



May 2022

Issue No. 364

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

VINTAGE METAL

www.vscwa.com.au

JACK BARTLETT'S SALMSON SPECIAL

PLUS

Ed Farrar and His MG J2 Special

New Clubrooms Progress Report

Book Review: S C H 'Sammy' Davis, My Lifetime in Motor Sport

More Caversham Photographs

Heza Henry and T-Model Specials

May General Meeting – Monday May 2
VSCCWA Caversham Clubrooms
6.30 for 7.00 pm

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COVER: The brothers Mackintosh with the newly restored Bartlett Special in 1999.

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

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

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

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

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

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

FROM THE PRESIDENT



Albany Classic – Full Steam Ahead

We are working with our event partners, the Albany Classic Motorsports Club and the City of Albany, to make the Albany Classic on the June long weekend the magnificent event it usually is.

We will have the Mt Clarence hill-climb on the Saturday 4 June and the Albany Classic Regularity around-the-houses of Albany on Sunday 5 June.

Entries are now open and will close on May 7, to allow plenty of time to sort the large number of competitors and their cars into the appropriate groups for each event. I mention this because some people leave it until the last minute to lodge their entry and as entries will close earlier than usual, any late entries will miss out.

We will again be using Motorsport Australia's on-line entry system so it's important that you go on-line to their Member Portal to register your competition car and those who will be driving it. Once you've done this important initial step, your entry for Albany and future competition events will be very simple.

Northam 2022 Cancelled But New Track for 2023?

The Albany Classic will be especially important for all of us because of the cancellation of the Northam Motor Sport Festival planned for April. As I advised in my last report, we decided to postpone the Flying Fifty regularity event after consulting with the Shire of Northam and our Northam Volunteers, led by Randle Beavis. We found the COVID restrictions at the time would have made the event very difficult to manage.

We had planned to run the Lindsay Monk Hill-climb at Mt Ommanney on the Saturday, as it is a smaller event and would have met the government COVID guidelines. Unfortunately we didn't achieve the number of entries needed to make it viable so that event was also postponed in late March.

Having worked with the Shire, the Northam Volunteers and Motorsport Australia to find a suitable date to hold these events later this year, we have found that there are no dates which work for all parties. So we must reluctantly cancel the Northam Motor Sport Festival for 2022.

However, we are working with the Shire to develop a new circuit for the Flying Fifty. This will be based on the north-eastern fringe of the town and will take in part of the original circuit from the 1950s. It will be based around the Northam Showground taking in York Rd, Henry St and Chidlow St East.

The Shire is now working on the design of the traffic engineering changes required to turn town streets into a temporary circuit and is seeking funding for the \$500,000 of engineering work to make it happen. We are hopeful that this work can be completed and Motorsport Australia approval can be gained in time for the Northam Motor Sport Festival in April next year.

Stampede to Move

On the subject of the WA motorsport calendar, the Vintage Stampede will be held at the Collie Motorplex on Sunday December 4. This has been necessary as the WA Sporting Car Club declined our request to use Jacks Hill and Wanneroo Raceway on the traditional dates of late-November/early-December and they have no other dates this year we could use. The general consensus is that Collie is a more attractive venue and the new long track is a more challenging and entertaining circuit.

We will confirm the date for the Vintage Stampede shortly. In the meantime, our next competition event after Albany will be the Collie Coalfields 500 on 1/2 October.

Whiteman Park Progress

Our dedicated team of volunteers has been busy preparing the site for our new clubhouse at Whiteman Park. This has involved clearing the area for the concrete slab, which has required much physical labour removing grass and weeds and raking the ground. The slightly cooler autumn weather has made working conditions a bit more tolerable, but nevertheless we should be full of admiration and gratitude to the small team of hard-working members doing the hard yards on our behalf.

They have also solved the problem of a lack of a temporary site toilet, arising from a general shortage of "builders' toilets" for hire or purchase. The team has come up with an ingenious solution involving the erection of a small garden shed kit from Stratco, which has been fitted out with a caravan/camping toilet unit from BCF and other fittings from Bunnings. The shed has been modified for light, ventilation, and fitted with a suitable interior door latch. A compressed fibreboard floor was attached and tethered using steel pegs so the shed would not blow over. The estimated cost is less than \$300.

Sad News

Last month we had the sad news that Kath Tonge died suddenly. Kath was wife of our volunteer official Ken, and she too was a great helper to our club at competition events. We send our thoughts and sympathy to Ken and his family.

We also send our best wishes for a speedy recovery to Max Gamble who recently had significant surgery. Get well soon Max and we look forward to seeing you back at club meetings and helping with scrutiny at competition events.

Glenn Swarbrick

VSCC OF WA CALENDAR 2022

May

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

June

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

July

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 23-24 WASCC Race Meeting
- 26 Dad's Army

August

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

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**NOTE! DEADLINE FOR ARTICLES FOR THE JUNE 2022 ISSUE IS MAY 15, 2022
ADVERTISING DEADLINE MAY 11, 2022 .**

