

September 2021

Issue No. 357



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

# VINTAGE METAL

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

## 50 YEARS A HEALEY 100 OWNER

**PLUS**

**JK and Squareriggers Update**

**Zoe the Austin A40**

**Photographs from Caversham**

**Nomination Form for Management Committee election**



**September General Meeting – Monday Sept 6**  
**VSCCWA Caversham clubrooms**  
**Off Harrow Street, Dayton**  
**6.30 for 7.00 pm**

Vintage Sports Car Club of WA (Inc.)

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# OFFICE BEARERS AND OFFICIALS 2021

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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	
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Librarian: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
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VSCC Log Books: Coordinator	Vacant	
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Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

**COVER:** David Moir celebrates 50 years of Austin-Healey ownership with a rousing drive at Northam in April 2021

## 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](mailto:robertcampbell4@icloud.com) for members' ads.

**For all commercial advertising contact David Moir  
0400 813 141 — [david.moir@iinet.net.au](mailto:david.moir@iinet.net.au)**

# FROM THE PRESIDENT

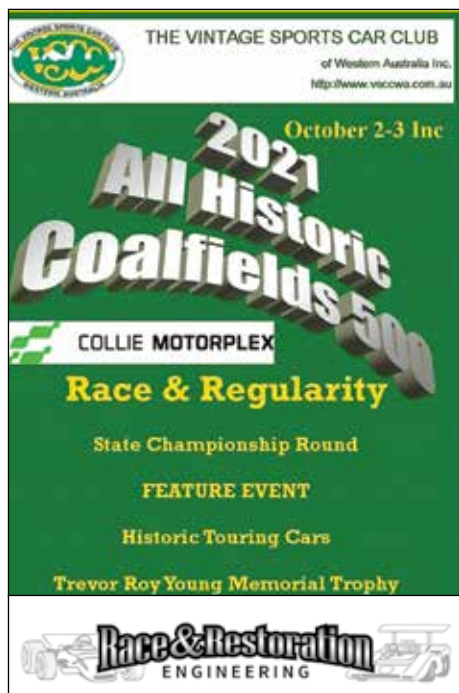


## Progress at Whiteman Park

We have made some progress with the proposal to develop clubrooms and workshop at Whiteman Park. Ross Oxwell and our Whiteman Park sub-committee is in discussion with the Park's management regarding a possible lease of some land at the southern end of the Park, near the tram sheds and bus museum.

The next stage will be to develop a proposal for the construction of club buildings there, which the Management Committee will consider before setting out a final plan for members' consideration.

One tangible piece of progress last month was to take possession of a 9 x 6 metre steel shed donated by the Western Australian Planning Commission (WAPC). A hard-working team from Dad's Army and other helpers dismantled the shed in rather trying weather conditions for storage at Whiteman Park, pending negotiations.



## Collie Coalfields 500

Planning for this event on the first weekend in October is well underway. We are happy to announce that Race and Restoration Engineering of Bunbury are again our principal sponsor for this popular event. We are very grateful to Peter Marsh and his team for their continuing support.

Brad Peters, John Harwood and Paul Bartlett have been working hard to recruit the officials to run the event, obtain the necessary permits and put together the supplementary regulations. Those regulations, the entry form and other event documentation are now available on the club's web site, with entries closing on 19 September.

All cars will be required to be scrutineered, as well as competitors needing to complete the Motorsport Australia self-scrutiny documents. Perth competitors will be scrutineered on the morning of Saturday 25 September at our Caversham clubrooms, with separate arrangements for country competitors. The only cars not requiring scrutiny are those in the log-book "targeted scrutiny" scheme. There will be an optional, unofficial practice on the Friday afternoon, at an additional cost of \$30.

This is shaping up to be a great weekend of all-historic racing and regularity, so if you're not competing, come down to Collie and have a look — spectating is free.

## Looking Ahead

Our Northam Motor Sport Festival for 2022 is scheduled for 9/10 April. We are working with the Shire of Northam on a proposal for a new circuit layout to the north-east of the town centre. This would use some of the streets used for racing in the 1950s, comprising a roughly triangular, clockwise circuit using Peel Terrace, Henry Street and Chidlow Street East, with a large sports oval in the centre.

If the Shire is able to find funding for some minor traffic engineering changes, we hope to gain Motorsport Australia's approval for the new circuit in time for next year's event. Watch this space.

And even further ahead is the exciting prospect of an all-historic race and regularity festival later in 2022. We are planning this around next year's Collie Coalfields 500 and a similar event at Wanneroo Raceway two weeks later.

There is the possibility of attracting interstate and overseas competitors to this festival which could include sports and racing cars, Formula 5000, historic touring cars and sports sedans. This is in the early planning stages at the moment and I'll keep you informed of progress.

## Election of Officers for 2022

At the AGM on November 1, all positions on the Management Committee will become vacant. We need nominations of members willing and able to serve on the committee. Most of the current committee have served for a number of years and we really need some new blood to take the load off the present incumbents, who have served well and faithfully. Nominations must be in writing and in the hands of the Secretary by 4 October 2021.

A nomination form can be found on page 8 of this newsletter or you can download a form from the club web site.

