage car which has a heater.'

The instructions for the driving test were clarity itself, he tells us, such as, 'Pass right hand wheel between boards in one direction only...'

'Upon examination,' he says, 'the boards seemed very adjacent, and very few of the cars were fitted with the new-fangled rear-wheel steering, operated by the inevitable computer. Seeing what computers have done to our telephone bills, do we really want the things to be involved with such a responsible activity as steering?'

'Edmunds's 1923 Morgan Runabout had just the one rear wheel, placed where the driver must have some difficulty seeing it. The wheel was placed between the boards with an aplomb upon which it would have been difficult to improve had the driver been able both to see and steer the disc.'

About a quarter of the entry were Austin Sevens, two of them box saloons, of which Threlfall remarks, '...which have a well-known tendency to abrade their door-handles when cornered with an enthusiasm of which Sir Herbert Would Not Have Approved.'



Bob Campbell

# DAD'S ARMY NEWS

## A Singer Like Kevin's

This photograph and description comes courtesy of the Singer Motor Club web site, [singermc.club](http://singermc.club). The 10/26 refers to the rated horsepower for taxation (10 RAC hp) and



the power the 1308 cc engine develops (26 bhp).

The car pictured at left is Roger Horsfield's 1926 Singer 10/26 Deluxe, which gives some idea of what the project Singer looked like when new.

Roger's car was first registered on the 12th of January 1926. It is believed to have a build date of July/August 1925 and originally came with a front axle with no front brakes. Roger has since fitted a later, brake equipped front axle, but he retains the original.

Roger's Singer 10/26 sold brand new in 1926 with nickel plated radiator and fittings plus a complete set of tools for £225 0s 0d.

There are a few peculiarities with the Singer 10/26 as it only has 3 doors, the driver has to enter via the front

passenger door, it has a central accelerator and a right hand gear change. The 1308cc engine is quite advanced in that it has overhead valves rather than less efficient side valves.

Roger's car was dumped in a farmyard in Epping in 1941. It was rescued in 1943 by Brian King, who paid £6 10s 0d for it. Brian got the old car going and enjoyed it for 33 years. He passed it to Brian Saxby who in turn sold it to Roger for his first period of ownership.

Roger sold the Singer in 1997 to buy a 1947 MG TC and the new owner, Rob Malcolm, had the engine overhauled before completing 4000 trouble free miles in it. Bob Andrews was the next owner from November 2001.

The next stage in the life of YM 4026 was its return to Roger's ownership and he described his purchase as follows: 'In December 2004 having located the Singer for sale on the internet I contacted Bob and viewed the Singer. My fiancée of only 25 years engagement was a trifle impetuous and mentioned that I could have the Singer back again if we got married. I liked the car so much that the next owner was me again although I do regard it as being the "most expensive car in the World"!!! The mileage was 152,460.'

Roger has since brought the mileage up to almost 161,000 and intends to add to this by touring in France and elsewhere as soon as COVID regulations permit.

Perhaps the example of Roger's immaculate 10/26 might inspire the project car team to return 'our' Singer to as

new condition. As Graeme Cocks said to me recently, the cars that competed at Lake Perkolilli in the 1920s and 1930s were near new cars, mostly in excellent condition. After all, most of them were driven to the lake from Perth, so they had to be in very good, reliable mechanical condition.

## Shock Absorbers

For those of you who, like me, have noticed the complete absence of shock absorbers on the Dad's Army project Singer, it was not unusual for cars not to have any shock absorbers in the 1920s. My own research, both on the internet and in my library, turned up no mention of shock absorbers on Singer cars before 1928 or 1929, and that was rear shock absorbers on a light commercial derivative of the 10/26.



Kevin Dorn's Singer 10/26 tucked up in the clubrooms in March



Kim Le Souef at the wheel of his 1929 Plymouth, christened Dudley when it was new after a family member who joined the Plymouth Brethren



My friend Kim Le Souef, whose 1929 Plymouth has been in the family since new, told me that it never had shock absorbers although it was fitted with remarkably modern looking hydraulic brakes. He did discover that the chassis was drilled for the mounting of shock absorbers, which were fitted to the 1930 model. For safety's sake he acquired a set of 1930 model shock absorbers and fitted them to the 1929 model. It made the car much more easily controlled on uneven or bumpy roads. I can vouch that Dudley the Plymouth is a very nice car to drive.

### Clubrooms Back In Use

With power and water restored to the clubrooms and after major cleaning efforts by Dad's Army, the Caversham clubrooms are back in use from July. As mentioned in *From the President* (page 3), the June meeting will be the last one at the Light Car Club rooms in Bayswater.

Dad's Army has returned to the original reason for its creation, the maintenance of the clubrooms for the Club to use for meeting and club functions.

The valuable items that were removed from the clubrooms will remain in secure storage as, even with the new security camera, the security of the rooms cannot be guaranteed and the club does not wish to lose any valuable memorabilia or irreplaceable historical items.



### New Trailer Working Well

The trailer that the club acquired from Neville McNerney has proved its worth carting club regalia and merchandise along with a marquee to both Northam and the Classic Car Show.

Chad Raven will be taking the trailer to Albany to set up the marquee and promote the VSCC, selling merchandise to all interested parties. Stop in and say hello if you get to Albany on the June long weekend.

### Keeping the Premises in Order

The photograph below shows volunteer groundskeeper

Chad Raven keeping the grass and weeds under control while others of us swept, washed and otherwise cleaned the indoor parts of the premises.

