



February 2022

Issue No. 361

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

# VINTAGE METAL

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

## 2021 IN REVIEW

PLUS

Photographic Review of Vintage Stampede  
Trip I'd Like to Take Again  
New Clubrooms Progress Report  
The Amilcar Willys  
Code 404 Licensing Update

**February General Meeting – Monday February 7**  
**VSCCWA Caversham Clubrooms**  
**6.30 for 7.00 pm**

Vintage Sports Car Club of WA (Inc.)

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# OFFICE BEARERS AND OFFICIALS 2022

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Dads Army: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Regalia Officer: Stephen Gilmour	Mobile: 0439 172 007	Email: stephen@wwms.com.au
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Historian 1969 on: Vacant		
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	Max Gamble	Phone: (08) 9276 2903
VSCC Log Books Coordinator: Vacant		
Eligibility Officer: Group JKL	Max Gamble	Phone: (08) 9276 2903
Eligibility Officer: Group MOPQR	Neil McCrudden	Mobile: 0407 867 473
Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

**COVER:** Sports cars rolling start at Wanneroo Raceway in the 2021 Vintage Stampede. David Moir photograph.

## Advertise in *Vintage Metal*

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

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

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

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

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

**For all commercial advertising contact David Moir  
0400 813 141 — david.moir@iinet.net.au**

# FROM THE PRESIDENT



## Lease Signed for Whiteman Park

Our club has made an important step towards building a permanent clubhouse by signing a lease on some land at Whiteman Park. This is for a 6,500 m<sup>2</sup> plot on Workshop Road near Mussel Pool at the southern end of the park and it follows some serious effort put in by our Whiteman Park sub-committee, led by Ross Oxwell and Brian Eyre. The Management Committee was authorised by members at our general meeting in November to sign the lease when it was satisfied with its terms.

The lease is for 10 years with the option to extend for another 10, with a very affordable yearly payment.

Our focus now is to finalise the design of the clubhouse, get firm quotes on the construction and confirm the funding arrangements. This last step is necessary as the initial estimates suggest the project will cost up to \$45,000 more than our current reserves and we are now working on options to close this gap.

The pressure is on as the lease requires us to complete and occupy the new clubhouse within 2 years, although there may be some leeway if we are making good progress.

Once we have finalised the design, costs and funding we will set out the proposal to members in a future issue of Vintage Metal before putting the matter up for a vote at a general meeting.

## Albany Classic Gets a Gong

The Albany Classic event in June last year has been recognised as the brilliant success it was by being awarded WA State Event of the Year by Motorsport Australia (formerly CAMS). This is a great endorsement of the hard work put in by the organising team from our club and our event partners, the Albany Classic Motorsports Club (ACMC), in particular Rob Ozanne, Sheryl Swarbrick and Phil Shepherd.

When you consider the variety of events run last year, including race meetings, rallies, rally-sprints, drifting and motorkhanas, we should all be very proud of this achievement.

We met recently with the City of Albany and the ACMC and all indications are that this year's event on 4/5 June will be even more successful.

## Advertise in Vintage Metal

Business advertising in our Vintage Metal newsletter is now available for 2022. This is an excellent opportunity for you to promote your business to our 350 members and their friends and family at a very economical rate. For example, prices range from \$140 + GST for a ¼ page from February to December to \$560 for a full page for the same 11 issues.

The full range of prices is shown on page 6 and if you'd like to seize this offer, please contact our Secretary, David Moir on [admin@vsccwa.com.au](mailto:admin@vsccwa.com.au)

Of course, members can advertise their car or parts "for sale" or "wanted to buy" at no charge.

## Vacant Positions

You will note from page 2 that there have been some changes in the club members who act as officials in various capacities to help run our club. I thank Mark Jones who has taken on the role of Bar Manager and Neil Bishop who is now our delegate to the Council of Motoring Clubs.

However, we now have vacancies for the positions of Historian (1969-on) and Log Book Coordinator. If you could help us in either of these positions, please talk to me or our Secretary, David Moir.

Barry Mackintosh is also looking for someone to take over as Chief Scrutineer, so if you can help there, please talk to Barry.

*Glenn Swarbrick*

## Wanted – Land Rover engine and gearbox

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

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

# VSCC OF WA CALENDAR 2022

## January

18 Dad's Army

25 Dad's Army

## February

5 Dad's Army

6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley

7 General Meeting

8 Management Committee

14 Competition Group

15 Dad's Army

22 Dad's Army

## March

6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley

8 Management Committee

12 Dad's Army

14 General Meeting

21 Competition Group

22 Dad's Army

29 Dad's Army

## April

3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley

4 General Meeting

9 Lindsay Monk Hillclimb, Mt Ommanney Club Hillclimb Championship Rd 1

10 Northam Flying 50 State Regularity Championship Rd 1 (Historic only)

12 Management Committee

19 Dad's Army

25 Competition Group

26 Dad's Army

## May

1 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley

1 Classic Car Show – Ascot Racecourse

2 General Meeting

7 Dad's Army

10 Management Committee

16 Competition Group

24 Dad's Army

31 Dad's Army

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**NOTE! DEADLINE FOR ARTICLES FOR THE MARCH 2022 ISSUE IS FEBRUARY 15, 2022  
ADVERTISING DEADLINE FEBRUARY 11, 2022 .**

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

## Minutes of General Meeting

held at Burswood on Swan, Monday 13 December 2021

1. **Meeting opened:** 7:25 pm, Glenn Swarbrick presiding, 65 members and guests present.
2. **Moved:** Glenn Swarbrick **Seconded:** David Moir, that normal business be suspended to enable members to enjoy their dinner and celebrate the club year. **Carried**
3. Following dinner and trophy presentations, the meeting was closed at around 10:00 pm.

## NEW CLUBROOMS – PROGRESS REPORT

### Friends, Roamings and Members – Lend me your ears (and eyes)

[With apologies to W. Shakespeare]

We have arrived at a watershed moment in the history of the Vintage Sports Car Club of Western Australia. We have at last secured a long-term lease for a substantial block of land on to which we can build our own Clubrooms. The block is 6,500 square metres on Workshop Road Whiteman Park. Given recent developments in the general area, the site is close to Reid Highway which connects with the Mitchell Freeway, Roe Highway and the Tonkin Highway. Great Northern Highway is nearby. From Reid it's a short journey up Drumpellier into Marshall and round the round-a-bout to the Dulwich St entrance to the Park.

The plan is to build a substantial (12m x 40m) combined meeting-room/workshop steel building, with a 9m x 6m outbuilding containing an inspection pit. This will enable us to have our meetings, do scrutineering for our events, run social events, maintain and build historic vehicles etc whenever Whiteman Park is open – basically every day of the year except Good Friday and Christmas Day. We will also have limited access after hours.

Of course the funds to do this are limited. We believe there is enough to put the basic shell onto the block via contractors, and then finish the fit-out ourselves. This means that we are looking for members to make a contribution, be it cash or contributing time to Working Parties. You don't have to be highly skilled (though it would help!) because we have sufficient people to direct Working Parties in the various tasks to make this a home, not just a shed. If you're willing to put your shoulder to the wheel, no matter how strong or weak, drop me an email [loxwell@westnet.com.au](mailto:loxwell@westnet.com.au) or give me a call on (08) 9401 1449.

Motivation Foundation, a local charity that trains disadvantaged youth for positions in the mining, roadworks and construction industries has put its hand up to assist us with earthworks and roadways on our site. To assist with this we need a supply of limestone suitable as road base, the loan of a water cart, and a builder's dunny.

Remember, in the words (paraphrased) of John F Kennedy:

Ask not what your Club can do for you, but what you can do for your Club.

*Ross Oxwell*

Chair, Whiteman Committee



### FOR SALE

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

Ready to race. Located in Perth.

