

December 2022

Issue No. 371

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



# VINTAGE METAL

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 PLUS

AGM Minutes

VSCCWA Calendar for 2023

Ave Atque Vale James Harwood

Ed Farrar's Lancia Stratos

Brabham's Repair Café



**VSCC 2022 ANNUAL DINNER & AWARDS NIGHT &  
December General Meeting – Tuesday December 13**

**Burswood on Swan**

**6.30 to 10.30 pm**

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

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

# OFFICE BEARERS AND OFFICIALS 2023

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Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Paul Bartlett	Mobile: 0419 907 378	Email: pkbart@bigpond.com
Lindsay Hamersley	Mobile: 0438 940 507	Email: lindsayh@iprimus.com.au
Competition Committee Chair: Vacant		
Dad's 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
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VSCC Log Books Coordinator: Vacant		
Eligibility Officer: Group JKL	Max Gamble	Phone: (08) 9276 2903
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Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

COVER: Is this the Max McCracken Lotus Elite at Caversham? See page 30 for more information. Photograph from Dave Sullivan collection.

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

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

**For all commercial advertising contact David Moir**

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

# FROM THE PRESIDENT



## Clubhouse Work Resumes

I am pleased to report that construction of our new clubhouse at Whiteman Park has resumed. We have recently received a building permit from the City of Swan after a long delay in meeting their stringent environmental standards.

The clubhouse building is expected to be completed to lock-up stage by Christmas. However, there will be considerably more work required next year to complete the building so that we can use it for meetings, club events, Dad's Army activities and the many other purposes we have planned.

## Resources Are Limited

Our further progress with the clubhouse will face some challenges as our labour and financial resources are being stretched. Much of the work to prepare the site and get the project to its current stage has been done by a small band of volunteers led by Ross Oxwell. Ross and his team are reaching the point of burn-out and they would welcome some help.

In addition, the cost of the project to date has exceeded our predictions because of unforeseen expenses and the cost escalations which are characteristic of the building industry at the moment. The project cannot proceed without a further injection of funds. This comes at a time when the club is also facing increased costs in running our four major competition events and other activities, which places us in a very tight financial situation.

## You Can Help

You can help us next year to get the clubhouse finished. This will involve work on the fit-out of the building, such as painting, running cabling and pipework and similar tasks including exterior work such as landscaping. We would welcome your contribution of a few hours here and there as part of the team.

We are also looking for contributions of equipment and materials so please get in touch with Ross Oxwell if you can help: [roxwell@westnet.com.au](mailto:roxwell@westnet.com.au)

Another area we are seeking club members' help is the funding of this important project. The final cost of the clubhouse is expected to be \$40,000 to 50,000 over our available funds so we need to find some external funding sources, such as grants, sponsorship or donations. If you know of any such organisations which could assist please let me know.

## New Committee

At our annual General Meeting in November, the club voted in a new Management Committee for 2023. When I say "new", I mean that while the majority of the hard-working team have been re-elected for another term, we welcome one new committee member in Lindsay Hamersley.

## Life Membership for Rob

At our November meeting I had the pleasure of awarding Life Membership to Rob Ozanne. The Management Committee had little hesitation in conferring this honour on Rob because of the many years of service he has given to the club over the last 15 or so years. His work includes:

- \* Organising major club events such as:
- \* The re-enactment of the 1957 Grand Prix in 2007 and the 2008 Father's Day event, both at Caversham.
- \* The Historic Motoring Fair in 2009, where we also had planes land at Caversham.
- \* The Midland to Caversham 25-year anniversary event.
- \* PA commentary at many 'Round-the-Houses' events at both Albany & Northam
- \* Planning and working with State and Local Governments and motorsport bodies to keep our club and its events going, particularly the Albany Classic.
- \* Committee member and a Club President for many years.

Thank you Rob.

## Vintage Stampede

This year's Vintage Stampede on 2 to 4 December has a new location and format. This year it is being held at the Collie Motorplex with an unofficial practice session on the afternoon of the Friday. Saturday 3 December will see a social event with a drive to the magnificent mural at Wellington Dam, lunch at a winery in the Ferguson Valley and dinner at a hotel in Collie. The Stampede itself is on the Sunday with official practice and our usual regularity events for a variety of historic sports, racing and saloon cars.

If you haven't entered the event (entries closed several weeks ago) come down on the Sunday to catch the action on the track and soak up the atmosphere in the pits. It's a great circuit and entry for spectators is free.

I hope to see you there.

### **Annual Dinner**

We will round off the club year with our Annual Dinner at Burswood on Swan on Tuesday 13 December. This is a great night for dinner with friends in place of our usual December monthly meeting and is a chance for us to hand out a few awards to those who have served the club or distinguished themselves in competition events. And the price at only \$35 per head is a bargain as it's subsidised by the club.

If you haven't already booked your ticket, do it now as bookings close on 5 December. Details are shown below.

*Glenn Swarbrick*



# **Trophy Presentation Dinner**



## **Tuesday 13th December**



## **Venue — Burswood on Swan**

## **Time — 6.30 pm**

Our Club Year winds up with our Annual Presentation Dinner, held once again at the delightful Burswood on Swan, Camfield Drive, on the magnificent Swan River.

A complimentary glass of sparkling wine will be available upon arrival and a delicious three course meal will be provided.

Price per head is \$35.00 ( VSCC subsidy of \$33.00 per person).

This is your chance to help our Club Trophy winners celebrate another exciting year of events and discuss some wonderful opportunities and events for next year .

This will be a great fun evening for you and your partner, so please book and pay, to secure your place.

To reserve your booking please RSVP and pay at;

[entries@vscwa.com.au](mailto:entries@vscwa.com.au) by Monday 5th December.

(NOTE: the dinner is in place of our usual monthly meeting)



# VSCC OF WA CALENDAR 2022-2023

## December 2022

- 4 Vintage Stampede, Collie Motorplex Club Regularity Championship Rd 4
- 4 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 10 Dad's Army
- 12 Annual Dinner, Awards Night and General Meeting
- 13 Management Committee
- 20 Dad's Army
- 20 Competition Group

## January 2023

- 24 Dad's Army
- 31 Dad's Army

## February 2023

- 4 Dad's Army
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 6 General Meeting
- 14 Management Committee
- 23 Competition Group
- 21 Dad's Army
- 28 Dad's Army

## March 2023

- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 6 General Meeting
- 11 Dad's Army
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 28 Dad's Army

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**NOTE! DEADLINE FOR ARTICLES FOR THE FEBRUARY 2023 ISSUE IS JANUARY 15, 2023  
ADVERTISING DEADLINE JANUARY 11, 2023.**

## Wanted as Regulations Have Changed

Secondhand seat, with base fittings if possible, suitable for a 6 point harness.



Must be quite narrow in design to fit in my Alpine A110.  
No wider than, Seat 470, backrest 450, top of backrest 400.

**Contact Mark Duder on the following.**

**Phone: 0419 661 129**

**Email: [markduder@bigpond.com](mailto:markduder@bigpond.com)**

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

## Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 7 November 2022

1. **Meeting opened:** 7:08 pm, Glenn Swarbrick presiding, 26 members present.
2. **Apologies:** Chad Raven, Brian Eyre, Terry Posma, Graeme Whitehead, Ron Fabry, Jim Krajancich, Mike Upton.
3. **New Members & Guests:** The President welcomed Dick Ward as guest speaker.

4. **Adoption of minutes:**

**Moved:** David Moir **Seconded:** Michael Broughton, that the minutes of the October 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. **Membership:** currently @ 382 members.

**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:** Ed Farrar that the Secretary's report be accepted. **Carried**

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

- a. Life Membership – awarded to Rob Ozanne for his many years of valuable service to the club, confirmed by acclamation. [Photo at right.]
- b. James Harwood – noted James' recent death, a founding member of the club. [See page 22.]
- c. New clubhouse – expecting construction to start shortly now that obstacles have been overcome; acknowledged the work of Ross Oxwell who will report later in the meeting.
- d. Northam – work underway to develop the new circuit for the Flying Fifty regularity event in April 2023.