Graeme Whitehead keeps us all in order and produces a job list for each Dad's Army day. I have been instructed by several members not to publish photographs of them scrubbing, sweeping or performing other domestic tasks. The



suggested punishments for ignoring their suggestions were both severe and imaginative...or was that what their significant others would do to them if those others discovered that they possessed skills never demonstrated at home?

It would be nice if we could turn up to a Dad's Army day and find the fence around the compound in one piece. There are elements of what *The Saint* used to call *The Ungodly* who find it entertaining to carve holes in the fence large enough to drive through. As they have already removed just about everything that wasn't bolted down — and a few things that were — it seems that there is little profit for them in breaking into our compound. We'll need to see if the new security camera (left) is an effective deterrent.

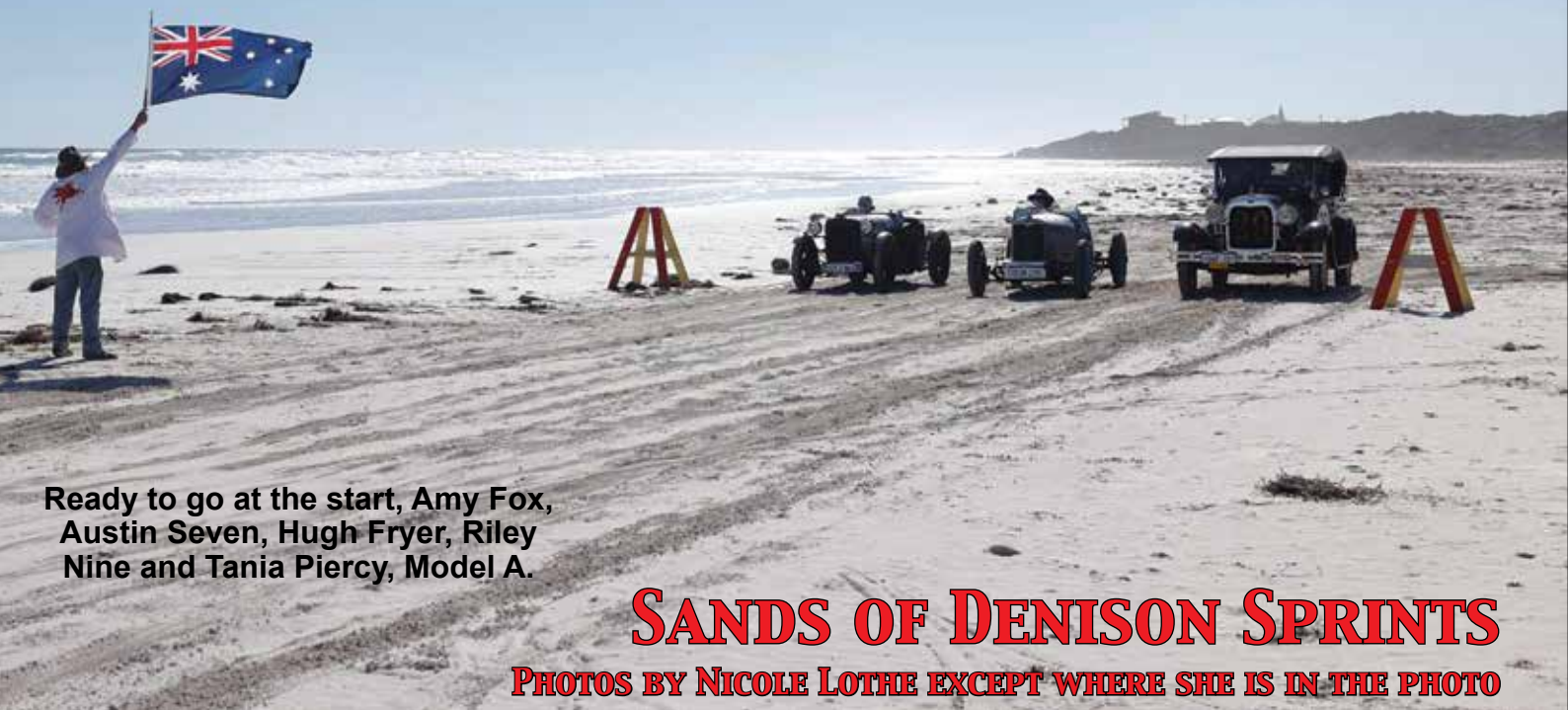


*The Scribe*

## DAD'S ARMY DATES – 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
JUNE	12	22	29
JULY	3	20	27
AUGUST	7	24	31
SEPTEMBER	4	21	28

# JK AND SQUARE RIGGERS UPDATE



Ready to go at the start, Amy Fox, Austin Seven, Hugh Fryer, Riley Nine and Tania Piercy, Model A.

## SANDS OF DENISON SPRINTS

PHOTOS BY NICOLE LOTHE EXCEPT WHERE SHE IS IN THE PHOTO

With thousands of kilometres of sandy beaches in Western Australia, the possibilities of beach racing appear endless. However, it isn't quite so simple with most beach sand being too soft for cars to race upon it or limited vehicle access.



Girl Power, Amy Fox, Austin Seven and Nicole Lothe wait at the start.

The Indian Motor Cycle Club raced on the beach at Rockingham in the 1920s and in the 1950s the Geraldton Motorcycle Club raced on the sand bar at Greenough. There is also the possibility that some casual motor races were held on a beach at Esperance although confirmation has been difficult to find. Does anyone have any pictures of beach racing in WA before World War Two?