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

**0412 348 246.**



## 2022 Advertising Rates for Vintage Metal

Prices quoted are a guide only and package deals can be negotiated.

Vintage Metal is published monthly from February to December each year in A4 full-colour format with an approximate distribution of 400 per issue.

Standard Rates: artwork client-provided:

¼ Page	\$140/year + GST
½ Page or 2 x ¼ Page	\$280/year + GST
Full Page, 2 x ½ Page or 4 x ¼ Page	\$560/year + GST
Rear Cover	\$negotiable

Casual Rates – per edition: artwork client-provided.

¼ Page	\$30 + GST
½ Page or 2 x ¼ Page	\$60 + GST
Full Page or 2 x ½ Page or 4 x ¼ Page	\$120 + GST
Rear Cover	\$negotiable.

The club reserves the right to refuse any advertisement for any reason whatsoever.

Copy closing date: 11th of the month prior to month of issue, e.g. copy for February issue due January 11.

Magazines are delivered to members by the last week of the month prior to month of issue.

**Contact:**

**David Moir**

**admin@vscwa.com.au**

**0400 813 141**

# EDITOR'S RAMBLINGS



## Is Bigger Better?

Barry Mackintosh sent me the November 2021 issue of *Early Auto*, the magazine of the Veteran & Classic Car Club of WA (VCCCWA) formerly the Veteran Car Club of WA.

In the *President's Notes*, there was a discussion of the growth and spread of viruses such as COVID-19, which concluded: 'Well, at least in the case of a virus, growth doesn't always translate into success and longevity.' The president, Tony Gibbs, looking at the growth of the VCCCWA, asked whether unbridled membership growth helps the club to achieve its goals?

He mentioned those who join the club solely to use the Concessional Licensing facility with no intention of participating in club activities. In the case of our club, there are those who join so that they can compete in club events, with no interest in attending club meetings or social events or helping to run the club and those events.

Of course, adding extra members means collecting more membership subscriptions which can only help the club's financial wellbeing. However, it can also mean that an ever diminishing fraction of the membership is doing all the work of administration and running the events. That work increases with the growth of membership, but the number of volunteers to help run things doesn't increase at the same rate.

The VCCCWA is a bigger club than ours and has more infrastructure to maintain with spare parts sales, workshops and more, but our club might look at some of these activities once we have moved to our new clubrooms.

The problems that Tony Gibbs sees for his club could well be ours as we grow. We need to aim our recruitment efforts at true enthusiasts who are willing to put something back into the club. How do we do this? If you have any ideas, please bring them forward at a club meeting or letters to the editor are always welcome. Contact details for the club Management Committee or for the editor are on page 2 above.

## You Couldn't Make It Up

I've been reading a series of books on the history of England and discovered some odd things about King George I of the United Kingdom, known to his more northern subjects as 'The Wee Wee German Lairdie'.

It turns out that he had two mistresses, who came to England with him, one was enormously fat and the other equally skinny, which delighted his new subjects. The London mob loved it. They were a living limerick!

What about his queen? You may well ask. Queen Sophia had, by the time of George's accession in 1714, been locked up for 20 years in the castle of Ahlden after being found in an illicit liaison with a German count. She remained there for the rest of her life. The count had disappeared in mysterious circumstances...

Remember that the current crop of royal misfits are direct descendants of George and Sophia. The apple never falls far from the tree, as they say.

Incidentally, it is estimated that there were 57 other people with a better claim to the British throne than George, but he was the best qualified protestant, so the others missed out. Ain't politics wonderful?

## VSCC Wins Club of the Year

The original VSCC won the *Classic & Sports Car* magazine Club of the Year award for 2021. I know that I keep mentioning that club, but one comment of note in the award announcement was that one in ten of the club's competitors is under 30. That's not a bad target for the VSCCWA to aim at.

## 2022 Off To A Good Start

With Mark Jones taking over as bar manager and Neil Bishop volunteering as delegate to the Council of Motoring Clubs, we have made a good start on filling the vacancies that occurred at the end of 2021. Stephen Gilmour has stepped into Chad Raven's shoes as Regalia Officer, so that's another vacancy filled.

Three further vacancies have come up. First is the Club Historian 1969-on, which has been filled by Len Kidd for a number of years, but Len has found it necessary to step back from the job and we need a new historian. The second is the position of Chief Scrutineer, a demanding job that has been filled by Barry Mackintosh with backup from Max Gamble. Barry is looking for a suitably qualified volunteer to take over from him. Third is the position of Log Book Coordinator, which has been vacant for some time.

The club owes a large debt to the retiring officers, Graeme Whitehead for his multiple rôles, Chad for his enthusiastic efforts as Regalia Officer, Len for his long service as Club Historian and last but definitely not least, Barry Mackintosh for his patient and knowledgeable service as Chief Scrutineer.

If you want to help the club, these positions are available or you can volunteer to help Mark Duder and his team to organise and run our competitive events.

## Caversham on YouTube

A YouTube video by Moss Motors in the USA includes reference to WA and pictures from Caversham. The video is at <https://www.youtube.com/watch?v=x5KVRQQgvFs>.

Bob Campbell

# DAD'S ARMY NEWS



## Standard Willys Project Car

The project car is proceeding apace with Barry Macintosh getting stuck into the engine and a small army of enthusiastic volunteers getting the chassis into order. Special mention must go to Peter van der Struyf for his excellent machining of bushes and pivot pins for the front suspension.

Graeme Whitehead, who is continuing his involvement with the project car, has prepared a list of donors to and purchases for the Standard Willys.

### DONATIONS

Hugh Fryer	Flying Standard 8 chassis with wheels, front suspension, differential and some spares.
Graeme Snape	Much information and advice about the Willys engine from his experience of the Amilcar Willys over 30 years of racing with a Willys engine similar to ours, including drawings of the adaptor needed to fit a Holden Red Motor oil pump to the Willys engine.
Barry Mackintosh	MIG welder.
Glynn Allison	Loan of rotisserie.
Kevin Dorn	Loan of sand blasting hopper.
Graeme Whitehead	Air hose and fittings.
WATM	Make up piston remover.
Graeme Whitehead	Set of Smith gauges.
Ted Leagas	3 bags garnett
Barry Mackintosh	Loan of English wheel.
Ed and Cris Farrar	Morris diff centres, diff housings, shock absorbers, clutches plus other bits.

### PARTS

Willys motor and gearbox	\$300
Radiator surround and radiator	\$50
Willys block and crankshaft	\$100
Bronze rod	\$115-50
Engine mounts	\$116-96
Engine parts	\$1611-02
Willys Jeep (Go Devil) crankshaft	\$100

### WORKSHOP EQUIPMENT PURCHASED

Regulator and fittings	\$74-95
Gas bottle and hire	\$485-20
MIG wire	\$64-35

Graeme thanks everyone for your help so far. It is going to be a great car.

We need to name it as we have to enter it in the Red Dust Revival at Lake Perkollili soon. [What's wrong with calling it the Standard Willys? If Graeme Snape's Amilcar Willys (see page 10 below) can live with that name for more than 70 years, I am quite happy that our car should be called the Standard Willys. *The Scribe*]



The Holden Red Motor oil pump mounted on the Willys engine using an adaptor as described by Graeme Snape.

We are building up a good collection of gear for our workshop along the way.

December saw some work on the project car, although the Tuesday gathering of the month was the Dad's Army Christmas function, so everyone was more involved with socialising and eating.

On Saturday the 11th Barry fitted the red motor oil pump and filter to the dummy Willys motor to allow checking of

Peter works on the suspension while Barry fits the oil pump

## DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
JANUARY		18	25
FEBRUARY	5	15	22
MARCH	12	22	29





Peter's finger points out the correctly assembled left front upright.

clearances around the engine when setting up the bodywork. Peter got stuck into the front suspension.

