



May 2021

Issue No. 353

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

VINTAGE METAL

www.vscwa.com.au

NORTHAM MOTOR SPORT FESTIVAL



PLUS

**JK and Squareriggers at Northam
Classic Car Show**

Latest News from Northam, Albany and Caversham

May General Meeting — Monday May 3

Light Car Club clubrooms,

opp. 37 Moojebing St, Bayswater

6.30 for 7.00 pm

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

Telephone: 0400 813 141

PO Box 1127, GWELUP WA 6018

Email: admin@vscwa.com.au

OFFICE BEARERS AND OFFICIALS 2021

President: Glenn Swarbrick	Mobile: 0401 402 045	Email: glenn.swarbrick29@gmail.com
Vice-President: Paul Wilkins	Mobile: 0428 922 823	Email: paulwilkins@westnet.com.au
Treasurer: David Ward	Phone: (08) 9321 2738	Email: david.ward@taxhut.com.au
Secretary: David Moir	Mobile: 0400 813 141	Email: david.moir@iinet.net.au
Administrative Officer: Sheryl Swarbrick	Mobile: 0416 025 667	Email: entries@vscwa.com.au
Membership/entries correspondence to Sheryl at: PO Box 7277, SPEARWOOD WA 6063		
Club Management Committee:		
Mike Barnes	Mobile: 0437 260 433	Email: tbarnes1261@bigpond.com
Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
Stephen Gilmour	Mobile: 0439 172 007	Email: stephen@wwms.com.au
Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Competition Committee Chair: Mark Duder	Mobile: 0419 661 129	Email: markduder@bigpond.com
Dads Army: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Regalia Officer: Chad Raven	Mobile: 0421 830 666	Email: chad.raven.69@gmail.com
Bar Manager: Graeme Whitehead	Mobile: 0412 919 370	
Membership/Entries Registrar: Sheryl Swarbrick		Email: entries@vscwa.com.au
Vintage Metal: Bob Campbell	Mobile: 0419 849 835	Email: robertcampbell4@icloud.com
	Snail mail: PO Box 5046, Midland WA 6056	
Historian 1969 on: Len Kidd	Mobile: 0422 797 461	Email: an.len@live.com
Historian pre-1969: John Napier-Winch	Mobile: 0429 439 007	Email: houseofwinch@gmail.com
Librarian: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Motorsport Australia Sport and Club Development Comm:	Paul Bartlett	Mobile: 0419 907 378
Council of Motoring Clubs WA:	Graeme Whitehead	Mobile: 0412 919 370
Concessional Examiner: Boyd Kolozs	Mobile: 0466 791 298	Email: kolozs@westnet.com.au
Chief Scrutineer: Barry Mackintosh	Mobile: 0497 136 523	
	Max Gamble	Phone: (08) 9276 2903
VSCC Log Books: Coordinator	Vacant	
Eligibility Officer: Group JKL	Max Gamble	Phone: (08) 9276 2903
Eligibility Officer: Group MOPQR	Neil McCrudden	Mobile: 0407 867 473
Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

COVER: John Harwood's 1965 Ginetta G4 flanked by David Moir's 1954 Austin Healey 100 and John Rowe's 1956 CWN Ford V8 Special (Chad Raven 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



Northam

April saw a very successful running of the Northam Motor Sport Festival, with the Lindsay Monk Memorial Hillclimb at Mt Ommanney on the Saturday and the Northam Flying 50 regularity event on the Sunday. The Sunday had a good number of entries in all groups and it was very pleasing to see the J, K and L cars back again. We also saw a display and parade laps of monster trucks to keep the crowd entertained between events.

Congratulations to John Webb, who set a record fastest time at the hillclimb with his Radical sports car and to the regularity winners of the following groups:

Sports Cars	Tim Falconer	1977 Datsun 200 B
Tin tops	Keith Hornsey	1963 Studebaker Lark
Historic Touring Cars	Lance Stannard	1964 Morris Cooper S
Pre-1960 Racing Cars	Thierry Michot	1923 Ford Model T

Our unique round-the-houses events at Northam and Albany are part of the lifeblood of our club and they require a huge effort to make them happen. In addition to the officials and volunteers around the street circuit and hillclimb course, there is a small team who have spent the last few months pulling the events together. I should particularly mention the efforts of:

Randle Beavis for coordinating the Northam volunteers.

Laura Taylor from the Shire of Northam for promoting and coordinating the festival.

Sheryl Swarbrick for negotiating sponsorships, handling the large documentation task and processing the competitors' entries.

Peter Schofield for preparing the Risk Management Plan and the logistics for the hillclimb.

We are also grateful for the services of Matthew Newman as Clerk of Course for the Flying 50 and Lynn Oxwell as Clerk of Course for the hillclimb and assistant CoC on the Sunday.

