



August 2022

Issue No. 367

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

VINTAGE METAL

www.vscwa.com.au

FOUR PAGE GALLERY OF PHOTOGRAPHS FROM CAVERSHAM DAYS



PLUS

Lead-up to Collie Coalfields 500 — VSCC News

Make Mine a Spridgefire

Book Reviews: Racing and Sports Car Chassis Design

Scientific Design of Exhaust and Inlet Systems

All the Regular Columns

August General Meeting — Monday August 1
VSCCWA Caversham Clubrooms
6.30 for 7.00 pm

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COVER: The Repco Alta at Caversham, but who is driving? Is it Murray Trenberth in 1961 when he finished second to Doug Green's Ferrari in the State Racing Car Championship or David Rockford (real name David Drew, he didn't want his family to know he was racing) after he bought it from Murray?

James Harwood eventually bought it from Rockford (Drew) then sold it on to Lord Doune in Scotland where the Repco Holden engine was removed and returned to James. The car was then restored to Alta power and remains, so far as I know, in the UK. Photograph from the Dave Sullivan collection.

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

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

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

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

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

For all commercial advertising contact David Moir

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

VSCC OF WA CALENDAR 2022

August

- 1 General Meeting
- 6 Dad's Army
- 7 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 9 Management Committee
- 15 Competition Group
- 23 Dad's Army
- 30 Dad's Army

September

- 3 Dad's Army
- 4 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 5 General Meeting
- 13 Management Committee
- 17-18 WASCC Race Meeting
- 19 Competition Group
- 19-25 Lake Perkolilli Red Dust Revival 2022
- 20 Dad's Army
- 27 Dad's Army

October

- 1-2 Collie Historic Races
Club Regularity Championship Rd 3,
State Historic Race Championship
- 2 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 3 General Meeting
- 8 Dad's Army
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 25 Dad's Army

November

- 5 Dad's Army
- 5-6 WASCC Race Meeting
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting and AGM
- 8 Management Committee
- 13 VSCC Open Day
- 14 Competition Group
- 22 Dad's Army
- 29 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 SEPTEMBER 2022 ISSUE IS AUGUST 15, 2022
ADVERTISING DEADLINE AUGUST 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 4 July 2022

1. Meeting opened: 7.16pm

1. Apologies: David Moir (DM), R. Ozanne, P Bartlett, L Kidd, M Gamble, S Swarbrick.

2. Guest: Cathy Mitchell

3. Adoption of previous meeting's minutes.

Moved: S Gilmour Seconded: M Duder that the minutes be accepted for the meeting of 13 June 2022. Carried

4. Business arising from Minutes: Nil

5. Treasurer's Report: Sheryl S absent, presented by President G Swarbrick. Account balances and cash amounts can be obtained by members from Sheryl Swarbrick.

a. Membership renewals going well, but now some unlicensed cars due to non-renewal of memberships. Cathy Mitchell will phone those now non-members.

b. There was a confusion of payments made to incorrect groups /funds/accounts and refunds from the Albany event that have now been correctly directed and accounted. Being pre entered on Motorsport site helps to alleviate this issue.

c. Final payments made to West Coast Sheds with delivery of shed materials onsite Whiteman Park last week.

d. Cash received from W.A. Govt for COVID cleaning. Thanks to Michael Broughton for his application initiative.

Moved: G Swarbrick Seconded: M Jones that the Treasurer's Report be accepted. Carried

6. Correspondence.

IN: Nil

OUT: Nil

7. President's Report:

a. President and Treasurer attended Albany thank you for the approximately 100 Albany volunteers supporting VSCCWA/ACMC track setup. Improving ties and better communication evident. Suggested by Albany Mayor D. Wellington that the Albany Classic be a 4 day event in 2026 (200 years since Albany was founded). As a result of the debrief, the promotion of the 2023 event is predicted to be smoother.

b. Several members attended the wake for founding member Peter Briggs held at the Royal Perth Yacht Club.

c. Many thanks to Martin Bullock for the supply and delivery of 500 tonnes of crushed limestone road base to the Whiteman site.

d. Members are strongly encouraged to enter their personal and vehicle details on the Motorsport Australia (CAMS) online site to make event entry of members simpler for event managers to complete member/competitor entry and acceptance.

8. Competition Committee Report.

In the absence of Paul Bartlett reported by President

a. Albany Classic (4/5 June) Have had 2 debriefs. 2 competitors sent letters for race incidents. They're advised that they will not be accepted for the 2023 event. 2 letters sent to competitors for speeding/going under 60s per lap.

b. Late start to Albany caused by required removal of unattended cars and trailers blocking access to grid. A dedicated trailer park area needs to be located.

c. Collie Coalfields 500 (1/2 Oct) More volunteer race officials required to run the event. Officials will receive briefings on Friday before the Saturday event. Brad Peters, Paul Bartlett and John Harwood organising. 120 year celebration of Collie possible tie in with the event. Kalgoorlie Perkollili (21-25 September) event being a week earlier is expected to have some impact on Collie entries.

d. Vintage Stampede (4 Dec) will be conducted at Collie. Organisers to invite MX5/WRX groups to

compete in a sprint type event at Collie. In 2023 the Vintage Stampede is back at Wanneroo.

- e. Possible reciprocal agreement between W.A. Sporting Car Club and VSCCWA will offer VSCCWA members access to WASCC tuning days for \$80.

9. Workshop & House Report.

- a. Chad Raven advised of general grounds maintenance including removal of a tree. Possible bonfire!!

10. Whiteman Park.

Brian Eyre reported progression of worksite. Fences, gates, road base, clubroom pad raised, water and electrical access to the site completed. Motivation providing various machines and trainee operators to complete those tasks. Building plan application is taking considerable time and compliance. Consultant fee of \$1100 assesses toilets, energy efficiency, etc. Building license fee of \$1200 paid to City of Swan.

All shed materials were delivered last week. Insulation has been moved to our clubrooms to be safe from thieves and weather.

11. Social Report.

Consultation between Michael Broughton and Creating Communities: for our Vintage Sports Car Club Open Day on 13 November. Negotiating with the Bus Preservation Society and will have the Fire Brigade to provide a vehicle on the day.

