

April 2022

Issue No. 363



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

# VINTAGE METAL

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

## NORTHAM FLYING 50 POSTPONED LINDSAY MONK HILLCLIMB IS ON!

**PLUS**

All the News from the VSCCWA

New Clubrooms Progress Report

Harness Safety

Fire Extinguisher Requirements for Competition

More Caversham Photographs



**April General Meeting – Monday April 4  
VSCCWA Caversham Clubrooms  
6.30 for 7.00 pm**

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

PO Box 1127, GWELUP WA 6018

Telephone: 0400 813 141

Email: [admin@vscwa.com.au](mailto:admin@vscwa.com.au)

# OFFICE BEARERS AND OFFICIALS 2022

President: Glenn Swarbrick	Mobile: 0401 402 045	Email: glenn.swarbrick29@gmail.com
Vice-President: Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
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:		
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: Stephen Gilmour	Mobile: 0439 172 007	Email: stephen@wwms.com.au
Bar Manager: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
<b>Vintage Metal:</b> Bob Campbell	Mobile: 0419 849 835	Email: robertcampbell4@icloud.com
	Snail mail: PO Box 5046, Midland WA 6056	
Historian 1969 on: Vacant		
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 Delegate:	Paul Bartlett	Mobile: 0419 907 378
Council of Motoring Clubs WA:	Neil Bishop	Email: bishop@conceptual.net.au
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:** Dick Roberts in the ex-Ern Abbott R-series Valiant. Photo supplied by Bill Richards.

## 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



## **Northam Flying Fifty postponed – Hillclimb still on**

Another event has succumbed to the effect of COVID with the need to postpone the Northam Flying Fifty. The collective view of our Competition Committee, the Northam Volunteers and the Shire of Northam was that if the round-the-houses regularity event had to run on 10 April under the current restrictions of the State Government, it could not proceed.

We've decided to postpone the event to a date to be decided later in the year. This is on the assumption that COVID restrictions will have eased significantly by then and we can find a suitable date in the busy WA motor sport calendar - watch this space.

The good news is the Lindsay Monk Hillclimb at Mt Ommanney on Saturday 9 April is still on. We have moved the start time to 11:00am to allow more time to set up and a possible "cars and coffee" in Northam beforehand. There should be plenty of time to allow competitors at least four timed runs up this challenging hill, providing good value for money and a great day for the spectators.

If you don't wish to compete, come up for the day or possibly longer. We're encouraging everyone to drop in to the Duke's Inn in town after the event for a celebratory drink, a meal and even stay the night.

## **Albany Classic**

Rob Ozanne and I had a very successful visit to Albany early in March to present a proposal to the City of Albany for continuation of their support of this important event. As a result, the City has agreed to continue their substantial financial and in-kind support to the Albany Classic for the next five years.

We also met with our event partners, the Albany Classic Motorsport Club and reached an agreement for the two clubs to jointly run the event for the next five years.

Planning for this year's event on 4 & 5 June is underway and we trust that COVID restrictions will have eased sufficiently by then so that the event can run in its usual very popular format.

## **Whiteman Park Progress**

Our Whiteman Park sub-committee, supported by Dad's Army, have completed the erection of a boundary fence with two sets of double gates around our 6,500m<sup>2</sup> plot of land on Workshop Rd. This was no easy task as they were often working in the extremely hot weather that Perth experienced in the last few months. We are very grateful for their dedication and hard work.

We have now received Development Approval from the City of Swan for the construction of our new clubrooms and a shed on the site. Ross Oxwell and Brian Eyre are now working on the Building Approval so that construction work can begin in the next few months. We are very fortunate to have a small, hard-working band of members to see this project through.

While we have the funds to complete the clubrooms and shed to lock-up stage, we are still short of \$50,000 or so to complete the project. We are exploring some possible funding sources but in the meantime, we would greatly appreciate offers of materials, equipment and money from club members. If you can help, please get in touch with Ross or Brian, or failing that, our Club Secretary, David Moir.

## **Open Day at Caversham**

We're in discussions with a company called Creating Communities to hold an Open Day at our Caversham clubrooms in June. The company works with Peet Limited, the developer of the Brabham housing estate, to help build a sense of community for the new residents of the suburb.

The idea is to have the Open Day on a Sunday morning late in June where we could have a display of members' cars, show the activities of Dad's Army, talk about the history of the Caversham track and the military history of the clubrooms building. We would also have a sausage sizzle to raise funds, plus coffee and ice-cream vans and maybe tours of the old Caversham circuit in a bus from the Bus Preservation Society.

Keep an eye out for more news on this event as the planning comes together.

## **Joondalup Festival of Motoring**

You may have seen some recent coverage in local newspapers that the City of Joondalup is sponsoring a new event called the Joondalup Festival of Motoring. This is planned for the weekend on 29/30 October and will comprise car displays, community events and will culminate with a 2.4km timed sprint around the city streets. The format will be quite different from the Joondalup Speed Classic of 1998 which involved round-the-houses regularity, similar to our events in Northam and Albany.

Nevertheless, the organisers, Justin Hunt Management, are keen to encourage a wide variety of cars to compete in the sprint or participate in the displays. Put the event in your diary and we'll pass on more information as it becomes available.

*Glenn Swarbrick*

# VSCC OF WA CALENDAR 2022

## April

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 9 Lindsay Monk Hillclimb, Mt Ommanney Club Hillclimb Championship Rd 1
- 12 Management Committee
- 19 Dad's Army
- 25 Competition Group
- 26 Dad's Army
- 30-1 May Supercars Championship Round, Wanneroo Raceway

## May

- 1 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 1 Classic Car Show – Ascot Racecourse
- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 28-29 WASCC Race Meeting
- 24 Dad's Army
- 31 Dad's Army

## June

- 4 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 5 Albany Classic Club Regularity Championship Rd 2 (Historic only)
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 11 Dad's Army
- 13 General Meeting
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 25-26 WASCC Race Meeting
- 28 Dad's Army

## July

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 23-24 WASCC Race Meeting
- 26 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 MAY 2022 ISSUE IS APRIL 15, 2022  
ADVERTISING DEADLINE APRIL 11, 2022 .**

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

## Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 14 March 2022

1. **Meeting opened:** 7:10 pm, Glenn Swarbrick presiding, 28 members present.
2. **Apologies:** Mark Jones, Michael Broughton, Len Kidd, Max Gamble.
3. **New Members:** nil
4. **Adoption of minutes:**  
**Moved:** David Moir **Seconded:** Doug Todd, that the minutes of the February meeting be accepted. **Carried**
5. **Business arising:** nil
6. **Treasurer's Report:** Sheryl Swarbrick reported the current balances. Account balances and cash amounts can be obtained by members from Sheryl.  
**Moved:** David Moir **Seconded:** Ed Farrar, 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:** Steve Boyle, that the Secretary's report be accepted. **Carried**
8. **President's Report:** Glenn Swarbrick reported that:
  - a. COVID restrictions have forced the postponement of the Northam Flying Fifty on 10 April and we hope to find a date to run the event later in the year.
  - b. We are adopting a wait-and-see approach for the Albany Classic.
  - c. We have had successful meetings with the City of Albany to secure their support for the next five years.
  - d. We also have a joint agreement with the ACMC to run the event for the next five years.
9. **State of Play Reports:**
  - a. **Competition:** Mark Duder reported that:
    - i. Northam Motor Sport Festival (9/10 April)
      1. It was unfortunate that we have had to postpone the Northam Flying Fifty and Mark thanked those who have put in a considerable effort in preparation for the event.
      2. The Lindsay Monk Hillclimb will be run on Saturday 9 April and we are seeking officials to help on the day.
    - ii. Albany Classic (3/4 June) – preparation has begun.
  - b. **Dad's Army:** Chad Raven reported that:
    - i. The Dad's Army crew has encountered some very hot weather in the past month but has completed some maintenance.
    - ii. Kevin Dorn is seeking donations of used car batteries to raise funds for the project car.
    - iii. We are collecting recyclable drink bottles and cans to raise money to buy drinking water for Dad's Army.
  - c. **Social:** nil
  - d. **Regalia:** nil.
  - e. **Whiteman Park:** Ross Oxwell reported that:
    - i. The Development Approval for the clubhouse has been approved.
    - ii. The Building Application is almost complete and will be submitted to the City of Swan shortly.
    - iii. Fencing of the site is completed.
    - iv. A temporary builder's site toilet is still required.
    - v. A tip-truck and front-end loader will be required in May to move road base to the site.
    - vi. A water supply pipe has been installed to the site boundary.
    - vii. Volunteers are needed to clear the area for the concrete slab.
10. **General Business:**
  - a. Funding of building project – it was suggested that we seek members' contributions.
  - b. There has been a lack of guest speakers recently due to COVID concerns.
11. **Guest speaker:** nil
12. **Next Meeting:** Monday, 4 April
13. **Meeting Closed:** 7:58 pm.