There were many others who helped before, during and after the weekend and they all deserve our sincere thanks because it could not have been a success without them.

Albany

Planning for the Albany Classic on 5 and 6 June is underway, albeit after a delayed start. The Albany Classic Motorsport Club has appointed a new sponsorship and festival coordinator to take over from Vicky Clark, who has taken up other employment.

Entry forms and Supplementary Regulations for the Mt Clarence hillclimb on the Saturday and the Albany Classic regularity on the Sunday have been issued and entries close on 7 May.

As with most regional centres throughout the state, Albany is experiencing a tourism boom, so you should not only get your entry in soon but also book some accommodation.

Caversham

We have had a setback with our plans to develop a new clubrooms and workshop at the York St site in West Swan, next to the Caversham D-Circuit. The City of Swan has opposed the development and the WA Planning Commission has not approved it.

We are reconsidering our options including a revised proposal for the York St site and the offer of some land at Whiteman Park. This is very disappointing for us all, but particularly for the Caversham Sub-committee led by Brian Eyre, who have put in a lot of hard work to have the proposal considered.

We will keep members informed of any developments and any firm proposals will come back to members for voting at a general meeting.

VSCC OF WA CALENDAR 2021

May

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

June

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

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 JUNE 2021 ISSUE IS MAY 15, 2021
ADVERTISING DEADLINE MAY 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 12 April 2021

1.Meeting opened: 7.18 pm.

Apologies: Chad Raven, David Moir

Adoption of Minutes:

Moved: Mark Duder

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

Carried

Business Arising from Minutes: Nil

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

Moved: Rob Ozanne

Seconded: Paul Wilkins, that the Treasurer's report be accepted.

Carried

Secretary's report:

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

President's Report: Glenn Swarbrick reported that:

Northam Motor Sport Festival was a success.

1st Hillclimb at Mt Ommanney for 3 years.

Access point at the top of the hill much easier to access because of the new development.

Around the Houses:

Two Mini Coopers damaged at turn one in the wet.

Albany: In progress.

Entry forms should be available in 1 week.

Event will be oversubscribed.

Open Wheelers. Hoping for an event.

Scrutineering discussion.

Barry McIntosh reported that even with Covid restrictions, any Club is allowed to have on site scrutineering at their discretion, in addition to self scrutineering, brought in for Covid.

The suggestion is that all vehicles that have not been inspected previously must be scrutineered.

The observation was that both Mini's involved in the collisions at Northam were only self scrutineered.

Workshop:

Aiming for camera installation on Tuesday April 20.

Plumbing fixed.

Kevin has the Clown Car motor running.

Caversham Report: Brian Eyre reported that:

Development Application has been rejected by the City of Swan.

Tim Hillyard has requested that we do not however, withdraw our application.

Tim Hillyard has offered us a site at Whiteman Park.

He will give us a 9 x 6 shed, water installation and adequate parking.

We can also run one event per year at Whiteman Park.

Caversham update by Graeme Whitehead:

Security cameras to be installed with an annual cost of \$3,000.

Special thanks to Paul Blank for the sale of our project special, the Caversham Car.

Next Meeting: 3rd May

Meeting Closed: 8.30 pm

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



shopping and the school run.

However, his employers, Toyota WA, rather frowned upon the little Renault and it had to go.

His enthusiasm for Renaults has stayed with him and he was intimately involved with the restoration and total rebuild of Peter Briggs's Type A Renault, carefully documented in Graeme Cocks's book *Louis Renault's Amazing Type A*.

Right: Lindsay explains the idiosyncracies of the Renault Type A to F1 driver Danny Ricciardo

CRD Renault at Caversham

Another photograph of Lindsay Taylor's CRD (Como Racing Developments) Renault in the pits at Caversham.

Lindsay has asked us to take note of the "beautifully smooth pit area". He also points out that at least two of his team were in white overalls, presenting a very professional appearance.

Lindsay was very Renault oriented. One of his projects was a Renault 12 Gordini station wagon, a model that Renault never produced. Lindsay created it from a Renault 12 wagon with the motive power from a Renault 16TS. It went like a rocket and I believe Lindsay's wife enjoyed using it for



HELP!

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

This is most easily done by one of three methods;

1. Write a letter to the editor telling of your views about the future of the club or club matters that are important to you. Reply to a previous letter to the editor if you disagree with what was said, or even to support the previous writer. Use Vintage Metal as a club forum.

2. Write a brief profile of yourself and your career in motorsport or your activities as a member of the VSCC. Include photographs or contact Editor Bob Campbell to see if he has photographs that will illustrate your story.

3. Contact Bob with information about your motorsports activities and work with him to produce a profile of yourself. You can include your competition activities with and outside the VSCC. Again, you will need photographs.