*Glenn Swarbrick*

# VSCC OF WA CALENDAR 2021

## September

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

## October

- 2-3 Collie Coalfields 500 State Regularity Championship Rd 3 (Historic and Modern), State Historic Race Championship
- 4 General Meeting
- 9 Dad's Army
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 24 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 26 Dad's Army

## November

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

## December

- 4 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3
- 5 Vintage Stampede, Barbagallo Raceway Club Regularity Championship Rd 4
- 11 Dad's Army
- 13 Annual Dinner, Awards Night and General Meeting
- 15 Management Committee
- 21 Dad's Army
- 21 Competition Group

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

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

## Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 2 August 2021

**1. Meeting opened:** 7:15 pm, Glenn Swarbrick presiding, 34 members present.

**2. Apologies:** Michael Broughton, Lance Barrett, Max Gamble.

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

**4. Adoption of minutes:**

**Moved:** Paul Wilkins      **Seconded:** John Illig, that the minutes of the July meeting be accepted.  
**Carried**

**5. Business arising:** nil

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

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

**7. Secretary's report:**

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

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

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

- a. Trophies for Albany Classic — he is in discussion with the ACMC on whether to withhold trophies for this year's event due to timing equipment problems.
- b. Andrew Stachewicz, General Manager of WASCC, died in a car accident on the weekend; Glenn has sent condolences on behalf of the club.
- c. Len Kidd recovering from a fractured pelvis — members urged to contact him to show support.
- d. C4C Scheme — the club has now set up the scheme for concessional licences for members with modified vehicles; there is a link to all the information on the home page of the club's website.

**9. State of Play Reports:**

- a. **Competition:** Brad Peters reported on the Collie Coalfields 2/3 October:
  - i. Friday afternoon practice @ \$30 per car.
  - ii. Supp. Regs and entry forms available from the club's website shortly.
  - iii. All cars to be scrutineered one week beforehand, except those in the targeted scrutiny scheme.
  - iv. Likely to be the largest race/regularity meeting in WA this year.
- b. **Workshop:** Graeme Whitehead reported that:
  - i. Volunteers have dismantled and stored the shed from Whiteman Park.
  - ii. Standard Special project is ready to start.
- c. **Library:** Mark Jones mentioned two new books with local authors added to the library.
- d. **Social:** nil.
- e. **Regalia:** Chad Raven is planning a regalia stand at the Celebration of Motorsport at Langley Park on 19 September.
- f. **Caversham:** Ross Oxwell reported:
  - i. He has met with DPLH and the previous offers still stand:
    1. 9 x 6m shed;
    2. 8,000 m<sup>2</sup> of land at Whiteman Park at a "peppercorn" rent.
  - ii. He has had discussions with the manager of Whiteman Park:
    1. Will need to negotiate a deed of lease for, say, 20 years;
    2. Possibility of a "test & tune" track in the future;
    3. Offered storage of dismantled shed.
  - iii. He thanked Neville McInerney for the use of his tele-handler to dismantle the shed.
  - iv. Waiting on a survey of the land so that a standard government lease can be negotiated.
  - v. Expects development approval may be approved by the end of the year.

**10. General Business:**

- a. Felix Smetana, former starter at Caversham race track, died recently.
- b. Discussion on members' access to Vintage Metal via email.



11. **Guest speaker:** John Kopcheff (above with Lamborghini) spoke about his experiences with Jaguars and the Lamborghini Gallardo he had on display at the meeting.

12. **Next Meeting:** Monday 6 September.

13. **Meeting Closed:** 8:25pm.



## FOR SALE

### 1968 MGB — not registered.

CAMS Log Book, Cams Approved Roll Cage, Fuel Cell, 93.3 HP at the rear wheels on Green's dyno. LSD. Little use since the following have been reconditioned or replaced. Brake Booster, Calipers, Brake Pads, Rear Wheel Cylinders, Master & Slave Cylinders, Clutch Master Cylinder, Tie Rod Ends, Tyres . Comes with Tandem Break Back Trailer (Disc Brakes) and Winch in excellent condition.

**\$26,000 incl. Trailer.**

**Separately Car \$20,000 and  
Trailer \$6,000.**

**Contact Dennis Fair on 0419 944 427.**



# EDITOR'S RAMBLINGS



## Nominations for the VSCCWA Committee

It is that time of year again when we must think about the future and who we should like to have representing us on the Management Committee. Give this some thought, please.

On page 8 you will find a nomination form for the VSCC Management Committee. The form is also available on the club web site. Nominations must be in writing and in the hands of the Secretary by 4 October 2021.

Nominations will be accepted for the positions of President, Vice President, Treasurer, Secretary and Committee Member. The incumbent members have been working hard for you and your club. It might be time to give them some assistance or relief. Think about it.

## Graham McRae 1940-2021



McRae in his self-designed McRae GM3 heading to his third AGP win in 1978. Note the unique see-through perspex cockpit cover.

Three-time Australian Grand Prix winner Graham McRae died on August 4 at the age of 81.

McRae won a hat-trick of Tasman titles in his self-built F5000 cars from 1971 to 1973. He also won the US F5000 title in 1972. His GM series of F5000 cars are still competing today in historic racing with some success.

He made one start in F1, in a Williams at the British GP in 1973, but was wiped out with eight others in a first lap crash. 1973 also saw him start the Indianapolis 500, qualifying on the inside of the fifth row in his Eagle-Offy and completing 91 laps of the rain-shortened race before dropping out with a broken header. He was still classified 16th, and claimed Rookie of the Year honours.

## Which Would You Prefer to Drive?

A subject that came up for discussion at morning tea while the Dad's Army team took a break from dismantling the red shed was whether any of those present would prefer driving their old cars to their modern street cars.

The loudest opinion was that the driver aids and sophistication of newer cars made them a much more pleasant drive than a classic or historic car, particularly in today's traffic.