9. **State of Play Reports:**

- a. **Competition:** Mark Duder reported:
  - i. **Vintage Stampede (4 Dec)**
    1. At Collie this year
    2. Unofficial practice on Friday.
    3. Social tour planned for the Saturday.
    4. Official practice and regularity on the Sunday.
  - ii. **Northam** – recent meeting on-site with Shire of Northam engineer and Randle Beavis; new circuit will require the outlay of around \$25,000 for additional safety barriers and spectator fencing.
- b. **Dad's Army:** Usual Dad's Army Christmas function in doubt due to the lack of an organiser.
- c. **Library:** nil
- d. **Social:** Michael Broughton reported that:
  - i. Joondalup Festival of Motoring - the club had a good display of 12 cars on 30 October.
  - ii. A Brabham Repair Café is planned for Saturday 19 November (11 am to 3 pm) as a community event at Caversham with Creating Communities. Scrutiny for the Vintage Stampede will also be at Caversham that day from 8 am to 11 am.
  - iii. He has submitted a grant application to Motorsport Australia for \$1,500 towards a hoist for the new clubhouse.
  - iv. The club's annual dinner will be on Tuesday 13 December at Burswood on Swan, in place of the usual monthly meeting; tickets @ \$35/head, including club subsidy.
- e. **Regalia:** Steve Gilmour reported that he was building up stock and will have some items available at a discount.

- f. **Whiteman Park:** Ross Oxwell reported that:
- i. The building permit was approved in October.
  - ii. Motivation Foundation will resume site works this week.
  - iii. Building construction will begin at the end of this month with the aim of having it to lock-up stage before Christmas.
  - iv. Another shed (all-steel construction, 9 x 6m) has been donated to the club and is planned to be erected on-site for scrutineering.

10. **General Business:** nil

11. **Guest speaker:** Paul Wilkins welcomed Dick Ward who spoke about his car racing career and his 50+ years of owning and racing the Fiat-Abarth sports sedan he had on display at the meeting

12. **Next Meeting:** Tuesday 13 December, Annual Dinner at Burswood on Swan

13. **Meeting Closed:** 7:34 pm.

## Guest Speaker Dick Ward

At the November VSCC meeting Dick Ward gave a talk about his legendary Fiat 600 Abarth.

He bought the car in Canada when it was just a couple of years old, drove it south through the USA, Mexico and Guatemala, then back the other way. The car was shipped to the UK and toured Europe. While in the UK, when Dick was working at the famous Abarth specialist Radbourne Racing, a damaged 600 Abarth donated its competition parts to Dick's previously standard 600 and the racing car was born. In 1970 it was boxed-up and shipped to Perth, Dick's home town.

An almost continuous racing career for the car and driver began at Wanneroo Raceway, with the car further developed with a rotary engine, as it has today. Remarkably, Dick says the car is on just its second rotary engine. The car became increasingly modified – and tremendous success followed, with wins at circuits around Australia and in south-east Asia, where it got a cult following.

I recall seeing the car competing in the WA round of the national Sports Sedan Championship and seeing how surprised the interstate drivers of some monstrously fast, big V8 cars were by the absolute dominance of the little Fiat.

Sidelined for a decade after a major crash,



President Glenn Swarbrick (right) presents Dick Ward with a VSCC club cap as a souvenir of his evening as guest speaker.



Dick and the Fiat at Albany in 2013. Cars are grouped according to performance and the Fiat fitted in with the open-wheelers.

while Dick developed and raced RX7s with success, the 600 Abarth eventually was rebuilt and taken back into competition events. It weighs 550kg and has 250 horsepower.

Few parts are original – like the door handles, lights, badges and wipers, but it does retain a steel roof, scuttle and windscreen surround.

Entered in sprints and hillclimbs these days, the car is still winning events today with its agile octogenarian driver behind the wheel.

*Paul Blank*

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

## Minutes of the Annual General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 7 November 2022

1. **Meeting opened:** 7:34 pm, Rob Ozanne presiding with 26 members present.

2. **Apologies:** as for the General Meeting.

3. **Adoption of previous year's minutes:**

**Moved:** David Moir **Seconded:** Ed Farrar, that the minutes of the 2021 Annual General Meeting of The Vintage Sports Car Club of Western Australia (Inc) as published in the December 2021 issue of Vintage Metal be adopted as a true record. **Carried**

4. **Business arising from minutes:** nil

5. **Treasurer's Report:** Sheryl Swarbrick reported for the Treasurer:

5.1 Copies of the audited accounts for 2021/22 were available at the meeting.

5.2 The club's financial situation for the year ended 30 June 2022: Account balances and cash amounts can be obtained by members from Sheryl.

5.3 The accounts for the last financial year have been reviewed by Ashley Morgan & Associates who have reported that they are in order.

**Moved:** David Moir **Seconded:** Ian Fry, that the Treasurer's report be received. **Carried**

5.4 **Appointment of financial reviewer for 2022/23:**

**Moved:** Glenn Swarbrick **Seconded:** David Moir, that Ashley Morgan & Associates be appointed to review the financial affairs of The Vintage Sports Car Club of WA (Inc) for the 2022/23 year. **Carried**

6. **President's report:** Glenn Swarbrick gave his report for the year:

- 2022 has been a good year for the club.
- Our membership has remained strong.
- We ran three successful competition events, although the Northam Motor Sport Festival was cancelled due to COVID concerns.
- Thanks to the Competition Committee for their work throughout the year.
- We are looking forward to our new clubhouse at Whiteman Park being completed in 2023, acknowledging the hard work put in by the Whiteman Park team led by Ross Oxwell.
- Thanks to the Dad's Army crew for maintaining our Caversham clubrooms and the help they have given with the new clubhouse.
- Acknowledged Graeme Whitehead in stepping down from his Dad's Army role after many years of great service.
- This year has seen the loss of two of our founding members: Peter Briggs and just recently, James Harwood.
- Thanks to the out-going Management Committee and to Sheryl Swarbrick for her role as Administration Officer.
- We are looking forward to making 2023 a great year for the club, particularly with the prospect of moving into our new clubhouse.

7 **Competition Report:** Mark Duder presented the following report:

Well, we had quite an eventful 2022 with all the problems COVID created.



Firstly, Northam was on then off, several times and we tried very hard to get the Hillclimb as a stand-alone event, but reduced entry numbers meant we had to cancel that too. A real shame as a lot of preliminary work had been done by numerous people, including Peter Schofield with the risk management document.

But Albany was a ripper with full fields for the

Left: Albany 2022. Sarah Fry in her 1964 MGB is chased by Tony Fowler in the 1958 Triumph TR3A, Rob Read in his 1925 Gwynne 8, Luke Zambotti in his D-Type Replica, Julia Polkinghorne in the family Austin Seven, Doug Todd in the Ballot and more. Nicole Lothe photo.



Collie Coalfields 500 organiser Paul Bartlett with his well-travelled Ford Escort. Tarmac rallies, regularity, hillclimbs — if the Escort fits, there you will find Paul. Competition Secretary for some years, Paul has been a big help to Competition Committee Chair Mark Duder. Paul has also been one of the leaders in getting the new circuit at Northam set up.

hillclimb and the regularity event.

A big thanks to Clerk of Course John Hurney, 2IC Peter Morley and the officials on the day for the way it was conducted. Unfortunately, we had initial problems with competitors' support vehicles having to be towed away which set us back by an hour and afterwards we had to issue several letters to competitors regarding "racing", running under the set time and contact with the barriers, but overall, it ran very well. The VSCC will have no hesitation in continuing to issue letters to regulate this type of behaviour for future events.

A big thanks also to Rob Ozanne for his continued support in all things Albany, like finances, crowd control and helping Steve Boyle with the groupings.

Collie was our next event and that was run very smoothly, once again under the control of John Hurney and Peter Morley, even though they had to contend with a "watch and act" forest fire on the edge of the track. The meeting ran on time and no hard decisions to be made on any competitor. The invited historic, open wheelers and Hyundai groups provided some spirited driving.