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

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

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

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

2021 MOCWA STATE ROUNDUP

In Aid of the Lord Mayors Bushfire Appeal

Swan Athletics Sporting Club

26 McDonald Street, HERNE HILL

Sunday 2nd May 2021



Come and see the best and only display in Western Australia of these
Iconic cars in years from 1965 - 2020

Gates open 10:00 AM to 2:00 PM with Entry Fee Gold Coin donation
Bar and Food Facilities available with Market Stalls and Volunteer Fire
Trucks on Display

**All Raffle Monies and Public entry fees will be donated to the
Lord Mayors Wooreloo 2021 Bushfire Appeal**



EDITOR'S RAMBLINGS



E-type's Diamond Jubilee

This year the Jaguar E-type celebrates its diamond jubilee. It is sixty years since Jaguar's most famous model amazed the world at the Geneva Motor Show.

Thirty years ago the RAC of WA helped local Jaguar enthusiasts celebrate the E-type's 30th anniversary with a glorious red roadster displayed in the foyer of the Adelaide Terrace premises.



While sifting through some old photographs from my days at the RAC, I found this shot of the beautifully presented Series 1 E-type that was displayed in the foyer of the RAC's Adelaide Terrace premises in 1991 to commemorate the 30th anniversary of the model.

I remember my first close-up look at an E-type. I was driving my Austin A40 Devon north along the seafront road between North Cottesloe and Swanbourne beaches when I was confronted by an E-type coming the other way. We managed to squeeze past each other

and that was my first glimpse of an E-type on the road.

That I was in the A40 dates the encounter to 1964, which, considering that the E-type was released in 1961, indicates how rare they were on WA roads in the early 1960s.

Dodge Special?

The programme and Natsoft results both describe the Mark and Nick Biven car as a 1938 Dodge Special, but how much of it is 1938? By that year Chrysler products were sitting on massive cruciform chassis that would never have fitted under the Biven car. Perhaps Max Gamble, who built the car, could enlighten us about the origin of the chassis?

I remember some years ago I asked the late Clem Dwyer how he managed to squeeze a 1938 Plymouth chassis under his famous Plymouth Special (see photo at right). 'I used an Essex chassis,' he said with a big grin. I suspect Mr Gamble used a similar exchange of chassis under the Dodge Special.

Over to you Max.



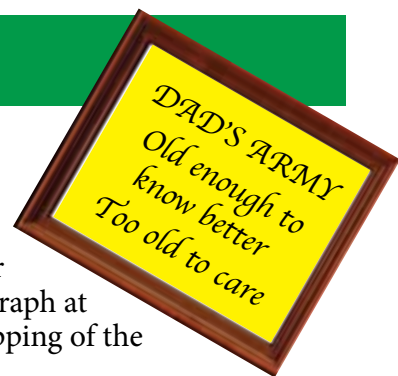
Thank You to Several People

Thank you to all who sent photographs from Northam, both the Lindsay Monk Hillclimb and the Round the Houses. First cab off the rank was Chad Raven, who sent photographs from both venues. Hugh Fryer sent a number of Nicole Lothe's excellent shots of the JK and Squarerigger cars before Thierry Michot followed up with more of Nicole's work. Mark Duder sent shots from both venues plus a copy of the entry list, which helps me to identify the cars in the photographs. I also used one of Mark Jones's photos of Tim Crockett's Morris special.

Graeme Howie of Sport Pixx Sport Photography, a good friend of the VSCC, sent a selection of his very professional shots from Northam. If you are looking for photographs of your car, search Graeme's web site at www.sportpixx.com.au and work your way through to the event you want under Motorsport/Car Racing/VSCCWA. Pick out the shot you want and follow the instructions on the web site to order.

Bob Campbell

DAD'S ARMY NEWS



Caversham Car

Around the time that you received the previous issue of *Vintage Metal*, the Caversham Car was sold on behalf of the club by Paul Blank. The new owner is Peter Cooksey of Albany and he sent the photograph at left to Ron Fabry, who helped with the shipping of the car to Albany.

Ron and the editor have supplied Peter with the story of the Caversham Car as it appeared in *Vintage Metal* over the past few years. This should help him sort the car for his needs.

Caversham AGP Posters

Colin Bonney has donated two posters from the 1957 Australian Grand Prix at Caversham to the club. They will look great on the wall of the new clubrooms, wherever that might be.