It strikes me that I enjoy driving our 1990 Mazda MX-5 with its manual transmission, non-powered steering, mildly boosted brakes and electronics limited to the engine management system. I have yet to be convinced that an electronic black box can do a better job of gear selection than I can. The latest dual-clutch transmissions that apparently engage two gears at once and select the appropriate one by means of those clutches make me nervous. Any automatic transmission is reactive in nature, while an experienced driver can anticipate and select gears proactively.

My wife and I bought a new car a few years ago and found the controls so light that it was difficult to convince yourself that the steering wheel had any real connection to the front wheels. The brakes were so sensitive that a hard look at the pedal produced an emergency stop. Coupled with terrible rear three-quarter vision, it was a dreadful thing to drive, so we sold it very smartly. It was an expensive mistake.

What of our other car? The 2007 Peugeot 206 has manual transmission and, being of European origin, neither the steering nor the brakes are over servoed. It does have anti-lock brakes and there are airbags in the steering wheel hub and passenger side dashboard, but it is still a car that you have to drive. And both my wife and I can see out of the thing, unlike many newer cars that have tiny rear windows and tapered side windows that make reversing cameras a virtual necessity.

Over the years we have had hire cars during our holidays that were equipped with touch screens and lots of bells and whistles. The first thing we did was to turn the touch screen off. One of them started vocalising at us (I hesitate to call it singing) and the car was quite noisy until my wife found the off button and shut the thing up. The most recent one (2½ years ago) had a reversing camera, which was quite useful as the rearward visibility was pretty horrendous. The reversing camera was immune to the off button on the screen and we received images from behind the car every time we engaged reverse gear.

*Bob Campbell*

## Nomination for Management Committee 2022

Nominations must be in writing and in the hands of the Secretary by 4 October 2021.

Nominations will be accepted for the positions of President, Vice President, Treasurer, Secretary and Committee Member.

Proposer (name): ..... Signature.....

Secunder (name): ..... Signature.....

I wish to nominate.....

for the position of.....

### Nominee's declaration:

I, ..... (name of nominee) declare that I can truthfully answer No to all the following questions:

1. Are you an undischarged bankrupt or are your affairs being managed under insolvency laws?
2. Have you been convicted of an indictable offence in relation to the formation or management of a body corporate in the last five years?
3. Have you been convicted of an offence involving fraud or dishonesty punishable by at least one month's imprisonment in the last five years?
4. Have you been convicted of an offence under the *Associations Incorporation Act 2015* where you allowed an association to operate while insolvent in the last five years?

Note: Under the *Associations Incorporation Act 2015* a person is excluded from the committee (without special approval by the Commissioner of Consumer Protection) if they answer Yes to any of the above questions.

Nominee's signature:..... Date.....

Please forward the completed form to the Secretary, VSCC at [admin@vscwa.com.au](mailto:admin@vscwa.com.au) or PO Box 1127, Gwelup, WA 6018 by 4 October 2021



# DAD'S ARMY NEWS



## What's the Opposite of an Erection?

Ross Oxwell asked me to include this message from him on the efforts of Dad's Army and friends to disassemble the shed donated to the club.

Report on the dis-erection of "The Red Shed" from Ruby St Bennett Brook, Tuesday 27th July 2021.

This 9m x 6m Colorbond steel framed shed was donated by WAPC to the VSCCWA on the condition that we removed it from site as soon as possible. Members of the Whiteman Building Sub-committee and Dad's Army were invited to participate.

Those who signed-on: Ross Oxwell, Barry Mackintosh, Kevin Dorn, Brian Eyre, Graeme Whitehead, Glynn Allison, Bob Campbell, Chad Raven, Neville McInerney, Paul Wilkins, Syd Sunter-Smith.

Special thanks to:

Neville McInerney for the loan of his Telehandler machine, which made the job so much easier;

Graeme Whitehead for the use of his truck, mobile scaffold and ladders;

Brian Eyre for his generators;

Barry Mackintosh for his toolbox;

Bob Campbell for taking photographs;

Chad Raven for morning tea

And everybody for turning up and putting in a big effort on the day, in such poor weather.

By the end of Tuesday the shed was completely dis-erected, with all parts marked to facilitate re-erection when we have a site to put it on. The truck with components to be stored at the Clubhouse was loaded and secured. On Wednesday morning Neville, Graeme, Kevin, Barry, Brian and Ross unloaded the truck into covered store at the Clubhouse and returned to Rugby St to convey the remainder of the steelwork to secure open storage at Whiteman Park. Mission accomplished!



*The Scribe*

## Dad's Army Recruitment Drive

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

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

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

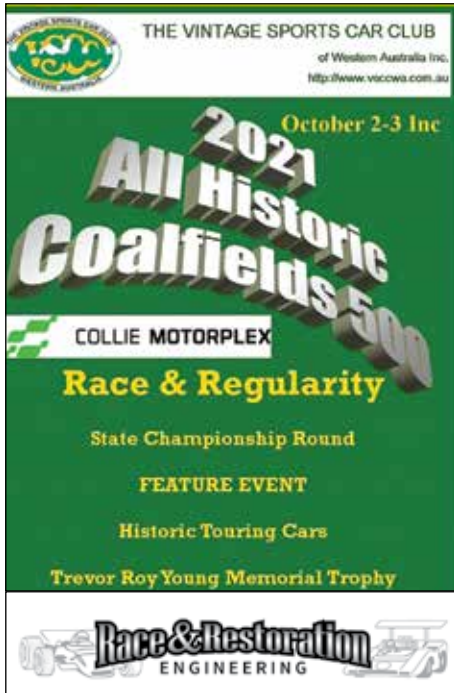
Then there are the project cars like the Caversham Car, the Perkolilli Model A Ford and the current projects, a 1920s Singer 10/26 for Kevin Dorn and a 1930s Standard chassis with a Willys 77 engine and gearbox.