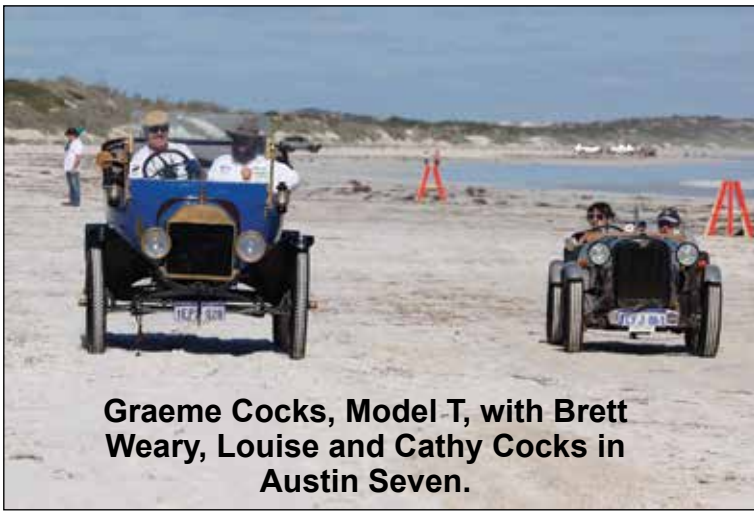
Last year, the Grand Old Beach Bangers Run set out to find the perfect beach for a modest motor car sprint event with vintage era cars and many beaches between Geraldton and Esperance were visited during a glorious

week of touring along the coast. The field was narrowed to just two beaches. South Beach at Port Denison south of Dongara looked good and Blossom's Beach near Bremer Bay was a pearler.

The Shire of Irwin was approached to see whether a test for a future event could be run at South Beach on Saturday 8 May 2021. With the success of the Denison Foreshore Sprints along the waterfront and a great bunch of local car enthusiasts, the Council was extremely cooperative and set an area aside on South Beach for the test event. Graeme Cocks and Hugh Fryer met with the Shire of Irwin Liaison Officer and



Girl Power, Jessica in Austin Seven and Nicole Lothe in Riley Nine.



**Graeme Cocks, Model T, with Brett Weary, Louise and Cathy Cocks in Austin Seven.**

A bunch of enthusiasts offered to travel to Port Denison with eight cars for the pioneering trial. They were Bryan and Karen Scrivenor with their Austin Seven, Maurice McGregor and Rose Earle with a Ford T speedster, Graeme and Cathy Cocks with daughter Louise (down from Geraldton) and son Daniel with partner Rachel with their 1915 Ford Model T James Flood roadster, Peter Harrold with his Chrysler 60 and the Weary family, (friends of Jack del Borrello and past entrants at Perkolilli), with a 1931 Ford Model A pickup. They brought Jack along to take photos and try and keep us all in order. Also there to help with the running of the track were Dean Whisson and Mike Holmes who are both at work on Perko cars, and Tania Piercy and Darryl Freind with their Ford Model A



**Ron Weary struggling for traction while sons Damian and Brett look on.**

(and many others, thanks Bryan and Jack) pointed out, he was the worst off the mark even managing to get bogged turning around. This made for great light hearted banter about driver ability and the old Kiwi – Aussie rivalry.

There are wise heads who say that the Ford Model T is the ultimate “go anywhere” vehicle. Yes, they were used in the Arctic and Antarctica, in the Andes and the African jungle and across many deserts, but Graeme Cocks found that South Beach had his T’s measure. When a wave rolled in on the afternoon tide and the car was running, the vibration caused the car to slowly sink into the beach like it was quicksand until the car was stuck fast. It happened four times with many people coming to help. The lesson was learned. Stay

Works Manager on the Friday to confirm email and phone call discussions. With track location, layout and public separation confirmed, it was time to take them for a quick drive along the beach. During this it was mentioned that a small post had been put on their facebook page about the event. Little did we know what impact this would have!

Fifteen wooden easels were made (which look a bit like painter’s easels) and painted bright red to mark out the course and area at the end for the cars to slow down. The easel design was large enough so that they wouldn’t fall over in heavy wind but they were easily collapsible. If a car hit them, they would simply fall over and sit flat on the sand. These were made and painted by Graeme from donated material, thanks to all.



**Louise and Daniel Cocks provide family support for Graeme and Cathy**

tourer, Hugh Fryer and Nicole Lothe with Austin Seven and Riley Nine, Hugh’s sons William and John with partner Amy.

Post vintage cars under two litres and all vintage cars were welcome, with numbers limited by the Shire of Irwin and size of the venue.

Hugh and Nicole were the advance party arriving early and arranging catering with the Starfish Café near the beach. Many thanks to Nikki and Mick for catering and delivering lunch to the beach. We couldn’t resist an afternoon drive along the beach to try a few test starts. This proved to be to no avail at all for Hugh, as his sons



**Sunken Model T.**



The Cocks family enjoying a day at the beach. Cathy driving Austin Seven with Louise as passenger, Graeme driving Model T with Daniel as passenger.

more spectators onto the beach. A line of cars stretched right along the soft part of the beach. Our private, low-key test event was no longer a secret!

The storms of the previous week had made the normally seaweed-free beach a bit messy so it was resolved to clear the weed from a 300 metre stretch of beach. Damian Weary took charge of the only rake while a line of people was formed across the track for an emu stalk to pick up any weed or driftwood which was on our track. After only a few minutes the track was clear, the easels were set up defining the track and cars lined up at the start. Once officials were in place, they would be flagged off in pairs by the starter Brett Weary.