# VSCC NEWS



## New Sponsorship for VSCC Events

Future VSCCWA events will be sponsored by Radlink Communications. Established in 2007, Radlink has earned a reputation as one of Australia's leading providers of radio technology solutions. Critical communications require focused, local technical support, and with offices in Perth, Adelaide, Brisbane, Moranbah and Newcastle, Radlink provides a timely response to needs of industry.

The VSCCWA welcomes Radlink Communications as a sponsor and looks forward to a long and mutually profitable relationship.

## Flying Fifty Postponed – Hillclimb Still On

On April 16, Event Secretary Sheryl Swarbrick issued the following bulletin as updated on March 21:

Dear Competitor or Official,

Unfortunately, we have had to postpone the Northam Flying Fifty regularity event planned for Sunday 10 April because of event restrictions from the State Government's COVID rules. We are keen to run the event later this year when COVID restrictions have eased and we can find a suitable date in the WA motorsport calendar.

**The good news is that the Lindsay Monk Hillclimb at Mt Ommaoney on Saturday 9 April is going ahead.** Entries for this event have already opened and close shortly, so be sure to get your entry in by next Friday, 26 March.

Entries are via the Motorsport Australia Member Portal <https://motorsport.org.au/login/Account>

If you have not already registered with Motorsport Australia, you can do so here: <https://motorsport.org.au/register> The Supplementary Regulations are here:

<https://vintagesportscarclubofwainc.wildapricot.org/resources/Northam%202022/Supplementary%20Regulations%20-%20Hillclimb%20-%202022-1004-01%20Approved.pdf>

If you have already entered for the Flying 50 please contact Sheryl Swarbrick to arrange a refund or deferral of your entry fee.

**Changes:** Please note, that the timing and scrutiny for the hillclimb have changed from that shown in the Supp. Regs:

**Volunteers to set up hillclimb: 7 am. Please call Peter Schofield (0408 956 540) for details.**

Event Officials' sign-in: 10:00 am. If possible, officials are asked to arrive at 7 am to help with set-up.

Drivers' Briefing: 10:30 am. If possible, drivers are asked to arrive at 7 am to help with set-up.

Event Start: 11:00 am

Scrutiny will be via Motorsport Australia's self scrutiny form and there will be random scrutiny checks by our scrutineers during the event.

Competitors will have an untimed practice run and at least 3 timed runs. Depending on the number of entries, it is likely that you will get a fourth and possibly a fifth timed run so you will get good value for money.

**Stay the Night:** To support Northam we encourage you stay on the Saturday night to celebrate the hillclimb with your mates.

Sheryl Swarbrick

Event Secretary

Ph: 0416 025 667

[entries@vscwa.com.au](mailto:entries@vscwa.com.au)

## Volunteers Needed

**For more information, please contact Peter Schofield on 0408 956 540 or [peterschofield63@yahoo.com.au](mailto:peterschofield63@yahoo.com.au).**

The VSCC of WA events are run by volunteers and we always need more volunteers. The Lindsay Monk Hillclimb on Saturday April 9 is no exception and the team running the event would appreciate any help you can give them.

Volunteers are asked to arrive by 7 am to help with the set-up. Later tasks will be mostly to do with assisting spectators with parking, making sure that they can sign on with their QR code for COVID contact tracing and preventing spectators from coming to grief in the building site by the spectator area. There will be bunting and fencing to indicate the no-go area. The best spectator area is on the outside of the hairpin bend, and there will be at least one volunteer charged with preventing the spectators from venturing into the prohibited area by the track.

The officials sign-in is at 10 am at the hillclimb venue on Mt Ommaoney and the event will run until mid to late afternoon, depending on the number of entries. Competitors will attack the hill from 11 am.

Remember that volunteers will be welcome to join in with competitors in the post-hillclimb drinks at the Duke Inn. You are encouraged to book overnight accommodation and make a weekend of it (see Stay the Night above).



# Dad's Army Needs You!



**Dad's Army days – first Saturday and last 2 Tuesdays each month  
8am • 12 noon (morning tea provided)**



Dad's Army Christmas lunch 2021

Project cars in the workshop

Renovating clubrooms

All VSCC members are welcome to come to a Dad's Army day to have a cuppa and chat with like-minded members and help keep our clubrooms organised

Dad's Army was formed when the VSCCWA took possession of the clubrooms at Caversham in 2008, to prepare the near derelict building for occupancy. As time and the club moved on, Dad's Army took on a maintenance rôle.

It is the powerhouse of the Vintage Sporting Car Club of Western Australia. Cleaning and keeping our clubrooms tidy is a small part of what we do, as Dad's Army is mainly about spending time at and enjoying the surrounds of our property. There is always something to do – building cars in our workshop, setting up and dismantling the scrutineering tent, helping make morning tea for everyone, or sitting down to enjoy a book from our ever expanding library. Be part of the VSCCWA and enjoy all that belongs to us.

Now that work has started on the creation of our new clubrooms at Whiteman Park, Dad's Army needs more volunteers to help prepare the new premises and to keep the new clubrooms in tip-top condition.

In case you wondered, Dad's Army members range in age from early 40s to late 80s. All are welcome. If you have a Saturday or Tuesday morning free, come along and enjoy the company of fellow petrolheads and old car tragics.



Setting up scrutineering tent

Fixing the fences

Earlier project, the Caversham Car

**Participation, Practice, Perseverance, Preparation, Performance**

## DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
APRIL	2	19	26
MAY	7	24	31
JUNE	11	21	28
JULY	2	19	26

# WHITEMAN CLUBHOUSE NEWS

## Whiteman Wise-ups:



Glynn Allison, Kevin Dorn (obscured), Mark Jones and Barry Mackintosh stretching the fence around the building site.

discussion with Whiteman Park Management, we are proceeding with our Building Application to the City of Swan, confident as we can be that we can meet all requirements. This requires about 15 separate signed documents, including the “Application to Construct or Install an Apparatus for the Treatment of Sewage” required under the Health Act of 1911! That’s a septic tank system to ordinary people. Also required are drawn plans for the building, plans for the lease, plans for the septic system – our great thanks to Brian Eyre for his diligence and skill in providing them.

Motivation Foundation have indicated that they will carry out excavation work for our roadways, sand from which will be used to form the pad for our building to go on, early in May. We still need crushed limestone to fill the excavation. Whiteman Park has some left over from the construction of Dupellier Drive, but we will need the use of a four or six wheel tip truck and loader to get it onto our site

A water pipe has been laid to our gate, and electricity is soon to follow.

Then there is the continuing saga of the Dunny, “temporary” Builders dunny. We need one on-site for about six months starting from now. The hire cost being deemed unreasonable, we’ve looked to acquire one second hand. Well, they’re scarcer than hen’s teeth. We’ve looked high and low, so now we’re going to build one using a cheap garden shed and a caravan/camping toilet unit, probably for less than we would have paid for a second-hand unit

It should be obvious that Club members owe an awful lot to these people mentioned – it’s too few doing too much. You can help correct the situation by putting your hand up to join the group – after all, you as a member are the beneficiary.

You don’t have to always be available, and you don’t have to do everything – send me an email ([Lroxwell@westnet.com.au](mailto:Lroxwell@westnet.com.au)) and I’ll put you on The Whiteman Park Clubhouse mailing list and you’ll then know what’s happening.

*Ross Oxwell*

Chair, Whiteman Committee

It’s been a busy month on the Whiteman Clubhouse Project. The fence for the lease is now complete, more than a kilometre of wires and mesh having been run strained and secured. The usual Barry Mackintosh, Chad Raven, Graeme Whitehead, Kevin Dorn, Brian Eyre and Ross Oxwell were joined by Mark Jones, Michael Broughton and Steve Gilmour on this project that had to be weaved about Total Fire Bans and Harvest and Vehicle Movement Bans imposed by City of Swan and DFES. Brian Eyre has surveyed and pegged the sites for the building and roadways. We will be looking to clear the pigface, grass and weeds from within these areas, so sand from the roadway excavations can be compacted onto the building pad area

The approval for the Development Application has come through, which at first sight contained some conditions that might be hard to meet, but after



Ross Oxwell putting his words into practice at the building site in Whiteman Park



# EDITOR'S RAMBLINGS



## Classic Cars

I'm always amused by people who treat their classic cars with kid gloves. With their suspension and ground clearance set up for the roads of yesteryear, the classic cars can cope better with bad roads and particularly dirt roads than their modern counterparts.