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 4 April 2022

1. **Meeting opened:** 7:10pm, Glen Swarbrick presiding, 24 members attending.
2. **Apologies:** David Moir, Mark Jones, Ross Oxwell, Mike Upton, Ed Farrar and Alan Shepherd.
3. **New Members:** Sheryl Swarbrick reported two new members.
Guests: Cam Nunn (introduced by Mark Duder) and Special Guest Mary Anne Stewart-Richardson.
4. **Adoption of minutes:** March meeting (as published in *Vintage Metal*)
Moved: Michael Broughton **Seconded:** Len Kidd **Carried**
5. **Business Arising:** Nil
6. **Treasurer's Report:** Sheryl Swarbrick reported the current balances. Account balances and cash amounts can be obtained by members from Sheryl
Moved: Mark Duder **Seconded:** Len Kidd that the Treasurer's report be adopted. **Carried**
7. **Secretary's Report:** Details of correspondence in and out may be obtained by members from David Moir.
Moved: Mark Duder **Seconded:** Len Kidd that the secretary's report be accepted **Carried**
8. **Presidents Report:**
 - a. **Northam Motor Sport Festival:**
 - i. Hillclimb postponed
 - ii. Randle Beavis, Northam working committee and Northam Shire are all working towards a new calendar date – so stay tuned.
 - b. Sincere condolences to Ken Tonge who sadly lost his wife, Kath.
 - c. All the best and a speedy recovery to Max Gamble who has recently had surgery.
 - d. **Albany Classic:**
 - i. All parties are working closely together.
 - ii. Glenn Swarbrick and Rob Ozanne coordinating.
 - iii. Documentation is underway.
 - iv. All is on target for a magnificent event.
 - e. **Vintage Stampede:**
The possibility of moving the Vintage Stampede to Collie is currently being investigated because Wanneroo appears to be unavailable.
9. **State of Play reports:**
 - a. **Competition:**
 - i. Northam Motor Sport Festival 9/10 April:
 - a. Mark Duder reported hill climb postponed;
 - b. Many thanks to the entire working committee for their endeavors toward this event.
 - c. The committee to examine overheads and operating costs of the cancelled hill climb.
 - ii. **Albany Classic 4/5 June:**
 - a. Organisation is on target.
 - b. Rob Ozanne advised participants to lodge their entries online, no later than 4 weeks prior to the event. Early so that Steve Boyle can determine numbers and fields.
 - b. **Dads Army:**
 - i. Chad Raven gave an update on Caversham club rooms.
 - ii. Graeme Whitehead reported on progress on the Standard Willys Special for Lake Perkolilli; on target for 19-25 Sept 2022; Cost to date is \$3000 spent on vehicle, parts etc.
 - c. **Library:** All members welcome to use the facility. Easy-to-use online search search now available.
 - d. **Social:** Michael Broughton invited members to exhibit vehicles at the Shannon's Classic Car Show at Ascot on 1 May; Stephen Gilmour and Michael Broughton to organise marquee etc.
 - e. **Regalia:** Stephen Gilmour reminded members that shirts and hats are all available at special prices for members.
 - f. **Whiteman Park:** Glenn Swarbrick reported on the new Club House
 - i. Deposit paid.
 - ii. Meeting with Marty Bullock re assistance with civil works.

iii. Thanks to Ross, Brian and team for their excellent work to date.

10. General Business:

- a. Paul Wilkins presented to Glenn Swarbrick a plaque depicting the original working members names from the VSSCWA Caversham club rooms set-up.
- b. Glenn Swarbrick presented two club trophies:
 - i. Club Member of the Year – presented to Chad Raven.
 - ii. The Most Understanding Scrutineer of the Year – presented to Barry Mackintosh.
 - iii. Thank you to Paul Wilkins for organising the trophies and the plaque with working members' names.
- c. Glenn Swarbrick announced that the club's tandem trailer is going to be advertised for sale in the next *Vintage Metal* for \$2,500. [See below]
- d. Online platform: Some members had difficulties in accessing vehicle entry using the Motor Sport Australia platform; Sheryl Swarbrick explained the process.
- e. Special Guest: A big thank you to VSSCWA Life Member Mary Anne Stewart-Richardson (member number 199) for ensuring the original club membership register, previously in the care of the late Doug Firth, was returned to the club for safe keeping.
- f. Lake Perkolilli 2022: A big thank you to Kevin Dorn and Graeme Whitehead for an excellent presentation bringing us all up to date on the two vehicles going to this event. Presentation was organised by Michael Broughton.

11. Next Meeting: At the Caversham Clubrooms on Monday 2 May 2022

12. Meeting Closed: 7:50pm

FOR SALE DUAL AXLE ENCLOSED BOX TRAILER



The club's dual axle enclosed box trailer is offered for sale. The trailer is in excellent condition after a comprehensive rebuild by the Dad's Army team.

Price is \$2500.

For details contact Ron Fabry on (08) 9457 9179 or rfabry29@hotmail.com



To view the trailer contact Graeme Whitehead on 0412 919 370 or whiteheadv8@gmail.com to make an appointment, come to the clubrooms on a Dad's Army day or attend a club general meeting.

Membership Register

In early April, life member Mary Ann Stewart-Richardson sent the following letter to Club Secretary David Moir: Greetings David,

Ref: VSCC MEMBERSHIP REGISTER

This correspondence confirms return of the subject hard cover book, previously kept safe by Ross Martin, (member# 63) who passed away in March 2021.


Arthur Collett (member #2) arranged for conservation specialist Doug Firth, then proprietor of Biblio Folio, to produce a suitably bound folder and list the names of club members at the time, up to and including number 350. In 2011, when Ken and I visited his establishment in High Street Fremantle, Doug handed us a photo of himself with the completed book. Being an avid motorcyclist, Doug was often seen riding his BSA outfit around town, however for the photo taken in 1989, is on the BMW.

A few years ago, Doug was forced to retired from his life long career, being afflicted with painful arthritis in his hands, preventing his ability to continued with the delicate and detailed work he enjoyed for so long.

After Ross passed I offered to help his daughter Clare, move along his amazing collection of books and the Register came to light at that time.

Perhaps members can locate another clever person, who specialises in elegant handwriting, to update the list and continue the Register -which I now hand over to your care.