The weather was a blessing. Only 24 hours earlier it had been windy with gust over about 20 knots but now it was almost still and a great West Aussie blue sky silhouetting surfers catching waves.



Group of cars returning, 2 Austin Sevens, Model T and Riley Nine.

that Peter Harrold not only made the biggest rooster tails but also took lots of passengers and let many have a drive. He really got the spirit of the event. In addition, the little silver Austin Seven had ten different drivers during the day, four of them under 30 so the future is looking good. Many cars had different drivers throughout the day which created non-stop activity for the spectators, some of whom stayed all day. The day ended for many participants with a visit to the Illegal Tender Rum Distillery, while others couldn't get enough and continued running until sunset.

At the barbecue after the event, the award for Prickliest Performance went to Peter Harrold for his spectacular bouncing take-offs. Presentations were also made to the Weary family for helping with everything they were

away from the water with a Ford T with 23-inch tyres on beaded edge rims and 65 psi keeping them inflated!

Sunset drinks overlooking the Indian Ocean at the Dongara Tourist Park was a great way to get together and talk about the day ahead. Who would win the trophy for 'Prickliest Performance' (a mounted rubber crayfish) and what was the best way to drive on sand?

The Sands of Denison Sprints (SODS) began with a drivers' meeting at the Starfish Café at 9.00am where the plan for the day was outlined then we were all off to help set up the track.

What a sight greeted us when we arrived at the beach. The small notice on Facebook for locals advising that there was a trial event to be conducted on the beach brought dozens of four-wheel-drives and a hundred or



The Austin Sevens were right at home on the beach and they could easily get what power they have got down. The Ford Model As were also finding it a breeze. Maurice McGregor had no trouble in the T speedster. Nicole Lothe debuted her Riley on the Sands of Denison and it didn't miss a beat. The most powerful car was Peter Harrold's Chrysler and it was a challenge to stop the axle tramp. The Ford T roadster was less suited to the slightly softer sand of South Beach. The hard, narrow tyres wanted to cut into the beach sand and when it did get to run harder, the wheels simply spun.

Dozens of runs were conducted and nothing was timed, everyone that drove was a SODS winner judging by the smiles on everyone's faces. Though it was noted



Dean Whisson and Graeme Cocks in Graeme's Model T and Jack del Borello driving Bryan Scrivenor's Austin Seven.

them off and have some fun.  
Our next event is Albany!

asked to do, and to Dean Whisson and Mike Holmes for helping with the finishing line. Daniel Cocks also took home a bottle of rum for helping with the starters' flag late in the day. Thanks to all who helped set-up also take-down the event and for sharing the load during the day, makes it so much easier for the organisers, they even got a few runs in themselves.

The event finished on Sunday morning with a Mothers Day breakfast at the Starfish Cafe and more casual beach drives. Some locals came down for another look at the cars. What a great family weekend, hope the young drivers are as enthusiastic at cleaning the cars as they were driving them.

Special thanks must go to the Shire of Irwin for their great cooperation and for facilitating use of the beach. The trial day gave us a lot to think about and hopefully we can make the Sands of Denison Sprints an annual event and give owners of pre-war cars a reason to dust

*Heza Henry*



Bryan Scrivenor and Damian Weary in Peter Harrold's Chrysler. Bryan's Austin Seven is parked behind.



Jack del Borello with passenger Warren enjoying Bryan Scrivenor's Austin Seven about to overtake Hugh Fryer with Amy Fox in Nicole's Riley.



Cars lined up while drivers enjoy breakfast at Starfish Café.



Dad, Hugh Fryer pushing too hard and getting wheelspin in Bryan Scrivenor's Austin Seven, while his sons John and Will show him how it's done.



**Hugh Fryer gives Amy Fox a ride in his Austin Seven.**



**Cathy Cocks enjoying driving Hugh's Austin Seven, with Hugh riding shotgun.**



**Hugh Fryer in Nicole's Riley Nine taking Brendon from Irwin Shire for a drive. We think Brendon is indicating he would like a roof.**



**Ready at the start, Darryl Friend in his Model A with Maurice McGregor and Rose Earle in Peter Harrold's Chrysler.**



**Graeme Cocks in his Ford Model T with Farah Boksmati from the Shire of Irwin. The spectacular background dwarfs the Model T.**



**Hugh Fryer, left in Bryan Scrivenor's Austin Seven, being shown how it's done by sons John, centre in Nicole's Riley Nine and William, right in Hugh's Austin Seven.**



**Daughter and Mum, Louise and Cathy Cocks passing the trestles that Graeme made from timber that Cathy donated.**



**Peter Harrold in his Chrysler with Mick from the Starfish Café.**

# LOU SYMES EULOGY BY MICHELLE SYMES



Lou's MG Prad Special, here competing at Northam in 2016, was one of Lou's collection of classic and historic cars all of which were kept ready to run, as the Prad is doing in this Ken Langdale photograph

**We** had the type of father others dream of!

He was always there for us, watching over, caring, tuning into our every need, fiercely loyal, he was the great provider, he was our earth and our everything, he loved us unconditionally; and importantly we felt this.

He was also fun, intelligent, accomplished, but inspiring with it. For me our childhood recalls the song *Summertime*; it was all about abundance and flow and possibility. The main family home was in the country town of Geelong, Victoria; it was a split-level, three-storey cedar home overlooking the Barwon River. We remember precious moments when Mum would sit on the boards of the back verandah in her blue and white striped V-neck top, wistful and looking through eucalypts Dad had planted; listening to the choral song of the magpies, waiting for them to stop so they could feed on the mince left on the balustrade. And Dad, waiting with her, sitting next to her; a rare quiet moment in weekend sun.