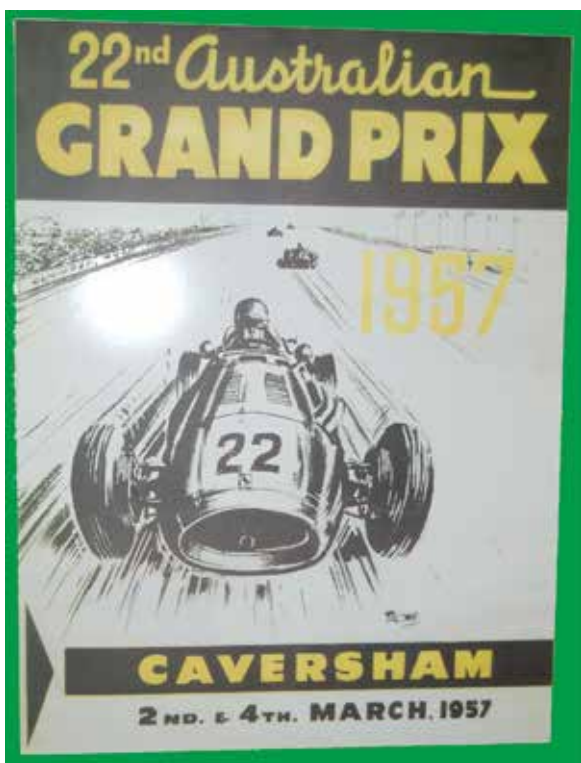
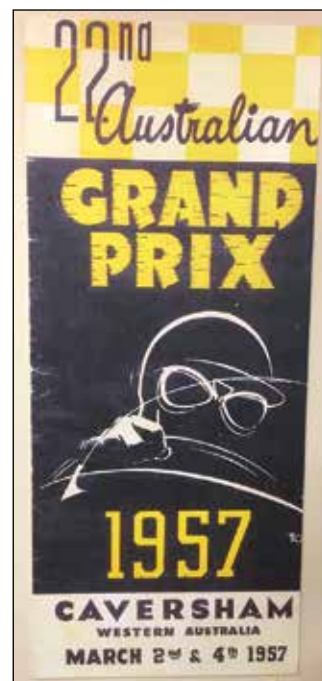
Thank you Colin for the posters. My happy snaps of the posters feature here, but I must get better shots of them for the future.

Repaired Trailer Not Quite Right

Steve Gilmour towed the dual-axle trailer up to Northam with all the gear for the Lindsay Monk Hillclimb. He found that it towed very badly and he had the brakes jam on.

It seems that there could have been more damage done than we initially realised when the trailer was dumped in the bush.

At the very least it appears that the front axle is out of line. The Dad's Army experts will be sorting the problems and preparing the trailer for sale over the next couple of Dad's Army Tuesdays.



Clubrooms Update

Those of us who have been attending Dad's Army on a regular basis will know that the stripped down clubrooms (most of the valuables, memorabilia and library are in secure storage off site) are getting close to being able to be used for club functions again.

The water supply is back in order, so the kitchen and toilets are again working. The power is fully connected and all is well with fridges and other appliances.

The plague of Portuguese millipedes that has afflicted us in past years seems to have been much reduced this year, although they are still about.

Just where the new clubrooms are going to be is again up in the air with the City of Swan having rejected our Development Application. See the Caversham Report in the minutes of the April general meeting on page 5 above for more details.

The Scribe

DAD'S ARMY DATES - 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
MAY	1	18	25
JUNE	12	22	29
JULY	3	20	27
AUGUST	7	24	31

VSCC NEWS

Shannons Classic Car Show

The VSCC is a regular exhibitor at the Annual Classic Car Show that has been held for some years now at Ascot Racecourse. This year is no exception and a small group of VSCC members put on a show of their historic cars at the 2021 show. Mark Duder supplied these photographs of the cars and owners.

Mark Duder was one of those present, who gathered round the VSCC marquee. Our enthusiastic Regalia Officer, Chad Raven, was a constant presence in the marquee, offering VSCC memorabilia and regalia for sale to interested enthusiasts, who were also encouraged to join the club.



VSCC members sheltering from the sun in the marquee



Chad Raven waits for customers beside the display of VSCC merchandise



Doug Todd (right) answers questions about his Ballot V8



Tony Brett's Jaguar Special, Len Kidd's Porsche 911 and Mark Duder's Alpine A110



Michael Zlatovich's immaculately restored Holden powered speedcar



Mary Ann Stewart's 1925 Amilcar E Series and Barry Mackintosh's Salmson Bartlett

JK AND SQUARE RIGGERS UPDATE



Bryan Scrivenor's Singer Triple 'S' leads a slightly sideways Mike Sherrell in his MG TC

NORTHAM FLYING 50

PHOTOS BY NICOLE LOTHE EXCEPT WHERE SHOWN



Overall Northam Flying 50 winner Thierry Michot in his 1923 Ford Model T

This year's Northam event was one we'll all remember for a long time. The first after the Covid enforced break and the first event where instead of the usual dry heat, it was showers with occasional rain.