We will arrange a varied selection of classic cars on display, with a barbecue and coffee van.

12. Regalia Report.

Gear sold at Albany by Chad and G Whitehead. Requirement for an online payment machine. Magazine shows what is available.

13. Library.

Over 600 titles available for loan. Please return books previously borrowed.

14. Membership.

- a. **New members:** Nil

15. General Business.

- a. T Brett questioned why cars damaged from wall/curb contact were not excluded from Albany event? President Swarbrick assured that no car returned to the track without being re-scutineered.

16. Next meeting: Monday 1 August 2022.

17. Meeting Closed: 8.25pm



FOR SALE

Matched pair of Guide Motorlamp Tilt Ray headlamps. Tilt Ray lights were developed in 1924, which marks the earliest date that these lights could have been made. They were almost certainly manufactured before General Motors bought the company in August 1928, as GM renamed the company the Guide Lamp Corporation and these lights are branded Guide Motor

Lamp Manufacturing Company, Cleveland, O[io]. The Cleveland plant was closed in 1930. Tilt Ray headlights were used by Buick, Pontiac, Oldsmobile and Reo. If you have a 1925 to 1928 model of any of those brands, then these headlamps will provide authentic illumination for your restored car.

**Contact Peter Schofield on 0408 956 540
or email peterschofield63@yahoo.com.au
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VSCC NEWS

2022 Historic Coalfields 500

The Coalfields 500 event is on again at the Collie Motorplex and is looking to be bigger and better for 2022. The event will be held in conjunction with **Kaya Collie Celebrations** which are celebrating the 125 year anniversary of the gazetting of Collie. We will also have our valued sponsor **Race and Restoration Engineering** supporting the event and providing recovery services as well.

The event will be held over the weekend 30th Sept to 2nd Oct and the format will be the same as previous years with Open Practice on Friday afternoon and Competition on both Saturday and Sunday. Those competitors taking part in the Open practice will be required to pay a cost of \$30 to Collie Motorplex direct on the day.

Competitors are reminded that ALL vehicles that do not have a Motorsport Australia log-book MUST be presented for scrutiny. In addition your helmet and apparel, in compliance with Schedule D of Motorsport Australia Manual, is to be presented for inspection. Scrutineering for Perth based competitors will be held at the Caversham clubrooms on Saturday 24th Sept from 8:30am till 12:00pm. Country competitors can be scrutineered at the track on Friday 30th Sept and prior to 8:00am Saturday 1st Oct or by arrangement with the Chief Scrutineer. Non scrutineered vehicles presenting at the event will not be allowed to compete. No Sticker - No Start.

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

The Event Documentation, Entry Forms and Supplementary Regulations will be available by the Motorsport Australia portal and the VSCCWA website shortly, so keep an eye out for these. **Entries will close on Friday 9th September.**

If you are planning on camping at the track, please be aware there is a fee to be paid to Anna at the Collie Motorplex. This fee is \$20 for the weekend and must be paid by the individual when you arrive.



Ian Wookey and friends in sports car action at Collie, 2021. Graeme Howie (Sportpixx.com) photo.



Three generations of quick Fords show the Historic Touring Car action that Collie brings. Graeme Howie (Sportpixx.com) photo.

Your Club Needs Your Help

It's getting towards that time of year again. It's time to think about what you could do for the club as a member of the Management Committee.

The members of the committee and other club officials are listed on Page 2 above. A frightening number of them have been in place on page 2 for some years. It is past time that some new names stepped up to give them a break.

If you think that you have something to offer the club in the management area, please give committee candidature a thought. The nomination forms will be with or in the September issue next month and they will also be available on the club web site.

Put yourself forward. Management Committee meetings are held at Burswood on Swan on the second Tuesday of the month. It is a quite central venue and very civilised, you don't have to journey to the wilds of Caversham.

All the positions on the committee will be declared vacant at the AGM in November, so you can nominate for any of them from the President on down.

It is an exciting time for the club, with the new clubrooms on the verge of construction, so the next club year will be a great one to become involved in the running of the VSCC of WA. There have been far too many 'elected unopposed' results in recent years. Let's force the thing to a vote in 2022.

Help breathe new life into the VSCC! Join the committee and make good the things you've been complaining about over the years. If the future of the club is important to you, make yourself part of it. Nominate for the Management Committee for the 2022/2023 club year.

Wylie Wheels & Art Weekend Extravaganza



Arts & Crafts Expo
16 to 19 September 2022
Wyalkatchem Town Hall

Calling all artists

Expo open to ALL
West Australian
Artists to exhibit FREE:

Perth Based Artists:

Artworks can again be dropped off at
Jacksons Drawing Supplies
Balcatta store
on a date TBC and will be returned to
the store at the end of the Expo.

Sat to Mon 17-19 Expo
open 9:30am –5pm

Members of the WSAG will be in attendance
and completing artworks -

Other visiting artists are free to join them
with free use of acrylic paints and brushes

*canvases available at cost price

Morning and afternoon tea will be available
for a small fee.

Other events on weekend include

Indigenous Art Workshop
Lost Wax Sculpture Workshop
Bus trips to Wild Flower Reserves
Indigenous guide in flower and bush tucker
recognition.

Artists entry forms including conditions are available at
www.wyalkatchemcrc.com

at the Wyalkatchem CRC or Call 08 9681 1500
Lot 5700, Railway Terrace, Wyalkatchem

**16 to 19
September
2022**

**Gold
Coin
Donation
To View
Artworks**



Vehicle Competition

17-18 September 2022

Railway Terrace Wyalkatchem

**Full Welcome Saturday with
Show & Shine Sunday**

**Show & Shine in the main street for
Cars & Bikes**

**Guided Wildflower Tours operating
ALL weekend**

Visit other Points Of Interest including:

Art Expo 16-19 Sept

Wildflowers

Museum

Kids Events

Face Painting

Magician

Market stalls

\$20

Registration for Show & Shine includes:

Saturday Evening Arts viewing &

Country Style Burger plus

weekend entry into the

CBH Agricultural Museum



WHITEMAN WISE-UPS

A lot has happened in this past month at the Whiteman Park lease. The school kids from Motivation Foundation have continued with their training at digging holes for roadway preparation, and narrower but deeper holes for plumbing reticulation. They've now been given the opportunity to fill the roadway holes with crushed limestone road-base, 500 tonnes of which has been donated to site by member Martin Bullock of Densford Civil. What a gift! Thank you Marty! Motivation are now taking a break for a couple of weeks because it's school holidays, but they'll be back we hope.