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

## DAD'S ARMY DATES - 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
SEPTEMBER	4	21	28
OCTOBER	9	19	26
NOVEMBER	6	23	30
DECEMBER	11	21	

# VSCC NEWS



## Coalfields 500 Sponsored by Race & Restoration Engineering

Entry forms have been sent out for the 2021 Collie Coalfields 500. If you haven't received your entry forms and wish to enter, the forms are available on the club web site or you can contact Sheryl Swarbrick on 0416 025 667.

**Remember, entries must be lodged by September 19.**

The event is to be held on Saturday and Sunday October 2 and 3. Friday afternoon practice from 1 pm to 5 pm on October 1 is available for a fee of \$30 per car.

Please note that ALL entrants of regularity vehicles MUST present their vehicle for scrutiny. In addition, your helmet and apparel, in compliance with Schedule D of the Motorsport Australia Manual, is to be presented for inspection. Your Motorsport Australia Licence, Club membership and log book (Motorsport Australia or otherwise) is to be produced at scrutiny and on request during the meeting.

### Scrutiny Locations

- Scrutiny for Regularity Competitors will be held on Saturday 25th September between 8:00am and 12:00pm at the VSCCWA Caversham Clubrooms off Harrow Road Caversham.

- For Country competitors scrutiny will be held on Friday 1st from 3:00pm and Saturday 2nd from 7:00am at the Collie Motorplex. Competitors MUST

note on their Entry Form if they are attending scrutineering at the Collie Motorplex.

- Log-booked automobiles will be examined throughout the competition as per the Motorsport Australia Targeted Scrutiny Program.

Random checks of entrants' documentation and vehicles may be carried out prior to and during the event. Your Motorsport Australia Competition Licence, current Club membership and vehicle logbook must be produced on request from officials during the meeting.

## Len Kidd Out of Action

Club Historian Len Kidd has had a workshop accident. He has sustained a fractured pelvis, has had surgery and appears to be recovering well.

How did it happen?

He was working on his Jaguar project car, which was on the hoist and scampered up the ladder to retrieve some tools. The ladder collapsed and he fell from a fairly significant height.

We are sure he'd appreciate a call or even a visit, by arrangement.

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## WANTED

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

**Contact Brent at [brentjohnson222@gmail.com](mailto:brentjohnson222@gmail.com) or Mobile: 0427 080 094**

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## FOR SALE

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

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

**Set of five for \$1100**

**Contact Tim Harland at Sports Car Garage**

**Landline: 08 9371 8442**

**Mobile: 0418 778 656**



# JK AND SQUARE RIGGERS UPDATE



A field of 1920s racers under starter's orders, Perkolilli 2019. Mark Jones photo.

## RED DUST REVIVAL 2022 AND YORK FLYING 50 BOOK



Part of the camping area in 2019. There were many vehicles including a local fire tender and a not entirely appropriate Bash Car. Mark Duder photo.

be in big demand.

To date, we have had about 90 expressions of interest from people wishing to enter the event with their historic car. The vehicles range in age from 1912 to 1940 with an amazing range of vehicles from British thoroughbreds to Continental cruisers and American iron. It's hard to believe, but great to see, that so many Ford A Models are entered. There are also new owners of Ford T Models which have not entered before who are interested in coming along in 2022. There will be a great range of cars.

### RED DUST REVIVAL 2022 UPDATE

Planning is continuing to create another great Red Dust Revival in September next year.

At last count, there were over 200 Expressions of Interest logged by the organising team. You may be interested to know some of the things we have learned from the replies.

Most importantly, about 80 per cent of people who responded indicated that they planned to camp at the clay pan. In 2019, organisers were surprised at the number of people who turned up and one keen observer counted over 900 camping sites using aerial photos.

The remaining 20 per cent of responders said that they planned to take advantage of the range of accommodation available in Kalgoorlie/Boulder. If you are one of these people, I suggest you lock in your accommodation early as it looks like it will



Three tiddlers in 2019. Simon Fry in his single-seater Supercharged Austin 7, Hugh Fryer in his Chummy Replica and Bryan Scrivenor in his super fast supercharged Singer. Nicole Lothe photo.

Everything is shaping up for a great event. It is amazing how many people are building or restoring cars to enter and it will be quite a spectacle and a lot of fun for everyone. It is hoped that many of these people are enticed to enter VSCC events in future. When VSCC members first went to Perko in 1997, there were four or five cars. To think that 25 years later we may have 100 cars just goes to show how Perko gets into your blood.

Judging by the Expressions of Interest which have come in, a feature of the next event may be the number of stock looking sedans and tourers which are entered. A great part of Perko events in the 1920s and 1930s were the cars which were driven to the track and raced. They were not the fastest but the competition was always keen. It looks like we'll have some good fields which will re-create these races.

Most people have embraced the guidelines and seen them as a chance to make a really great car which fits into the idea of reviving the look of Perko racing from the early days. Most people get what we are about. Some have thought that the organisers have been too tough because they just want to build a car they want. There is no problem with building any car, but just not for this event because a rat rod or an overpowered hot rod from the 1960s won't make the cut.



Wolf Stemler brought his speedy Austin Seven special all the way from South Australia in 2019. Nicole Lothe photo.

There have been some cars which have been purchased specifically to enter Perkolilli. We have noticed that some of them aren't quite barn finds but they have not been run for many years. This means, old tyres. For those who have not been to previous events, the clay pan can be very tough on tyres. It's not the abrasive surface (the dust is smooth) it is the heat generated by the track if we have very hot days, and the extra speed from the right foot.