Having said that, the event was very close to not starting at all on Saturday due to the lack of flag marshals and a safety car driver. Last minute phone calls and we just scraped through. Thank you to those persons responding to the late call.

Which brings me back to my message from last year for competitors to give up 1 event out of 8, (i.e. 1 event in 2 years). It is a case of repeating myself this year too, however I have to stay optimistic and hope that attitudes will eventually change, but basically it comes down to "do you want the events to happen or not?" Up to you.

Irrespective, Paul Bartlett, Brad Peters and John Harwood did a wonderful job organising the Collie 500.

We are holding the Vintage Stampede at Collie as well, on Sunday the 2nd of December due to a problem with our request at Wanneroo.

Coupled with this will be an unofficial practice afternoon on the Friday with a get together dinner, followed by a social run stopping for lunch in the Ferguson Valley on the Saturday.

Next year's Northam event will be run on the new circuit. At the moment, we are awaiting certification from MSA which hopefully will come at the end of December.

May I say that Paul Bartlett and Mike Gallagher have put in an extraordinary amount of work on this in conjunction with the Shire to get us to this stage. The Shire is going ahead with changes to the roads within that plan to the tune of \$175K, and it is now up to us, the VSCC, to ensure the whole area and track is up the standard of safety that is set in the proposal to MSA.

At this point in time Randle Beavis has managed to procure some extra spectator fencing, but on top of that the extra barriers required will cost the club an additional \$22k. Therefore, sponsorship or grants are going to have to be the main priority for the club to get this off the ground, as costs have also increased in building the new clubhouse quite dramatically, which will impact on what we have in reserves.

I have already spoken with Paul Wilkins regarding new concrete barriers but there is a limit as to how many can be made in that timeframe.

Coupled with this are a myriad of other documents as it is a new track. The major one being the risk management plan which must be submitted in draft form by early January, which doesn't leave us much time. Thank you, Peter Schofield for your support in putting the plan together, as I know that in the first instance it looked a nightmare.

On other 2022 competition matters.

The online entries with MSA are working well and takes a lot off Sheryl's workload.

A return to Wanneroo is set for our Stampede next year with the hillclimb being conducted in the morning.



A big thank you to our small band of Scrutineers led by Barry Macintosh and Tony Brett. A great job also to the guys running the BBQ at scrutineering, especially Graeme Whitehead and Chad Raven. Another big thank you to yet another group that erected and dismantled the large tent was used for scrutineering.

Ken Tonge does require a special mention for the amount of work he puts into each event with the flags, fire extinguishers, radios as well as the safety car.

Which leads me to say that the flag marshal training mentioned earlier this year, must get off the ground for 2023. We just have to get MSA to provide the program, as Ken can deliver it.

In all honesty we are getting by with only one flaggy at each point when we should have two: one looking at approaching cars and holding the flag and the other looking the other way and working the radio. If you have you worked a flag point you will understand how busy it can get.

Thank you to our DSO for these events, Michael Grogan, for his input into keeping driver standards reviewed and also running the Albany Hillclimb.

To those club members who gave their time to help run an event in whatever capacity, may I say it was welcomed, but we do need more of you to come forward. Please.

We also must not forget the wonderful officials behind the scenes in the event control room, and the regulars doing the grid and flag points. It would be impossible without them.

We had hoped to get a panel together to investigate the eligibility of cars in an effort to retain their period, headed by Barry Macintosh, Paul Bartlett and Brad Peters; sequential gearboxes and Cosworth engines in Escorts and Honda engines in Minis to name couple of examples.

Obviously, it would be advantageous to have this sorted before the entries go out for Northam April 2023 so that the supp. regs criteria are then set for the whole year.

Overall, I think it was a good year and I thank the competition committee for their patience with me.

## **8. Elections:**

**8.1 Nominations for positions:** Following the notices in Vintage Metal magazine, the following nominations have been received:

President:	Glenn Swarbrick
Vice-President	Michael Broughton
Secretary	David Moir
Committee Member:	Mark Jones (Library & Bar Manager)
	Stephen Gilmour
	Paul Bartlett
	Lindsay Hamersley
	Mark Duder

**8.2 Motion:** That these elections be accepted, as the nominations do not exceed the vacancies.

**Moved:** Michael Grogan      **Seconded:** Ed Farrar      **Carried**

**8.3 Call for nominations from the floor for the positions of:**

Treasurer and Competition Committee Chair.

There being no other nominations, the incoming committee will co-opt suitable members.

**8.5 Presentation of the VSCC Management Committee for 2023:**

President:	Glenn Swarbrick
Vice-President:	Michael Broughton
Treasurer:	TBA
Secretary:	David Moir
Competition Chair:	TBA
Committee Member (Library)	Mark Jones
Committee Member	Stephen Gilmour
Committee Member	Paul Bartlett
Committee Member	Lindsay Hamersley
Committee Member	Mark Duder

(Note: all terms will expire in November 2023)

## **9. Other Business: nil**

In accordance with the Constitution, there being no other business, the chair declared the AGM closed at 7:54 pm.

**DON'T FORGET! Tuesday 13 December, Annual Dinner at Burswood on Swan**

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**Please call Mike Harwood 0470 411 857**

# VSCC NEWS

## Situations Vacant

Have you read the minutes of the AGM? Did you take note of what is not there?

Sometimes what is not there is just as important as what is there, and this is one of those times. What is missing is two names, one alongside Treasurer, the other alongside Competition Chair.

Every club needs a treasurer, and since the AGM, the Management Committee has co-opted David Ward to continue as Treasurer. If you have a facility with figures and wish to help the club, please consider putting yourself forward for the job in the future.

Not every club has a Competition Committee, but it is an essential part of our club's management structure. Those who have been involved in the club's competitive events for some time will know that Paul Bartlett was running them almost single-handed for eight years. Pressure of work and wise counsel from family, friends and concerned club members eventually persuaded him to step back and take a less demanding rôle as adviser to the current Competition Committee, which, until this year's Vintage Stampede, is chaired by Mark Duder.

Like Paul before him, Mark has decided it is time for him to step back and take a less demanding rôle. He would like to hand the baton to a younger person if possible. Like many of us, Mark is part of the Baby Boomer generation and his age has had a 7 on the front of it for some years now. Surely there is a member of the club of a later vintage who can take on the task of Competition Chair and take the club's competitions into the future.

## Not Volunteers Again?

Mention of Mark Duder reminds me that he wrote an open letter to members of the VSCC twelve months ago. You can read it on the VSCC web site. Click on News, Vintage Metal, click on the link to the December 2021 issue and scroll to page 17.

In the letter, Mark pointed out that the Management Committee members are re-elected each year because no-one else bothers to put themselves forward to help run the club. As committee members drop out through age and infirmity, there is no-one to replace them, which led Mark to say that the '... same scenario could be on the cards whereby the committee cannot function properly through lack of numbers and says "no committee means no club"'

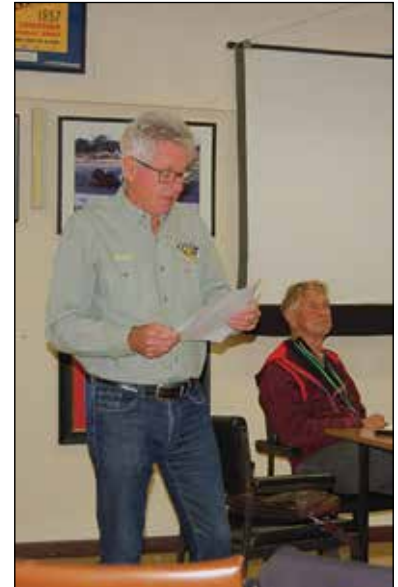
He also pointed out that there is a distinct lack of volunteers to be officials at our events. His prediction of trouble came true at Collie this year when there was a last minute call for volunteers to act at the Coalfields 500, which almost didn't go ahead for lack of officials including flag marshals.

Mark's suggested solution is that regular competitors should stand down from one event every two years, in other words, one event in eight, to act as officials. Here is a quote from Mark's letter:

'That would still leave them 7 events to participate in. In some cases, depending what position they took, it is still possible to compete on the day.