Our parents were both industrious people. In this memory image Dad would soon be working in the garden, or on his first vintage sports car, the cream Triumph 3A, or cleaning his company car, which might have been his brown Volvo with velour interiors, or preparing the heron dinghy called *Hustler* for the next sail.

On summer holidays we travelled on the Great Ocean Road and swam at beaches that have now become popular surf breaks or holiday retreats, but when we went were sleepy and daggy with 60s brick veneer kiosks that sold ice cream on a stick — that we children would set as our first beach goal; that we knew Dad would buy for us.

That Dad always made the drives fun. When Dad would get in the car he would sing *Hit the Road Jack* or *When the Saints Go Marching In*. My sister and I would often sing in the car when we travelled long stretches, I'm sure we did when we travelled to Torquay, Bells Beach, Lorne, Port Campbell, Warrnambool, the Twelve Apostles — and when we arrived at the chosen destination we would chase waves and body surf.

Our father and mother, Lou and Juanita, produced three children within four-and-a half years, of vastly different characters; yet all reflections and colours of our parents. In order, there is myself, Michelle, my brother Wesley and then my sister Sharon.

Family was understandably important to Dad, and he worked hard to connect to us all and to cultivate familial love. And this familial love was extended to others. Our Christmas events at his Victorian-style home in Allen St, East Fremantle were sometimes 40-strong. They included extended family; family friends who had nowhere else to go, who would later choose to come to our events, the annual participation weaving new family bonds. When Dad moved into South Tce with his second wife Melodie, his invitation also included a homeless man who lived up the road.

Other events, where Dad's entertainer shapes emerged, in all its full colours included the annual mulberry tree harvest. The mulberry tree was positioned in the corner of Dad's Allen St house, it was so old and tall, its leaves and branches made a cave we could crawl inside. We'd pick mulberries until we were doused red and then eat them with tubs of Connoisseur vanilla ice cream. There would also be mulberry wars on the back lawn, where we could throw rotten ones at each other.

There were many social occasions at Allen St, East Fremantle. It was a large house with jarrah floor boards that ran from the front door, down its central corridor, to the extension on the back, the pool at the rear. The house allowed Dad to arrange his antique furniture, it gave him opportunity to display his varied collections; his collections were a manifestation of his many interests and included model vintage cars, old valve radios, first edition books on Australian history, politics, fiction, Penfold wine. His collections were also designed for comical and social provocation; we remember a curious addition to his art collection included a truly ugly art piece that he'd picked up from the side of the road — and he would invite new guests and bait them with arguments about its artistic merits. It has recently been quipped that Dad also had a collection of thoughts. In his provocations, his debates were completed



A 1955 MG Special advertised by Lou in the June 2017 issue of *Vintage Metal*. It had a 1622 cc engine, indicating a B-series BMC unit, perhaps MGA 1600 Mk 2.

with expert ease and with a deadpan face, he emboldened his thoughts with made-up words.

Familial love was also extended through the sharing of his interests in sailing and racing. As well as the heron dinghy at Corio Bay, Geelong, we remember racing the Redwitch in the Swan River; twilight sails too. We also remember watching him on the vintage car race tracks in Wanneroo, Collie. Some of us joined in on the street runs in Albany. On another occasion, family and friends joined for a 1950s Grand Prix re-enactment at Albert Park, Melbourne. At this event, Dad's modest Australian Special – CWM, the last of the privately-owned Grand Prix cars – queued for the race track with million dollar company sponsored cars flown from abroad. The UK racing car driver and star, Stirling Moss was also at this event.

Family experiences were adventurous; included numerous trips across the Nullarbor from Geelong to Perth to visit Grandparents and cousins; many when the Nullarbor was still a dusty red dirt road.

Other family adventures included a trip to the Zumpsteins in Victoria. Through Dad's many connections we were able to stay in remote bush reserved for veterans, and in the morning woke up to kangaroos and emus we could feed from our hands.

Some adventures became unintentionally more precarious. There is a memory of a picnic on Wedge Island, in Lancelin. Travel to the island was by catamaran. The day was so enjoyable, that our return to mainland was late. The winds had picked up and were pushing us out us to sea. We were saved by some calm ingenuity by Dad involving displacement of weight; basically us overboard. We had no idea how dangerous our situation was, until much later, when Dad reflected it was a lucky escape.

Dad's style of discipline and moral instruction carried these same calm shapes. He had a way of directing us to be the best we could, not through any corporal modes of punishment, but by a mere look of disappointment. We all wanted to make him proud. When Mum warned us, 'Wait until Dad gets home,' we would know we were safe. When Dad came into our room, closed the bedroom door, he'd clap his hands, and in perfect time we'd perform yelps and cries in response.

You will hear frequent references to Dad's compassion. His sensitivity, empathy to all life; human and non-human was one of his standout qualities. If there was a moth that entered the house, he would scoop it up in his hands and take it outside. We grew up with Daddy long legs and huntsman spiders catching flies in discreet ceiling corners in all rooms of our family homes.

In Autumn, in Geelong he planted eucalypts in our back garden long before native plants were in vogue, and as a result for two years in a row we were visited by a koala and her baby.

In late Spring, in our Kardinya family home, hundreds or thousands of tadpoles would grow in the algae green remains of our pool; – and Dad would collect these in buckets, and over weeks, on late evenings, by himself, walk a block to distribute them into the Bibra Lake wetlands, located just down the road.