On the the morning of the 21st, before the Christmas festivities got under way, he discovered that the left front upright was mounted backwards and had to be turned around before he joined the boys for lunch.

### Shelving and More

On Saturday December 11, several volunteers headed over to Gail Dorn's factory unit in Bayswater to pick some shelving units and other items that Gail is donating to the VSCC for the new workshop and storage area at Whiteman Park. Peter Whitehead's HIAB truck crane came in handy for the collection and transporting.



A useful looking shelving unit is loaded on Peter Whitehead's truck

### Christmas Function

Chad Raven, with a band of willing volunteers, took over catering duties from Graeme Whitehead for the Dad's Army Christmas function at the clubrooms on December 21.

Chad also set up a Play Station with simulations of many different cars on many different circuits. the favourite circuit was Bathurst and Brian Eyre spent some time trying to master Australia's most famous street circuit (Albert Park? Not a patch on Mount Panorama).

A large crowd of Dad's Army members and friends gathered, and once we had dragged the project car tragics out of the workshop, a huge feast was put before the assembled appetites.

It was a fitting final Dad's Army of 2021 and we are heading into 2022 with high hopes for a great year with lots of progress on the new clubrooms.



Brian Eyre tackles Bathurst on the Play Station, watched by Syd Sunter-Smith (back to camera), Ian Fry, Ivan Michelsen, Peter Schofield, Wally Phoebe and Chad Raven.

### The Scribe



Peter Schofield was one of Chad's helpers who was dressed for the job.

The assembled appetites set about satisfying their hunger.



# THE AMILCAR WILLYS

WORDS AND PICTURES FROM DICK WILLIS



The Amilcar Willys ready to race

Druitt airstrips gaining some placings.

In 1952 it was sold to Bill Buckley, a grazier from Canowindra who further modified the engine. Eventually he lost interest in the car and it remained untouched in his shed until discovered by Rob Rowe in 1979. Rob persuaded Tim Shellshear to buy it but was insistent that it appear, unrestored as it was when last raced with faded numbers etc. Tim raced it frequently until 1983 when he rolled it at Lakeside causing some damage.

Graeme and Robyn Snape bought it unrepaired in 1992 and soon had it back in action again appearing regularly at Historic meetings. These days it is a consistent competitor at NSW GEAR meetings driven mainly by Graeme and his son Matthew. Unfortunately it had another "falling over" at Wakefield Park in 2017 but the damage wasn't extensive and quickly repaired by Graeme.

*Dick Willis is a writer and motor racing historian who owns and races a small fleet of historic racing cars. He is the author of Optimism, an enthusiast's guide to great Aussie special racing cars from which this story is taken. There is a copy of Optimism in the VSCCWA library and it is well worth a read.*

Built by Dr. John Butler in the immediate post war period using a CGS Amilcar chassis, powered by a Willys 4 cylinder side valve engine and using some war surplus aircraft parts for various tasks. The tail was from the rear fairing of a Lockheed Hudson and the remainder of the body was constructed by a local Cessnock panel beater. John and his brother Brian ran the car in some club events before selling it in 1950 to Keith Delandro who ran it at Marsden Park and Mt



The Amilcar Willys after it fell over at Lakeside in 1983



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

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

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

## FOR SALE

### 1968 MGB — not registered.

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



## Impromptu Run Rules for Code 404

The Council of Motoring Clubs of WA (CMC) has provided a clarification of some points raised by the CMC as follows:

## Clarification of Points Raised by Council of Motoring Clubs

### Impromptu run rules:

Prior to commencing an impromptu run, the individual must contact their DoT approved motoring club to request the run. An impromptu run can involve one or more vehicles and the club must record the impromptu run in the clubs 'Run Log' with the following details:

- Date
- Approximate start and finish time of run
- Starting address
- Destination
- Finishing address
- Names of all participating club members
- Number Plates of all vehicles participating in the impromptu run.

Please note: An Impromptu run is a one-day event, meaning the run must commence and end on the same day. Impromptu runs are not club events and therefore each must be recorded as an impromptu run.

### Immediate family:

The Veteran Vintage (Code 404) concession allows vehicles to be used in ceremonies such as weddings, formals and funerals for immediate family members. Immediate family is classified as a person's parents, siblings, spouse or children.

The vehicle owner must have approval from their DoT approved motoring club prior to attending the event. Vehicles participating in such ceremonies must not receive reward in any form including payment and/or gifts.

### Identifier labels:

Vehicles in receipt of the Code 404 are required to display an identifier label attached to, but not obscuring, each number plate displayed on the vehicle. For example, motorcycles, caravans and trailers are required to display one identifier label as they are issued with one number plate. Vehicles issued two number plates are required to display two identifier labels, one front and one rear. Currently vehicles on the Concessions for Classics (C4C) scheme are required to display one identifier label.

### Financial members:

All Department of Transport (DoT) approved motoring clubs are required to have a minimum of 30 financial members which must be maintained at all times. If a club drops below 30 financial members, the club must notify DoT immediately.

Once notified DoT may remove the Code 404 concession from each club members vehicle(s) which will generate pro rata adjustments to bring each code 404 licensed vehicle to full vehicle licence. To ensure clubs maintain the required membership numbers amalgamation of clubs can occur, however this must be communicated to DoT.

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## 2022 Classic Car Show

The 2022 Classic Car Show will be held at Ascot Racecourse on Sunday 1st May.

While it was planned for the event to be held in March or April, unfortunately Perth Racing has no dates free during those months.

The CMC has engaged Premiere Events, an experienced and capable event promoter, to organise and manage the 2022 Classic Car Show. Volunteers from the classic motoring movement will still be needed to manage the entry and placement of vehicles at Ascot, however all other aspects of the event organisation will be undertaken by Premiere Events.

Further details will be available closer to the event date.



The VSCCWA display at the 2021 Classic Car Show

## Stampede Results

Place getters in the four classes at the Vintage Stampede are:

### Group 1 – Openwheelers:

1. Glenn Swarbrick	1982 Macon FF	93 points
2. Martin Bullock	1971 Palliser WDF3 FF	76 points
3. Lance Carwardine	Jane Brabham	75 points

### Group 2 – Sports Cars:

1. Doug Vanzetti	1967 Triumph GT6	78 points
2. Michael Broughton	1965 Porsche 356 SC	76 points
3. Len Kidd	1969 MGB	61 points

### Group 3 – Historic Sedans:

1. Jamie Scott	1979 Ford Escort Mk 2	70 points
2. Ian Brown	1963 Ford Cortina Mk 1	67 points
3. Dan Forster	1964 Morris Cooper S	66 points

### Group 4 – Tin Tops

1. Michael Costa	2000 Ford AUXR 8	75 points
2. Jim Falconer	1976 Holden Torana S	75 points
3. Lindsay Hamersley	1970 Ford Falcon GT	69 points

## Competition Trophies for the Season

### Regularity Champions

Group J, K, L	Gary West
Group N under 3l	Jamie Scott
Group N over 3l	Lindsay Hamersley
Group Sa	Ian Wookey
Group Sb	Michael Broughton
Group Sc	Gary Cutler

### Hillclimb

Group N	Lindsay Hamersley
Group Sb	Steven Brown
Modern Sports Cars	Tony Brett

### Lindsay Monk trophy

pre-1970	Lindsay Hamersley
post-1970	Denis Conway

### Hillclimb Champion

David Blainey



Michael Broughton, Group Sb Regularity Champion with President Glenn Swarbrick

## Perpetual Trophy Winners for 2021



Dual award winner Ian Wookey with President Glenn Swarbrick

### Terrence Smith Quiet Achiever Award.

Criteria – driver of pre-1960 car who is involved in an unassuming way in a role within the Club.