I don't know whether it was just me seeing things, but while we were waiting on the grid for a concrete barrier to be replaced after a minor dingle, I saw a seagull fly overhead. Cyclone Seroja or global warming? Maybe it just liked motorsport. Another first for Northam 2021!

From Thierry Michot's 1923 Ford Model T (yes, Model Ts are 'on trend' at the moment!) to Tony Brett's Jaguar Special, what a great crop of cars we had in the JK group! It was pleasing to read in the event programme that JKL stalwarts Barry MacKintosh, Graeme Cocks, Hugh Fryer, Ian Fry, Mike Sherrell, Tony Brett and

Tony Fowler were recognised, along with El Presidente Swarbrick, for their long term support of the event. They all competed in the first Northam Flying 50 reenactment back in 1999 after the demise of the York Flying 50 and they are still active members of our club.

The smart competitors brought along tents so when it started to rain hard, the disorganised competitors like Heza Henry found any number of places to scrounge a dry corner. Thanks to all those who put up the tents.

The practice laps provided a sample of the slippery slide which would be Northam 2021. It must have looked like we were all driving in slow motion as the thin tyred pre-war chariots tried to stay on track. The more powerful cars were fish-tailing as they put on the power out of the corners, and the less powerful cars joined in as well as the rain increased.

There were a few oohs and aahs as Thierry tried to stop his T from kissing the concrete barriers. With 60psi in



Ed Floate's 1947 MG TC leads Tim Crockett's 1934 Morris Special



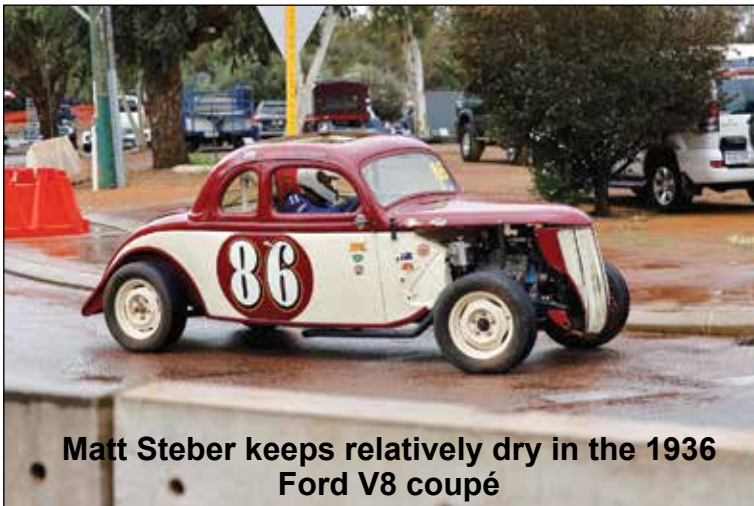
Geert de Klerk pushes on through the rain in his Austin 7 special

the 1938 Dodge Special built by Max Gamble and part of the Eastwood stable for many years. It is exciting to see it back in the fold with enthusiastic new owners and when we have a dry track it will be a fast circulating car. Look out for the Dodge at next year's Red Dust Revival.

Bryan Scrivenor was enjoying his 1939 Singer Triple S Special which made its debut so long ago (or it seems like such a long time ago!) — at the Red Dust Revival in 2019 — anyone remember 2019? It was a great year. It was fantastic to see Karen supporting Brian with the broolly after her recent challenges.

Barry MacKintosh has the Bartlett Special fully sorted these days and for once he had a fast, trouble free run.

Matt Steber was finding it fun powering up the Ford V8. It will be the car's last outing before he converts to



Matt Steber keeps relatively dry in the 1936 Ford V8 coupé

the car proudly carries race number one because it won the State's first and only historic championship at Wanneroo. It was to carry the number one in the second historic championship so Max could defend his title.

While Graeme provided the smokescreen, Tony Brett provided the entertainment with four pirouettes on the first corner. We were all driving so slowly that there was never any danger and Tony despaired that he could not keep the power down on that first oily corner.

It was disappointing to see Neil Grant's 1929 Riley 9 not finishing the day but it is great to see him back competing with the car in our group.

To summarise Northam 2021, it was time for us all to

the skinny tyres there wasn't much traction and he described bouncing through the corners with his very direct steering and lack of suspension dampers adding to the fun. What is the old saying? "It is more fun to drive a slow car fast than to drive a fast car slow." That was certainly true at Northam. Thierry is proof that our club caters for all vintage sporting cars. It's all in the preparation.

Our glorious leader Hugh Fryer was on song with his Austin Seven and Geert De Klerk and Simon Fry also enjoyed the slippery conditions. For the first time the Austins had some competition with Tim Crockett joining our group with his 1934 Morris Special. It's a mighty little car and great to see it at Northam.