In Summer – in his Fremantle homes – he rolled on the lawn to disturb the insects for willy wagtails to feed on. He'd leave seeds out for doves.

He bought a five-acre block dense with banksias, the odd karri and marri too, and he loved it there. Loved its quiet. Would sit and watch the birds; New Hollands, Red Wattles, flitting through the trees, or drinking from his water fountain.

Dad was also a mentor figure, a person of counsel and support. He was sensitive and empathetic; he was an artist at listening. For me this is what sits under his every loving action.

My first memory of this is when I was primary school age. It would have just turned dark outside and I would still be awake but in bed and Dad would come in, still in work attire, and he would kneel, elbows on my bed, hold his hands in a prayer against his forehead; and listen.

For me it was as if he captured my broken words in the low light of his cupped hands, made them as if bugs, never killing them. But letting them crawl and fly away to a place they might belong.

This was it; there was no judgement. Only love.

This was my private and precious connection to his loving-kindness and counsel. And this connection never ended. But he was like this for all the children, for extended family, for friends and colleagues. He had a way of listening which allowed potential to emerge; he not only modelled for us what a good man might look like, he provided modelling of how we might all live through gestures of kindness.

And then above these deep and thoughtful ways of being, there was also his wicked humour and playfulness.



The Symes family are not fair weather enthusiasts. Here Wes Symes has fun in the wet at a Collie tuning day in 2017. Nicole Lothe photograph.



When Mum had her heart set on a MG GT, Dad told her it had been sold. Then on her birthday, announced to the family that a camel was on the front lawn of our family home. When we all went out with Mum to look, the camel was the mustard coloured MG GT they'd previously looked at and she'd longed for.

We were all so pleased when Dad met Melodie. We remember when we were first invited to meet her in the front room of her South Fremantle home. We'd been speculating of course. Dad had started to act strangely immature. We actually thought he had designs on another woman. Then we were introduced to Melodie. And she laughed; and it was a combination of shyness, of joy, of cheekiness, of other unnameable mirth; and it is this joy that Melodie carries, that she gave with love to Dad; and still gives to us.

Our father had an incredible wit. Quick, quirky, uplifting. And he had this to the end. Days before he died when he was being asked a barrage of questions by the hospice doctor, he responded, his tone dry, his delivery executed with subtle timing, 'you are leading the witness', surprising the doctor; and us all.

Our father was many things to many people; a gentle giant, a loveable rogue, a kindred spirit; he was intelligent, charismatic, quiet and thoughtful. He loved and was loved. He was born with a keen life force to be of service to others; this he was to his last days.

Sometimes we are blessed to have special people enter our lives to help us to see what is important.

We now have view of Dad's life beyond our family years and this provides new perspective and clarity of our blessings.

We all want to care for our father's memory and in doing so maintain our connection to him by living from his legacy of grace and loving-kindness — inside our family and beyond

In his last days, in the few words he had remaining, he asked: please look after each other.

I remember when I was a child in Geelong, working in the back garden with Dad and asking him what Spring was; and he described it as a time when it rained and the sun came out.

## **A BRIEF BIOGRAPHY BY MICHELLE SYMES**

Louis Stanhope Symes was born in Perth, WA on 11 September, 1937 to Fred and Adelaide Symes; Lou's father Fred was one of 13 children and of English ancestry, and Lou's mother Adelaide was one of three children of Slavic minority ancestry and from Germany.

Lou is named after a cousin related to his father, who died in Normandy, France during World War 1.

He grew up in Monument St, Mosman Park, in a house with a trotter horse called Olive in the back garden and a grocery business at its street front. Lou was two years old when World War 2 broke out. His father was excused from war service and possible injury or death as his grocery business, which supplied tin food, bread, butter and other staples was deemed an essential service. One year later, Lou's mother contracted tuberculosis and died.

Lou spent his early years, aged three to twelve years old, shifting between family homes. While this may seem alarming now, in the 1940s this was not unusual. When Lou lives with his father he is looked after by house keeper Mrs Mac, in other times he lives with his cousins Rodney, Val and Joyce who live two minutes from the Swan River. Other figures in this shifting family home exercise are his Aunt Grace, who becomes like a mother figure, and his cousin Chris. Lou was five years old, and becoming more conscious of his life's realities. In those years Lou attended the primary school Claremont Prac, participated in air raid shelter drills and was more aware that his mother had died when she didn't pick him up after school. This period was also a time when he explored Swan River caves, discovered fishing using gidgees and kylies; as well it was a time, when he swam in sugar warm water made by the then sugar factory.

When Lou turned twelve his father married Lorna, who he met when she provided him with accountancy services. Lou then returned to the Monument St home and a stable family environment.

Soon after, and on the recommendation of a friend, Lou's father sent him to Scotch College to complete his high school years. Stories provide details on Lou's emerging leadership abilities and his wild and unpredictable streak. To avoid a Scotch sports carnival he led students in a trench dig that flooded the school oval and cancelled the sporting event. Other stories during this period include leaving a de-activated sea mine in the UWA Hackett Hall pond and graffititiing Parliament House.

In these same years, his interest in cars was seeded when he worked on a car of a nearby friend.