Most cars will never have been driven faster in the last 80 or 90 years. We urge everyone to look at the mould dates and the state of their tyres before Perkolilli. We will be looking at this at scrutineering. We don't want any blowouts.

The news is great from the motorcycle entries. Greg Eastwood has already got a great potential field of bikes.

Every time we go to Perko we hope to see some Tiger Moth biplanes flying in. Events have conspired against us in previous years but we are hopeful that the Tiger Moths will make an appearance in 2022.



Ian Fry, Austin 7, with Jack Del Borrello, White Mouse and 1936 Stinson Aeroplane in background. Nicole Lothe photo.

We've been surprised that probably the most controversial issue has been people wanting to make their car look rough because they feel that it has some sort of street cred to take a barn find to Perkolilli. Some people have even wanted to take all the paint off their car and make it rust. The original Perko racers wouldn't have been seen dead with a car like this and we are the same.

A few people have wanted to build cars which look more like speedway tintops from the 1950s and 1960s than genuine Perkolilli racers. Once again, this is not what the event is about. We've placed a limit on 100 car entries so everyone who enters has a fair go on the track and the organisers have been very upfront that if we get overwhelmed by entries, the ones that are most true to the period will be preferred.

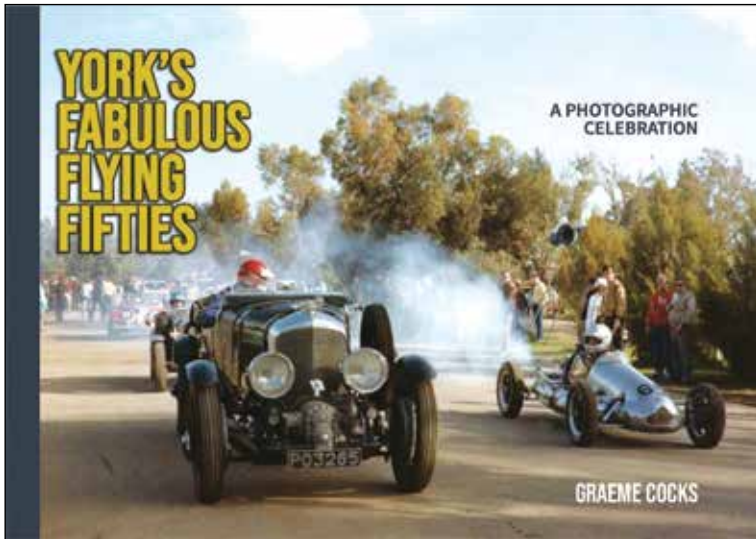


Bikes featured strongly in 2019. Bill Buys photo.

We've got some new ideas, too. 2022 marks the 120th anniversary of the first motor (bi)cycle race in Western Australia. It was at the Old Association Ground which is not called the WACA. We're hoping to get a field of motor bicycles (petrol not electric) together. More on that soon.

Also, Jack Del Borrello has put together a very slick retro push bike as an exhibit. Stand by for more on that, too.

### YORK FLYING 50 BOOK



Don't miss out on your copy of York's Fabulous Flying Fifties, the book. It will be launched at 10.30am on the main stage in Avon Terrace at the York Motor Show on Sunday 19 September. Copies will be for sale on the day, until sold out. The author, Graeme Cocks, will be outside the York Motor Museum all day if you'd like your book signed.

Anyone who went to last year's York Motor Show will know that the town puts on a great event. It was estimated that the motor show attracted 25,000 visitors last year. There were classic cars in every nook and cranny all over town. It was amazing. It was the best

show of the year and spring in the Avon Valley is always a special time.

The book features hundreds of photographs of every York Flying 50 from the first event in 1980 to the last event, the 15th, in 1997. The book is soft cover and 280 pages in full colour. It is great value at \$60 per copy.

Only 200 copies have been produced in the initial print run and there are no guarantees that more will be printed.



YORK'S FABULOUS FLYING FIFTIES  
GRAEME COCKS

*Heza Henry*



## PHOTOGRAPHS FROM CAVERSHAM

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

The first three photographs are those for which I have received information from VSCC members about the correct description of the car and driver. The remainder are 'new' shots for you to peruse and inform me if you can of the correct description. You can still let me know about last month's shots.



Doug Todd rang me to say that this is Doug Green, who always ran without the engine cover. The other Cooper shot in the August issue looks like the same car, but Doug assures me that it can't be. Over to you...

Jim Krajancich, who restored the Bugatti that this was claimed to be rang to tell me that it is Sydney Anderson, but in his Alta. Has anyone any more information?



Jim Krajancich also informed me that this is Hughie McKinlay in the Berkeley. However, he thought the car was rear engine. I've never heard of a rear-engined Berkeley. Jim also said the car was later fitted with a Triumph engine and later still caught fire! I need more information.



This one is labelled Jack Ayres in the Holden Special sports car in 1957. I don't think that can be right as the Repco Holden powered reincarnation of the Bill Richards Morgan didn't appear until 1960. Jack Ayres won the 1960 Six Hours Le Mans race at Caversham in the car before selling it on to Lionel Beattie. My source for the Jack Ayres Repco Holden information is Terry Walker's excellent *Around the Houses* book.

Merv Dudley in a new MGA in 1960 according to the notes, but as Merv was apparently driving the MGA in the 1959 Six Hours Le Mans race and as it is an MGA 1500 (look at the taillights), the notes are patently wrong. The only MGA that appears to have raced at Caversham in 1960 was driven by Jeff Dunkerton.