The positions are hands on and consist of flag marshals, track set up, sweep cars, radio personnel and grouping of cars entered, of which all competitors are familiar with.'

The situation has become urgent. Club members must step forward to take on management tasks or the club will fade away. If you enjoy participating in club events, then put something back into the club to keep the events alive.



Mark Duder makes his report as Competition Chair to the AGM in November 2021

*Bob Campbell*

*Vintage Metal Editor*

## Wanted to Buy

45DCOE Weber dual throat carburettor

To suit MGB

Contact Len Kidd:

Mobile: 0422 797 461

Email: [an.len@live.com](mailto:an.len@live.com)



# WHITEMAN WISE-UPS

The City of Swan issued us a Building Permit, valid for two years on October 17th 2022. Motivation Foundation should shortly finish the sand pad for the shed to sit on, compacted and tested with the Perth Sand Penetrometer to at least 5 blows per 300mm for 750mm. They will also re-commence building the compacted limestone roadways on the site, and perhaps excavating the trench between the electric node at the front gate and the location of the switchboard within the building.

All being well, our builder will erect the Coastline shed kit, on site since the end of June, in the first two weeks of December. We will then need to install all of the conduits and piping required to be under the concrete floor. After termite treatment with spray and Termi-mesh to the penetrations, the concrete floor can be laid, hopefully before Christmas, but the schedule is very tight.

The shed will then be complete to a bare lock-up stage. The further work as detailed below, will have to wait until funds are available to purchase the materials, probably done in stages as those funds become available. We have a plan to do that, as we must proceed in order to meet our obligations expressed in both our lease and the Building permits.

We, us, our members will then need to construct and furnish our internal toilet facility, male, female and disabled, and install our septic tanks, pipework and leach drains under the supervision of licenced plumber member Steve Gilmour. The electrical distribution will need conduits to be fixed and cables drawn for light fittings and power points, all connections being made by licenced electricians. When the building is erected we will need to connect our three-phase cable from the supply point at our front boundary to our new switchboard cabinet. That will involve dragging the heavy cables through 100mm diameter plastic conduits, to be buried 900mm underground, the required 85 metres point to point. We will also need to install emergency lighting and exit signage. The meeting-room end of the building will need to be lined with Gyprock and a Kitchen and bar constructed as well as facilities for Library and Merchandise.

The workshop end will need to have bench-work constructed and installed, with some hardwood lining above for shelving. We will be looking for industrial racking and lesser storage shelving for our stores area, so if you've got an "in" somewhere, or you know of some place changing their layout with redundant items of this nature, please let me know – we can find places to stick stuff for the interim if the time is now for removal.

We, us, our members will need to do this work because we simply don't have the money to pay someone else. We do have a few people with the skills necessary, but they can't, and shouldn't, do it all by themselves – it's our Club, and we should be proud of it! Together we can build something of on-going value while we defeat the onset of old age – Act, Belong, Commit!

*Ross Oxwell*

Chair, Whiteman Committee

(08) 9401 1449 or [iroxwell@westnet.com.au](mailto:iroxwell@westnet.com.au)



## 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 \$70,000**

**Enquiries to John Rowe at:**

**[oldhealey@gmail.com](mailto:oldhealey@gmail.com) or**

**0412 348 246.**

# Vintage Stampede News



**Please note that the 2022 Vintage Stampede will be held at the Collie Motorplex on Sunday 4th December**

There will be an opportunity for all competitors to practice on Friday afternoon.

## **Saturday Tour and Social Event**

On Saturday 3rd December we are organizing a tour around the local area which is now becoming a major tourism destination.

Commencing with a trip to the Wellington Dam to view the world's largest mural followed by a drive through the Ferguson Valley, with lunch at one of the local wineries. Or on Saturday you can watch the motorcycle racing at the track. Saturday evening, we are planning dinner at a local hotel.

For those planning on staying overnight be sure to book your accommodation early. Collie is a tourist destination and December is the start of holiday season.

Entries for the Vintage Stampede opened in Mid October.





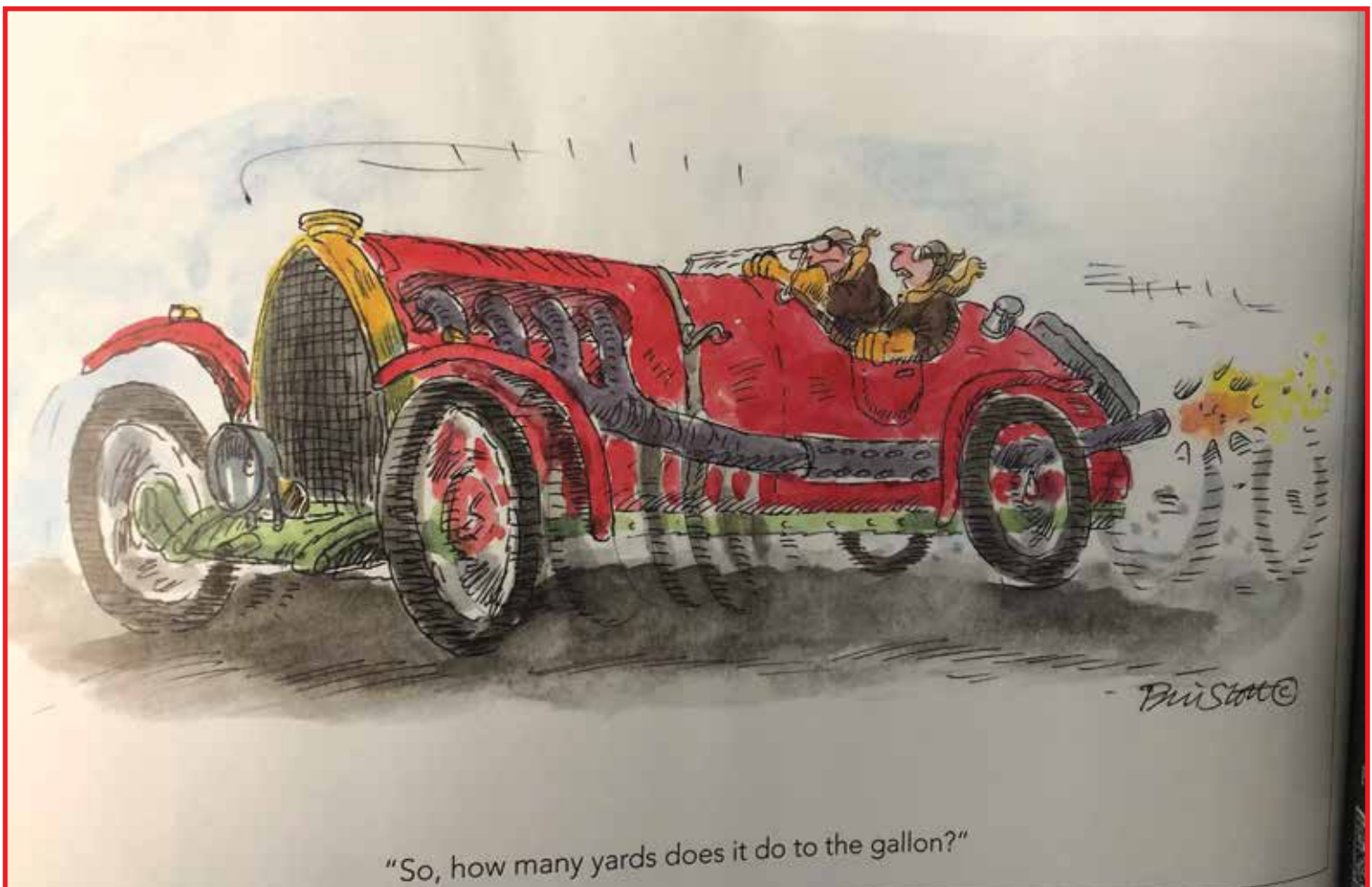
## Recycle to Help Our Club

You can use your recycled drink containers to donate a refund to The Vintage Sports Car Club of WA at any Containers for Change refund point in WA.