In 1957, when Lou was 19 years old he completed six-months of National Service with the navy and made lifetime friends. His National Service included three months of training at the Fremantle, Leeuwin Barracks and three months on the HMAS Fremantle patrolling the Japanese pearling fleet off Broome. When the ship entered the port of Darwin for maintenance, Lou and two friends Norm Ashton and Denis O'Meara made good use of the port's recreational drinking opportunities. On one memorable drunken return to the ship, Lou, frustrated with boarding formalities, rebelled and created havoc; his punishment was maintenance the side of the ship. Lou worked quietly and apparently obediently. When another navy ship was leaving Darwin, it was noticed that Lou had used his chipping hammer to write a certain directive to the navy, using colourful language to make the point.

Aged 20, Lou wanted to go to university and study industrial chemistry. Instead, his father persuaded him to join

the then Stewart and Lloyd, steel supply company.

Soon after, Lou was introduced to the woman who would become his wife, Juanita Boyd, on a blind date set up by the girlfriend of his National Service mate Denis O'Meara. When Lou was promoted to Darwin in the Northern Territory he covered his white 1100 Morris with cardboard, to avoid it getting stone chipped when he drove there from Perth. Lou was not in Darwin long before he started to miss Juanita. From a public booth in a pub he phoned, asked Juanita to marry him. When she said yes, the pub erupted in roars and cheers.

In Darwin, Lou became the youngest manager in the then Stewart and Lloyd company.

In 1965, his first child Michelle was born.

In 1967, Lou was transferred to Newcastle, NSW.

In 1966, his second child Wesley was born.

In 1969, his third child Sharon arrived.

In 1970, Lou was transferred to Geelong, Victoria. In Geelong, he bought his first of many vintage cars: a cream Triumph TR3A and started racing it. He bought a Heron sail boat and raced it on Corio Bay with his daughter Michelle. Later he was transferred to Melbourne, where he became the State Manager, and commuted two hours plus a day from Geelong.

In 1974, at the age of 36 years, his wife Juanita was diagnosed with breast cancer which she survived. In 1981, Lou elected to be transferred to Perth, so his wife could be close to her parents and siblings. In 1983, Juanita was diagnosed with bone cancer. In 1986, aged 47 years, Lou's wife died.

Alone and 50 years old, Lou thought he would never marry again.

Lou left the Kardinya family home to move to East Fremantle; first he lived in a Californian bungalow and later a giant Victorian house with pool and mulberry tree and more significant garage space. As he purchased more vintage cars, he acquired a five-acre Casuarina property, 30 minutes from Fremantle, notable for its virgin banksia bushland. When he submitted his garage plans to the local council, he had to assure them that the size of the garage is to locate his 10 cars not for any covert commercial purposes.

2005 arrived, a new member registered for the Fremantle City Rotary Club; her name was Melodie Slatter, a widow with twins Caitlin and Tim, who were then in their teenage years. Lou tested the waters; introduced Melodie to pre-war vintage cars. In 2010, Lou, in his 70s, married Melodie.

Lou had been a member of: Rotary Clubs in four states, with terms as president; car clubs, four in Perth, with terms as president, one membership for as long as 35 years; the Fremantle Chamber of Commerce; The Small Business Enterprise; The Walking Distance Book Club, named because the initial members all lived within walking distance; an annual off-shore north-west fishing group; and for a period the East Fremantle yacht club where he sailed his six metre Redwitch yacht.

Lou worked for approximately 50 years in the steel supply industry, employed predominantly by BHP subsidiaries. While he worked during an era of conservatism, he was given free rein to challenge this with his creative and lateral thinking style and in doing so cultivated a genuinely cooperative working community.

He was a much loved manager remembered for his energy – he would make office paperwork flutter as he walked past; for his personal commitment to staff, he was a father figure to many of the younger staff members; his capacity to connect with all people from storeroom staff, interstate executives, Government and big business clients; for his dry wit and his unpredictable sundowners; some may remember him cutting his neck tie or a spontaneous auction of company paintings to clients.

Reluctant to retire, Lou embarked on international steel supply negotiations with Brunei royalty and later with other companies in South Africa. Finally, he was able to let go of work. He spent his last decade enjoying his days with his second wife Melodie, his ten or so cars, ranging from vintage MGs to collectable Triumphs, an Austin Healey, and a Porsche Boxster. He travelled with his cars and on extended jaunts in Asia and throughout Europe.

Lou has been awarded: Life membership of the Pre-War Sports Car Club and the Fremantle Chamber of Commerce; Rotary's highest award, the Paul Harris Fellowship; and a BHP Industry scholarship to study at Harvard university, US. He was the only Australian selected, that was in the late 1980s.

Lou was a collector. He collected lifelong friendships, easily made new friends, first edition books on Australian history, politics, fiction, interests: cars of course (including 1935 MG PB and KN and 1948 MG TC), bees, vineyards, wine and old valve radios. He collected causes too where he might make a difference.

It may surprise people to know that Lou at the core was shy. But this was what made him sensitive and ultimately enabled his compassion.

He was the entertainer, but he was deeply sensitive to the underdog or the outsider, and this enrolled him in a lifetime commitment to compassionate causes and service to others.

This is his legacy, plus his vibrancy and sense of humour.

As well as his wife Melodie, his three children, Michelle, Wesley and Sharon, his brother-in-law Andrew Beck; Lou leaves behind five grandchildren, Michael, Jarrad, Louis, Samuel and Issa. He also leaves his step-children Caitlin and Tim.

# VALE. KEN STEWART- RICHARDSON



On the 9th of February 2021, our MG family lost a great friend, a quiet, constant, competitor and participator, always with a smile on his face, always willing to help. Ken enjoyed a long and joyful marriage to Mary Ann, herself fully committed with her 1925 Amilcar and her many roles in various classic car clubs.