Regards,



Mary Ann Stewart-Richardson
#199 VSCC Life Member

Mary Ann attended the April General Meeting and handed the Membership Register over to the care of the VSCC. As she said in her letter, it is her hope that someone who is skilled in calligraphy can continue the listing in the book to include members from #351 to the current membership.

The Car's the Star - or Could Be...

The following message from the Action Vehicle Wrangler for the upcoming movie Kid Snow, has arrived with David Moir via the CMC and the WA Motor Museum. It is asking for owners of classis cars to offer their services in the production of the movie. Wrangler Isaac Gallagher made the request as follows:

My name is Isaac Gallagher. I am a Vehicle Coordinator in film and television and I'm currently working on a feature film called Kid Snow which will be shot between Kalgoorlie, Coolgardie and Perth We are looking for cars, utes, panel vans, trucks, motorcycles, buses and caravans.

The film is set in 1961 and 1971 respectively, with the bulk of the movie in 1971. This means that most vehicles will need to be late '60's and earlier - preference given to 1940's through to 1960's. While they need to be fairly reliable mechanically/safety wise, we are interested in a "lived in" look, but not rusted out, and original as possible. They don't need to be clean, but can be. As it is set in Australia our preference is for Aussie production vehicles or common to Australia. For example the Volkswagen Beetle or Combi [sic] and so on.

There will be a couple of vehicles that we'd like to potentially buy (please let us know) as well as about a dozen other "hero" (main characters') vehicles and many vehicles that will feature in the background which we would hire or make a donation for their time. In some cases they'd be brought to set by the owners or we will have vehicles towed by trailer, tilt tray or car carrier. We will try to find vehicles as close as possible to shoot locations.

For the "hero" vehicles we would need them for an extended period. With background vehicles or one-off "hero" cars it may only be a day or so here and there. They may be driven by cast members or professional drivers. There will be dedicated specialist crew members to take care of the vehicles. We



Doug Stewart on his BMW in 1989 with the Membership Register, which he had completed at that date.

understand how precious these vehicles are to owners and we respect and look after them as if they were our own.

There is a particular scene on one night where we will need between and 20 and 30 vehicles for a "carpark" setting. This day, or evening, will perhaps be one for a club excursion of sorts. About 20 or more vehicles parked up as per directed and up to five being driven around.

The precise dates for the shoot are still to be determined, but are roughly as follows:

- 16th May - 18th June Kalgoorlie and Coolgardie.
- 20th June - 2nd July Perth and within 2 hours of Perth

Although dates are still to be locked in, we are keen to lock in vehicles from interested parties as soon as possible. Please get in touch if you have any queries.

I appreciate your time and look forward to your response.

About Kid Snow: A feature film set in 1970s Western Australia, about a washed-up Irish boxer Kid Snow who is offered a rematch against a man he fought 10 years ago, on a night that changed his life forever. Finally faced with a chance to redeem himself, Kid comes to a crossroads when he meets single mother Sunny and is forced to contemplate a future beyond boxing. This drama is directed by Paul Goldman (Suburban Mayhem) and written by John Brumpton (Life), Phillip Gwynne (Australian Rules), Shane Danielsen (The Guests) and Stephen Cleary (script editor on Sweet Country). The producers are Lizzette Atkins (Looking For Grace), Megan Wynn (The Childhood of A Leader) and Bruno Charlesworth (Ladies In Black).

Kind regards,

Isaac Gallagher

Action vehicle Wrangler

0438 730 595

zakeye@gmail.com

If you'd like to offer your car for use in the film, please contact Isaac Gallagher above as soon as possible. This is a request to club members from the film's production team and is not a club project.

Former WA Motor Sport Identities for Street Names

Developers Peet and Co are seeking names of identities for WA's motor sports history to be used as street names in the Brabham area. Barry Mackintosh has come up with the following using Terry Walker's book *Around the Houses* as his source.

Clem Dyer, Ossie Cranston, Don Hall, Sid Taylor, Syd Negus, Dave Sullivan, Barry Ranford, Fred Gibson, Claude La Motte, Ross Smith, Jack Nelson, Allan Mackintosh, Aub Melrose, Arthur Collett, Colin Uphill, Fred Coxon, Noel Aldous, Sydney Anderson, Wally Higgs, Mike Geneve, John Walker, Peter Bond, Aub Badger, David Van Dal, Vin Smith, George Wakelin, Jack Ayres, Bill Downey, Neil Baird, Eric Armstrong, Ray Barfield, Clem Dwyer, Stan Starceвич, Mike Tighe, Rod Donovan, Terry Le May, Morrie Maurice, Harley Pederick, Ducan Ord, Dick Roberts, Leo Stubber, Vic Watson, George Wakelin and Bernie Zampatti.

Fred Gibson and John Walker were eastern states drivers who visited us, which might disqualify them. Although we might look at Bruce McLaren who won the 1962 Australian Grand Prix at Caversham. Others that are not on Barry's list are Dick Blythe, Patsy Hills and Max McCracken who held the WASC together after the financial disaster of the 1962 Grand Prix and guided it towards the move to Wanneroo Park in 1969.

If you have any names that you think should be added to the list or any good reason why any of the names suggested should be removed from consideration, please contact Club Secretary David Moir, contact details on page 2.

Albany Classic and Mt Clarence Hillclimb

Just a reminder that entries for Albany close on May 7 and should be made through the Motorsport Australia Member Portal. After the cancellation of Northam this will be our only Round the Houses event for 2022, so don't miss out.