New competitors Mark and Nick Biven were driving



Tim Crockett's Morris 8 special provided competition for the Austin 7s (Mark Jones)

more period-correct wire wheels.

The 1938 Chrysler sprint car of Terry O'Flaherty was once again faultless. Mike Sherrell (1949 MG TC) and Ed Floate (1947 MG TC) were keeping the MG flag flying. Mike drove to Northam in the TC and stopped at the Bakers Hill pie shop for a carb boost. Richard Baird's 1937 Hudson Terraplane and Tony Fowler's Triumph TR3A were also on song.

The Cranston V8 of Graeme Cocks provided the smoke screen for the group. An overfilled sump caused a lot of smoke and he had to explain himself to the Driver Standards officer of the day — which just happened to be Max Gamble who built the car back in the 1980s. For those who weren't around in those days,



Nick Biven in the 1938 Dodge Special, but that's not a 1938 Dodge chassis



The Biven Dodge Special chases Richard Baird's 1937 Hudson Terraplane special

get a grip on the challenging conditions and wouldn't it be boring if every track was dry and hot.

Special thanks must go to the Competition Committee, especially to Mark Duder and Steve Boyle, for giving our group consideration in the gridding of the cars. Running with similar speed competitors made it an enjoyable and safe event with everyone wanting to come again. Roll on Albany!

Also, special congratulations to Thierry for winning the Northam Flying 50 at his first attempt.

Well done to everyone who helped make Northam an interesting day on track.

Heza Henry



Simon Fry hunches down behind the 'screen in the Fry family Austin 7 special



Terry O'Flahery in his gleaming Chrysler sprint car



Tim Crockett in his 1934 Morris Special



Tony Brett in his 1953 Jaguar Special enjoys a dry track with Hugh Fryer in the 1929 Austin 7



Bryan Scrivenor tiptoes around in his Singer Triple S



Graeme Cocks's Ford Cranston V8 throws up the spray over Geert de Klerk's Austin 7



Graeme Cocks enjoys a short respite from the rain in the Ford Cranston V8



Hugh Fryer keeps the 1929 Austin 7 pointed in the right direction



Barry Mackintosh, 1927 Salmson Bartlett, leads Tim Crockett, 1934 Morris Special, and Mike Sherrell, MG TC



Mike Sherrell in his 1949 MG TC with Ed Floate's 1947 TC coming into shot



The Biven Dodge Special pursued by Tony Fowler's Triumph TR3A



Bryan Scrivenor's Singer chased by Richard Baird's Hudson Terraplane and the Biven Dodge Special



Northam Flying 50 winner Thierry Michot's Ford T chased by Geert de Klerk's Austin 7



Tony Brett spins the Jaguar Special while Hugh Fryer looks on

2021 NORTHAM MOTOR SPORT FESTIVAL

Your editor received bits and pieces about the Northam weekend, along with photographs from members who braved the wet weather to attend our first Round the Houses event since 2019. I have slotted the bits and pieces in to the photo gallery that resulted.

Chad Raven sent a few photographs, including the cover picture. He reported: It was wet at the start of the event. We were expecting more but it dried out. Another shower at lunchtime made everything wet until the end again. I was talking to Paul Wilkins and he said he can't remember it ever being wet for the Northam Flying 50! There were several minor incidents in the wet conditions.

Winner of the Flying 50 was Thierry Michot in his 1923 model T Ford, oldest and slowest car on track but the most consistent by far.

The rain meant that the monster truck, giving rides, was not allowed out on the track. It was confined to its enclosure, giving rides while doing little bog-laps around its car park.



truck with well over 1000hp coming from its supercharged big block.

The big blue "Shattered" monster truck was also on display. A modern



Above: Giant trucks, the red beast that was offering rides and *Shattered* to the right.

Top right: Thierry Michot, left, explains the T-model to an interested enthusiast.

Clockwise from above: Neil McCrudden's Lotus 23 driven by Geoff Findlay (previously driven by Jim Clark) with Greg Knowles' Porsche 924 behind it; James Alberti's 1971 Purple Passion Falcon XY V8; Neil Bishop's 1971 Ford Escort.





Phil Shephard's 1961 Jaguar E-Type.



John Webb's Radical that he ran at the Lindsay Monk hillclimb event on Saturday is powered by a 1500cc Hayabusa motorbike engine. It reduced the Mt Ommaney track record by over 2 seconds.

Mark Duder was snapping away at both the Lindsay Monk Hillclimb and the Round the Houses and came up with great shots from both venues. The hillclimb shots first...