Meanwhile the holes for the plumbing have been utilized to put potable water to three taps on the site with provision for two more at a later date. The pipe and fittings have been donated by member Steve Gilmour - thank you Steve.

Way back in March we paid a deposit on a shed kit from Coastline Sheds to lock in a fixed price on the 12m x 40m x 4.5m steel shed to be delivered to site on the 30th June. We have been told that at this date this kit would have cost us \$20k more due to the rises in cost of building materials, so well done the Whiteman Committee. The kit, complete down to the last bolt and screw was delivered to Workshop Road on the due date. All small vulnerable items were immediately removed to the Clubroom, followed a day or two later by the 122 rolls of anti-condensation insulation, which is in short supply, but was luckily ordered back in March by Coastline. The heavy, bundled cladding materials have been tarped down using some surplus vinyl tarpaulin material donated by member Neil McCrudden, and left on site.

The City of Swan, as part of the requirements for a Building Approval to be granted, require an "Energy Efficiency conformance report which demonstrates compliance with Section J of the Building Code of Australia (Volume 1)" prepared by an expert Engineer. That report is received and we now await our Registered Building Surveyor signing off on the Certificate of Design Conformity so that all documentation in support of our Building application can be submitted to the City. Brian Eyre has prepared many scaled drawings for the project, patiently adding to and changing them as required by these various authorities, and thoroughly deserves our admiration and thanks.

A small number of people are putting in unbelievable effort to get this project up and running. The time is fast approaching when the bare shell of a building will be erected. That's when you other Members come in - the toilet block will need to be built, pipework connected, conduit installed, cable dragged, benches constructed - you don't especially need skills, as all will be supervised. You just need to be able to work under direction. Your rewards are in the satisfaction of getting the job done for a permanent memorial to your Club, the intrinsic values of spending time with mates on a common objective, and of course the fellowship that results.

Ross Oxwell

Chair, Whiteman Committee

(08) 9401 1449 or iroxwell@westnet.com.au



FOR SALE

Sledum SG400 drum brake radius grinder.
Surplus to requirements and cleaning out
my workshop.

Price: \$200 ONO

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EDITOR'S RAMBLINGS

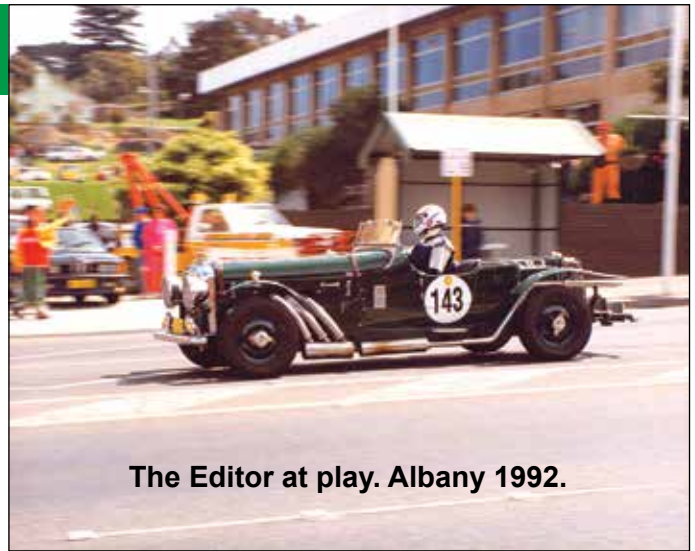
Suitably Dressed

There were complaints about the cold, wet and miserable weather at Albany this year. There were similar complaints the year I competed, 1992.

In 1992, I was also told that I had perhaps overdressed in my fire resistant suit (a woollen one) approved for racing, my flame resistant long-johns, Nomex socks and even a balaclava under the helmet. Then there were the gloves and boots.

It might have been overkill, but I was warm. It was nice and cosy in all that gear.

Perhaps competitors in the coldest part of the state in winter should think more about keeping warm. If your toes and fingers are warm, it is much easier to concentrate on having fun in your classic or historic racer.



The Editor at play. Albany 1992.



Modifying Your Spridget

In my story on page 15 I suggest that you should start off with an early Sprite Mark 2 or Mark 1 Midget, the ones with a 948 cc engine. However, a car that old will probably need an engine overhaul, so you can improve it as well.

Now, one of the basic problems with the 948 cc A-Series BMC engine is the clamp-bolt little ends. The later 998 cc Minis didn't have this problem. It had full-floating little ends and a much stronger combination of piston and connecting rod. How does this apply to our early Spridget? Read on.

In the mid to late 1970s, my late brother George owned a Mark 1 Sprite, which he was slowly restoring. He had the block overbored by 65 thou (0.065 inches if you must, or about 1.65 mm) to suit Mini Deluxe pistons and rods. The other end of the connecting rod fitted the crankshaft quite happily and, fully balanced, the little engine was safe to 7200 rpm.

A Sprite at Jacks Hill in December 2021. George's could have looked like this, except he was having it painted bright red. Graeme Howie (Sportpixx.com) photo.

He also fitted a cylinder head from a Mark 3 Sprite (1100 cc) modified by Cylinder Head Engineering, a mild cam and hung a Mark 3 gearbox off the back of it. The Mark 3 'box had better ratios, baulk ring synchro and was stronger than the original. Extractor exhaust and a Dell'Orto carburettor (equivalent to Mr Weber's 40DCOE) finished the engine. He was looking at something over 60 bhp (45 kW) but we'll never know.