Many years ago I was the proud owner of a 1964 Peugeot 404 which carried me on many a motoring adventure, including a trip with my late brother as far north as Meekatharra that included many miles of gravel and heavily corrugated limestone roads, and my first trip to the eastern states in December 1969 and January 1970, which included 300 miles of dirt road on the Eyre Highway. I travelled around the coast as far as Nambour on Queensland's Sunshine Coast then returned down the coast as far as Sydney, before heading inland, visiting Bathurst, where I drove around the Mount Panorama circuit (pre-Chase). I also saw the Three Sisters at Katoomba.



The Peugeot outside a friend's house in Cloister Avenue, Manning with a bunch of other visitors' cars. They are all regarded as 'classic cars' today, but they were our daily drivers back in the late 1960s and regarded as merely 'old cars'. Mine was probably the newest car there. The cars are, from left, Volkswagen Beetle, Vauxhall Velox, FX Holden, the Pug, possibly an Austin A95 and an FJ Holden.

I lost the windscreen to a flying stone at West Wyalong and continued with a temporary plastic screen at first (it rained) then when the floppy plastic got too much, I drove without a windscreen after putting on my plastic mac backwards and an old hat I had with me. I finally found a replacement windscreen at the Peugeot dealer in Mildura, where the dealer principal turned out on a Sunday to help. He had a slightly scratched windscreen in the storeroom that he had removed from a new car, but the scratch was nowhere near the bits you look through and the price was right. He also found someone to fit the windscreen (on a Sunday!) and sent me on my way with a promise that an invoice would be following me home. In those pre-credit card and ATM days I couldn't get any money to pay him until the banks opened on Monday. He said, 'I trust you. You're a Peugeot owner.'

When the invoice arrived there was an apologetic letter with it explaining that the windscreen fitters had charged him extra for Sunday, so it was slightly more than he had estimated. I fired a cheque (remember those?) off by return of post.

While I was without a windscreen, a huge insect flashed past my left ear and splattered on the rear window. I returned home on a Sunday and had to return to work the next day. My father, who was at home for some reason, decided to do me a favour and give the Pug a quick wash. He scrubbed at the insect for some time before he realised that it was on the inside of the window. He swore at me when I got home.

## Modern Myth

Many of you know that for 12½ years I worked for the RAC of WA on the magazine *The Road Patrol*, first as staff writer then, after about five years, as editor. One of the things I did as editor was bring the name up to date by dropping the definite article, so that the magazine became *Road Patrol*.

I wrote the vehicle appraisals and road test reports and received all the latest information from the car companies, which meant developing an effective nose for BS. Honda, like all of the others, was very good at telling us how brilliant its cars were, and the PR people waxed lyrical about the new 'lightweight' Honda NSX. I noticed that *Classic & Sports Car* magazine was again touting the light weight of the NSX in the December 2021 issue. I remember my opposite number from the NRMA magazine was telling the assembled motor noters at a lunch during a new vehicle release function (not Honda) how he admired the NSX for its light weight. I said, 'Bull\*\*\*t!' which stopped the conversation.

Our host asked me what I meant. I asked if any of the others had read the specifications of the NSX? Its kerb weight was 1388 kg, about the same as that of a (then current) VN Commodore. Lightweight two-seater? Hah!

## Going Green?

A recent article in the West about the new Morgan Super 3 three-wheeler introduced a new factor in greening our motoring. According to the article, a new feature in the Super 3 is 'a footwell heater'.

I say green, but Scottish troubadours over the centuries have sung enthusiastically about the 'bonnie purple heather', so perhaps heather was not the wisest choice for greening.

On the other hand, it could be a simple typo and the car actually has a footwell heater, much more useful but far less intriguing.

## More Morgan



Mike Ognenis, Morgan 3 Wheeler, at the top of Aberdeen Street, Albany in June 2019. Note the JAP V-twin and sliding pillar front suspension, not a wishbone or pull-rod to be seen. Nicole Lothe photograph.

Morgan 3-wheelers from H F S Morgan's prototype in 1909 to the last of the original 3-wheelers in 1952 had sliding pillar independent front suspension, no wishbones and certainly no pull-rods, and there were a lot more of those than there were of the 2011 to 2021 model.

## What Were They Thinking?

One of the windscreen repair companies has come up with a great slogan. In its advertising it says that it '...has your crack covered? Really?

The thought police must have been asleep on the job to have let that one slip through.

## The Bus Preservation Society

It sounds a bit like Michael Caine's Self-Preservation Society for the original film *The Italian Job*, but they didn't do a very good job of preserving their bus.

As you can read in Dad's Army News on page 11 below, the Bus Preservation Society has invited any volunteers working on the building site in Whiteman Park on a Tuesday to join them for morning tea at around 10 am. This invitation resulted from bus enthusiast Pat Hallahan spotting our boys slaving away as he left the bus workshop. The society gathers at the workshop on Tuesdays and Thursdays to work on their buses and to socialise.

We took advantage of the invitation on Rake Day and I was pleased to catch up with Pat. I first met him when I wrote several articles about the society's buses for various bus magazines in Australia and overseas. If any of you visit the Kalamunda History Village, there is a Bedford SB bus on display that was restored by Pat and was also the subject of one of my articles.

While we were drinking our tea and coffee, Pat regaled us with a potted history of the society and how it established itself in Whiteman Park. A former teacher and amateur thespian, Pat presented the story well, proving that he has an excellent memory. He turns 90 in April and the energy he displayed made we youngsters feel old!



Pat Hallahan and his 1952 Bedford SB bus in Kalamunda Bus Service livery in 1998.

Bob Campbell

# DAD'S ARMY NEWS



Ross and Barry load pigface into the trailer

## Whiteman Park Rake Day

Dad's Army sent out a call for volunteers to bring their rakes and help prepare the building site for Motivation Foundation to prepare the pad for the new building. They need a clean site, free of pigface and straggly grass.

As ever, only a few turned up, but they were willing workers. On the rakes were Barry Mackintosh, Ross Oxwell, Brian Eyre and Steve Gilmour. Steve brought two wheelbarrows as well as an assortment of rakes, while the others brought their own rakes and there were a few shovels as well.

Kevin Dorn brought the club trailer to transport the

pigface and grass away for disposal and Lindsay Hamersley turned up with his Ford F250.

Lindsay was told that he had the ideal towing vehicle for a borrowed Bobcat. 'I have one of those as well,' said he and departed to fetch the Bobcat.

Lindsay and his Bobcat saved a lot of backbreaking work for the small number of volunteers who turned up on the extra Tuesday. And Lindsay seemed to be enjoying exercising his little loader. The team hoiked the pigface out by hand and loaded up the trailer as Lindsay zoomed back and forth across the building site.

On a social note, the Bus Preservation Society invited us to join them for morning tea and we now have a standing invitation to the bus workshop for a cuppa.

## More Troops Needed

As is explained at some length on page 7 above, Dad's Army is in great need of more members. We welcome members and friends of the VSCC to our Tuesday and Saturday gatherings, but we really do need some younger and fitter volunteers. There's that word again.



Lindsay has the Bobcat up on two wheels

Two of the assembled dads at the Rake Day were not doing any raking, for health reasons. Your scribe Bob

Campbell and former convener Graeme Whitehead did sort out the morning tea arrangements while Bob took photographs of the day's activities.

However, the amount of work, some of it too heavy for our older and less fit members, that is needed to bring the new club rooms project to completion means that we are in dire need of more members. We welcome members of any gender, although that means that we might have to change the name of the group. So far as I know, even in this inclusive age, only one gender can be a dad, so we need a new, more inclusive name.

*The Scribe*



Kevin and Brian assemble the shed/toilet

## DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
APRIL	2	19	26
MAY	7	24	31
JUNE	11	21	28
JULY	2	19	26

# VSCC OF WA CAVERSHAM CLUB ROOMS SEPTEMBER 2007

A summary for the newer members of the VSCC who might have wondered how we acquired these premises. After the Father's Day re-run around the Caversham race circuit in September 2007, Rob Ozanne approached me to come and examine the buildings.