Together, they enjoyed 22 years of car stuff: with the Killeen Special, an XPAG engined open wheeler racer with British history, later moved on to New Zealand to make way for another open wheeler, the locally famous Clem Dwyer Plymouth Special. On the MG front, Mary Ann drove and was a custodian of a supercharged MG PB for a time, while Ken had his TC, which he restored in 1994. He also built a radical Leyland V8 TC special, a fearsome beast and a bit much for casual around town driving, so that was moved on after some fun, or was it

fear? Early on there was the magnificent unrestored SA in two greens, some of which was almost worn through to primer, but glorious nonetheless. That went back to the UK from whence it came in 1937, but not before Ken supercharged it. The TC was to get the same treatment.

Always looking for projects, another to come and go was a luscious red E Type Jag, which made way for a major effort, in converting a four seater NB from the US to a 'Cresta Style' two seater (above) with a lovely swept back, much admired around Australia, and of course, supercharged. That later went to the UK.

After house renovations and unceasing involvement in MG and Pre-War clubs, the couple finally settled down car-wise, to the blown TC and of course the Amilcar.

So it was with great sadness to have to say goodbye to Ken, who was in constant pain for months. Sitting up in hospital only a week before his death, Ken with a smile



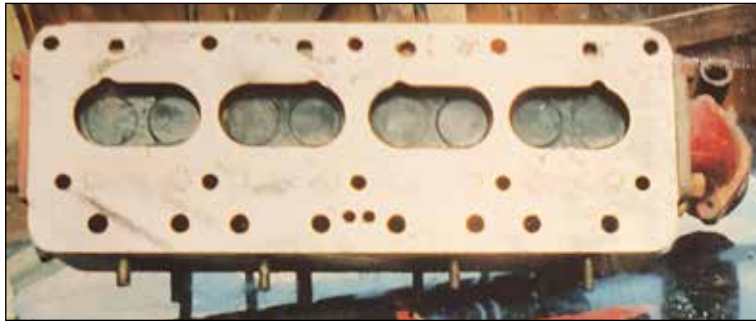
on his face, put it to me that he wanted his last ride to be in a TC.

I nearly fell off my chair! But he and Mary Ann were insistent. I had no idea how this could be done, but assured them I would somehow fulfil his request.



Turning to our very own wizard engineer John Bowles for help, he did a few measurements and calculations, consulted with the funeral bods, and came up with a light, simple, three-piece frame to go into my TC and to be screwed to the (thankfully) *(Continued on page 20)*

# XPAG CROSSFLOW ALLOY HEAD



Recently some interesting information arrived from TC owner John Canty, in the UK.

He has an 8-port, alloy, crossflow, XPAG head made by Robert Cowell (later Roberta Cowell!), the origins of which are unknown to me, but in 1954 Mike Costin acquired one while working with Colin Chapman on the Lotus 8, Frank Costin's first streamliner SAR 5. The original heads had a small 'Cowell' cast in the side, but the Chapman ones did not!

John came across the head at a motor spares place when he went looking for a pair of SU air rams. We could be so lucky! His head does not have the 'Cowell' cast in, so it might be a Chapman one. John was a TC racer (TC/1403) back in the days when TCs filled the grids in UK. He could have done with the head then!

The story gets more intriguing: with the letters and photos John sent me, came a photocopy of a letter addressed to him from Keith Duckworth himself (of Cosworth Engineering) dated 10/05/91. In it he outlines some of the history of these heads, and it goes like this:

'It was Mike Costin who was with Colin Chapman at the time — 1954 — he had just returned from holiday. They used a crossflow aluminium head, which was made by Robert Cowell — who incidentally became Roberta Cowell by the assistance of the odd operation or two. Some heads had a small COWELL cast on the side of the head. The Lotus had not got the Cowell name (and we all know why!). Had a leak from pushrod hole to exhaust port, which Mike Costin lined with a copper tube. Mike and I think the heads were very rare... Best wishes Keith Duckworth'



Looking at the photos one can see the spark plugs have been shifted to the off side to be with the four individual inlets and enter the (minimal) combustion chambers over the inlet valves. There appears to be little or no water flow block to head and minimal oil drain head to block. One can only guess at the compression ratio (high) and it would be pretty difficult to blow a head gasket with all that flat area. Exhaust ports are round as are the inlets. The whole design looks very appealing, pity they are so rare.

I believe these heads may be the source of some confusion over the Laystall Lucas alloy heads, sometimes thought of as crossflow heads, which they were not. I would like to thank John Canty for going to trouble and expense to share this interesting bit of XPAG history with us.

Almost as interesting as the heads themselves is the story of Robert Cowell. It's worth looking up Robert/Roberta Cowell on line: Spitfire pilot, racing driver, talented engineer and pioneering transgender person, just a bit ahead of 'her' time.

Michael Sherrill  
April 2021



(Continued from page 19) wooden floor. It had to work first time, and it did without a hitch. The procession from cemetery gates to the chapel was over a good 600 metres, closely followed by Mary Ann in their TC, and behind her, a very early TD Ken had restored as his first MG involvement. Ken's last jibe "Are we there yet?" on the back of the TC. Rest in Peace mate.

Mike Sherrill  
February 24th 2021

*These two articles from Mike Sherrill should have appeared in an earlier issue of Vintage Metal, but there was a problem with email communication.*

# 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](mailto: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](mailto:chad.raven.69@gmail.com)

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## 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](mailto: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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