Around the time he completed the engine, our father — definitely no car person — told George to 'get that wreck out of the back yard' or he would. George told me later he would have given the car to me, but I was living and working in Canberra at the time, so that wasn't an option. The Sprite was sold to Norm Snashall at Super Motor Spares in Carrington Street Nedlands and that was the last our family saw of it. I don't know what Norm did with the car, except that I am sure he made a profit.

COVID-19 Has Struck

The VSCC has not dodged the COVID bullet. Ross and Lyn Oxwell have gone through the positive test result mill and now the editor and his wife have tested positive. There could be others I haven't heard about.

The editorial abode seems littered with giant computer screens and keyboards as both of us are now working from home. My office/study has its customary iMac and huge secondary screen while the dining room table has been taken over by Helen's tiny Macbook Air and its associated giant screen.

We are sharing the internet link and printer, both of which have absorbed the extra load without problems.

It's quite cosy really, but Helen misses the access to the resources of the large company for which she works. I am happy because sitting and working in the house by myself is a lonely business and it is nice to have someone with me.

With a bit of luck and effective anti-viral medication, everything will be back to normal by next week, by which time you should have this magazine in your inboxes.

Stay safe and think about masks and hand washing. It's not much fun being COVID positive, and many of us are too old to be taking unnecessary risks with our health.

Bob Campbell



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

Standard Willys Special project car

Preparing site for new 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

Fencing the new clubrooms site.

Other project, the Perkolilli Singer.

Participation, Practice, Perseverance, Preparation, Performance

DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
AUGUST	6	23	30
SEPTEMBER	3	20	27
OCTOBER	8	18	25
NOVEMBER	5	22	29

DAD'S ARMY NEWS

Nungarin Army Museum Trip

Graeme Whitehead has organised a trip to the Nungarin Army Museum for Dad's Army. A bus is being organised to take everyone to and from Nungarin, which is about a 3½-hour trip each way.

There was full support for the trip from members present at the Dad's Army Tuesday on July 19.



Sparks fly as Kevin Dorn, Ian Fry and Wally Phoebe get stuck in to the Standard Willys Special. June 28.

it is now gone. Nick Daniele and others kept a close eye on the fire and all went off well.

Early Warning for Collie Scrutineering

Saturday September 24 is scrutineering day at Caversham for entrants in the 2022 Collie Coalfields 500. That means that we need volunteers on Friday the 23rd to put up the scrutineering marquee and again at 11 am on the Saturday to take it down again.



Phil Bolden and Michael Broughton trimming the chopped off bits of the dead tree near the clubrooms. June 28.

Other Business

There was lots going on during that day. There was not, however, much feedback on the subject of the Dad's Army Racing Team T-shirts. Graeme will be discussing colours with Jack del Borello and there will be more information on the shirts at the Tuesday gathering on the 26th.

A useful set of drawers was discovered in a storeroom and Wally Phoebe used the drawers to sort the enormous collection of nuts and bolts we have accumulated.

Chad Raven had fun sand blasting the wheels from the Standard Willys Special (SWS).

The opportunity was taken while the surrounding ground and undergrowth was wet, to burn the remains of the dead tree and most of

DAD'S ARMY DATES – 2022

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Left: Ross Oxwell, Chad Raven, Ron Fabry and Steve Gilmour examine and discuss their handiwork while Michael Broughton and Wally Phoebe continue to fasten the marquee down ready for Albany scrutineering on May 21.

Below: Graeme Whitehead, Neville McInerney and Kevin Dorn discuss possibilities for the Dad's Army Racing Team T-shirts.

Other Dad's Army News

Apart from your Scribe's run-in with COVID-19 (see Editor's Ramblings above), Brian Eyre has not been having a good run on the health front. Brian has recently undergone surgery, but was back in hospital in July for a hernia operation.

Stalwart of the morning teas, Graeme Whitehead, has been in and out of hospital for various tests and it really is time someone younger and fitter stepped up to take over as Dad's Army Convenor. Chad does his best, but he too has health problems.

We seem to be keeping a whole bunch of surgeons in employment.

The Scribe

Right: Nick Daniele keeps a close watch on the fire as the remains of the dead tree are consigned to the flames.



FOR SALE

MGB engine carefully rebuilt with Sprintex supercharger plus MGB gearbox. The gearbox is synchromesh on the top three gears, non-synchro on first. Photo at left. The buyer will need at least a 1 3/4" carburettor. The one photographed on the engine remains with Peter.

The lot including engine stand \$5000 or sensible near offer.

You couldn't build a similar engine for anywhere near that figure.

Contact Peter on 08 9384 4562 or email cynda.peter.van@gmail.com

MAKE MINE A SPRIDGEFIRE

First, what's a Spridgefire? It's a combination of Sprite, Midget (Spridget) and Spitfire, a catchall word that covers the three popular small sports cars that came out of the UK from 1958 to 1980.

Now we've established the identity of the cars whereof I speak, the next question is, why a Spridgefire?



Ron Fabry in his Mark 1 MG Midget at Albany this year. His car had been upgraded to a 1275 cc engine when he bought it, but it still runs the original drum brakes. Nicole Lothe photo

Let's step back a bit and look at what this club is all about. According to the club web site, the VSCC of WA was set up for: "The organisation of events for older sports and racing cars and to 'Especially Celebrate and Preserve' the original Round the Houses racing which was held on street circuits in the many country towns of Western Australia in the 30s, 40s and 50s". And we mustn't forget the grand finale of round the houses, the Tom's Tourist Trophy at Geraldton in August 1965.

Of course, we no longer race round the houses, but conduct Regularity Trials, as Motorsport Australia describes them. And we should remember that the race is not always to the swift.

Indeed, the 2021 Northam Flying was won by Thierry Michot in his 1923 Ford Model T.

So far we have established that there is a range of lightweight sports cars from 64 to 42 years old. They're not quick, but they are fun to drive. Some are still inexpensive to buy, although the Mark 1 Sprite (the bug-eyed one) tends to be priced as a collector's item and is probably out of the range we would consider inexpensive.