He asked if it were possible to create club rooms, workshops and storerooms and that we had acquired a lease of sorts from the State Government Department of Housing. I said that it was a great opportunity for our club as we were then holding our meetings at the Jaguar Car Club rooms in Osborne Park.

As I had just retired after 43 years as a Registered Builder, I accepted the challenge and we agreed to call the group of members DAD'S ARMY.

Over a couple of weeks I contacted retired members and we started work about the start of October 2007. We received a working fund off \$500 from the Management Committee and Stan Robson the Club Treasurer. We completed cleaning up, repainting and general maintenance of the buildings in time for the April 2008 Club Meeting at a cost of \$3850.00. A lot of hours spent by very dedicated team over a hot summer to achieve these club rooms, with many a cold beers and great fellowship. What pleased me was the total harmony. They just got on with the work with no bitching.

Together with the various items, materials and equipment that were donated by many members, it really astounded me that members just rang up or turned up; thought you could use these, fridges, board room table, chairs and car hoist the list goes on. What Dad's Army achieved in such a short time, gave us a permanent home for the first time. We could put history on the walls, have a library, fellowship and great club rooms for our meetings and socials.

In July 2008 we started the Dad's Army Christmas in July Lunch. We met at Trevor Eastwood's garage in Leederville for morning tea and viewed his great car collection. Then on to Alan Shephard's home, workshop and collection of Jaguars where we enjoyed a BBQ and refreshments. A good time was had by all.

The Dad's Army lunches in December and July are still going strong after 14 years, rewarding those that help at the clubrooms together with other tasks and events.

As it is 14 years from that first meeting at our next April meeting, I have organized a polished wooden plaque with the original Dad's Army members who donated time and materials to achieve our clubrooms, and hope these members come along on the 4th of April for a bit of reunion. Hope I haven't missed anybody out.

Thanks to all of you,

*Paul Wilkins*

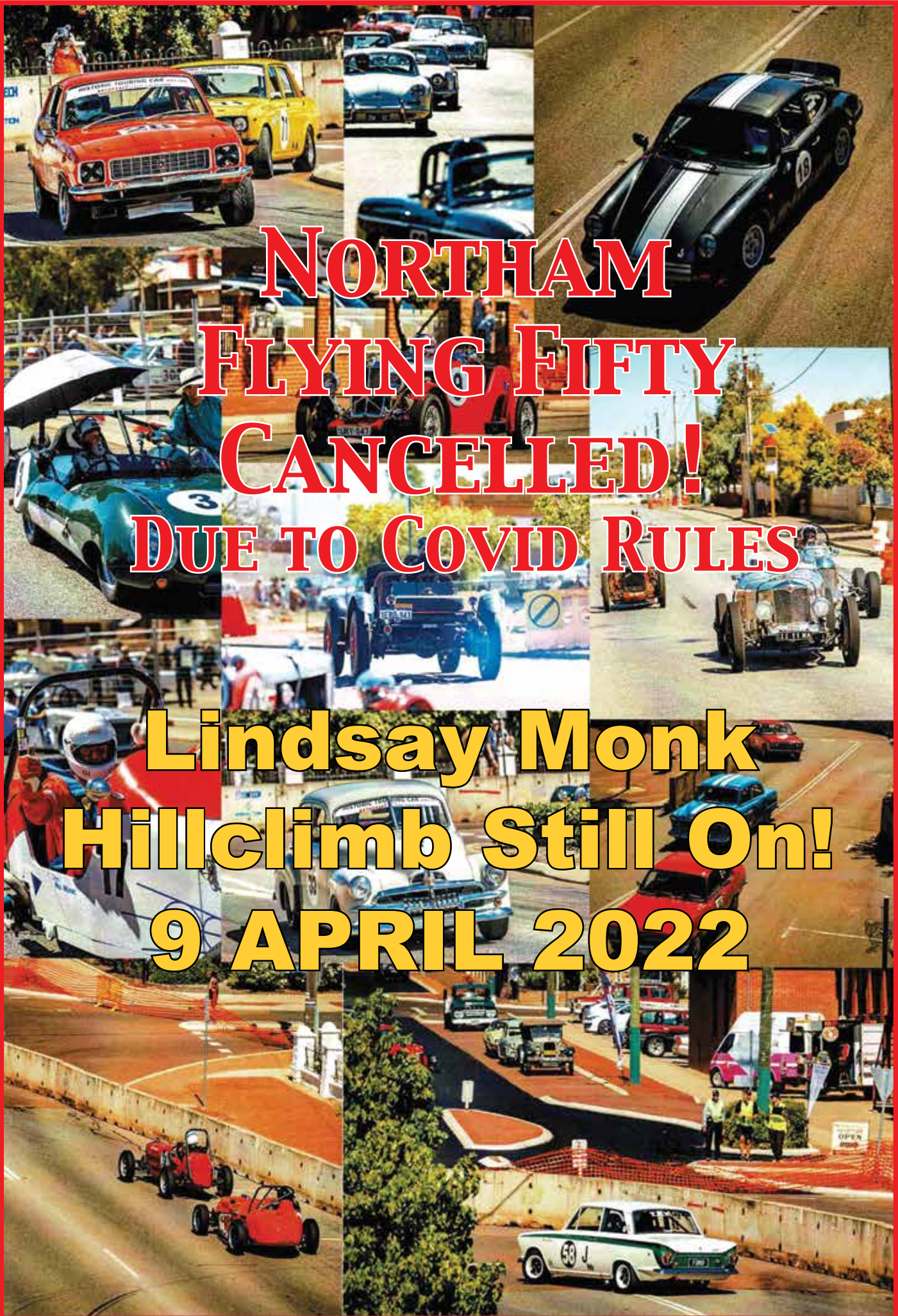
Captain Mannering [Retired]

## Vintage Sports Car Club Caversham Clubrooms November 2007

In recognition of those members who donated time and materials to establish the Caversham Clubrooms.

Gavin Adams  
Lance Barrett  
Tom Benson  
John Budgen (dec.)  
Mike Connell  
Brett Cooper  
Denny Cunnold  
Nick Daniele  
Bill Dunn  
Ron Fabry  
Andy Freeman  
Ian & Jill Fry  
Don Hall (dec.)  
Allan Hornby  
Charlie Irwin (dec.)  
John Janson (dec.)  
Bruce Jones  
Mark Jones  
Ted Jordan

Des Lascelles  
Ken Lyons  
Con Melle (dec.)  
Ivan Michelsen  
Ross Oxwell  
Rob Ozanne  
Bob Pinkerton (dec.)  
Wally Phoebe  
Ray Prout  
Rod Quinn  
Stan Robson  
Fred Rooke  
Robin Stewart  
Dick Turpin (dec.)  
Mike Upton  
Peter van der Struyf  
Les Verco  
Paul Wilkins

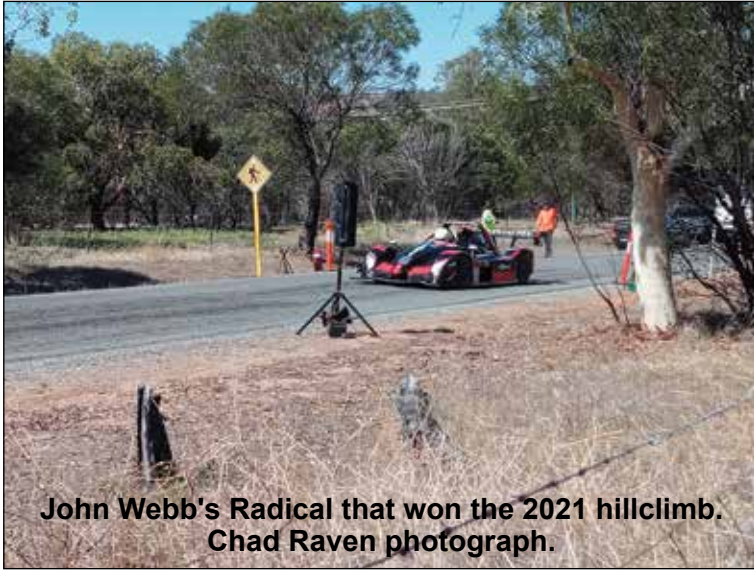


**NORTHAM  
FLYING FIFTY  
CANCELLED!  
DUE TO COVID RULES**

**Lindsay Monk  
Hillclimb Still On!  
9 APRIL 2022**

# VOLUNTEERS NEEDED FOR LINDSAY MONK HILLCLIMB

The Lindsay Monk Hillclimb is going ahead on April 9. However, hillclimb organiser Peter Schofield (0408 956 540) and Competition Committee Chair Mark Duder (0419 661 129) have put out a plea for volunteers to assist with the running of the event. Please call if you can help.