Contact Competition Committee Chair Mark Duder if you can help with the running of the event. Mark always needs more volunteers to lighten the load on the small band of regulars. Mark is available on 0419 661 129 or email markduder@bigpond.com.

SETS Enterprises Are New Sponsor of VSCC

SETS Enterprises have come on board as sponsors of the VSCC of WA. SETS will be testing the club's fire extinguishers twice each year at no cost to the club.

The club thanks SETS for this very welcome service and encourages members to use SETS to check their fire extinguishers. SETS is at 4 Kenhelm Street, Balcatta WA 6021, telephone 08 9240 5191. There is more information about SETS on the web site at setservices.com.au.

WHITEMAN CLUBHOUSE NEWS

Whiteman Wise-ups:

It's not been as busy this month on the Whiteman Clubhouse Project. On the 15th March the usual suspects, armed with rakes, shovels, wheelbarrows and a mattock (thanks Steve Gilmour) set about clearing grasses and



The site toilet, constructed from a small garden shed kit with a translucent fibreglass roof in place of the standard galvanised iron roof to avoid that 'black hole' feeling for occupants.

posts permanently marked so as to provide future reference for the working height of the sand pad and the roadways – thanks Hugh Fryer.

Barry Mackintosh borrowed a Case tractor with a rear blade from Wanneroo Agricultural Machinery, which he used to scrape a few centimetres off the pad area and the roadways, thus getting the seeds and roots of the weeds.

Motivation Foundation will begin excavation work for our roadways, sand from which will be used to form the pad for our building, early in May. We desperately need crushed limestone to fill the excavation as they proceed. Whiteman Park has some left over from the construction of Drumpellier Drive, but we will need the use of a four- or six-wheel tip truck and loader to get it on to our site. If you know of somebody that can help out please contact me.



Barry Mackintosh on the tractor and Ross Oxwell wielding the rake, preparing the building site

that African curse, pigface, from the area that will become the pad for the new Clubhouse, as well as areas that will become the access roads. Fortunately Lindsay Hamersley turned up with his Bobcat, making the job so much easier – thanks Lindsay! Meanwhile Brian Eyre began construction on a garden shed kit that will end 'The Great Dunny Saga'. We've not been able to scare up even a sniff of a Builder's Toilet, so we decided to build our own utilising a camping 'Porta-potty' sheltering in a small garden shed. With flooring provided by Graeme Whitehead, a translucent fibreglass roof panel and some appropriate fittings from Bunnings, it's as good as the commercial versions, and was completed on 9th April (though not yet commissioned!).

[And no, we shall not be providing photographic evidence of its launching/christening. This is a family magazine! Editor]

The Building Permit Application, along with the Application to Construct or Install an Apparatus for the Treatment of Sewage, was lodged on 17th March with the City of Swan who say it will take 25 working days to process.

The finished height for the Clubhouse floor has been established and pegs and



Door furniture gives the site toilet a civilised air.

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

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

Ross Oxwell

Chair, Whiteman Committee

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

EDITOR'S RAMBLINGS



Where to Now?

The club is well advanced on the new clubrooms and we have secure tenure of the site, but there is more to a club than the buildings. What does the future hold for the VSCC of WA?

The Veteran Car Club has changed its name to reflect its target membership. Cars that are at least 25 years old are hardly veterans, so the new name is Veteran and Classic Car Club of WA. Should we look at changing the name of our club?

Vintage is a term with a range of meanings, depending on what is being described. It means something totally different to a vigneron from what it means to a member of the original VSCC in the UK. Wine can be last year's vintage, but the VSCC was founded for owners of cars built up to December 31, 1930. Vintage racing in the USA seems to include any cars that were built before yesterday, which is probably an exaggeration, but much younger cars are accepted than are allowed by Motorsport Australia in Category 5 Historic Racing. To a member of the public, a vintage car is merely an old car, possibly what we might describe as classic, so Vintage Sports Car Club would mean a club for old sports cars.

Having covered all of that, it would seem that a name change would achieve little in terms of attracting a wider range of members. So what else can we do?

Suggestions made to me recently that seemed to hold water were twofold, one was to bring the club to a wider audience, the other to widen the range of vehicles competing in our events.

The first was intended to make use of our new premises as part of the attraction to prospective members. It was suggested that we invite other clubs such as one-make clubs or perhaps the Pre-War Sports Car Club to come to the clubrooms for an open day and sausage sizzle. The general idea is to inform members of those clubs about the VSCC and its activities and encourage them to join us to increase the pool of members and volunteers. It was also suggested that they be invited to come to the clubrooms in their sports cars that are more than 25 years old, which would seem to include most of the cars from the one-make clubs.

Members of the VSCC should be encouraged to attend such open days with their own classic sports cars, which should establish some common ground.

The second suggestion was to introduce a class of cars within our events consisting of relatively modern sports cars, although many of them meet the over 25 years age classification. Cars suggested included Mazda MX-5 NA models, early MGF, the first generation Toyota MR2 (probably not the supercharged version), Fiat Barchetta and any other two-seater of modest performance that would be suitable for round the houses competition and provide owners with a fun level of competition.

My own ideas for future development include looking at our range of events. Taking inspiration for both the original VSCC and club events I was involved in when I was a young enthusiast, I would suggest that we look at adding to our current range of regularity, race and hillclimb events. Added events could include sprints, trials such as was experimented with at Kevin Dorn's property a few months ago, track days for different groups from the club membership (remember that Turbo Porsches, V8 Falcons and Toranas and Austin Seven specials do not mix well on a race track) and motorkhanas (where Austin Sevens might show up the big V8s).