The cars to go for would be the less desirable models, such as the Sprite Mark 2/Midget Mark 1, with the original 948 cc engine or the slightly later model with an 1100 cc engine but the same size main bearing journals as the 948, which resulted in a rather whippy crankshaft. Many of these have been re-engined with the 1275 cc engine from the later Spridgets, but for our purposes you don't need the extra power. After all, there is a minimum lap time set for our round the houses events, so having a really fast car is a recipe for frustration. As Austin Seven enthusiast Hugh Fryer is fond of saying, 'It's a lot more fun to drive a slow car quickly than a fast car slowly'.

The first Spitfires, the Spitfire 4 and the Mark II, inherited the 1147 cc engine from the Herald 1200, uprated to 63 bhp in the 4 and 67 bhp in the Mark II. That engine was described by *Motor Sport* editor William Boddy as being as reliable as the fabled Volkswagen 1200 engine, which was high praise back in the 1960s. I had a Herald 1200, same engine, and I know that it seemed unburstable. It helped that when Standard-Triumph bumped the engine up from 948 cc to 1147 they also enlarged the main bearings to 2 inches, making the bottom end nice and strong.

In the case of the Spitfire, it seems that the later Mark IV and 1500 models are most affordable. The extra weight of the revised bodywork in the Mark IV made the 1300 cc engine work a bit too hard and the long stroke 1500 motor, which made the 1500 the fastest Spitfire, was not as highly regarded by tuners who didn't like that bottom end.

For an explanation of the differences between the Mark 3 and Mark IV crankshafts, I suggest you find yourself a copy of *Kas Kastner's Historical & Technical Guide for Triumph Cars*. You can Google the book, but you should probably start by accessing kaskastner.com where you'll find all of Kastner's books that together provide an invaluable resource for any Triumph car racer or tuner.

For the little BMC sports cars I recommend *Tuning the A-Series Engine* by David Vizard. If you are looking at DIY modifications, then Clive Trickey's *Tuning the Classic Mini* will be of great assistance. Much of the information in the Trickey book appeared first in *Cars and Car Conversions* magazine and it was those articles that helped my brother, no great shakes in the DIY area, to modify his Morris 850 so that he could keep up with other Mini Car Club members on country roads. The 850 is not that much removed from the early Spridgets in terms of what it needs to go a bit faster.

Unfortunately the Trickey book seems only to be available on Ebay. The Vizard book is available through good online bookshops, but shop around as the price seems to vary a bit. There are books by both Vizard and Trickey



Mick McGrath charges up Mt Ommanney in his Spitfire, which is modified beyond what we suggest in this article, but provides him with a lot of fun. Mark Duder photo.

in the club library on tuning Minis, which could be useful, but try not to decorate them with oily fingerprints.

For our events, there is no need for great modifications to the cars. A DIY port and polish and perhaps shaving the head for higher compression. Hot camshafts and more advanced tuning is not necessary and adds extra expense without necessarily increasing the fun factor.

On the suspension front, the front lever arm shock absorbers on the Spridget come in a lot of criticism, but before you dash off to organise a conversion to telescopic shock absorbers, stop and think. The works Spridgets raced and rallied successfully with those lever arm shockers. Way back in the day, John Hurney was having his MGB modified by John Hagarty to very close to works racing specification. When Mr Hurney asked Mr Hagarty about the shock absorbers he was advised to have the lever arm units uprated by 30%. This he did and that MGB was driven hard and fast without any shock absorber deficiencies showing up.

The Spitfire has telescopic shock absorbers on all four corners, but uprated units are probably a good idea. You should also check the static camber of the rear wheels. If they sit with positive camber, it might be useful to have the rear transverse leaf spring recambered to lower the back to provide slight negative camber. This will reduce the chance of the car snapping into oversteer with the rear wheels tucking under. That snap oversteer can be handy if you enter a corner too fast. When the car slides sideways it scrubs off a lot of speed very quickly. I have used this feature in my Triumph Herald, but be warned, it scares the whatsit out of passengers.

The Mark IV and 1500 have a wider rear track and a swing spring arrangement that seems to avoid the worst of the tuck under effect.

Other than that, it is all pretty straight forward. Make sure that all the suspension bushes are in good condition and that the steering rack is firmly mounted or the handling can get a bit woolly. Brakes should be carefully examined to make sure that there are no hydraulic leaks and that pads and linings are in good condition with plenty of wear left in them. In the case of the Spridget, if you have a drum braked model, don't rush off to find a disc brake conversion. Ron Fabry has been running his Midget for years with the original drum brakes with no problems and his has a 1275 cc engine in it. He says that the discs are not necessary for VSCC events.

A final thought. Don't fit the car with lightweight fibreglass panels or a five-speed gearbox or the scrutineers will be upset with you. We are, after all, running historic cars, not 21st century sports cars with 1960s bodywork. Keep it simple and you'll have a lot of fun without breaking the bank.



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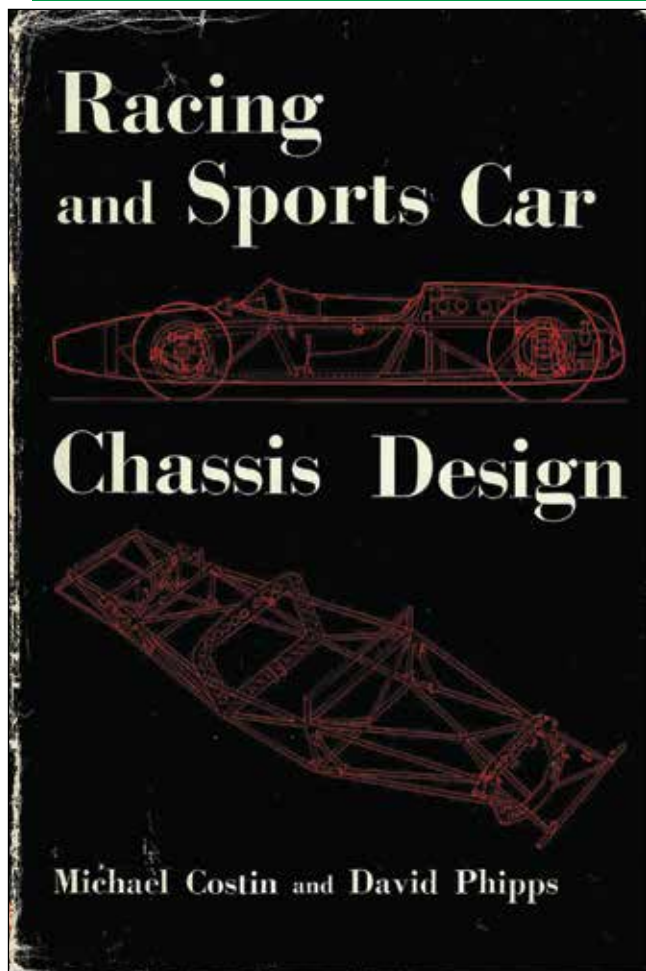