**John Webb's Radical that won the 2021 hillclimb. Chad Raven photograph.**

About a dozen volunteers are needed to help. We need some observers to be stationed on the hill to let the clerk of course know if there is a problem on the course such as a car off the road or broken down, animals on the track or whatever other safety concern arises.

The remainder of the 12 are needed to help with COVID checking (the same sign-in as needed at a shop), collecting donations from spectators, spectator assistance (we used to call it crowd control) and parking supervision.

If the volunteers can make themselves available at Mt Ommanney from 7 am to help set up the course markers, crowd control fencing and barriers and the marquees, it will make life a lot easier for the small

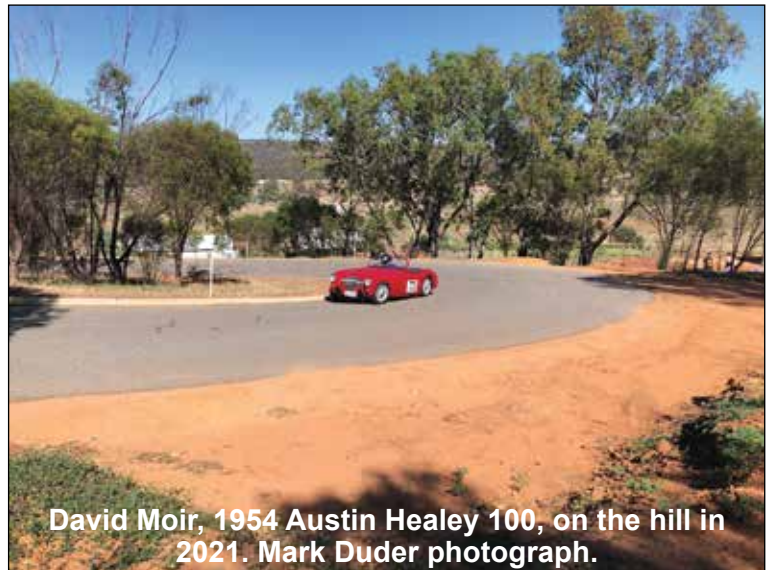
team who are organising the event.

The more enthusiastic spectators could begin arriving at about 9 am, so we need to get everything set up and erected by that time and the spectator assistance volunteers on the job.

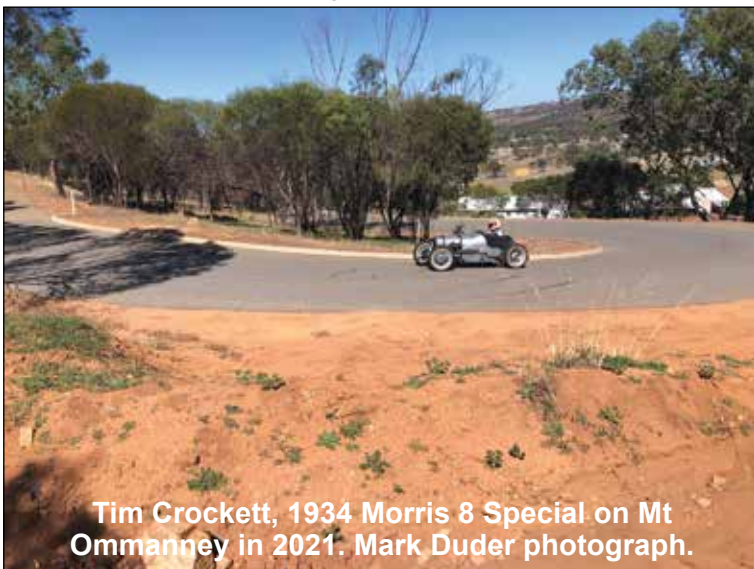
At the end of the event, volunteers are also needed to disassemble everything and pack it into the club trailer ready for transport back to Caversham. The quicker this can be achieved the sooner the volunteers can join the others at the Duke Hotel for after event drinks.

To avoid driving home tired and to allow you time to enjoy a post-event drink and dinner, please take the opportunity to book overnight accommodation so that you can drive home refreshed on Sunday. This will also help the Northam businesses who support our events in the town.

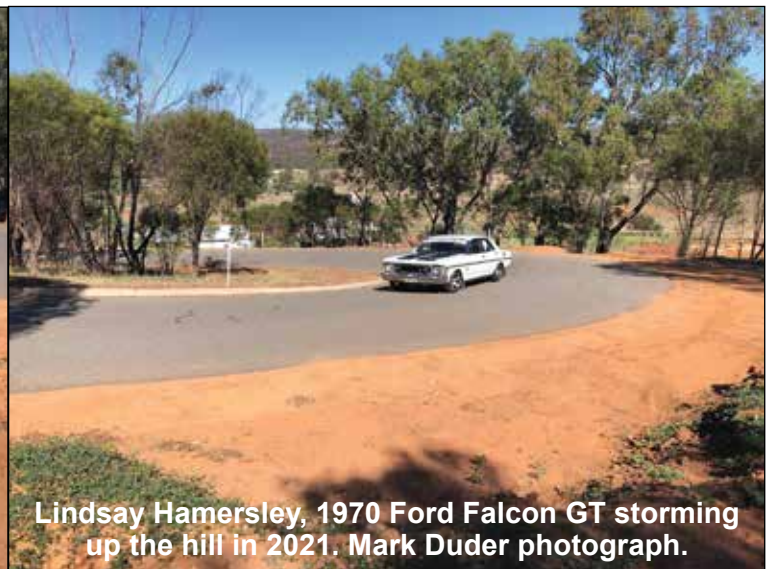
See VSCC News on page 6 above for more details of the event.



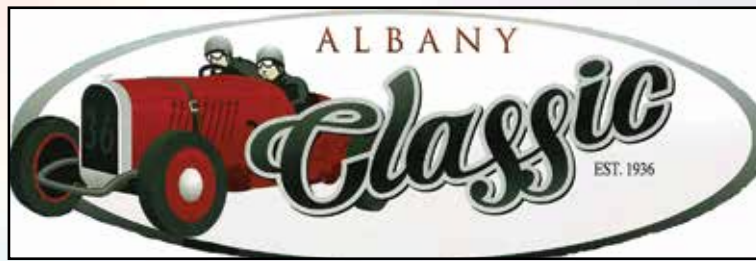
**David Moir, 1954 Austin Healey 100, on the hill in 2021. Mark Duder photograph.**



**Tim Crockett, 1934 Morris 8 Special on Mt Ommanney in 2021. Mark Duder photograph.**



**Lindsay Hamersley, 1970 Ford Falcon GT storming up the hill in 2021. Mark Duder photograph.**



# ALBANY CLASSIC & MT CLARENCE HILLCLIMB

4 & 5 June 2022

---

ALBANY CLASSIC - RESULTS

---

The Albany Classic was held on Sunday 27 September 1992 and was yet another success, with all competitors having a most entertaining and exciting day.

The weather was a bit grim during parts of the day with rain falling from time to time, although it was mostly fine.

There were fourteen events in all with more than ninety vehicles entered. The track was the same as last year with all of those twists and turns (and logs) to make driving interesting.

Our thanks go out to all those people involved with the event, including the Clerk of Course, Ric Lutey, CAMS officials, pit marshals, flag marshals, timing officials, crowd control, commentators, scrutineers and of course the organisers of the event from the Town of Albany and the VSCC.

A listing of official winners and place getters have been detailed below. In fact all those competing were winners as they all had a wonderful day, especially John Halliday who won the 1992 Albany Classic Trophy.