I would also suggest that the club management look closely at the VSCC in the UK and its policy of providing reduced price membership for members up to 30 years old.

Volunteers Needed

Older members will remember that it took a great deal of volunteer labour to get our current clubrooms into shape for club meetings and other functions. As Ross Oxwell has said in his Whiteman Clubhouse News, we have too few volunteers attempting to accomplish far too much at the Whiteman Park site. Please contact Ross on (08) 9401 1449 or email broxwell@westnet.com.au if you can help with the development of our new premises.



The editorial MX-5 that could fit the 'over 25', one-make club and more modern cars categories.

Bob Campbell



Dad's Army Needs You!



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



Dad's Army Christmas lunch 2021

Standard Willys Special project car

Preparing site for new clubrooms

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

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

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

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

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



Setting up scrutineering tent

Fencing the new clubrooms site.

Other project, the Perkolilli Singer.

Participation, Practice, Perseverance, Preparation, Performance

DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
MAY	7	24	31
JUNE	11	21	28
JULY	2	19	26
AUGUST	6	23	30

DAD'S ARMY NEWS



Barry Mackintosh getting down to work on the borrowed tractor. He seemed to be enjoying himself.

Site Works Continued

Dad's Army members Barry Mackintosh, Ross Oxwell and Mark Jones spent Monday April 11 at the new clubrooms site getting the ground prepared for Motivation Foundation.

Barry drove a tractor borrowed from Wanneroo Agricultural Machinery in Woodvale with a blade on the back. With this he was able to prepare the ground for Motivation Foundation to prepare the pad and access roads early next month.

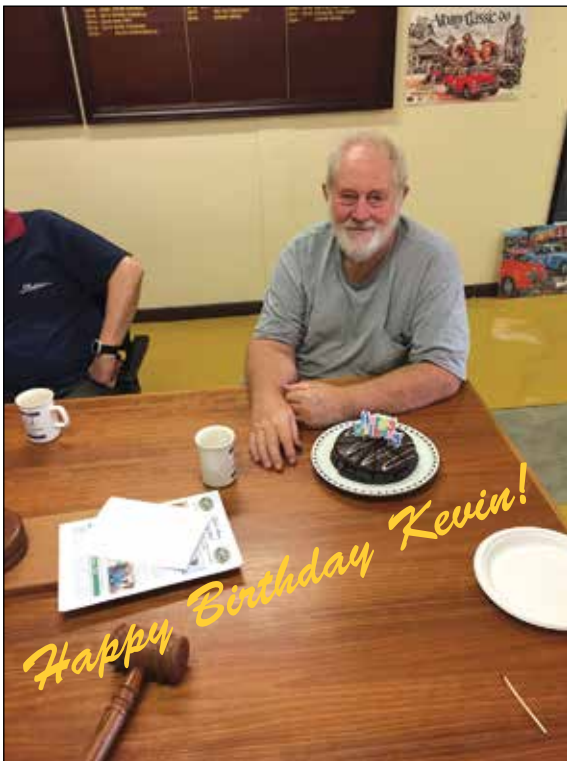
The tractor was so effective that Barry's estimate of 1½ days turned out to be pessimistic and he completed the job in one day. Well done Barry!

Standard Willys Special

At the time of writing, the favourite name for the project car seems to be Standard Willys Special and it will carry number 877, representing the origin of the car, a Flying Standard 8 chassis with a Willys 77 engine.

It has also been suggested that we refer to the team that are looking after and competing with the car as the Dad's Army Racing Team or DART. Could some artistic member of the Army please come up with a suitable crest/badge for the team? That's all for now. I've run out of space and time.

The Scribe



Birthday boy Kevin Dorn with his birthday cake at Dad's Army on March 29. Kevin turned 79 on Wednesday the 30th, so the cake was a day early, but Kevin didn't seem to mind.



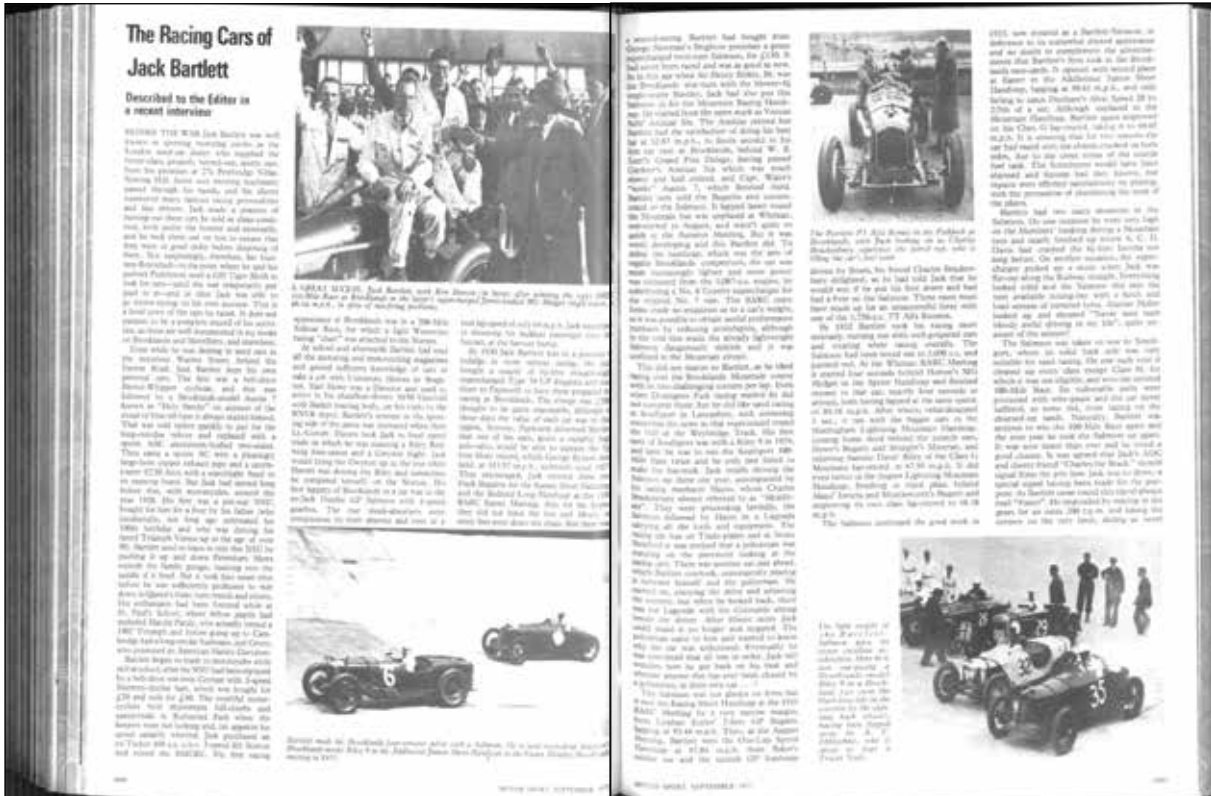
Barry Mackintosh finishing up with the pad area nicely cleaned up and the access drives prepared for Motivation Foundation.