10 cents from every eligible plastic bottle, stubby drink carton or aluminium can will go to our club to contribute to member activities and facilities.

Simply quote this member number C10694368 (scheme ID) or a QR code will be available soon to send your donation our way:

For more information on eligible containers and your nearest refund point, go to <https://www.containersforchange.com.au/wa/>



# EDITOR'S RAMBLINGS

## Genevieve and Friends

I left the Genevieve photo on this page because it reminded me of something. As you probably know, Genevieve is a French car, a 1904 Darracq to be exact. In the English speaking world she is known as a veteran car, but the French have their own term for veteran cars. From the noise they make, they are known as 'les Teuf-Teufs'. I suppose it's only to be expected of a country that described the Beatles and similar groups as 'les Yeah-Yeahs'.

## Delicious Decibles

Mention of the noises cars (and pop groups) make leads me to a great little flashback story I read recently from my friend D Randy Riggs, Editor-in-Chief of *Vintage Motorsport* magazine.

D Randy was looking back to his childhood and the sounds of cars, trucks, aircraft and even diesel locomotives that captured his attention. As a schoolboy he could identify the cars going by from the sounds of their engines. Buick straight eight, small block Chevy in a Corvette, GM two-stroke diesel in a passing truck, they were all music to young Riggs's ears. It all started with the distinctive sound of the radial engines of DC3s flying over his home.

The article tickled my memory. When I was a little chap we lived in Blackpool, famous for Blackpool Tower, The Illuminations and its trams – not much engine noise there. We lived near the main road into town and I could walk down to the end of the street and watch all of the cars carrying holidaymakers to the seaside resort. But it was the sound of the Leyland buses that stuck in my mind, the distinctive note of the Leyland diesel engines. I can hear the same sound from the bus museum's half-cab Leyland buses in Whiteman Park.

The other attraction was the huge furniture vans from the removalist based in the main road. It had a fleet of Guy trucks that fascinated me.

I would stand at the corner of our street watching the cars go by. At 8 or 9 years old I could identify all of the British marques, but I had a problem picking the American brands. Of course, almost all of the British marques are history now, or owned by China or India.

Scotland was my school holiday destination and I would ride in my Aunt May's prewar Morris 8 at a steady 40 mph from our house in Blackpool to where she lived with my grandfather in Dundee, 265 miles door to door. Highlights of the trips included slugging up the hill to Shap Summit on the A6 in a huge queue of cars, trucks and buses at 10 mph when a Guy flatbed truck (I would have called it a lorry) thundered past the whole queue. I seem to remember my aunt saying something about roadhogs. When we reached the summit, there was a 'transport café' (more commonly called a 'transport caff') and there in the car park was the Guy truck with a plume of steam jetting out of the radiator, many feet into the air. Then there was the time May managed to run into the back of a parked coach, but we'll draw a veil over that.

Those bus diesels came into the holiday story. My parents were taking us north by coach. We set off from Blackpool in a nice, new Standerwick coach, and that wonderful Leyland sound was there. Somewhere in the Lake District we were transferred to an ancient Western SMT (Scottish Motor Transport) AEC that had strayed too far south from its usual south west Scottish home ground. I loved it. That had a really nice sounding diesel (well, I liked it). Come to think of it, we must have been heading for Dad's family in Glasgow rather than Mum's people in Dundee.

After moving to Australia in January 1957 we had to get used to 1920s and 1930s American cars, Essex, Whippet, Ford Model A and others that I'd never seen in Blackpool or Dundee. I could soon recognise the old Holden grey motor or the unique sound of the Volkswagen Beetle, the bark from the exhaust of the Morris Minor on the overrun. But the most distinctive sound was the bellow of the WAGR 'Knocker' Commers charging up Roberts Road past Perth Modern School. That sound always distracted me from my lessons.

At Caversham I heard the bark of a 3-litre, four-cylinder Ferrari at Caversham in Doug Green's Tipo 500/625/750 that started off as Ascari's favoured mount in 1952-53 before being upgraded to 2.5 litres for 1954 then was fitted with a 3-litre engine when it was sold to Tony Gaze for racing in Australia. It passed from Gaze to Lex Davison, who won two Australian Grands Prix in it (1957 at Caversham and 1958 at Bathurst) before it was eventually sold to Western Australian Doug Green, which is how I heard it. The best race I saw the Ferrari in was against Keith Rilstone's Zephyr Special and the Special had the decibels on that day. A six-cylinder Ford Zephyr engine with a dirty great Roots blower and six stub exhausts provided an incredible noise, followed by the whistle from its overworked drum brakes. Fantastic! The brakes on the Special eventually ran out and Rilstone disappeared up the escape road at the end of the kilometre long main straight in a huge cloud of dust.

Other sounds that leap to mind are the muted sound of the V12 in David McKay's 250LM when he won the Six Hours Race at Caversham in 1965 and the throb of the 289 small block V8 in Ron Thorp's Cobra as he chased the Ferrari. Thorp came back and won the race in 1966 but was beaten into second place by a very hot Mini in the ridiculously wet 1967 race. That's another sound, the howl of the little A-Series with back-up vocals by the





transfer gears and straight cut gearbox. Talking of howls, what about a 3.5-litre straight six BMW in full cry? We had one of those racing at Wanneroo Park in the early days. Back at Caversham, the deep throated bellow of the 350 Chevy in Norm Beechey's Nova was hard to forget.

To get a close-up of the wonderful sound of a Ferrari V12 I had to wait until I visited historic racer Graeme Snape in the early 80s. He had a Ferrari 250 coupé and fired it up so I could hear the V12. What a glorious sound. My time with the RAC presented a few opportunities to hear classic engines. There was the Jaguar XK120 in the Robert Holmes a Court collection that had a full C-Type engine. That was a glorious sound. And of course, RAC Insurance sponsored the York Flying 50 and the Albany Classic so I got to hear the great sounds of the cars rushing through the streets, from the throb of the Blower Bentley to the bark of Dick Turpin's TQ, there were blowers whining on the MGs and the howling of the Minis. It was great listening.



### Surprising Peugeots

The September 2022 issue of the British magazine *Classic & Sports Car* had a very interesting story about the Darl'Mat Peugeots, two-seater sports cars built on a Peugeot 302 or 402 Légère chassis in 1937 and 1938. There were 105 Darl'Mats built in all, all powered by modified 2-litre 402 engines developing 70 bhp (up from the standard 55 bhp). The streamlined bodywork, designed by Georges Paulin, creator of the famous Embiricos Bentley, gave the Darl'Mat Peugeots a unique appearance and made them popular Concours D'Elegance competitors in the late 1930s.

However, Peugeot dealer Émile Darl'Mat had plans for his sports models that went beyond showing off their elegant coachwork. He wanted to compete at Le Mans in the 24 Hours Race.

In 1937 a team of three 302DS cars was prepared for the big race. A previous outing at Montlhéry had resulted in 24 hours at an average of 139.292 km/h plus a 25th hour at 144.728 km/h, so the team were quite confident that they could succeed at Le Mans against the main opposition, a streamlined 2-litre Adler. However, Peugeot were more interested in team results and the three cars finished seventh, eighth and tenth overall, crossing the line together. The Adler won the 2-litre class. For 1938 the cars were modified with alloy cylinder heads and power was close to 90 bhp. Darl'Mat was determined to beat the Adler and after two of the cars dropped out with failed cylinder head gaskets, car number 24 driven by Charles de Cortanze and Marcel Contet charged home in fifth overall, first in the 2-litre class and beaten only by Delahayes and Talbots in the first four places. It was a good year for the French.