<u>Event</u>	<u>First Place</u>	<u>Second Place</u>	<u>Third Place</u>
1. Sports, Specials & Racing Cars Category A	Michael Harwood	Greg Nicholas	Allan Herring
2. Sports, Special & Racing Cars Category B	Clyde Prosser	Peter Burgess	Brad Screaigh
3. European and Approved Marque Sports Car 1961 - 1970, Category C	Kevin Gascoigne	Willi Baumeister	Ian Moffat
4. Racing and Specials	Graham Reed	Darrel Manning	Peter Compton
6. Category A	Colin Bonney	John Halliday	Bill Theyer
7. Category B	Bob Campbell	Peter Burgess	Ray Oliver
8. Category C	Simon Line	Graham Bate	Charlie Mitchell
9. Appendix J	Denny Cunnold	Wayne Holland	Bill Meeke
10. Category A	Michael Harwood	Julian Cowan	Peter Compton
11. Category B	Peter Burgess	Ray Oliver	Paul Chancellor
12. Category C	Philip Tweddle	Graham Bate	Kevin Gascoigne
13. Appendix J	Bill Meeke	Michael Van Den Rydt	Brian Taylor
14. Albany Classic	John Halliday	Des Muir	Peter Compton

The report on the 1992 Albany Classic from the November 1992 issue of *Vintage Metal*, when it was an 8-page A4 newsletter printed on yellow paper. If you are wondering why the editor has this newsletter on file, check the winner of event 7. Note how many of the competitors are still active members of the VSCC, 30 years on.



# SHAWCRAFT AND THE LOTUS ELAN



Les Ward (centre) with an unidentified Shawcraft employee and a Dalek

This is a short story about my mother-in-law's cousin Les Ward who worked for Shawcraft in Uxbridge near London.

Shawcraft manufactured models for the movie industry. From ships to cars, but also many aircraft models as the founders of Shawcraft came from an aviation background.

Les Ward was in charge of most products including the Daleks for the Dr Who series. The original order was for four Daleks at a cost of only £250.

Colin Chapman employed Shawcraft to shape the Elan out of clay, make a mould and the body. This work was carried out by Les Ward. Les was also responsible for a series of 1:8 scale models of various Ford vehicles used for promotional purposes at dealerships.

More information about Shawcraft can be found on the Project Dalek web site at <https://www.projectdalek.co.uk/mainsite/index.php/history>.

*John Napier-Winch*



The clay model of the Lotus Elan in preparation.



The Elan clay model ready for the moulds to be made.



The Titanic model for the movie *A Night To Remember* being finished.

# FIA FOCUS ON HARNESS SAFETY



The FIA has released some information about harness safety.

The FIA has released a recent safety bulletin, emphasising the importance of safety harnesses when competing. The bulletin focuses on a number of steps competitors should take in order to equip their harness correctly so that it provides optimal protection in the event of an accident.

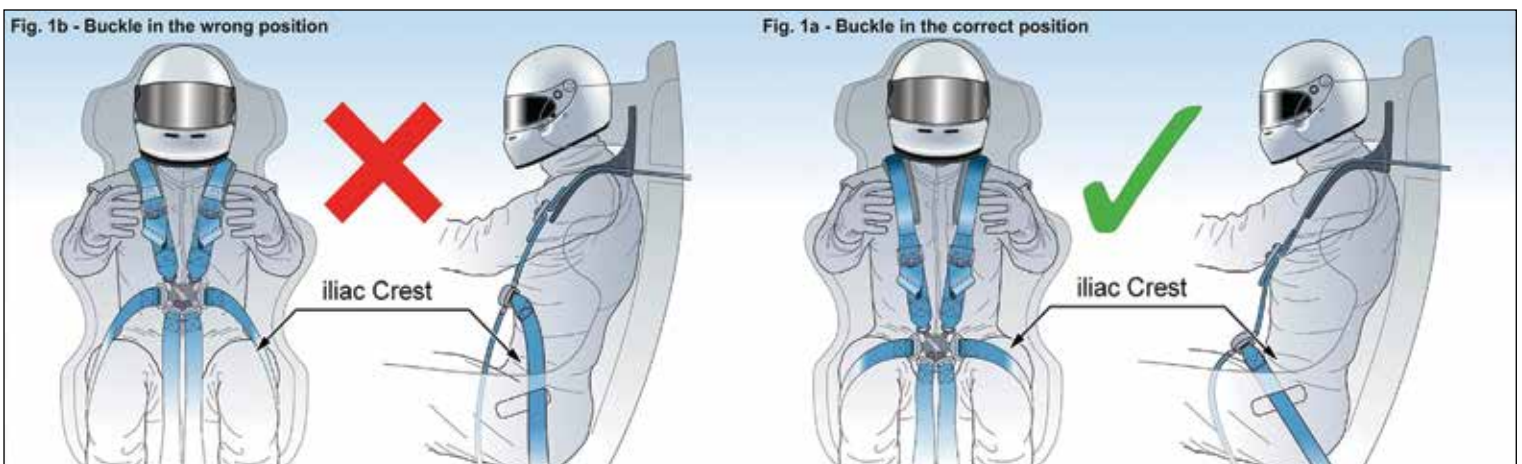
While the release is focused on International competition, competitors must note that the information is relevant to all levels of competition under Motorsport Australia, from grassroots all the way to national competition.

With officials able to deny participation if the harnesses are not installed correctly, the steps provided are the easiest way to avoid issue before competing.

More information can be found in the FIA International Sporting Code under Appendix J or the championship technical regulations.

## 1 - Correct buckle position in relation to the pelvic/iliac crest area

The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. The lap and crotch straps must hold the pelvic region over the greatest possible surface.



## 2 – Safety Harness anchorage points

It is important that safety harness straps are anchored in accordance with the FIA International Sporting Code under Appendix J or/and to the championship technical regulation.

It is prohibited for the safety harnesses to be anchored to the seats or their supports. This is to ensure in case the seat anchorage points fail during an accident the driver will not be ejected together with the seat and harness.

Competitors are reminded that Appendix J or/and championship technical regulation have regulations in place to allow to install the harness with the recommended straps angles mentioned in below point 5.

### 3 - Safety Harness straps routing

The shoulder, lap and crotch straps must pass through the dedicated seat slots, in order to ensure that they wrap and hold the shoulder and pelvic region over the greatest possible surface. All the strap must pass freely through the seat slots in order to avoid the webbing to stress the seat slot edge.

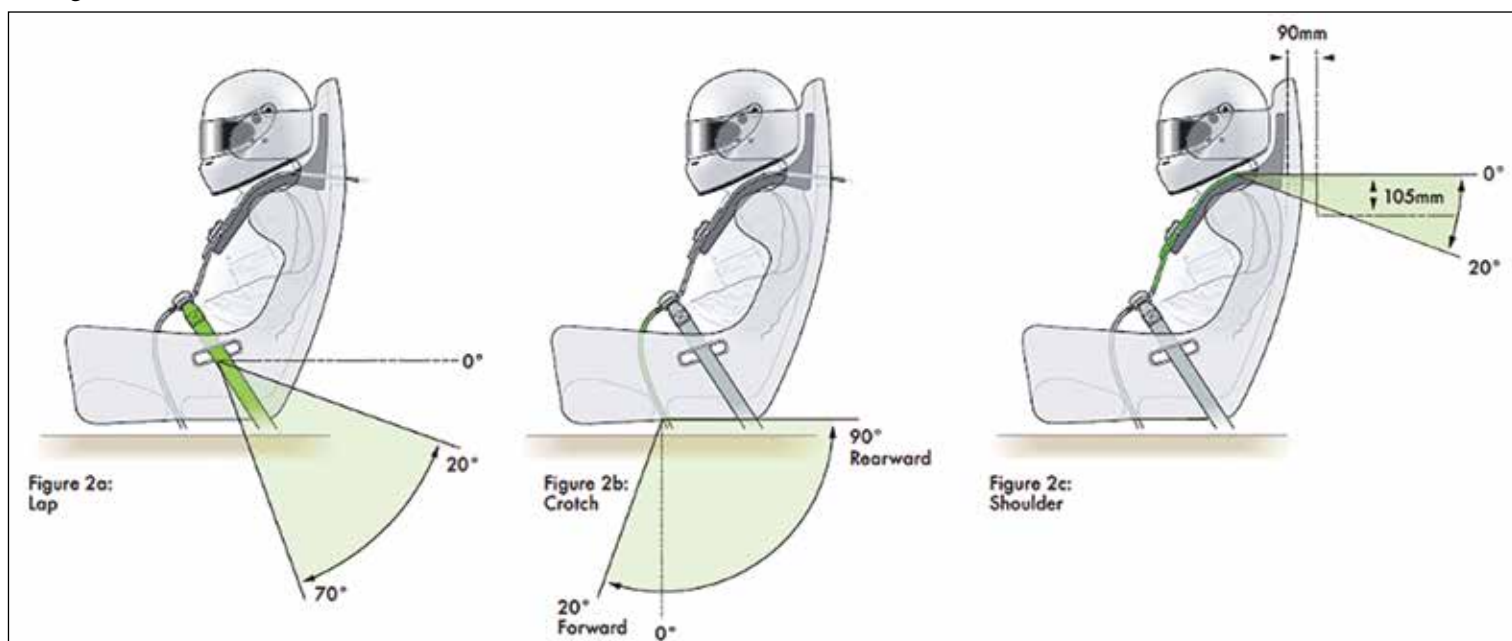
Care must be taken that the straps cannot be damaged through chafing against sharp edges.