DAD'S ARMY DATES - 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
MAY	7	24	31
JUNE	11	21	28
JULY	2	19	26
AUGUST	6	23	30

JACK BARTLETT'S SALMSON SPECIAL

BY BOB CAMPBELL



The *Motor Sport* magazine article that inspired this story.

Back in 1977, *Motor Sport* Editor William Boddy wrote the story illustrated above, which recounted the tale of Jack Bartlett and his racing cars as described to Boddy in a 1977 interview.

Jack Bartlett was the man who created the Bartlett-Salmson that is currently used with great enthusiasm in VSCCWA events by the Mackintosh family, having come into the family's ownership during World War II.

Bartlett tried a Salmson in the late 1920s when he drove the ex-Jack Dunfee GP Salmson on the Outer Circuit at Brooklands, lapping at a cautious 69 mph. This was enough, combined with non-existent rear shock absorbers, to throw his luckless passenger on to the bonnet over Brooklands infamous bump. It wasn't until 1930 that he raced a car at Brooklands.

Bartlett was in the motor trade and when he decided to go motor racing he bought two Type 39 GP Bugattis. He entered the two black Bugattis in the 1930 Sussex Short Handicap and the Bedford Long Handicap, but neither left the line, which was ten quid down the drain in entry fees. However, he had backed up the Bugattis with a supercharged twin-cam Salmson, bought for £130 from George Newman, a Brighton dealer.

The Salmson was entered in the Mountain Racing Handicap, run over the then new Mountain Circuit, a 1¼-mile short circuit providing a cross between track and road racing. Bartlett finished second in this, his first car race at Brooklands. And this is where the story really begins.

Most races at Brooklands were handicaps, so drivers and entrants spent an inordinate amount of time working on ways to outwit the handicappers.

Bartlett knew that the one thing that wasn't mentioned on the BARC (Brooklands Automobile Racing Club, later to become the British Automobile Racing Club when Brooklands failed to re-open after World War II) entry forms was the car's weight, so he set out to lighten the Salmson. He did this to such effect that the car became too skittish to be raced on the Outer Circuit and was confined to the Mountain Circuit, which suited Bartlett. The Salmson chassis was conventional for its time but Bartlett went to town on the engine with the assistance of Laystall Engineering who replaced almost every part of the original engine except the cylinder block and the cam covers.

A Laystall crankshaft running in three roller bearings replaced the original and is described as very solid,



The light weight of the Bartlett-Salmson gave its owner excellent acceleration. Here he is out-pacing a Brooklands-model Riley 9 in a Brooklands race (note the black lines left on the concrete by the spinning back wheels), having been flagged away by A. V. Ebblewhite, who is about to start a Frazer Nash. Photograph and caption from the *Motor Sport* article above.



Jack Bartlett in the Brooklands paddock seated in the Salmson in its original state.

beautifully machined and fully counterbalanced. Tubular connecting rods, also manufactured by Laystall, were highly polished and had plain big end bearings. They cost Bartlett 20 pounds each in 1932.

Pistons were deeply domed with cutouts to clear the valves. Special camshafts, gear driven, were fitted to the specially cast head. The inlet valves were tulip shaped and both ports and valves were highly polished.

The cylinder block is described as being four cylinder liners held together by flanges top and bottom. The block is bolted to the aluminium crankcase then the sheet metal water jacket slid over the cylinders to be clamped in place by the cylinder head with gaskets top and bottom to seal in the water. A heavily ribbed light alloy sump completed the engine. A similar method of construction was used by Mercedes and Mercedes-Benz for Grand Prix engines from before World War I until the last of the W196 cars in 1955. Compression

ratio was 10: 1 and each cylinder had two spark plugs fired by twin Scintilla magnetos. A number 9 Cozette supercharger, driven by a train of gears off the back of the engine, pumped the mixture in at 13 psi (0.9 bar) boost.

Power output in the engine's prime was 110 bhp (82kW) at 6500 rpm, a high output for an 1100cc engine in 1932 and which, as the car weighed less than half a tonne, gave an excellent power to weight ratio. It was claimed to have reached 115mph but never reached more than 103 mph in WA.