Andrew Murray, 1972 Datsun 240Z



David Moir, 1954 Austin Healey 100



Mark Jones, 1963 Triumph TR4



Sarah Fry, 1964 MGB



Stephen Brown, 1963 Austin Healey Sprite



Mick McGrath, 1967 Triumph Spitfire



Douglas Jack, 1972 Chrysler Charger E55



Lindsay Hamersley, 1970 Ford Falcon GT



Tim Crockett, 1934 Morris 8 Special



John Webb, Radical sports car. Outright winner of the hillclimb in record time.



Mark Rookledge, 1968 MGB



Simon Northey, 1964 Ford Lotus Cortina

And now Mark's shots of the events on Sunday in the streets of Northam.



Flying 50 winner Thierry Michot (left) with Austin 7 pilot Hugh Fryer in front of Thierry's Ford. Behind them, Ian Fry fettles the family Austin 7 special.



Mark took the photo of Thierry's Model T pedals for 2 reasons.

- 1) the strange positions and usage.
- 2) that scrutineering required he fill the holes in the firewall, so being French he used champagne corks.



Steve Boyle prepares to exercise his 1972 Fiat 125T



Historic Touring Cars lining up on the dummy grid



John Harwood, Ginetta G4, chases Stephen Brown, Austin Healey Sprite and David Blainey's Porsche 911. In the distance, Anthony Ford spins his MGB



Michael Broughton in his Porsche 356SC tiptoes after David Moir's Austin Healey 100 and Phil Shephard's Jaguar E-type on a very wet track



Graeme Cocks smokes his way around in the Ford Cranston V8 courtesy of an overfilled sump.



Thierry Michot slip sliding away in the Ford T, on his way to winning the Flying 50



The Tintops field waits to go in Sunday's showers



Course commentator Rob Ozanne interviews Dick Baird on the grid in his 1937 Hudson Terraplane.



Left: Simon Fry grins at the camera from his Austin 7 special, the very obviously Austin 7 chassis prominent below his right elbow. Hugh Fryer's more conventional 7 special waits behind while Ian Fry (in dark jacket) discusses prospects.

Below: Graeme Cocks finds the whole business much more serious than does Mr Fry.



And finally, some professional shots from Graeme Howie of Sport Pixx Sport Photography. See his web site at www.sportpixx.com.au and follow the prompts to order copies of these and many other photographs from most VSCC events since 2015. If your car isn't in the slide shows of the events, email Graeme your race number, the event and vehicle description and he will send you a Thumbnail Image. If you would like to order an Image/Print/Proofsheet, email Graeme at sportpixx@hotmail.com



Ross Oxwell (right) briefs the drivers before the Round the Houses events



Lance Stannard's crew working on his 1964 Morris Cooper S



Nick Daniele, 1965 Ford Cortina GT Mk 1, leads Andy Freeman, 1969 Ford Cortina GT Mk 2, a couple of Minis and Peter Hammond's 1953 Holden FJ.



Neil Grant eases his 1929 Riley 9 Brooklands Special past the old Post Office



Thierry Michot lines the T Model up for the right-hander around the old Post Office



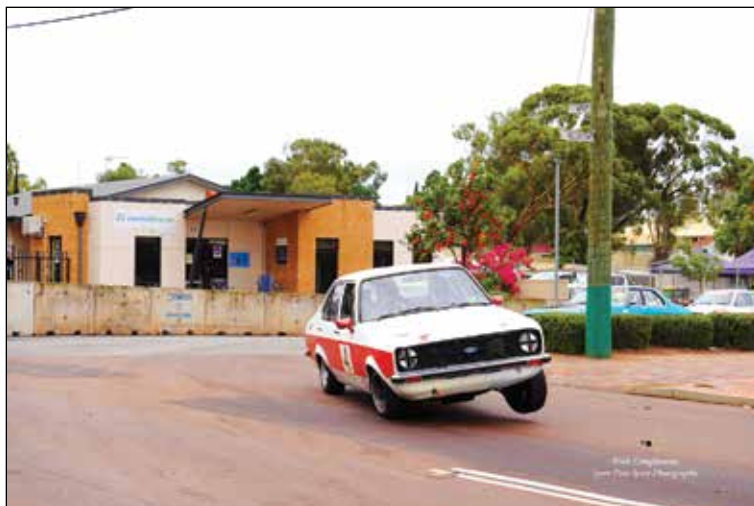
Graeme Cocks punts the smoking Ford Cranston V8 around the old Post Office



John Harwood's Ginetta G4 shows the way to Rami Brass's MGB



Tim Crockett looks at the cameraman from his Morris Special as Bryan Scrivenor, Singer Triple S Special, and Ed Floate, MG TC follow



Neil Calvin cocks the front wheel of his 1977 Ford Escort in the air.



Thierry Michot heads out on to the main straight in the trusty T Model



Dick Baird's straight eight Hudson Terraplane leads Nick Biven's Dodge Special, Hugh Fryer's Austin 7 and Tony Brett's Jaguar Special.