#### Winner – Thierry Michot

### Max Gamble Trophy for best club member.

Criteria – person who consistently acts as an ideal club member

#### Winner – David Moir

### List Family Trophy

Criteria – Best performing British Ford.

#### Winner – Jamie Scott

### John Mulheron Trophy

Criteria – Most Consistent Austin-Healey

#### Winner – Ian Wookey



Award winner in Regularity and Hillclimb, Lindsay Hamersley with President Glenn Swarbrick and Hillclimb Coordinator Tony Brett.

**President's Trophy for individual effort**

Criteria – Person making a remarkable effort for at least one event, theme or consistent effort over the year.

**Winner – Chad Raven**

**Scrutineers' Choice Car of the Year**

Criteria – Consistently best presented car for scrutineering.

**Winner– Nick Danielle**

**John Davies Trophy**

Criteria - Most understanding scrutineer.

**Winner– Barry Mackintosh**

**VSCC Trophy**

Criteria – Official of the year

**Winner – Mike Gallagher**



Glenn Swarbrick with Group Sb Hillclimb Champion Steven Brown and Tony Brett



Post 1970 Lindsay Monk Trophy winner Denis Conway (right) with Glenn and Tony.



Terence Smith Quiet Achiever Award winner Thierry Michot between David Moir and Glenn Swarbrick.



President's Trophy for individual effort winner Chad Raven with President Glenn Swarbrick.



John Davies Trophy for most understanding scrutineer winner Barry Mackintosh with Glenn.



Max Gamble Trophy for best club member winner David Moir with Glenn and Max Gamble

# JACK'S HILL PHOTOGRAPHS BY GRAEME HOWIE



Andrew Armstrong, Datsun 260Z



Bruce Pollock, Triumph TR4A



Austin Healey Sprite on Jack's Hill, driver unknown to editor



Russell Benn, Triumph Herald 6



*"I SAY CHAPS, PULL OVER,  
IT'S MY TURN NOW!"*

FRIGHTENINGLY GOOD FUN AT THE  
LAKE PERKOLILLI RED DUST REVIVAL 2022



# 2021 IN REVIEW

Photographs by Bob Campbell except where shown.

**2021** was a much better year for the VSCC than 2020 in large part because we were insulated from the worst effects of COVID-19. Our state's relative isolation allowed us to conduct a full calendar of events from the Lindsay Monk Hillclimb at Mount Ommanney and Northam Flying 50 through the streets of Northam in April to the Jack's Hillclimb and Vintage Stampede at Wanneroo in December.

We started the year with break-ins and vandalism at the clubrooms. As a result, most of the valuable memorabilia was moved from the clubrooms to secure storage provided by club member Greg Bader. More bad news to start the year was that on December 18 2020 we lost Ivan Okey, long time club member and current Committee Member, Regalia Officer and VSCC Log Books coordinator. On the international scene, we lost Dr Mike Lawrence, world renowned motoring historian, who had literally risen from his sickbed to write the tribute to Stirling Moss that appeared in the May 2020 *Vintage Metal*.

The second year of the e-magazine version of *Vintage Metal* started well with a review of 2020, a member



A vandalised storeroom at the Caversham clubrooms in January 2021



Mark Jones with his Mini Cooper S when the Model A Restorers Club came to visit

on the old Caversham circuit. Unfortunately there were objections from our prospective neighbours and surprisingly strong opposition from within the City of Swan Council and our planning application was comprehensively rejected. In the long term that might not have been a bad thing, but more on that later.

The March issue of *Vintage Metal* explained that we had a plumber on the job to get 'running water in all the places we need it' after a light-fingered gent pinched all the copper pipes. He also took as much of the heavy duty cabling as he could extract. We got him on video, but his face was obscured and he had removed the number plate from his car.

Hugh Fryer donated a Standard Flying Eight chassis as the basis for a project car for Dad's Army. With independent suspension at the front and an underslung chassis at the rear, it looked promising. It's the same chassis as under Bryan Scrivenor's supercharged Flying

profile of Mark Jones, provided by him, a photo-gallery from the 2020 Vintage Stampede at Wanneroo Raceway and a great article from H Don Capps, president of the Society of Automotive Historians in the USA and a friend of the VSCCWA, exploding the myth that F1 started in 1950, as well as all the regular columns.

As we moved further into the year, the club continued to hold general meetings at the Light Car Club clubrooms in Moojebing Street, Bayswater, an arrangement that was to continue until the July 2021 meeting when we finally managed to return to our own clubrooms. However, a lightning lockdown by the State Government resulted in there being no February General Meeting. Fortunately, that was the only meeting cancellation for the year.

There was great optimism about the possible move to new premises in York Street next to the 'Shell Hairpin'



Dave Sullivan as we remember him, in full cry at Caversham in the grey Holden. (Sullivan family photo)



The Standard chassis as donated, ready to start work.

Standard special. Now all we need is an engine... It should be an ideal events car, suitable for any events either held by or proposed by the VSCC. More later.

The eccentric people from the JKL group found a new use for Model T Fords, Autopolo. All you need is a big ball, large polo style mallets and two loonies, sorry, eccentrics in each Model T. See the March issue for details.

In March we lost one of the great racers of the Caversham era, Dave Sullivan, who raced his grey ex-Sydney taxi 48-215 Holden to four State Touring Car Championships (1958, 1960, 1961 and 1962) and his self-built open wheel racer to the State Racing Car Championship in 1964. He won his final motor sport trophy from the VSCC with a first in class at the Mt Ommanney hillclimb in 1990. Dave lived to the ripe old age of 103 and is fondly remembered by many VSCC members. A tribute to Dave appeared in the April issue of *Vintage Metal*, prepared with the assistance of his family.

The April issue reported the Autopolo World Championship, run at Brooklands private airfield near York. The championship game was the first serious Autopolo event in 90 years and a good time was had by all. The teams were christened Australia A and Australia B and the result was a 4-all draw, so Australia won.

On the world scene we lost Murray Walker on March 13 and the voice of F1 was silenced. An amazing man, Murray kept up a full time career in

advertising until he was almost 60 while building his career as a motor sport commentator and a huge fan base as F1 commentator.

April saw the running of the Northam Motor Sport Festival, including the first Mt Ommanney hillclimb for three years after roadworks prevented the 2019 event from happening and the coronavirus put a stop to both the hillclimb and the Northam Flying 50 in 2020.

Reports appeared in the May issue of *Vintage Metal* both from a general viewpoint and as part of the regular *JK and Square Riggers Update* by Heza Henry. Photographs of the Lindsay Monk Hillclimb and the Northam Flying 50 were supplied by club members Chad Raven, Nicole Lothe, Mark Jones, Mark Duder and by that great supporter of the VSCCWA, Graeme Howie of Sport Pixx Photography ([www.sportpixx.com.au](http://www.sportpixx.com.au)). Surprise winner of the Northam Flying 50



The race is not always to the swift. Thierry Michot in his victorious Model T special. (Nicole Lothe photograph)



Ken Stewart-Richardson atop Mike Sherrell's MG TC for hi last ride. (Mike Sherrell photograph)

was Thierry Michot in his beautifully prepared and well driven 1923 Model T Ford.

In the June issue of the magazine we said goodbye to Lou Symes and Ken Stewart-Richardson, each a great loss to the club. Lou was one of those who led the negotiations to preserve the Caversham D-circuit and was a valuable and enthusiastic member of the VSCCWA.

Ken was an enthusiastic restorer of cars, mostly MGs, which he tended to supercharge and leave in much better shape than when he acquired them. Most of them seem to have disappeared off to new owners in the UK. His last request was that he should take his last ride in an MG TC. Mike Sherrell and engineer John Bowles came up with a frame to go in Mike's TC that carried Ken in some state on his last ride.