The chassis was supported on semi-elliptic springs and a dropped axle at the front. Heavily ribbed, 12-inch brake drums provided stopping power at the front while the rear axle was basically the Salmson unit, narrowed to a 40-inch (1016 mm) track to allow a solid rear axle (no differential) to be used. Drive was taken to the rear axle by an enclosed drive shaft and the axle was sprung on quarter-elliptic springs.

By 1933 the car, now entered as a Bartlett-Salmson, held the Class G lap record for the Mountain Circuit, having taken it from Sammy Davis and his Riley. The name change was partly due to the car's changed appearance but also to complement the advertisements that Bartlett took out in the Brooklands race cards.

Bartlett also ventured to the Southport Sands, where he was successful, winning the 100-Mile Race in 1933 and 1934, as well as dominating the races generally. In the 1934 race, Bartlett's friend Charles Brackenbury was assisting him with pit signals. Brackenbury set up a sign saying 'Faster'. To Bartlett's surprise the Faster sign stayed up for every succeeding lap, even though he had been leading easily for 20 laps. As he pulled in at the end of the race to be congratulated by Brackenbury, he queried the 'Faster' sign. I lifted Brackenbury's response from the *Motor Sport* article *The Racing Cars of Jack Bartlett* (*Motor Sport* September 1977):

"Oh", said Charles, "I know you never overdrive and blow up your engine, old boy, so I just hung the signal out and went off to find some grog." He never saw anything except the last lap.

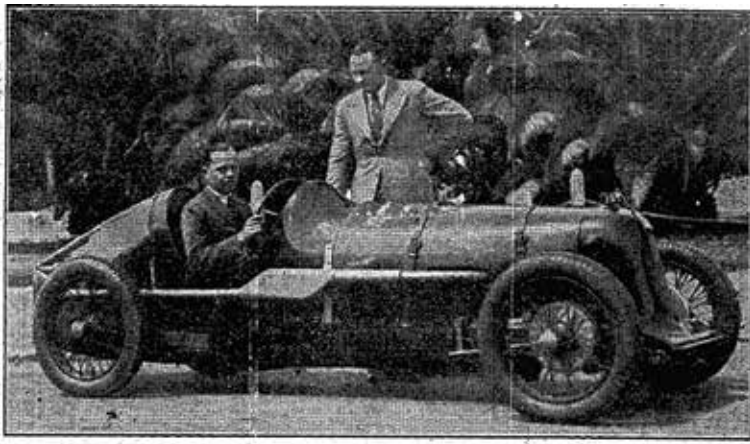
In spite of its having set lap records on the Mountain Circuit, for two seasons the car had been driven with the chassis cracked on both sides, apparently due to cross stresses from the scuttle fuel tank. The scrutineers would not have been pleased had they known, but the cracks were repaired without official involvement by plating the chassis, the ends of the plates being chamfered.

Bartlett had two nasty moments in the Bartlett-Salmson. The first was when he went very high on the banking during a Mountain Circuit race and very nearly ended up where Sammy Davis crashed very badly in an Invicta not long before (see our review book for details of that crash). The other was when the supercharger ingested a stone and it and the engine seized solid when Bartlett was flat out on Railway Straight. The car slid into a tuning bay with screeching tyres, at which Brooklands identity Alastair Miller looked up from an adjacent bay and shouted, 'Never seen such bloody awful driving in my life!' Obviously Miller was unaware of the seizure.

By 1935 the Bartlett-Salmson was getting a bit long in the tooth and he sold it to Western Australian Clem Dyer, who brought the car home to Perth.

When Clem Dyer returned to Perth, it was expected that he would return with a car purchased in the UK, and the expected car was a Frazer Nash, but the car that arrived on the wharf at Fremantle was the Bartlett-Salmson, now labelled Bartlett Special, the first special track car to be imported to this state. According to the article in the *West Australian* announcing the arrival of the car, it had lapped Brooklands at 120 mph, but since Jack Bartlett is not on the list of drivers who earned 120 mph badges, that seems to be an example of journalistic licence.

The article lists the upgrades Bartlett made to the basic Salmson, all the moving parts except the valves having been replaced by specialist parts from Laystall, allowing the engine to spin to 6000 rpm, well beyond the capability of the original parts, the locked out reverse gear, solid rear axle – the article calls it a locked differential, but the Bill Boddy article describes it as a 'solid back axle', which infers that there never was a differential – and



A SPECIAL RACING CAR

Mr. Clem Dyer in his Bartlett Special, which arrived from England on Tuesday. It is capable of 120 m.p.h., and is the only special track car to be imported to this State. Standing behind is Mr. Eric Armstrong, who is supervising the tuning and assembly of the machine.

A cutting from the article in the West Australian reporting the arrival of Clem Dyer's Bartlett Special.