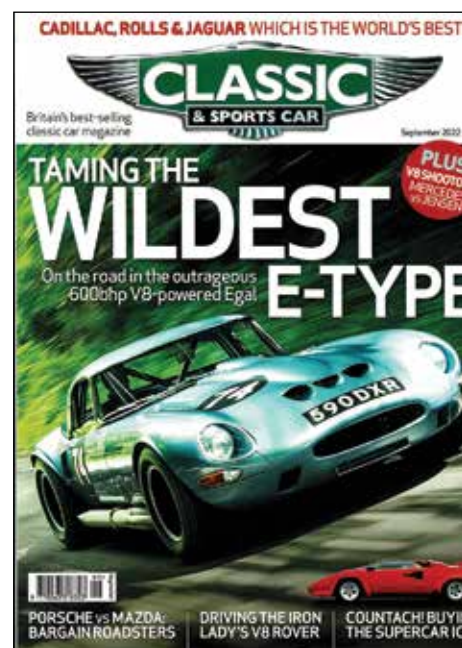
There are not many Darl'Mats left. After all, there were only 105 of them to start with. You can buy your own model of the 1938 class winner, a 1:32 scale slot racer by MMK. American dealer Electric Dreams ([electricdreams.com](http://electricdreams.com)) will sell you one for \$US189.95 plus shipping, or you might find one on Ebay. That's my example in the photograph above.

### Egal, an E-Type with Grunt

Many years ago I had a discussion with my old friend Kim Le Souef, who has been mentioned in these pages before. The discussion was about the incompatibility of low profile tyres and suspension with a lot of camber change. I said that the camber change would lift part of the tread off the road, but Kim thought that the flexibility of the sidewalls would still be enough to keep the tread on the road.

Shortly afterward there was an article in *Sports Car World* magazine about an E-Type Jaguar with a 427 side-oiler NASCAR V8 where the 3.8-litre straight six ought to be. It had huge, low-profile rear tyres and the cover of the magazine showed the car taking off from a standstill, with the outer third of each tyre tread lifted clear of the road by the camber change in the rear suspension. I showed Kim the magazine, which proved my point.

Oddly enough, the same *Classic & Sports Car* magazine as had the Darl'Mat story also had the story of the Egal, which turned out to be that same E-Type Jaguar, and it still has the NASCAR V8 from a 1960s Ford Galaxy, although it has since been enlarged to 8.5 litres from the original 7. The late Barrie 'Whizzo' Williams, who took over driving the car in 1967, described it as, 'Horrendous to drive, with way too much power and no grip. It ran out of brakes, too. The thing is, it was so quick to the first corner that I won a lot of races.' That's the Egal.



Bob Campbell  
Vintage Metal Editor

# DAD'S ARMY NEWS

## Early Days of Dad's Army



Foundation member of Dad's Army Paul Wilkins sent me this photograph of a remarkably youthful looking Peter van der Struyf and Mark Jones checking out the lathe that is now securely mounted on a solid base in the same generator room that is shown here.

Dad's Army was set up by Paul and others to prepare the Caversham clubrooms for occupancy by the VSCC. Apart from installing the lathe, the team cleaned out the rooms, painted the walls and transported to the premises the chairs and tables that had been donated.

It is a timely reminder that we need a similar effort from today's membership to get the new clubrooms in Whiteman Park ready for use. At least this time we are starting off with a new building, so there are no repairs or rebuilding needed, just the fitting out of the bare shell. See *Whiteman Wise-Ups* on page 13 for details of what is required.

### Another Shed

Ken Jones donated a shed to the VSCC and Dad's Army gathered at his Henley Brook property to dismantle the shed with the help of Neville Macinerney and his telehandler. Graeme Whitehead provided transport for the dismantled shed on his truck.

The shed is definitely big enough for scrutineering duty once it is re-erected at Whiteman Park. It does seem to be in better condition than the red shed we picked up last year.



Above: Barry Mackintosh accepts a lift from Neville's telehandler to remove the bolts holding the shed together.

Left: The shed dwarfs Graeme Whitehead and Ross Oxwell (up the ladder) and Barry Mackintosh.



### Christmas Lunch

Planned for Tuesday December 6 or 20. Details to come.

## DAD'S ARMY DATES - 2022-2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
DECEMBER	10	20	
JANUARY 2023		24	31
FEBRUARY 2023	4	21	28
MARCH 2023	11	21	28

## Firebreaks Needed

Towards the end of October Ross Oxwell became aware that we needed to clear firebreaks around the perimeter of our block at Whiteman Park. Barry Mackintosh arranged to borrow a tractor from Waneroo Agricultural Machinery with a ripper on the back to prepare the ground.

Unfortunately there was a problem with the machine and the tractor was not available until the very end of October. Ross then asked for volunteers from Dad's Army to help with the clearing on November 1. Several members of Dad's Army turned up over the course of the day to assist and the firebreaks were duly cleared.



**Barry kicks up the dust with the tractor**

Helping with the process was a heavy duty mower that Barry Mackintosh discovered while helping to recover the shed from Ken Jones's property. It needed new blades and was so old that Barry had to call on the expertise of the helpful staff at Midland Mowers to discover suitable blades as the originals were no longer available.

Blades sorted, Barry was able to get the machine working as it has a vitually unburstable Briggs & Stratton engine.

Phil Bolden spent a considerable time pushing the mower up and down the block, getting down to detail clearance that was too tight for the tractor.

Getting into even tighter corners was Ross, who was intent on clearing the long grass from around the trees

on the block. He even lay down on the ground to reach into nooks and crannies around the base of the trees, which is probably how he managed to pick up a tick.

Also prey to a tick was Barry, although he spent much of his time on the tractor, so it must have been a more than usually athletic tick.

Others including Ron Fabry and Mark Jones, were busy with rakes, collecting the cut grass and loading it on to the club trailer to be disposed of safely.



**Phil getting physical with the heavy duty mower.**



**Building materials for the new clubrooms sitting beside the new driveway**

*The Scribe*



Above: Barry Mackintosh guides the tractor around building material while the pile of limestone awaits the attention of Motivation Foundation

Left: Ross Oxwell gets down and dirty around the trees..

# VSCC OF WA CALENDAR 2023

## January

- 24 Dad's Army
- 31 Dad's Army

## February

- 4 Dad's Army
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 6 General Meeting
- 14 Management Committee
- 23 Competition Group
- 21 Dad's Army
- 28 Dad's Army

## March

- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 6 General Meeting
- 11 Dad's Army
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 28 Dad's Army

## April

- 1 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 2 Northam Flying 50 Club Regularity Championship Rd 1 (Historic only)
- 3 General Meeting
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 24 Dad's Army

## May

- 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

## June

- 3 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 4 Albany Classic Club Regularity Championship Rd 2 (Historic only)
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 10 Dad's Army
- 12 General Meeting
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army
- 27 Dad's Army

# VSCC OF WA CALENDAR 2023 CONT'D

- July**
- 1 Dad's Army
  - 2 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
  - 3 General Meeting
  - 11 Management Committee
  - 17 Competition Group
  - 18 Dad's Army
  - 25 Dad's Army
- August**
- 5 Dad's Army
  - 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
  - 7 General Meeting
  - 15 Management Committee
  - 21 Competition Group
  - 22 Dad's Army
  - 29 Dad's Army
- September**
- 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
  - 26 Dad's Army
  - 30 Collie Historic Races
- October**
- 1 Collie Historic Races  
Club Regularity Championship Rd 3,  
State Historic Race Championship
  - 2 General Meeting
  - 7 Dad's Army
  - 10 Management Committee
  - 16 Competition Group
  - 24 Dad's Army
  - 31 Dad's Army
- November**
- 4 Dad's Army
  - 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
  - 6 General Meeting and AGM
  - 14 Management Committee
  - 20 Competition Group
  - 21 Dad's Army
  - 28 Dad's Army
- December**
- 2 Dad's Army
  - 3 Hillclimb, Jack's Hill & Vintage Stampede, Wanneroo Raceway  
Club Hillclimb Championship Rd 3  
Club Regularity Championship Rd 4
  - 11 Annual Dinner, Awards Night and General Meeting
  - 12 Management Committee
  - 18 Competition Group
  - 19 Dad's Army

# AVE ATQUE VALE JAMES HARWOOD

In 1952, "Performance Cars Pty Ltd was opened by racing enthusiasts James Harwood and Jack Nelson, selling Renault, Fiat and Daimler cars first at 171-5 James Street, Perth, and then later in the year at 126 Mounts Bay Road." That's a quote from *Cars, Characters and Crankhandles* by A John Parker and Bob Campbell. It is the earliest recorded incident in the career of the late James Harwood, Life Member and Foundation Member of the VSCC of WA.