June of course is the month for Albany and, after a COVID inspired cancellation in 2020, the Albany Classic Weekend was back with a vengeance. The





A typical Albany mixture. Nigel Quick from TV series Desert Collectors in his E-type, followed by Tony Fowler's Triumph TR3A, Richard Gusterson's MGB, Ed Floate's MG TC, William Knubley's Triumph TR2 and Hugh Fryer's Austin Seven. (Nicole Lothe photograph)

hillclimb up Mt Clarence went off without a hitch, except for clubman sports car number 43, which disappeared into the bush and had to be extracted by a 4WD ute with snatch strap.

An astonishing variety of cars dashed around the streets of Albany. There were three E-type Jaguars and three humpy Holdens at opposite ends of the classic spectrum, but there really was something for everyone.

Photographs of both parts of the weekend were again supplied by Nicole Lothe, Mark Duder and Graeme Howie. If you want to see the huge range of motor sport photographs offered by Graeme Howie, visit his web site at [www.sportpixx.com](http://www.sportpixx.com).

au and follow the prompts. You are almost certain to find a photograph of your car if you have competed in any VSCCWA events in recent years and Graeme can help you search for shots of your car.

June also saw the final disposal of the Caversham Car, which was sold to Mick McGrath who hopes to develop it into a competitor in VSCCWA events.

In July the club finally returned to the Harrow Street clubrooms for the general meeting after enjoying a gipsy life at the borrowed Light Car Club rooms in Bayswater. We are grateful to the Light Car Club for its assistance in our time of need, but it was good to get back to our own premises.

The August issue of the magazine described the first 'back home' general meeting, had a look at the late Lou Symes' Prad-MG, which doesn't seem to be a true Prad. A Willys engine was acquired for the Dad's Army project car, based on a 1938 Flying Standard 8 chassis. We also said farewell to long time member Kevin McMahon who had to pull out of an active career in our events when his eyes deteriorated to a dangerous extent. He will be missed.

The JK and Square Riggers group attended a tuning day at Collie and some second generation drivers were introduced to old cars, which they drove with great enthusiasm. Sticking with older cars, a gallery of donated Caversham photographs was included with a request that members help identify the cars, drivers and events shown. The descriptions that came with the photographs were a little doubtful.

Two new books, *York's Fabulous Flying Fifties* by Grame Cocks and *Idle Torque* by Alex Forrest were announced for future release, while the book reviewed in the August issue was *Gelignite Jack Murray: an Aussie Larrikin Legend*, written by Jack's son Phil Murray. The Jack Murray book was lent to the editor by Dave Sullivan Junior.

In the September issue we called for nominations for the VSCCWA committee. It didn't work too well as there was a bit of a rush to grab willing helpers for the committee at the AGM in November and at the time of writing



One of the poorly identified 'Caversham' photographs from the August issue. This one shows Don Hall in his self-built special, powered first by a Harley-Davidson 750 cc twin then by a lighter and more powerful speedway JAP 500. This shot was probably taken at the 1956 Byford Hillclimb.

I'm not sure whether we have a full complement of committee members.

One news item in this issue reported the death of Graham McRae, three-time Australian Grand Prix winner and F5000 champion in Australia and the USA with his GM series of McRae F5000 cars.

Dad's Army were busy dismantling a large shed (9m x 6m) that was donated to the club for use on the Whiteman Park block. The dismantled shed is safely stored waiting for the negotiations and paperwork for the Whiteman Park site to be completed.

Other news included the sponsorship of the *Collie Coalfields 500* by Race & Restoration Engineering and preparations under way for the *Red Dust Revival 2022* at Perkollili in September.



David Moir gets the Healey sideways at Baskerville in 1979. (David Moir collection)

Hurney and, of course Graeme Cocks, Peter Briggs and James Harwood. There was a clash of dates, so several members who might have attended were busy promoting the club at the Targa West City Sprint at Langley Park.

Dad's Army was busy dismantling the front suspension of the Standard chassis, preparing it for new bushes and pivot pins, to be prepared by Peter van der Struyf, our ace machinist. It was announced that Alex Forrest would be guest speaker at the October general meeting, where he would have samples of *Idle Torque* for sale. Former VSCCWA President Ed Farrar had already received his copy as a Father's Day present and was pictured enjoying the book.

Speaking of books, the club library was looking for a laptop computer to be used by members searching the club collection for a title or author. More on that later.

Len Kidd, one of the Club Historians, managed to have a ladder collapse under him while working on his Jaguar Mk 2, which resulted in a broken pelvis among other less severe injuries. He was making progress and already looking for parts for the Jag according to the progress report in the October issue. Two club members' cars were described in the October issue, Terry O'Flaherty's Chrysler Sprint Car and the Bruce Abrey built Jaguar Special now owned by Tony Brett, who has it up for sale.

Tony also provided a report on the club's hillclimb activities for the year to date, with only the Jack's Hill event in December to go (results elsewhere in this issue of *Vintage Metal*).

In the meantime, the JK and Square Rigger mob were having more fun at Collie and getting themselves ready for a serious year of competition in 2022, including the *Red Dust Revival* at Lake Perkollili.

On to the November issue and the notices of the Annual General Meeting to be held at the clubrooms on Monday November 1. There was to be a changing of the guard with two stalwarts of the club having to pull back from their close involvement with the club. Graeme Whitehead has ongoing health problems and must back away from the Management Committee, running Dad's Army (including preparing morning teas) and the Whiteman

Some of the Caversham photographs from the August issue attracted comment from members and they were reproduced with updated descriptions along with 'new' photographs from the same source.

Feature articles were *50 Years a Healey 100 Owner* by David Moir, the story of his 50 years ownership of his beloved Austin Healey 100, and *Zoey the Austin A40* by Bill Buys, the story of 'Farina' Austin A40 that was rallied in period by Pat Moss, sister of Sir Stirling.

By the time the October issue of *Vintage Metal* hit members' inboxes, the two new books mentioned in the August issue had hit the bookshops. Graeme Cocks released his book at the York Motor Show, where he sold about a third of the first printing. Some VSCCWA members were at York, including the Editor, Doug Todd, John



Chad Raven with the VSCCWA marquee at Langley Park, promoting the club and offering club merchandise for sale. (Michael Broughton photograph)

Park Committee. He will still attend Dad's Army and will be involved with the Standard Willys project car.

Chad Raven has found that the Regalia Officer's position is too demanding as he too has health problems. He has brought a level of enthusiasm to the regalia position that has not been seen for many years and it is hoped that his replacement will maintain the momentum built up by Chad. Chad will take over the scheduling of Dad's Army, but needs volunteers to look after the morning teas and to assist with the day to day running of the group. For the moment, Chad will also continue as Honorary Groundsman (he likes driving the ride-on mower).

Dad's Army made useful progress with both projects, the Standard Willys and Kevin's Singer. The boys also helped set up the scrutineering tent for Collie and the Vintage Stampede.

The guest speaker at the AGM was Paul Blank, who provided an interesting personal profile for the November



Paul Bartlett in the Roaring Fordies Mark 1 Escort setting out on a night stage. (Paul Bartlett photograph)

McCrudden's WA Racing Museum.

The year rounded out with the revised committee looking to continue the progress the club has made over the past year and to move forward on the creation of our new clubrooms on the Whiteman Park site. The December issue of *Vintage Metal* also announced the presentation dinner at Burswood on Swan.

The Editor made a plea for members to encourage younger enthusiasts to join our club and join in our activities. He used examples from the original VSCC in the UK to make his point after examining the VSCC web site at [vsc.co.uk](http://vsc.co.uk). He also pointed out that John Rowe's CWM Ford V8 Special and Tony Brett's Jaguar special had been advertised in the eastern states, so there is a good chance that this state could lose both cars.