### 4 - Free volume around the safety harness buckle

To avoid an involuntary opening of the safety harness while driving competitors must check the distance of the hands to the safety harness buckle during the steering. During a movement of the steering wheel by 180 degrees to the left and right, the hands should always be at a safe distance from the lever of the buckle.

### 5 - Safety Harness Installation

The safety harness must be installed in accordance with the FIA International Sporting Code under Appendix J or/and to the championship technical regulation, but whenever possible it should be as close as possible to the angles shown below.



### 6 - Safety Harness tension

Studies performed by the FIA Safety Department have demonstrated that safety harness tension is important to reduce the risk of serious injuries and for the correct functioning of the Frontal Head Restraint (FHR) device. It is therefore important that competitors always keep their safety harness properly tightened.



### 7 - Interaction between Safety Harness and Frontal Head Restraint Device

A Frontal Head Restraint (FHR) device restrains the driver's head relative to his torso during a frontal or angled-frontal impact thereby, reducing the loads to the head and neck. In order to obtain the most protection provided by a FHR device, it is important that the safety harness is installed in accordance with the FIA guide and installation specification for HANS / Hybrid & Hybrid Pro devices in racing competition.

# PHOTOGRAPHS FROM CAVERSHAM



I received howls of protest from three readers over this shot. The front car is not Bob Ilich as I suggested, but almost certainly Don Hall in the Ausper. Bob Ilich never raced at Caversham, as I was told by Paul Wilkins, John Hurney and, with a lot of background information, Bob Ilich himself. Thank you to all of you for your help. Bill Richards photograph.



No doubt about this shot. It is Mike Tighe in the Reimann Motors Elfin Catalina. Another Bill Richards photograph.



No doubt about this shot either. Dick Roberts in the ex-Ern Abbott R-series Valiant. What a great selection of classic cars in the spectator area! Another Bill Richards photograph.

## PHOTOGRAPHS FROM CAVERSHAM CONT.



Ray Barfield in the Aston Martin DB3S in full cry at Caversham. One of the pictures that came from Peter McKay.

This one claims to be from the 1962 Six Hours Le Mans Race at Caversham. It is definitely Ray Barfield's Aston Martin DB3S and Max McCracken's Lotus Elite, but who is in the Simca that is sticking its nose in and was it 1962? Another Peter McKay shot.



Syd Taylor in the TS Special in 1957 is the information I have been given. Is that correct? It certainly looks like the TS Special, but is it Syd Taylor and was it 1957? Over to you, readers. Peter McKay shot again.

# FIRE EXTINGUISHERS

VSCCWA Chief Scrutineer Barry Mackintosh is concerned that many competitors do not understand that there are strict requirements for fire extinguishers in competition vehicles. Motorsport Australia has laid down specifications for fire extinguishers, their installation and necessary servicing. For the benefit of competitors and would be competitors, the Motorsport Australia requirements are laid out below.

Before building or purchasing a car intended for use in competition, Barry strongly suggests that all would be competitors visit the Motorsport Australia web site ([motorsport.org.au](http://motorsport.org.au)) and read carefully the safety requirements for the vehicle and any safety equipment that is required to be fitted by the regulations.

Knowing exactly what is required by the regulations means that you can get it right first time and will save a great deal of hassles at scrutineering time. Remember that even if you use Motorsport Australia's self scrutiny form, there will be random scrutiny checks by VSCCWA scrutineers during all events.

## GENERAL

Each Automobile in any competition other than a Non-Speed or Race Event, except where noted in specific Group/category/class regulations, must be equipped with a fire extinguisher which complies with the following conditions.

### 1.1 HAND-HELD FIRE EXTINGUISHERS:

(a) Each hand-held fire extinguisher shall be secured using a metal bracket attached to the Automobile with only high tensile bolts or equivalent fasteners and/or sufficient clamp/s and must remain restrained under a deceleration or acceleration of 25g; and

(b) Must be capable of removal by the driver (or crew, where applicable) while seated in their normal respective position for competition with safety harness unfastened, unless varied by specific category regulations and without the aid of tools.

### 1.2 PLUMBED-IN FIRE EXTINGUISHERS:

Each plumbed-in fire extinguisher shall be fitted in accordance with FIA Code Appendix J, Article 253 and with attention to the following:

(a) Each extinguisher container shall be adequately protected and may be situated within the cockpit or luggage compartment. If situated in the luggage compartment it shall be at least 300 mm from the outer edge of the bodywork in all horizontal directions.

(b) The container must be secured by a minimum of 2 screw-fastened metallic straps and the securing system must be able to withstand a deceleration of 25g.

(c) Anti-torpedo tabs must be fitted.

## SERVICE AND INSPECTION:

(a) Each hand-held extinguisher shall be inspected by a scrutineer at targeted scrutiny, or otherwise prior to competition. This inspection shall involve visually checking the unit and its mountings for damage and corrosion, checking the pressure of the contents via an installed gauge, and inverting and shaking the container to check for settling of the extinguishant. Where practical, it is recommended the extinguisher be weighed (mandatory where no gauge is installed). The following information shall be visible on each extinguisher:

(i) capacity;

(ii) type of extinguishant;

(iii) weight or volume of the extinguishant; and

(iv) date of manufacture of the extinguisher.

(b) Each AS1841 standard fire extinguisher shall be serviced every three years in accordance with AS1851 for a fire extinguisher in an adverse operating environment. If the extinguisher is compliant with another acceptable standard, it shall be serviced every two years. This servicing shall be undertaken in accordance with the procedures laid out by the manufacturer and/or the relevant standard (e.g. AS1851 for AS1841 extinguishers) and shall include a hydrostatic pressure test of the extinguisher body. A report from the servicing agent shall be supplied to a scrutineer on demand as proof of a service being completed. A service tag shall not be accepted as proof of the extinguisher having been serviced.

(c) Each fire extinguisher which is homologated by the FIA shall be serviced either by the manufacturer or their agent no more than two years after either the date of filling or the date of the last service. This servicing shall be undertaken in accordance with the procedures laid out by the manufacturer and/or the relevant standard and shall include a hydrostatic pressure test of the extinguisher body.

# JK AND SQUARE RIGGERS UPDATE

Peter Walker hammers the 1928 Buick Eric Armstrong Replica across the red sand in 2019



## PERKOLILLI: THE REAL THING

**I**s it just Heza Henry getting cranky (pun intended) over the endless run of cheap carshows from America on free-to-air tv showing people “restoring” cars by chopping them up and just sticking modern crate engines in them?

Sacrilege says Heza!



Tim Dwyer's Model T Ford Speedster with Robert Read's Gwynne 8, Perkolilli 2019

limit of 100 car entries looks like being reached before entries close on 30 April. This will make it the biggest pre-war only historic motorsport meet ever held in Australia. We have to be proud about that!

The array of cars is stunning. Hugh Fryer, our pre-war leader, who has been keeping the Austin Seven Winged A flag flying for many years will be joined by Austin Sevens from across Australia - a great result for the nimble little car's centenary year. Already, Fords are

Thank goodness for Nigel Quick from Desert Collectors showing West Aussie car culture!

It was absolutely fantastic to see Nigel's episode on the Albany Classic - a real credit to the Albany organising team and our own Phil Shephard who provide one of the leaping cats for the filming. There are more of our club members to come on future episodes.

Speaking of West Australians doing our own thing, the response from car builders for the Lake Perkolilli Red Dust Revival in September this year has been nothing short of amazing. When this column was submitted in mid-March there were already 50 motor car entries and half that number of motorcycles — all pre-war, built before 1940. Entries are still flowing in and the upper



Apart from the modern helmets and the official's headset, it could be the prewar heyday of Lake Perkolilli.

looking strong with Model Ts and As coming out of the woodwork and some surprising new flathead V8 builds entering for the first time.