James in the York Motor Museum's Brooklands Riley competing at York.

The same source records that in 1964 James Harwood Sporting Cars was selling Morgan sports cars at 4 Stirling Road, Claremont before moving a few doors down to number 8. He later moved to 19 Barnfield Road, Claremont. That is where I first saw James, selling Morgan cars when I was a young student, barely able to afford to look at the Morgans, let alone buy one.

James bought and sold many classic and historic performance and competition cars over the years. Notable was his rescue of the ex-Doug Green Ferrari when it was stripped down to be converted into a GT car. James acquired the body first, forestalling plans to use it on a speedway sprint car. The body had been bought by speedway identity Ben Ludlow

for £50 and James managed to buy it from Ludlow for the same amount.

Bob Weaver, who had bought the Ferrari for £1000, fitted it with a coupé body in a special known as the Amajawer (derived from Bob's daughter's name, Amanda Jane Weaver). Bob didn't modify the mechanicals of the Ferrari in the conversion, which resulted in the exhaust pipe passing under the passenger's left elbow — inside the passenger compartment! When Bob decided to build a new chassis for the Amajawer, powered by a small block Chevy V8, James was able to acquire the Ferrari chassis, which was virtually untouched, and refit the original body. James ran the car in a few local sprints, but with no organised historic racing in WA and no interest in the car from anyone in Australia, he sold it through Cameron Millar in the UK to Arthur Gibson and Bernard Worth along with a huge number of spares. The whole lot sold for £2000 sterling.



The founding committee of the VSCC of WA, from left to right (names supplied from memory by John Keenan for the September 2014 issue of *Vintage Metal*): John Keenan (Newsletter Editor), James Harwood (President), unidentified female, Andy Whyte, Roy Caldwell, Cristine Ferrucci (Treasurer), Don Hall, unidentified male, Arthur Collett (Minute Secretary), Neville Jones (Secretary), Clem Dwyer and Peter Briggs (Member #1).

Some time later, the Ferrari was acquired by Tom Wheatcroft for his Donington Collection. Research revealed that it was the car used by Alberto Ascari for most of 1952 and 1953, his World Championship years.

Fast forward a few years and James was curator of the York Motor Museum, which housed the Peter Briggs collection of historic sports and racing cars. In an effort to promote York as a tourist destination, James and Peter set up the York Flying 50, the first of the round the houses regularity events in WA. The WA Sporting Car Club provided the management structure to satisfy CAMS, at least for the first few years from 1980 until 1985.

When the WASCC pulled out of organising the York Flying 50 after the 1985 event, James and Peter realised that something had to be done, and it was. With the help of a number of like-minded enthusiasts, the pair were able to set up the Vintage Sports Car Club of WA in time for the new club to take over the organisation of the York Flying 50 from 1986.

James continued his association with the York Motor Museum and the Flying 50 and was made a Life Member of



the VSCC for his services to the club. Probably his last public appearance was at the release of Graeme Cocks's book *York's Fabulous Flying Fifties — A Photographic Celebration* at the York Motor Show in 2021.

James was an avid reader of *Vintage Metal* and he was quick to get on the telephone to the editor if he spotted an error of fact, although he was equally quick to praise and I enjoyed those calls, particularly during the COVID crisis when we were all trapped at home.

Members of the VSCC who came into contact with James over the many years he was involved with the club will remember him for his enthusiasm for the club and his cheerfully told anecdotes of motor sport and the motor trade in this state.

*Bob Campbell*

### Gentleman Jim Harwood Makes His Mark in the City.

VSCC life member Jim Harwood showed up in the West Australian newspaper on November 9th 2017 when he was pictured busking in London Court .

Jim's companion, violin virtuoso Ashley Arbuckle, was accompanied by Jim on the harmonica. Jim had been playing the harmonica for 83 years.

Ashley was among the world's top violinists until a neurological condition forced his retirement in 1999. With the symptoms relieved, he now enjoys playing in less formal surroundings than the concert halls of his professional career.

[Photo and text first appeared in the December 2017 issue of *Vintage Metal*.]



Peter Briggs speaks to the crowd at the 2021 York Motor Show about the new book by Graeme Cocks, supported by James Harwood in his trademark pith helmet...or are they performing something operatic?

## Past Champions at Rally Australia

Bob Watson won the Australian Rally Championship in a Renault R8 Gordini in 1970. Rally Australia, while it was held in Perth, used to invite past champions to pedal the cars they drove in the day around the Rally Australia City Special Stage. VSCC members Mark Duder and his friend Greg



Bob Watson, Greg Humphries and Mark Duder pose with the R8 Gordini.

Sydney and Melbourne. Mark supplied these photographs.

Humphries jointly owned an R8 Gordini that they provided for Bob to drive.

Mark and Greg also used the R8 to compete in the Classic Rallies run by Paul Blank in the 1990s and also competed three times in the Repco Mountain Rally, a 6-day event between



Bob Watson at full speed on the City Special Stage at Gloucester Park.

# ED FARRAR'S STRATOS RESTORED



A few weeks ago VSCC member Mark Duder was attending Classic Cars & Coffee at the University of WA when he saw a familiar car, the Lancia Stratos that once belonged to Ed Farrar.

He took pictures of the car, the engine bay and the interior, all of which were immaculate, far from the boxes of bits that the Stratos had become when Ed sold it. Ed had stripped the car ready for a full restoration, but sold it when the project looked like being beyond him.

Mark didn't know who had bought and restored the car and he and I were prepared to put on our deerstalker hats and indulge in some detective work. But we didn't have to.

On the first Saturday after Mark sent the photos to me, what should turn up in the *West Australian's* West Wheels segment, but



the very car. Ed's old Stratos, looking very smart and shiny.

A landscaper named Tim Davies restored the Stratos and he is very proud of it. He told the West that the car came to Perth from the UK in the mid-1980s and was stripped for refurbishment about 10 years ago. He said, 'I...purchased it in pieces and have reassembled and refurbished it over the past four years. I've had it painted a lighter shade, which is still in the Lancia Stratos palette. It's fun, light and nimble.'

For comparison purposes, Mark also supplied a photograph of Ed in the Stratos at a display for Rally Australia in 2006. As you can see, it was a darker shade of blue back then.

It's good to see Ed's Lancia sympathetically restored.







# ***NORTHAM VINTAGE SWAP MEET***



Presented by the **Avon Valley Vintage Vehicle Association of WA Inc**  
*Supported by the Shire of Northam*

**Sunday February 19<sup>th</sup> 2023**

**Jubilee Oval (Showground) NORTHAM**  
**Follow the Signs to the Chidlow Street Entry Gate**

**Selling: Vintage Cars, Trucks, Tractors, Motorcycles, Machinery,  
Engines, Used Spare Parts, Collectables, Household Items, etc .**

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Vintage Vehicles for sale **ONE ONLY** per 4m x 12 m site

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**Public Entry : 7.00am**

**FINISH : 12.00 Midday**

**Public Entry : \$5:00 per person (Kids Free) EFTPOS Available**

**\*\*LIMITED PARKING AVAILABLE ON SITE\*\***

**Display Vehicles 7am – 12 noon on site**

***Food and Drink available, no alcohol***  
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**ENQUIRIES:**

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***Bookings not necessary enrollment forms on day of event***

**STRICTLY NO DOGS ALLOWED AT THIS EVENT**

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# LONDON TO SYDNEY RE-ENACTMENT

Mark Duder attended the start of the re-enactment of the Perth to Sydney section of the London-Sydney Rally of 1968. He photographed the restored and recreated cars from that first great rally across half the world.



Above left: A replica of Andrew Cowan's Hillman Hunter, surprise winner of the rally in 1968. It was such a surprise to the Chrysler management that they had no promotional follow-up planned. Above right: The Barry Ferguson Holden GTS327 that finished 12th overall.