Dad's Army received a visit from the Classic Speedway Club on November 6, which was duly reported in *Dad's Army News* in the December issue. There is some crossover between our club and the speedway people, and one of them has bought Bruce Jones's Jaguar special with the intention of replacing the Jaguar engine with an American six and Bruce's odd front suspension with a simple beam axle ready for VSCC events.

The 2022 club calendar took up pages 14 and 15 of the December issue and the dates were approved by the Management Committee, so it was not provisional, but the final calendar.

There was also an open letter from Competition Chairperson Mark Duder to members asking for volunteers to assist in running club events and to join the Management Committee. He pointed out that the club has over 300 members but struggles to assemble sufficient volunteers to run events or to serve on the committee.

The club library has a laptop computer to help members search for books by title or author. It was donated by Kevin Taylor of IT WEST. Registering your loan must still be done manually in the borrow file.

Another position that needed a volunteer was the club delegate to the Combined Motor Clubs. Graeme Whitehead has been doing this job, but it is another from which he has had to pull back.

A member profile of Ron Fabry was included in the December issue. Ron is a life member of the club and has spent some years as convenor of Dad's Army and more recently as an enthusiastic supporter of that group. He also competes in club events in his MG Midget. He has served on the Management Committee and for several years seemed to be spending almost as much time at Caversham as he did at home!

The last article in the final *Vintage Metal* for 2021 described the final tuning day at Collie for the prewar group. Oh, there were also MG TCs and Craig Atkins' Morgan that just looked prewar. There was some car swapping and everyone had a great time.

The club year ended with the Jack's Hill hillclimb and the Vintage Stampede at Wanneroo Raceway followed by the Annual Dinner and Awards Night at Burswood on Swan, all of which are described elsewhere in this issue.

# 2021 VINTAGE STAMPEDE PHOTO GALLERY



**Denis Coomber, 1981 Halliday JF2, leads Neil McCrudden, Macon F2**



**Julian Ilich in the family Brabham BT30**



**John Skinner's Zephyr Special and Martin Bullock's Palliser WDF3 head a group of openwheelers**



**Lance Carwardine, Jane Brabham and Glenn Caple, Birrana 272**



**Simon Loh's Alfa GTV 1750 and Mario Monachino's much modified Fiat 500 lead a group of sporting models**



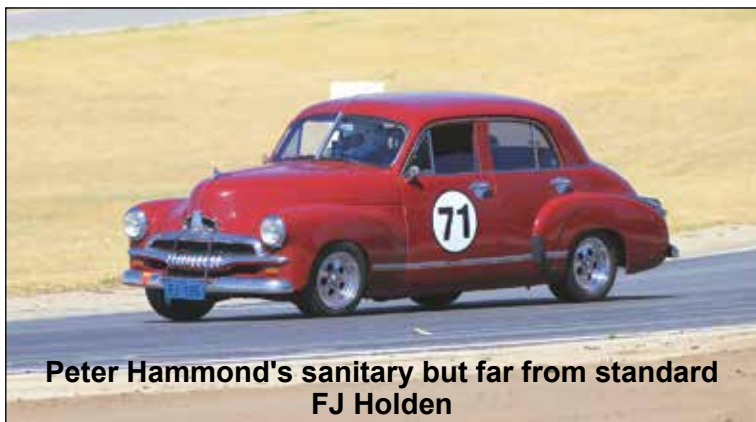
**Steve Boyle's Fiat 125T being chased by a pair of Minis**



**Russell Benn's 6-cylinder Triumph Herald leads Porsches, Fiat 500, Austin Healey 3000, Triumph TR7 V8 and Alfa GTV 1750**



A gaggle of tin-tops led by Ramon Panizza (Escort), Neville Zoccoli (Camaro) and Tony Michelsen (Mustang).



Peter Hammond's sanitary but far from standard FJ Holden



The way we were. Craig Marsland's Chrysler Valiant Charger being hunted by a GTHO Falcon.



Richard Baird's Hudson Terraplane Special closely followed by Gary West's Dodge Brax Special



Bruce Pollock's Triumph TR4A in close attendance on Doug Vanzetti's Triumph GT6



Two Triumph TR7 V8s, David Moir leads David Markich



Matthew Lawson's Leyland Mini leads a swarm of under 2-litre historic sedans.

Photographs on pages 14, 20 and 21 are by Graeme Howie of Sport Pixx Sport Photography.

Note: Copies of Graeme Howie's photographs can be obtained by accessing his web site at [www.sportpixx.com.au](http://www.sportpixx.com.au) and following the links.

## TRIP I'D LIKE TO TAKE AGAIN BY D. RANDY RIGGS FROM VINTAGE MOTORSPORT ISSUE 08.5-SEPT/OCT 2008.



*D Randy Riggs is Editor-in-Chief of Vintage Motorsport, 'The Journal of Motor Racing History'. WA newsagents do not stock it. Subscriptions at [vintagemotorsport.com](http://vintagemotorsport.com).*

My first car was a well broken-in '55 MG TF, and in November 1963, I disobeyed my father's orders when I headed off to Maine in it from our home in New Jersey for the Thanksgiving holiday. Although the trip had been planned and okayed, the weather report portended a winter storm to the north, and like any caring Dad, mine was concerned about letting his 17-year-old travel away in questionable weather on a first cross-country trip.

So, his words to me in effect were, "Unpack your suitcase — you're not going!"

Headstrong, like any other teenager who think they know everything there is to know, I was no different and had dreamed about the trip for a month, studying maps and

planning the route. I figured about 12-14 hours of driving time without any glitches along the way. Going through the car very methodically to make sure it ran perfectly, about the only thing I ignored was the Smiths temperature gauge that had a habit of pegging itself for no good reason, and a good solid "thunk" of a finger usually snapped it back to reading the coolant temp correctly.

The Pine Tree State's connection to me was that my mom lived there and I had local friends to visit over the long weekend. Plus, the little coastal town of Searsport had a drive-up burger joint dishing out the sweetest onion rings in all the world and lobster rolls to die for.

So, there was no way I was not going to Maine and just for insurance, I drove to a local gas station to have the anti-freeze changed, since doing that at home was too much of a mess and might give my dad a hint of my intentions. And once that was done, I parked the MG on a slight incline, went in for dinner, then pretended I was heading to my room in the downstairs part of the house. The note I left on my bed was, "Don't worry, I'll call you from Maine and I'll park it if it snows." I coasted the TF down the incline and fired it up out of earshot. I was on my way.

Of course, I knew I had to face the music when I returned home, but my mind was made up. I was heading the TF north and nothing was going to stop me.

Rain had begun falling before I was out of town, and by midnight some 80 miles north on the Garden State Parkway, it was coming down in buckets, the tiny wipers, drafty side curtains and dim headlights little help. And then came an engine misfire, and a few more, when I noticed the temperature gauge was pegged.

I gave it a "thunk" with my finger, but it didn't move, and the engine stumbled heavily until it quit. Great. Pouring rain, 1 a.m. on a lonely stretch of the Parkway. What had happened to my normally reliable MG? And for sure now, my father was going to kill me. What a spot!

Suddenly, a passing car's brake lights lit up. It pulled over, then backed toward me. It was a Pontiac Bonneville, and a very portly man climbed out with a rain slicker over his head and hurried back to the MG.

I explained my trouble, he mentioned a friend in a nearby town who ran a sports car repair shop and told me he'd return with a chain to tow me to his house where I could spend the night. Would you say "yes" to an offer like that in 2008?

Next morning, the good samaritan cooked me breakfast and the repair shop made quick work of the MG's blown head gasket and soldered the radiator petcock that the ham-handed gas station guy had cracked when he changed the anti-freeze. That's why it overheated. My mom wired me \$50 so I could pay my bill and be on my way.