Peter Hall's 1975 Datsun 260Z and Phil Shephard's Jaguar E-type



Colwyn Lloyd's Ford Escort Mk 2 chases Doug Jack's 1972 Charger E55 and James Alberti's 1971 Falcon through the spray



A gaggle of Minis, led by Blake Watson (49), Lance Stannard (99) and Steve Bruce (72) are chased by a distant Steve Boyle in his Fiat 125T.



The sports car field, headed by Phil Shephard's E-type and Peter Hall's 260Z



The Historic Touring Cars field, topped and tailed by the ubiquitous Mini and including Cortinas, Fiats, Volvo and Holden, is warned by the flag marshal of slippery conditions



The Minis of Blake Watson (49) and Michael Evans (16) running in close company



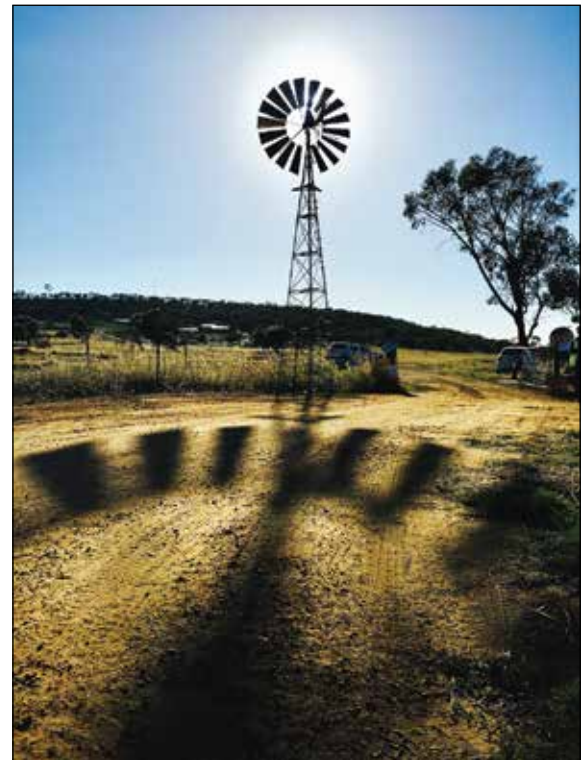
The hard working Ross Oxwell takes a moment to relax

And finally, two shots that don't really have anything to do with the events...



Above: Mark Duder snapped this wall art that we are guessing celebrates the Northam Motor Sport Festival

Right: David Moir sent this atmospheric shot, taken by a friend of his during a break from marshalling cars at Mt Ommanney



Free to Club Member!

The car is a 1977 Mercedes-Benz 280e (six cylinder petrol of about 2800cc.) with a 4 speed auto box, EFI, electric ignition, independent suspension, 4 wheel disc brakes etc etc.



The interior is about as good as it gets, and wonderfully comfortable. It is a very 70's pale blue, and has those cool painted hub caps.

On club license, and used very infrequently, but never the less has reliability like only Merc can do.

In the past 18 months has had new tyres, new brake pads all round, new drop links for the roll bars, new fuel pump and filters etc, and new steering system links and ball joints.

I am only the second owner – and I knew the original purchaser. I have the original books.

Free to a club member, I drink Scotch!

The recipient would be expected to pay any transfer costs.

I'm emigrating fairly soon, and some toys have to go.

Chris Broughton – 0415 172 862 – gekko1@westnet.net.au



TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

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

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

So call Shannons for a 🏍️ 🚗 🏠 quote on **13 46 46**.



SHARE THE PASSION

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

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



Vic D'Ascenzo

- Sales
- Service
- Repairs
- Spares

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




20 Elliott Street
Midvale WA 6056



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

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

BATTERY ALL TYPES

*Your one stop
SOLAR and BATTERY shop*

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

www.batteryalltypes.com.au

**Paul Blank
Classic Car Broker
Cars For Sale & Sought**

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

<p>Best in the world</p>  <p>1961 Panhard PANHARD \$39,900</p>	<p>Hard & soft tops</p>  <p>1971 Mercedes 280SL 1GJW563 \$195,000</p>	<p>Refurbished</p>  <p>1988 Porsche 928 S4 LHD 1HCE752 \$27,900</p>	<p>FOR SALE</p>  <p>1969 Triumph TR6 1969TR6 \$44,900</p> <p>Fully restored, with hard & soft tops</p>
		 <p>1973 Jaguar E-Type V12 FHC 70M839 \$137,000</p> <p>Factory RHD, spotless</p>	 <p>1976 Ferrari 365GT4 2+2 5595BRP \$175,000</p> <p>Immaculate, manual</p>

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