Chevrolet is back in force, too. Tom didn't need any Badgering to enter but he was not the first entry like 2019. You're slowing down, Tom!

There will be two cars taking inspiration from the Gerber Ford T special. It is an American classic. There will also be Overlands, Chryslers, Triumphs, and the list goes on. Kevin is back in his big Bentley to show the trailer Queens that vintage cars are meant to be driven not drooled over in garages.

The organising team for Perko has a distinctly VSCC flavour with Graeme Cocks, Ross and Lynn Oxwell and Hugh Fryer putting it together with Variety assisting with the camping and visitor arrangements.

If you intend to enter a car, make sure you download the entry forms at <https://www.motoringpast.com.au/red-dust-revival>. As I said before, entries close on 30 April. They will then be assessed for eligibility. So far there haven't been any difficult cars. The vast majority of people are building cars with pre-war components, faithfully creating the look of sporting cars of the period.

Hopefully some of these new drivers and car builders will have a go at around-the-houses in future.

As well as participants from previous Perko and VSCC events, the event is introducing new people to our hobby. It looks like at least eight women have entered so if they want to, we can have the first all female race drivers event at Perkolilli.

Cheers for now

*Heza Henry*



Peter Harrold's 1926 Chrysler 60, Perkolilli 2019

**WHERE AUSTINS GO TO PLAY**

**THE LAKE PERKOLILLI RED DUST REVIVAL 2022**  
19 TO 25 SEPTEMBER, 2022 ON A CLAYPAN NEAR KALGOORLIE, WESTERN AUSTRALIA



# NORTHAM CAR CLUB



**Craig Atkins, Plus 4 Morgan, winner of the Northam Flying 50 in 2018 in the same car that won the event in 1952. Nicole Lothe photograph.**

Although the Northam Flying 50 has been postponed due to COVID-19 inspired restrictions, the hillclimb up Mt Ommanney is going ahead. Northam has a history of motor sport involvement that goes back at least to the early 1950s and the Northam Car Club was active in the sport. Randle Beavis passed this story on to us.

A post war Northam Car Club was formed in 1952 by local motoring enthusiasts. It gathered many members and various outings were organised.

The inaugural President was Mr Jack Luscombe who was a Vauxhall dealer and service agent at JD & HI Luscombe at Peters Garage Northam.

Patron of the club was Mr ARG Hawke who was the State Premier at the time and lived in Northam.

Gymkhanas, Hill Climbs, Standing  $\frac{1}{4}$  mile and rally events were the most popular organised. Anyone could join the club and use their daily drive vehicle as long as it was licensed and that the driver held a motor driver's license. Events were held in Northam and also in surrounding towns such as York, Beverley and Toodyay.

The club was a member of Northam Council of Sporting Bodies.

The WASCC approached the Northam Town Council to discuss the idea of staging a motor race in the town. This was discussed with the Northam Council of Sporting Bodies and the Northam Car Club was to become heavily involved with the organising of the very first Northam Round the Houses event at the 1952 Easter long weekend. Northam Round the Houses car racing continued for many successful years with the Northam Car Club as its co-organising club.

Because of such a large interest in hill climbs Mr Justin Walsh of *Egoline Farm* on the Toodyay-Northam Rd kindly offered a section of his farm that had a suitable hill that could be made into a permanent hill climb facility. The Northam Car Club members along with support from the council and local business re-developed the area into a very good circuit that was used by the WASCC and many other organisations.

The Northam Car Club also held many fun events for its members including slalom racing around trees, reverse parking, hill take offs without using handbrakes, fuel economy runs and navigation trials.

One of the largest events organised was the running of the 12-hour reliability trial held on the weekend of the 20-21st February 1954. Nearly 100 entrants left the start line at 1 minute intervals. At no stage were entrants to exceed 45mph!

The 350 mile course included bitumen and gravel sections. No entrant knew the course until they received their instructions at the start line.

Each entrant started with 1000 points and they were deducted points at each control point for early or late arrival. Each car carried a clock in a sealed transparent container and 200 points were deducted from anyone who tampered with the clock! Points were also deducted for panel damage and or entering a check point from the wrong direction.

The success of this event paved the way for many more events that soon became major rallies. The Northam Car Club received confirmation that Northam would be a check point for The Round Australia 9,600-mile Redex Trial to be held later that year in July. The Northam Car Club would be responsible for the running of the checkpoint as cars headed to Perth and then again on their return to Sydney.

The club became affiliated with CAMS and ran many events with a CAMS permit. 300 mile rallies became annual events under these permits.

Club events were great social occasions and Gala evenings with trophy presentations were held on a regular basis. The club continued into the early sixties although unfortunately its membership dwindled and the club disbanded.

There was a brief resurrection of the club in the late 1970s by a number of enthusiasts and local businesses. It was called the Avon District Motor Club. They held a number of small rallies, Gymkhana's and also ran a hill climb event at the original NCC hill climb circuit at Egoline farm. Members spent many weekends preparing the area although it was only used once.

Members joined the WASCC and entered a hill climb at Mt Brown and then became involved with volunteering as helpers with the 'crash crews' at Wanneroo Park Raceway. The club folded in 1981.

# VSCC OF WA REGALIA



Polos with embroidered club logo in Navy Blue, Black, and Green. Sizes M, L, XL.

**\$30 each**



Full brimmed hats with embroidered club logo.

**\$15 each**



White T shirt with embroidered club logo in sizes M, L, XL

**\$20 each**

To order any of these items or any other VSCCWA regalia, contact VSCCWA Regalia Officer Steve Gilmour at [stephen@wwms.com.au](mailto:stephen@wwms.com.au)



**7am-12 noon**

## VAA SWAP MEET SUNDAY 10th APRIL 2022

**SWAN ITALIAN SPORTING CLUB  
9 FRANCIS ST, MIDDLE SWAN**



**(New Venue)**

**CAR/BIKE/TRUCK PARTS - VINTAGE COLLECTABLES - CAR DISPLAYS - ARTS & CRAFTS**

Sausage sizzle, hot and cold drinks available



Sellers (no food vendors) from 6am

\$15 per vehicle (incl Driver)

Buyers from 7am—\$5 (Kids free)

Enquiries Contact: Tony 0417 555 073 or

Ray 0416 018 119



**\$200 Rare Spares Voucher Raffle**



Snap this and share with your friends

*Covid regulations at the time of the Meet will apply*

Sponsored by:





## 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.**



## Wanted – Land Rover engine and gearbox

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

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

## FOR SALE

### 2003 Land Rover Discovery with grunt

Brunswick Diesels installed new 6.5lt Optimiser Chev V8 Diesel mated to specialist 5sp Manual transmission and all-new air suspension at 200,000km (total cost over \$42,000).

Only 29,000km has been added since the conversion.

The vehicle includes premium in-dash Clarion Bluetooth radio/CD/communications centre (head unit). Oricom 2-way radio unit. Premium, customised Irvin bar work and rear ladder, high-performance Bushranger Nighthawk LED long range driving lights.

Includes Hayman-Reece 3.5t tow assembly and Redarc electric trailer brakes installed.



**Just \$39,000.**

**Contact: Robyn Larkin 0419 917 293 or [tookarook@gmail.com](mailto:tookarook@gmail.com)**



## FOR SALE

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

Ready to race. Located in Perth.

**Price Reduced to \$80,000  
Enquiries to John Rowe at:  
[oldhealey@gmail.com](mailto:oldhealey@gmail.com) or**

**0412 348 246.**



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

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

THE  
ULTIMATE  
EUROPEAN  
CAR TOUR

Since 2005

# Come tour with us

October 2023

France - Germany - Belgium - Holland

Automedon classic show  
Nurburgring laps  
Spa Francorchamps laps  
Sights of great towns & cities  
Louwman, Sinsheim, Porsche  
& Mercedes-Benz Museums  
Historic Reims circuit,  
Cathedral & champagne  
Great destinations, culture,  
history, company and more...

A self-drive guided tour with excellent hotels,  
luxury rental cars, great restaurants and more



\$9350/person. \$2000 deposit. FULLY  
REFUNDABLE if Covid problems strike.





Request an e-brochure

Enquiries: Paul Blank - [info@classicrally.com.au](mailto:info@classicrally.com.au)