The rest of the trip was uneventful but certainly the grand adventure I had imagined. The snow didn't fall until a day later in Maine, but I was sitting by a warm fire by then. Of course, once I returned home my dad grounded me for a month. But if I had to do it all over again, I wouldn't hesitate for a second.

And that's just it. I'd love to do that trip one more time — in an MG TF — only I don't own one. In fact, I have never driven another since the day I sold mine 44 years ago. With all my car connections, how is that possible?

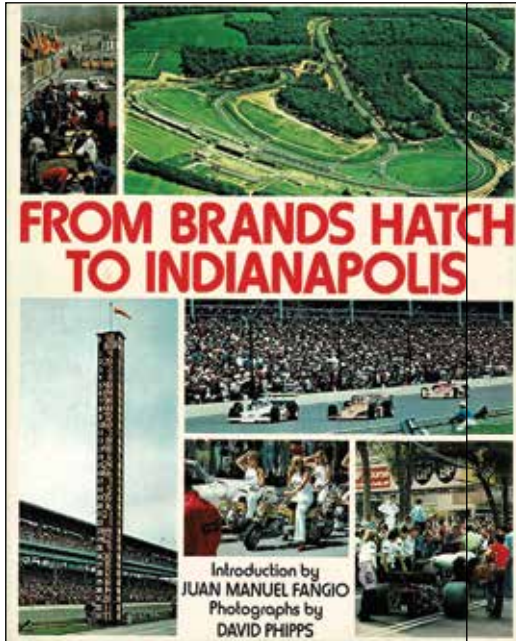
Trenton, N.J. to Searsport, Maine. The back roads will be more fun. Perhaps someone in an MG club will offer me suggestions. I'm all ears.

*Writer's note: In late 2015, I finally got my chance to drive an MG TF after more than 50 years since owning my high school MG, thanks to owner Bill Angeloni, who I met at a local Cars and Coffee. The story appeared in the Jan/Feb 2016 issue of Vintage Motorsport, (VM 16.1, still available in the VM store at [vintagemotorsport.com](http://vintagemotorsport.com)).*

# TWO FOR THE LIBRARY

Long time VSCC member Ivan Michelsen has donated two books to the club library. Neither is new, but both offer fascinating insights into motor racing in the classic era.

The first is called *From Brands Hatch to Indianapolis* by Tommaso Tommasi with photographs by David Phipps, although it was originally published in Italy (and in Italian) as *Da Monza A Indianapolis* and there is an American edition called *From Indianapolis to Le Mans*.



The edition we are looking at was published by Hamlyn in 1974 and, like the others, it reviews ten of the world's leading motor racing circuits. Each circuit has a circuit diagram, a corner by corner description of how to drive around it, a number of colour photographs and a summing up of the circuit by a leading driver, although almost all of the drivers who contributed would now have their names prefixed by 'the late'. The foreword to the book is by Juan Manuel Fangio, at the time of publication the only 5-time World Champion Driver. He is one of those no longer with us.

Of the ten circuits featured, only five are still being used for the major races described in the book. They are the Indianapolis Motor Speedway, the 2½-mile rectangular track is still used for the annual 500 miles race, although the cars are very different from those of 1974, Le Mans, Monaco, Monza and a very much modified Spa-Francorchamps. Le Mans, too, has been modified since 1974 and the lap described by François Cevert is somewhat different from a lap of today's circuit. Even Monaco has been modified in spite of the limitations imposed by running a race through the middle of a city. Monza has the disadvantage of being built within a park, which limits the modifications that can be made, but the demands of safety

have seen even this traditional home of speed modified from the track known by Andrea de Adamich, who described a lap for us.

Of the other five circuits, Brands Hatch is no longer suitable for Formula 1, Buenos Aires has not been on the F1 schedule since 1998, Kyalami, unused for F1 after 1985 was much modified in 1988 from the layout described and modified and extended again before the revived Grands Prix of 1992 and 1993, but has not been considered as an F1 venue since. The Nurburgring Nordschleife was not used for the German Grand Prix after 1976, the year of Niki Lauda's near fatal crash, and there hasn't been an F1 Grand Prix in Germany since 2019. Watkins Glen is still an important part of the US racing scene, but hasn't hosted a US Grand Prix since 1980.

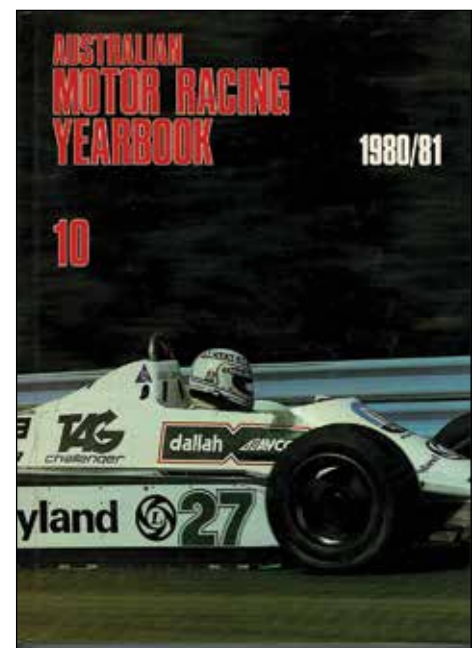
Following on from the 10 top circuits is a gallery of circuit maps for 102 race tracks across the world from Albi in France to Zolder in Belgium. Lakeside, Longford, Oran Park, Sandown Park, Surfers Paradise and Warwick Farm are included, as are several New Zealand circuits. The location, lap length and how to get there are included for each.

The last thing in the book is a list of major race winners for each of the ten featured tracks with a line drawing of the winning car in each case.

I did find one glaring error. In the history of Monza, Tommasi describes a crash that occurred during the Monza Grand Prix in September 1931. He reports that Philippe Etancelin left the road at Lesmo in his Alfa Romeo and struck a group of spectators who were in a prohibited area. He says that there were three deaths, two spectators and Etancelin. Two spectators were killed, but Etancelin survived and raced on until he retired in 1953 at the age of 56.

Overall, this is a book that has dated but in a good way. It tells of ten major racing circuits as they were four decades ago with a top driver's take on each track. It is fascinating because it is a connection to a past age, pre-Bernie and just dipping its toe in the era of wings and slicks. It is a great book to borrow from the club library. Just remember to return it. It will be in high demand.

The second book is the *Australian Motor Racing Yearbook 1980/81*, the tenth in a series of annuals covering motor racing in Australia. The authors and photographers involved in this compilation of stories read like a who's who of Australian motor sports writers and photographers of the period with a couple of British photographers mixed in. The result is a detailed summary of the various Australian motor sports championships held in 1980



plus international events held in this country. There is also a full description of the 1980 Formula 1 season, Alan Jones's championship year.

A detailed profile of Alfredo Costanzo gives an insight into this incredibly quick driver who could match it with the best of visiting international drivers but remained a stalwart of Australian racing. He was the winner of the CAMS Gold Star as Australian Champion Driver for 1980.

The book gives the impression of something put together in a hurry, probably to meet some sort of publishing or sales deadline. There are quite a few errors in the text, particularly misspelt names in photo captions, and the two *Lions of the Past* features have been mixed up in the contents list, with the Ferrari Super Squalo and Matich SR4 each being where the other is said to be. Once you find the stories they are both well written and very informative. The Super Squalo story was of particular interest to me because I have been fascinated by Ferrari's antipodean hotrods for many years. The Super Squalo had a Monza 860 engine of 3.4 litres in place of the original 2½-litre Formula 1 engine. Other hotrods were the 3-litre Ferrari that raced here in WA, which started off as a 2-litre Tipo 500 Formula 2 car in 1952, grew into a 2½-litre Tipo 625 Formula 1 car in 1954 then had a 3-litre engine fitted before Tony Gaze brought it to Australia. Then there was the 3-litre V12 engine fitted to what started life as a Dino 246 2½-litre Formula 1 car so that it would be more competitive in New Zealand racing.