COLLECTORS' BOOK REVIEWS: RACING AND SPORTS CAR CHASSIS DESIGN BY MICHAEL COSTIN AND DAVID PHIPPS SCIENTIFIC DESIGN OF EXHAUST AND INTAKE SYSTEMS BY PHILIP H. SMITH



These two books have been in my personal library for many years. I haven't used them as practical guides, but they did help me to understand why various designs were the way they were.

The chassis design book explains the theory behind Colin Chapman's Lotus chassis in his pre-monocoque days and I was going to use it, with the help of a friend who could weld, to build a racing special powered by the Triumph Tiger 110 engine out of the same friend's motorcycle.

Using Smith's book, that friend tuned the Triumph, which was fitted with a Bonneville head, to cover the standing quarter mile at Caversham in just 13.2 seconds. Pretty quick for what was a street bike of only 650 cc.

This edition of Costin and Phipps' book actually explains how the Lotus 25 and 33 chassis worked, so it is not just space frame and other tubular chassis that it covers. Michael Costin worked for Chapman at Lotus and is the 'Cos' of Cosworth, so he knows whereof he speaks, or in this case writes.

Others have assisted with this book. James Allington did the drawings, Gilbert McIntosh provided much of the material in Appendix I, Chassis Stress Calculations and Keith Duckworth (yes, that one) helped with compilation of Appendix III, Suspension Calculations.

Smith's book is also a

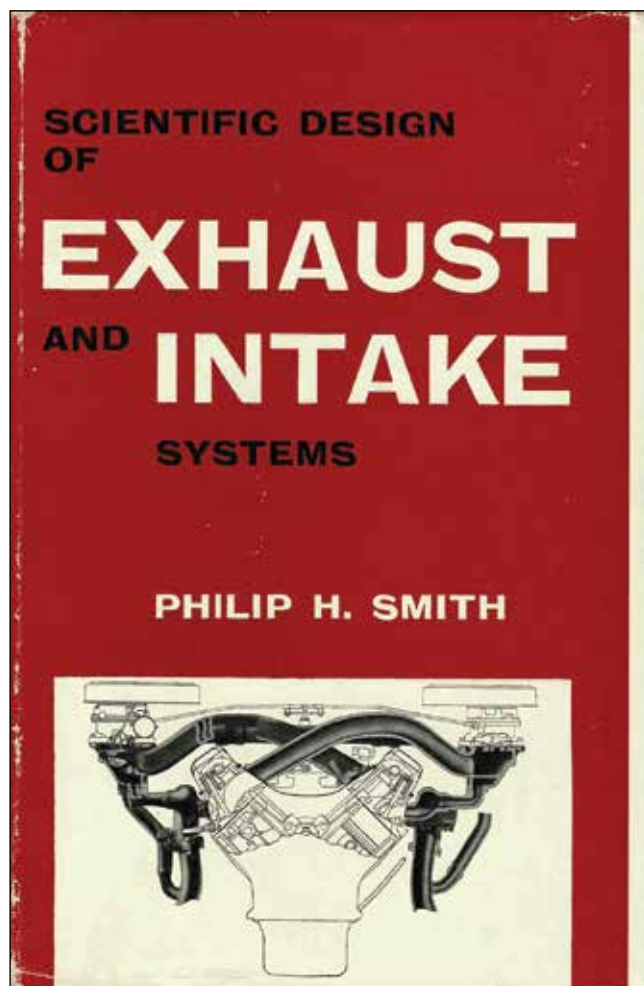
collaboration and the title page shows the qualifications of both Smith and his collaborator, Dr John C Morrison.

It is also acknowledged that many others, including several motor manufacturers, helped with technical information for this book and much of that technical information had either not been published before or was hidden away in archives.

In other words, both books provide state of the art information for 1969 (Costin and Phipps) and 1963 (Smith), which was many years ago now, but they both help us understand the theories behind the competition cars of the classic era. As such, either book is an invaluable aid to anyone restoring or resurrecting a historic sports or racing car from the 50s or 60s.

Other books, which are in the VSCC library and provide invaluable information from that era, are *Automobile Engine Tuning* by PE Irving (Repcos head, Repco-Brabham V8 and much more) and *Design of Racing Sports Cars* by Colin Campbell, which contains fascinating information on F-head engines for those who are playing with Rovers and Rolls Royces..

Bob Campbell



JK AND SQUARE RIGGERS UPDATE

Peter Walker dashes across the lake in 2019 in his replica of Eric Armstrong's Buick Special



PRE-WAR THINKING IS ALIVE AND WELL

Heza Henry has spent an enjoyable but time consuming month contacting all the entrants and receiving car stories and photographs for the Lake Perkolilli Red Dust Revival event program. No, I am not going to talk about the individual stories as you'll have to attend the event and purchase the program to get the stories.

With more than 110 cars entered and the number of likely cars showing up floating around 108 at the moment, it promises to be the biggest pre-war only historic motor sport event held in Australia.

That is a big claim but I can't see that any other event has generated this level of interest for years.

What has been pleasing about the lead up to the event has been the enthusiasm from our cousins in eastern Australia to strike out across the Nullarbor and come to our side of the island to have a go. This is something that has been talked about for years in regard to the around-the-houses events organised by our club but rarely achieved. Sure we have had interstate and international competitors but they are few and far between. Perhaps the attraction with Perko is that it is a unique event (until someone finds a claypan over east and copies the concept) and it lasts for the best part of a week. This makes it worthwhile. Another plus is that it is relatively cheap with camping onsite.