'Caversham Merv Dudley in Van Dal Morgan 59' is what the notes say. However, I suspect that it is earlier than 1959. Unfortunately, Terry Walker's book doesn't enlighten me except to say that David Van Dal built several specials and was responsible for the 'cut and shut' on the Ord Bugatti

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

*Bob Campbell*

## FOR SALE



### Jaguar Special

Shortened Jaguar Mk 7 chassis with 4.2-litre Jaguar engine fitted with E-type cylinder head. Estimated 230 bhp.

Ford single-rail 4-speed gearbox and Ford rear axle with 2.9:1 differential ratio. Disc front, drum rear brakes with vacuum boost. Mk 7 front suspension, leaf springs and live axle at rear. Weighs approx 1000 kg, so excellent power to weight ratio.

Fully licensed for the road.

**Price \$25,500**

### Triumph TR7/8

3.9-litre fuel injected motor with automatic transmission. Manual gearbox and bellhousing available.

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# ZOEY THE AUSTIN A40

## BY BILL BUYS

Launched back in 1958, Austin's A40 Farina was a radical change from the historic British brand's A30 and A35 models and turned out to be a top seller for BMC.

While the cute little A30's design was an in-house effort from the pen of Dick Burzi, and basically a scaled down version of the A40 Devon of 1952, the A40 was designed by Pinin Farina in Turin, Italy — and was one of the first modern hatchbacks.

It was a fairly basic machine with a 948cc BMC A-series four-cylinder engine that produced 25kW and 68Nm, but it had neat, clean styling, used little fuel (7.4litres/100km) and was a popular economy car of its day.



Zoey today, all set for more adventures.

But the little BMC motor was also highly tuneable, the car weighed only about 800kg and it wasn't long before a few started to appear on racing circuits.

Nowadays one or more racing A40s can often be seen competing in historic production car races at Goodwood.

There are few A40s left in Australia, where they were assembled at BMC's Sydney plant, and they were also built in Mexico, South Africa and The Netherlands. Most, however, came from BMC's Longbridge works in Birmingham.

Worldwide 342,162 were produced between 1958 and 1967.

So what's one of the few survivors worth today?

That depends on condition but we reckon a good



Pat Moss and Ann Wisdom with Zoey at the finish of the 1959 Monte Carlo Rally.

one should fetch around \$4000.

However, a couple of months ago, one fetched \$68 short of AU\$84,000 at a Bonhams auction, in England.

What made it special was it was its history. It was dear Zoey, the 1958 model with rego number XOE 778 and chassis no. AA2S62642: the one in which Pat Moss and Ann Wisdom won the ladies prize and 10th overall on 1959 Monte Carlo rally.

XOE immediately became known as Zoey and though she disappeared from the scene for a some years after her giant-killing performance in the Monte, Practical Classics magazine editor Paul Skilleter bought her in 1978 and chose her as the mag's first big project.



Paul Skilleter and Paul Rosenthal with Zoey while she was with *Practical Classics*



The interior of Zoey doesn't bear much resemblance to a modern rally car.

Why?

'She was a typically common British saloon,' he said. But one with a special history.'

'The rebuild called for care and attention to detail and we were meticulous in preserving as much of the original metal as possible. It was a lengthy process.'

Once restored, Zoey was developed for historic rallying and swept the board in the 1985 Coronation Rally with Pauls Skilleter and Rosenthal at the controls.

Then it was acquired by an Irish enthusiast who agreed to let the magazine folk borrow it for the 40th anniversary of their publication in 2020.

Next, the owner decided to sell Zoey.

She came with a good file and log book, with images and



A typical period engine bay. Note the Weber, free-flow exhaust and absence of battery.

stamps documenting her extensive history.

The documentation shows she competed in five events in 1992, including the Donegal Historic Rally, Cork Historic Rally and the circuit of Ireland History Rally.

The A40 was featured in the first issue of Practical Classics magazine and 40 years on she was again be on the cover to celebrate the magazine's milestone.

Today, the car is in a good and usable condition and retains many historic and original stickers.

Overall, the bodywork is solid and presents well, Bonhams said, adding that there are small blemishes 'as you would expect with a competition car.

'Inside, the interior is purposeful but shows that it has been put to good use, and comes equipped with roll cage and bucket seats.

'The car offers a new owner the rare opportunity to own a piece of history, with the option to use the car as is or further enhance the performance and return to the rally stages in anger once more.'

The new owner has not been identified, but what is clear is that Zoey has for most of her life had a heck of a lot more muscle under her bonnet than the original 25kW.

Still, \$84,000?



Auxiliary lights and twin horns adorn the front of the A40. All serve a useful purpose.



A tattered Monte Carlo Rally sticker survives on the screen.

## FOR SALE

Two classic slot car models, both mint and boxed.

**Paddy Hopkirk/Henry Liddon Mini Cooper S, 33EJB**, winner Monte Carlo Rally 1964. Scalextric model is complete with auxiliary lights, rally plates, correct registration plates plus driver and navigator figures. The full sized car is doing the rounds of classic car shows and is worth mega-dollars. Get the model for just

**\$100.00**

plus delivery costs if applicable.