Of course, the Matich story is of interest to any Australian sports car racing fan. With its 5-litre, four cam Repco V8 it was the most powerful car that had been seen on Australian racing circuits.

Overall, however, the book is an excellent reference for anyone interested in the history of Australian motor sport through the 1980s, with many well known names turning up in the event descriptions and results lists.

All VSCC members should make use of our ever growing library, now much more easy to search using the Library Laptop as described in the December 2021 *Vintage Metal*.

## 2021 VINTAGE STAMPEDE PHOTOS BY DAVID MOIR



Andrew Armstrong's Datsun 260Z chases Ian Wookey's Austin Healey 3000 down the main straight.



When sports cars were small and light. Michael Broughton's Porsche 356 SC and Doug Vanzetti's Triumph GT6



Cono (45) and Paul (22) Onofaro's Mini Cooper S's resting in the pits.



Dave Blainey and Gary Cutler under starter's orders in their different versions of the Porsche 911



# JK AND SQUARE RIGGERS UPDATE

## SHED THOUGHTS, JACK'S WEEKES SPECIAL AND CHRONICLING YOUR CAR



Jack del Borello sitting in the Weekes Special

Photographs by Vanessa Da Silva



### SUMMER SHED THOUGHTS

Not much driving over the Christmas break but lots going on in sheds, Barry Mackintosh and Hugh Fryer are both rewiring their cars. Bryan Scrivenor has the Singer's cylinder head back on and is changing his supercharger for more power! Look out everyone, Bryan will be faster than ever. Thierry Michot is making good progress on his 1936 Singer Bantam Special, see attached photo. Note use of CAD (Cardboard Aided Design) in the design of body shape. Ian and Simon Fry have the engine out of their Austin for a freshen up. Graeme Cocks and son Daniel are making good progress on the Bullywog Special.

Geert de Klerk, Barry Mackintosh, Thierry Michot, Bryan Scrivenor and Warwick Milner with the Singer and cardboard templates. Photo by Hugh Fryer

2022 marks 100 years of the design of the Austin Seven. Three prototypes were built and tested in 1922. The attached photo is one of them in July 1922 at Shelsley Walsh hill climb, driven by Louis T King. Photo credit Austin Harris from his website [austinharris.co.uk](http://austinharris.co.uk). I'm sure Lord Austin didn't

expect them still to be competing 100 years later! Look out at the Red Dust Revival — it looks like there could be a dozen Austins on the clay and at least two Morris. Where are the MGs?

### JACK AND THE WEEKES SPECIAL

One of our club members, Jack Del Borrello, recently arranged a very interesting session for the car he is restoring called the Weekes Special. It was built in Sydney in the 1930s, raced in various events in New South Wales and driven after the war to Western Australia. It was briefly raced at Caversham and was often seen driving along Mounts Bay Road. Another club member, Max Gamble, tried to buy the car several times but it was not for sale. Forty years later, it ended up in Jack's hands. Ever since, Jack has been working through the restoration of the car. It is a long term project but it will be a very fabulous, historic car when it is completed. Soon it will be 100 years old.



Louis T King takes his Austin Seven up the hill at Shelsley Walsh in July 1922. Photo from Austin Harris.



Jack del Borello chats with John Weekes about the car

Jack recently invited two members of the Weekes family, Max Gamble and me to a morning at his car storage facility to be filmed talking about the car for a video he is putting together. It was a fantastic morning with people who know the car having their memories put into a visual record.

Of course, all our cars are historic to an extent and it got me thinking that we should all make the effort to record the history of our vintage sports and racing cars in some way like Jack. Our club has many interesting cars and just as interesting owners. The Vintage Sports Car Club in the UK keeps a register of all members' cars. New owners can find out about past owners and events in which the cars have participated.

Jack's car is an important historic car. If our cars survive the next 100 years they will all be important historic cars.

### YOU AND YOUR CAR IN 100 YEARS TIME

There is not one pre-war car which is less than 77 years old. I guess this is statement of the bleeding obvious! The oldest car from the 1950s is 72 years old. A hell of a lot can happen in 77 years. The car manufacturers and Governments keep telling us that we are at the end of the age of the infernal combustion engine. Soon, petrol cars will go the way of the horsed cart, they say.

It is 100 years since horses became a rarity on city roads. Will our cars still be collected in 100 years from now? I would like to think so. We can't keep riding a 100 year old horse but we can keep driving our 100 year old car! Maybe fuel will become rare and we'll have to go to the chemist to get it like the first motorists in the 1890s! Maybe all the old cars like ours will not have petrol engines in the future as someone will have put an electric motor and batteries into them. I hope not. Hopefully, the fad for making an interesting old petrol car into a boring electric car will not last too long.

I digress, the point is that the car enthusiast in 100 years time will be fascinated by the things we did with our cars, who owned them and what was done to them. Driving a car will be learned skill of the very few like horse riding is today. The concept of driving a car will seem archaic. All we will have to do is get in and it will take us where we want to go while we do other things.

You and I, dear friends, will have passed this mortal coil (to quote Monty Python) and so all the car collectors in the future will have to take them back to our era is our recorded memories — whether it is on video, hard drives or on paper.

The more pretentious car collectors say that they are merely the custodian of any car and they have a responsibility to pass it on to another owner as a historic artefact. I think this will be true of all our cars, no matter how humble they seem to us now.

How is the best way to record the history of your car? In the old days, the most convenient way was to create a scrapbook and to paste in everything printed about the car, and to keep a folder with all the receipts and paraphernalia relating to the car.

We live in the digital age, so this can now be done on your computer. Here are the things to keep to tell the story of your car:

- Press clippings
- Magazine articles
- Original sales records
- Purchase and ownership records
- Race results
- Record all the car's engine and body numbers
- Expenditure receipts



Graeme Cocks, John Weekes, Jack del Borello, Jane Ferrier and Max Gamble with the Weekes Special

- Photographs
- Family stories

Scan everything, or photograph it with your phone and put it in a folder on the car. Keep hard copies separately. Also, keep a diary of your car ownership. This can be very informal. It can be a single word processing file which you occasionally update. Record when you bought the car, what you did with it, when you drove it, but just as importantly record the thoughts you had about the car, the experience of driving it, the high and lows, the frustrations and the joys of owning your sports or racing car. It does not have to be a great work of literature — just a personal record. In 30, 50 or 100 years time, the future owner of your car will be fascinated by your thoughts. You will also be amazed when you go through the file in 20 years time!

When you come to sell your car, provide your folder to the next owner so that they know the history, too. Keep a copy for yourself just in case the folder goes missing. Future owners may wish to track you down.

So, when global warming is making it too hot to go into your shed to tinker with your car, spend some time to record your own piece of motoring history — your gift to future generations of car enthusiasts.

*Heza Henry*

## MORE 2021 VINTAGE STAMPEDE PHOTOS BY DAVID MOIR



Craig Marsland stands by his beautifully restored ex-Doug Jack Chrysler Valiant Charger



The immaculate Bob Ilich Brabham BT30 which was driven by Julian Ilich



Glenn Swarbrick (Macon FF), Doug Todd (Ballot V8), Neil McCrudden (Macon F2) and Dave Dearden (Vector FF) under starter's orders.



Further down the grid, Richard Baird (Hudson Terraplane Special), Tony Brett (Westfield), John Skinner (Ford Zephyr Special) and Gary West (Dodge Brax Special).



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