What has given us the most satisfaction in the lead-up to the event, however, has been the incredible number of cars which are being resurrected or built just for the event. It boggles the mind that more than 50 cars have been constructed especially for Perkolilli. When we have 15 cars on our pre-war grid for Albany we are very happy. But 50?

People are not building Lagondas and Bentleys. They are building Chevs, Fords with everything from Model T and A four bangers to sidevalve V8s.

There are other incredible brands like Dort (you'll only see one of them at Perko!), Nash, Studebaker and Graham Paige. They are going where no rational car builder has gone before! They are building truly unique specials from the most unlikely components. I love the ambition of these people. They don't care about the pretentious attitudes which sometimes come with historic racing. They are just out to exercise their creativity and have some fun.

It tells us that there are lots of people out there willing to participate in sporting events but they want low key involvement. Building a car and getting it to Perkolilli is a great achievement and the ability to drive the track many see as a highlight of their involvement in the hobby.

We repeatedly emphasise that it is not about speed at Perkolilli. The dust and the smoothness of the track presents its own challenges. Participants are very happy not to be racing. The camaraderie is important.

We have only had the ability to run an event at Perkolilli spasmodically as it is very time consuming to organise. We couldn't imagine doing it every year, and frankly, the claypan probably wouldn't be up to it.

A lot of people say that pre-war motor sport is a diminishing sector of our club but Perkolilli proves that it is not like that if interesting events can be organised. We have a challenge to keep alive the spirit of the Red Dust Revival after the event is done and dusted.

Over the last two years we have driven on beaches, across paddocks and over hazards. It has all been good fun. We'll try to get these events going again next year and maybe entice some of our new Perko brothers and sisters to



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

be a part of our club.

All members of our club and their friends are welcome to come out to Perko in September and get covered in dust (I can guarantee that bit). Variety, the children's charity, has done a fantastic job putting together the logistics to create a village for a week. While we are having fun, all the funds raised for entry and camping will go to help kids.

At the Variety village at Perko there will be breakfast, lunches and dinners available. Great coffee will also be available from one of the best in the business at Boulder. Locals will know the cafe!

The Variety Bar will be humming and there will be

music in the evenings. Their pizzas are damn good, too.

Out on track will be everything from the diminutive Austin Sevens, Triumphs, Morrises and Rob Read's Gwynne, to the younger brother of the Seven, the Austin Tens! There will be about 20 Ford Model Ts and some incredible builds in amongst them.

The Ford Model A guys have got their act together in a big way and they will be a sight to behold.

The high-performance 1930s specials such as the flathead V8s and Mopar sixes will put on a show and we'll be very careful that they keep to sensible speeds.

There will be touring cars as well — everything from a Rolls-Royce to a DeSoto.

And you never know, you might enjoy watching so much, that you might be back again one day with your own pre-war banger. We hope so!

A huge thank you to our club members who are part of the Red Dust Revival Committee — Lynn and Ross Oxwell, Hugh Fryer and Graeme Cocks.

Heza Henry

TALL STORIES WAITING TO BE TOLD



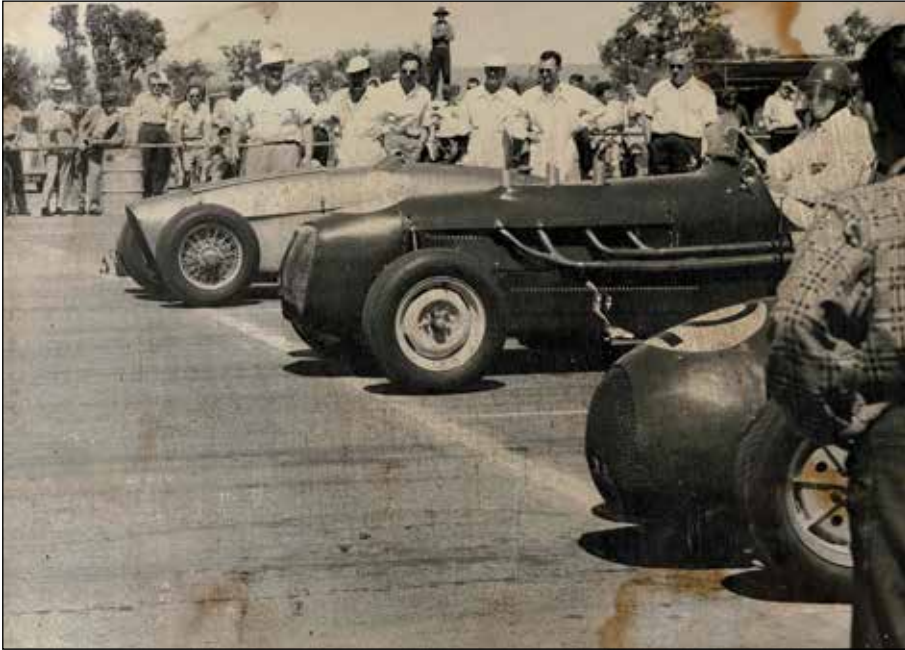
AT THE LAKE PERKOLILLI RED DUST REVIVAL

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PHOTOGRAPHS FROM CAVERSHAM DAYS

The photographs on this and following pages are scanned from Dave Sullivan's collection of shots from Caversham and even prewar Bathurst. I've done my best to identify cars and drivers, but would appreciate any extra information from VSCC members and other readers. Note that some photographs are slightly water damaged.



Left to right on the grid at Caversham, BRM R4 Morgan Special, TS Special and the nose of the Syd Negus Cooper Bristol. The R4 produced a remarkable 138 bhp from its much modified Vanguard engine, making it able to keep the much larger engined TS and the more sophisticated Cooper honest.

Syd Negus at rest in his Cooper Bristol. The card hanging from the dashboard is a chart of flag signals. Note the wonderful array of classic spectator cars lined up behind the dubious protection of a row of oil drums.'