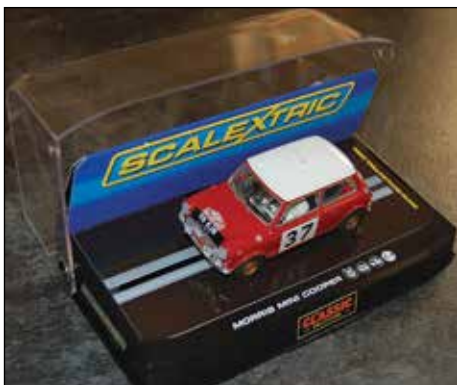
**Jackie Stewart Tyrrell-Ford F1 1971**. After Matra

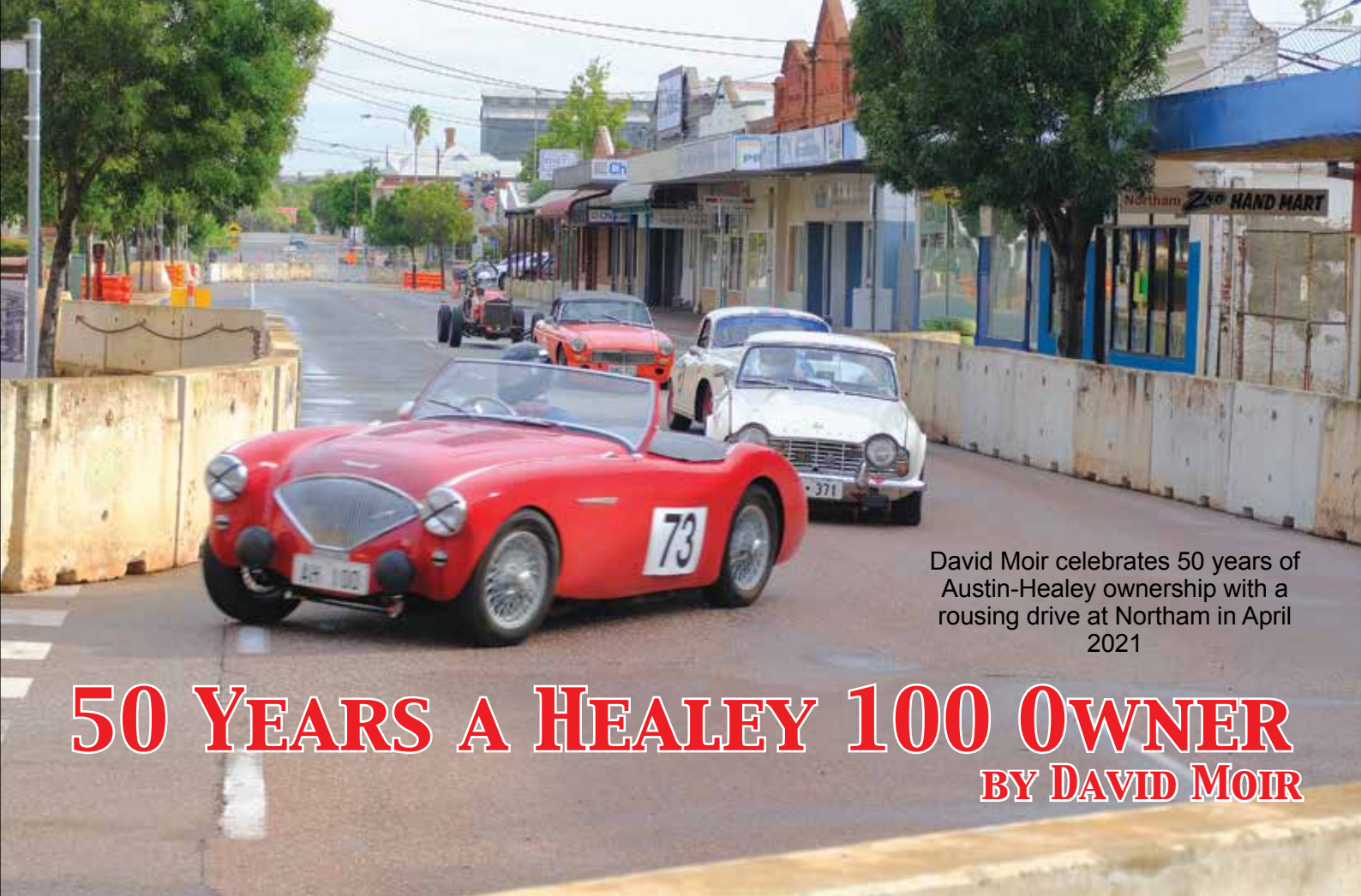
decided to use its own engines for 1970 and the March F1 cars proved to be inadequate, Ken Tyrrell was forced to build his own cars. This SCX model depicts Tyrrell-Ford 001 as it appeared at the Race of Champions at Brands Hatch in March 1971 when Stewart finished second to Clay Regazzoni's Ferrari. Yours for

**\$90.00**

plus delivery costs if applicable.

**Contact Bob Campbell – Mobile: 0419 849 835**





David Moir celebrates 50 years of Austin-Healey ownership with a rousing drive at Northam in April 2021

## 50 YEARS A HEALEY 100 OWNER BY DAVID MOIR

The 25th August this year marks 50 years since I bought my Austin-Healey 100. I am fortunate enough to still have the car and I use it regularly — well, at least once a month.

50 years ago, I was an engineering student living in Hobart and driving my first car — an FJ Holden. I had my eye on my brother-in-law's Triumph TR4 and when he said he was planning to buy an Austin-Healey 3000, I started arranging finance to enable me to buy the Triumph. When the purchase of the 3000 fell through, my brother-in-law pointed me in the direction of an Austin-Healey 100 advertised in the local newspaper, which is how we found cars in those days.

A few days later I had handed over the \$1,000 purchase price and I was the proud owner of the 100. The car was in reasonable condition by 1970s standards, having been “restored” a few years earlier by an engineer working for the local electricity authority and living in the Tasmanian highlands. As well as its shiny “go-fast” red paint, it had a unique feature — a wooden dashboard, probably the result of body damage earlier in its life.