Above: Another replica, this time of the Lucien Bianchi Citroën (left) that was set to win until it collided with a spectator's Mini that strayed on to the supposedly closed road (right).



Above left: The Rex Lunn Falcon GT that retired near Erzincan in Turkey in 1968. Harry Firth prepared a team of three GTs that won the team prize driven by Firth 8th), Bruce Hodgson (6th) and Ian Vaughan (3rd). Above right: The works Austin 1800 driven by Rauno Aaltonen, team mate to Paddy Hopkirk who finished 2nd.

# BRABHAM'S REPAIR CAFÉ

On Saturday November 19 at the VSCC Clubrooms the VSCC with Creating Communities organised the first Brabham's Repair Café.



Above: The clubrooms set up for the Repair Café, with the coffees and teas on the left, the sewing and gluing on the right and phone repairs in the right foreground.

Volunteers provided repair services for bicycles, phones and tablets and small furniture plus sewing and gluing repairs and minor welding repairs. All of these were in the main meeting room except the welding, that was in the workshop.

The City of Swan hosted a free clothing swap while the VSCC catered to the inner person with a free sausage sizzle.

The theme was not to throw away your broken household items but to bring them to the Repair Café to see if they can be fixed. The public was invited to come along and connect with the local community, have a cuppa and enjoy a free sausage sizzle.

Right: Some of the stock for the free clothing swap set up next to the club library.



Left: Sandra Stephenson cleaning the barbecue ready for the next batch of sizzled sausages. Graeme Whitehead and Lindsay Hamersley look on ready to assist.

## PHOTOGRAPHS FROM CAVERSHAM DAYS

The photographs on this and following pages are scanned from Dave Sullivan's collection of shots from Caversham. 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.



It is 1959, the State Championships and it is Stan Jones standing beside his 2.2-litre Cooper Climax.

Can anyone identify the men standing behind the car?

Again, it is 1959, the State Championships and the car is Vin Smith's Sevin, but who is that leaning on the car? Can anyone help?



Rod Waller explained the presence of the shed in this photograph. It is Caversham and the shed belongs to the gliding club that was using the airstrip when the WASCC was not using it. Rod said, 'It was on the infield near Bugatti Corner and was there up till '58-9. Not sure when it was removed, but not much later.'

It is Syd Taylor in the TS Special driving past.



The Neptune Racing Team at Caversham in 1964 when they dominated the WA Touring Car Championship. Left to right: Lotus Cortina, Jim McKeown; Holden EH S4, Norm Beechey; and Morris Mini Cooper S, Peter Manton.

Caversham 1964, the Jim McKeown Lotus Cortina with, behind the car, Dave Sullivan (right) talking to Jim McKeown.



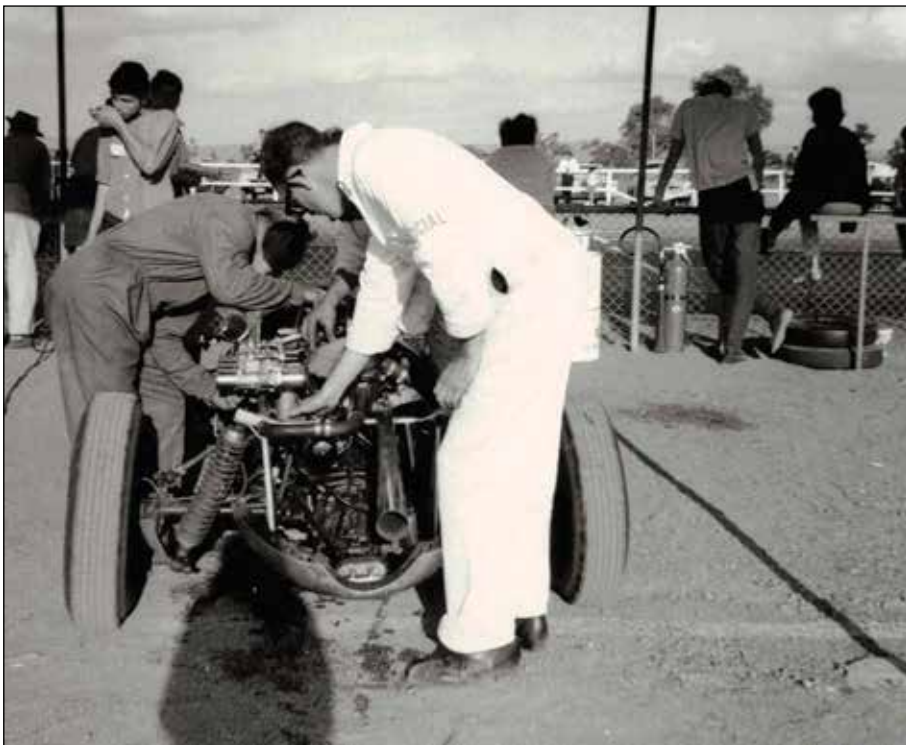
Peter Manton's Morris Mini Cooper S that had a WA history with various owners including Jeff Dunkerton and long time VSCC member Paul Wilkins.



Classic Aston Martin in the paddock at Caversham at the 1959 State Championships meeting. Is that the owner and family standing behind? In the background you can see Len Lukey's trailer that carried his Cooper Climax across from Victoria. Support vehicles include a Ford Customline and a Ford Mainline ute.

It's definitely a Lotus Elite, but who is driving it? I thought that it was Max McCracken in the first of his Elites. The second, green car was race prepared and much quicker, but this was a road car that he raced.

Max's first Elite is now owned by VSCC member Andrew Murray and he cast doubt on this being the McCracken car, saying that it lacks the rear view mirror that Max had mounted on the right front mudguard. It could well be the car raced by Gavin Sandford-Morgan and Henry Short in 1960-1961.

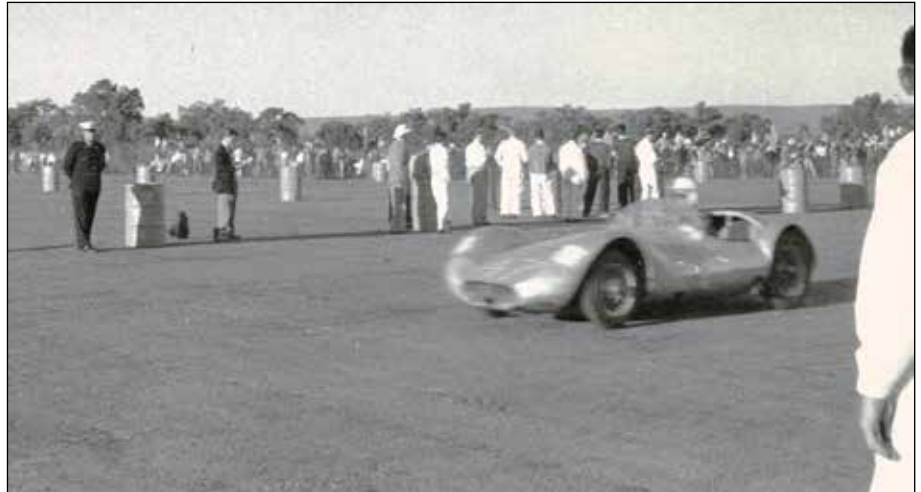


It looks very much like the Dave Sullivan car. But is it Dave's car and who is the official in white overalls?



This looks like the field lining up for a handicap race. Everything was much more casual in the late 1950s.

This is a very smart sports car with a touch of Maserati about its appearance, but I suspect it is home built or perhaps one of Cliff Byfield's creations. Again, I am relying on my team of pedants to come up with the answer.



Is this the 1959 WA Sports Car Championship race? In that case this could be Jim Percival in his Triumph TR2 followed by C Reardon (Colin?) in his MGA. The crowd is incredible, packed right down the length of the straight. Can anybody help with identification?

**VSCC Regalia — Contact Steve Gilmour to purchase 0439 172 007 or Email [stephen@wwms.com.au](mailto:stephen@wwms.com.au)**



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