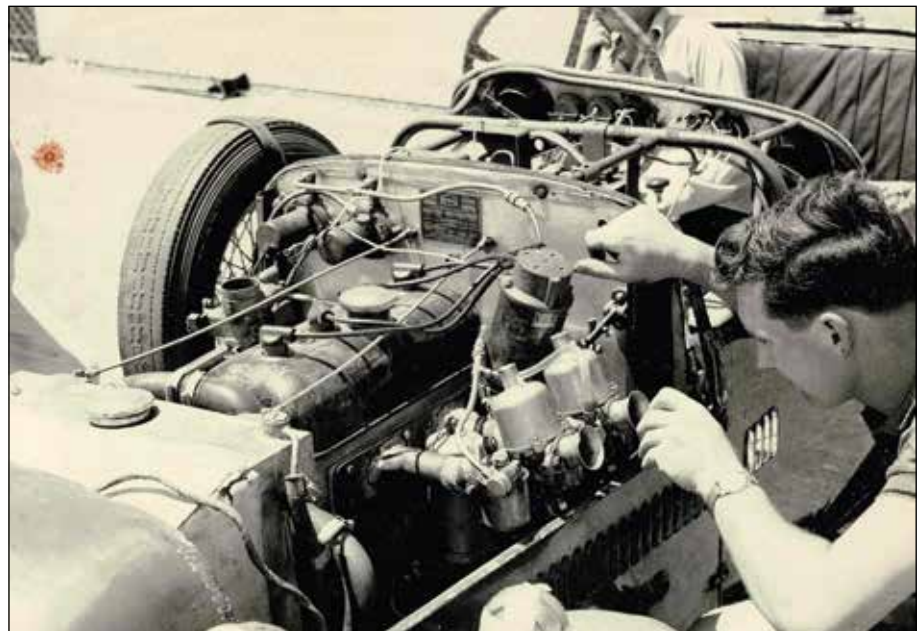


The car closest to the camera is the much modified Bugatti T57, probably driven by David van Dal, number 13 is Peter Bond's Bondley Special, the white car partly obscured by the Bugatti is Vin Smith's Peugeot powered Alpha and number 2 in the front row is Syd Negus in the Cooper Bristol. Number 4 is Syd Anderson's Alta and Number 10 in the front row is Greg McEwin in the Mac Healey. The race is the 1957 State Racing Car Championship.



Caversham seemed always to be either stinking hot or wet and miserable. It was not a hot day when Johnny Walker hustled the Byfield MG through Shell Hairpin.

That's definitely a Peugeot 203 engine, it even has the original Solex carburettor mounted in the stock position, but the mixture seems to be fed through the twin SUs and the maker's plate on the bulkhead reads HRG. Who was it? Where was it and where has it gone to?



I'll go out on a limb here and say it is Ray Barfield in a somewhat battered Aston Martin DB3S. However, I don't think it is Caversham but somewhere else with similar levels of spectator protection. Can anybody help with more information?



Was this the Aub Melrose/Vin Smith Porsche 1600 from the 1960 Six Hours Race? I have no idea. Help please from anyone out there who knows.

This is not Caversham. It is a hillclimb somewhere, but who is it, where is it and when is it? Can anybody help? Is it Albany's Mt Clarence?



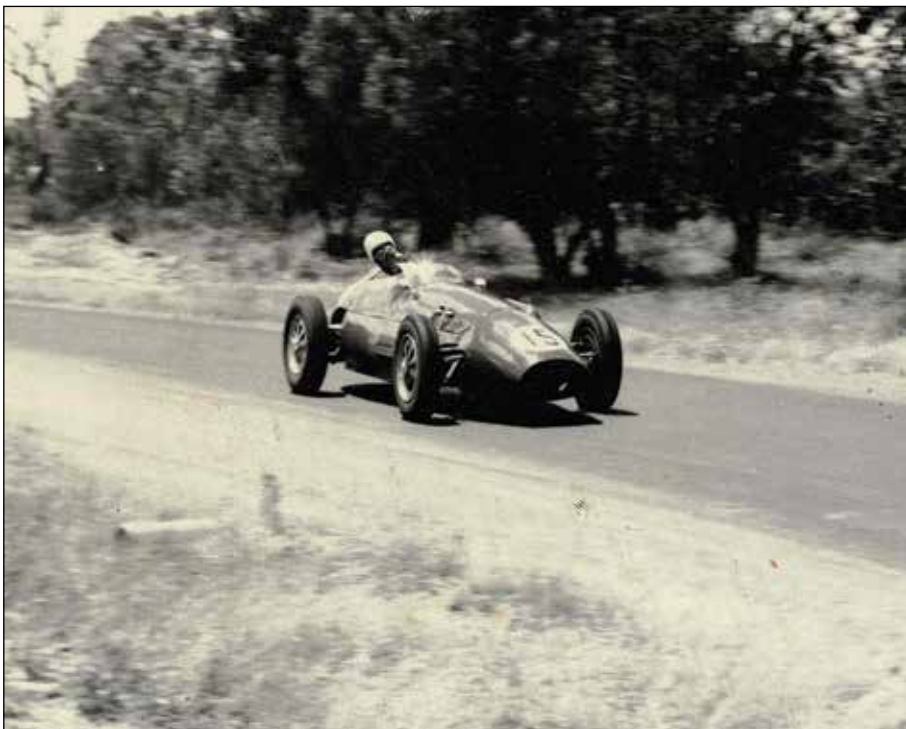
A beautiful shot of Vin Smith at speed in the Alpha. it's probably Caversham, but it is hard to tell. It could well be Mt Clarence, but it is an excellent photograph.



A water damaged shot of Syd Taylor in the TS Special and it looks like Mt Clarence. Can someone confirm that?



This is definitely Mt Clarence with Ray Barfield 'parking' the Aston Martin part way up. The young man in the foreground seems totally oblivious.



Back to Caversham and that is certainly the Recco Alta, but who is driving? Is it Murray Trenberth in 1961 when he finished second to Doug Green's Ferrari in the State Racing Car Championship or David Rockford (real name David Drew, he didn't want his family to know he was racing) after he bought it from Murray? James Harwood eventually bought it from Rockford (Drew) then sold it on to Lord Doune in Scotland where the Recco Holden engine was removed and returned to James. The car was then restored to Alta power and remains, so far as I know, in the UK.

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