I soon learnt that English sports cars of the 1950s needed to be treated with respect: in my first year or so of ownership I tore a hole in the sump twice, losing the engine oil on both occasions. The BN1 “3-speed” gearbox also proved rather fragile and I rebuilt it twice in the first three years. In those days I bought new lay-gears and other genuine parts over the counter from the local BMC dealer.

For the next few years, it was my every-day car but it also gave me a stepping stone into club-level motorsport. I joined the MG Car Club, which was the main sportscar club in Tasmania, and pretty soon I was using it in motorkhanas.

I particularly remember my first experience driving the Healey on a race track: it was a club day at Baskerville,



National Rally Melbourne 1975. David's car is to the left of the Healey with hardtop directly above the little boy's head. It still had bumpers then.



the local track near Hobart and I recall the high level of anticipation and excitement I had in driving the car at speed on a race track. While I thought I had set the world on fire with my lap-times, I was soon brought down to earth when I discovered my times were several seconds slower than those recorded by a local Mini exponent driving a stock-standard Mini Moke!



Nevertheless, owning a proper sports car got me into a car club

and I quickly became involved in all the driving and social events. I



also got drafted on to the committee, eventually serving as Secretary, Club Captain and President, despite the fact that I didn't own an MG. Membership of the club also provided a young engineer with mate-ship with, and advice from, club members. As there were only around 15 "big-Healeys" in Tasmania, there was no Austin-Healey club so I became an interstate member of the AHOC in Victoria and found Steve Pike and Ed Jenz particularly helpful with parts and advice.



Photos this page: The Healey as it was when David bought it, with the Derwent Estuary in the background

By the mid-1970s, the 100 required an engine overhaul and some years later, some refurbishment of the bodywork. This meant that it was replaced as my everyday car and spent most weekdays in a rented garage, being brought out for weekend use and club events.

My eyes were opened when I attended my first Austin-Healey National Rally in Melbourne in 1975. It was fascinating and quite educational to see the variety of cars from the other states, including one or two of the rare 100S models. It's interesting to note that, at that stage, Australia had more examples of the 100S per capita than any other country, due to the foresight and entrepreneurship of a couple of Australians living in or visiting the UK.

I attended two more National Rallies — Melbourne again in 1980 and Adelaide in 1981 — before building a house and starting a family constrained such activities.

In 1990, I moved to Perth with my family and the Austin-Healey and soon became a member of the Austin-Healey Club. Once again, this provided great opportunities to meet new friends as well as gain advice on how and where to get parts, maintenance and repairs. Many of those friendships have continued to today and they were important in helping me to settle in to a new community.

Inevitably, I became a member of the club committee taking on various roles including help with organising several of the National Rallies we have hosted in WA. The Austin-Healey also provided a means to get into local motorsport so I joined the VSCC to get a CAMS licence. In the last 30 years, I have driven it in many VSCC club events such as sprints and regularity at Wanneroo and Collie, hill-climbs and the famous round-the-houses regularity events at York, Narrogin, Albany and Northam.

During its time in WA, the car has received another engine overhaul, a gearbox and overdrive rebuild, suspension and brake overhauls and 30 years after the last bodywork, another repaint — this time in two-pack by Kingsley Smash Repairs.

The car is now in the best mechanical condition it has been since my purchase all those years ago and is still a great pleasure to drive, although passengers still complain of hot feet on anything other than a cold winters day.

While 50 years continuous ownership and use of the same car is unusual, I'm sure it's by no means a record.



David and the Healey at Baskerville in 1979

However, I'm planning to put another 10 or 20 years into my faithful 100.

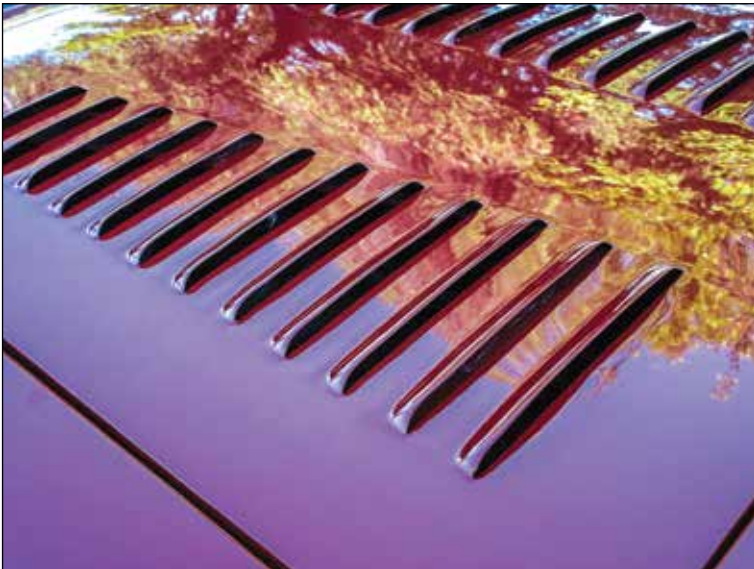
My time with the car has given me many miles of driving enjoyment across four different states, interspersed with the thrills of competition driving. With that comes the pleasure, satisfaction and, sometimes, frustration of maintaining, repairing and rebuilding a 1950s British car. More importantly, my Austin-Healey has provided an avenue to form friendships and be part of a community. It has even led, through close friends in the Austin-Healey Club, to meeting Vicki, who is now my lovely wife! 'Healey ownership can certainly be recommended.



At Northam in 1992



The Healey in the streets of Albany in 1992



Above, left and above left: Some 'arty shots' taken during the Austin-Healey National Rally in Perth in 2019

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