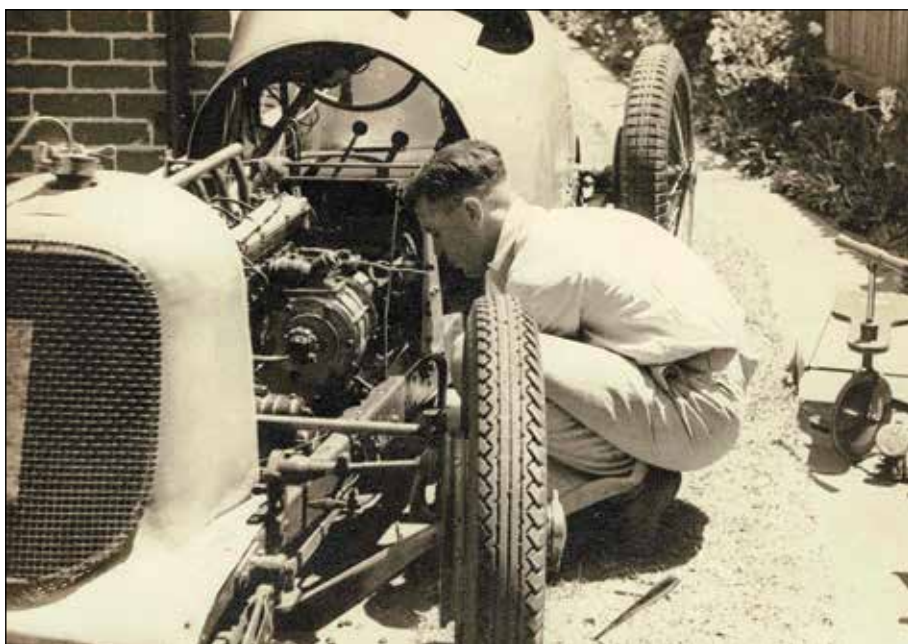
mph (165.7 km/h) and covering a standing quarter mile in 17.3 seconds. In 1936 he set a lap record for the Albany round the houses circuit that stood for three years.

Dyer sold the car on to Brian Homes who passed it to Alan Mackintosh in about 1940. Alan raced the car in a number of events in the immediate postwar years, finishing second in the 1946 Victory Grand Prix at the newly acquired Caversham circuit on the wartime airfield and winning the 1948 Air Force Trophy race.

Around 1948 the Salmson engine 'put a leg out of bed' in the words of current custodian Barry Mackintosh and an alternative power unit was sought. The connecting rod made its exit during a test run on West Coast Highway, near the Mackintosh's Floreat Park home.

A prewar Coventry Climax engine was tried as a replacement, but wasn't a success, so Alan fitted a Standard Vanguard engine. It was while powered by the Vanguard engine that the Bartlett Special competed in the Jubilee Grand Prix at Narrogin in 1951.

By the mid-1950s the car had disappeared from the circuits although Alan continued to race, appearances at Caversham including sharing a Triumph TR2 with John Trowell in 1957 to come second in the Six Hours Le



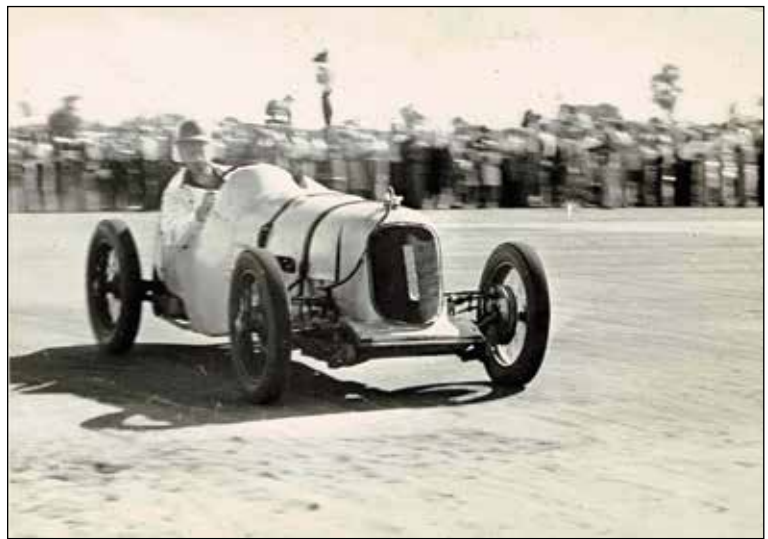
Alan Mackintosh working on the Bartlett Special and Salmson engine.

sundry specialist parts from Laystall such as a chrome steel cylinder block, hollow connecting rods and camshaft, lightened flywheel and fingertip adjustable brakes. Ignition was by twin magnetos although the engine ran happily on both or either.

Dyer also imported a complete spare engine and gearbox complete with supercharger plus another supercharger and a complete set of spare wheels and tyres. The sprint engine in the car was engine number 605, the less highly tuned spare was number 602.

The car stood 40 inches (1016 mm) tall, had a wheelbase of 96 inches (2438.4 mm) and front and rear tracks of 46 inches (1168.4 mm) and 40 inches (1016 mm) respectively, making it quite long for an 1100 cc car.

Dyer ran the car in a number of events in the prewar period. Highlights included setting the Class G record for the flying quarter mile (just over 400 metres) at 103



Alan Mackintosh running his new acquisition at Albany.

Mans Race. Alan is still remembered as the President of the WASCC who negotiated the lease of the Caversham circuit. He was also instrumental in the establishment of CAMS in WA and in sorting out the internal strife that wracked the state office of CAMS in the late 1960s.

The Bartlett Special remained with the Mackintosh family. Parts from the Bartlett are reputed to have turned up in a Lombard Special in the eastern states and a Salmson special built up by Peter and Mary Hitchin. The Hitchins' car had engine number 602 which came with the Bartlett and the late John Blanden was convinced that the car was constructed from the spare parts that came to Australia with the Bartlett. Blanden also reported in his book, *Historic Racing Cars in Australia*, that an engine from the Bartlett Special was with Neville Price in



The Bartlett Special lined up for a start at Caversham. The White Mouse and Plymouth Special are among the starters.

chassis and the Vanguard engine was removed. The chassis was sandblasted and painted bright red. The bodywork, pounded by years of being jumped all over by youthful Mackintoshes, had to be recreated by Steve Newlands, an artist in aluminium.

Replacing the original San Sebastian Salmson engine was not going to be easy. In the early 1990s Barry and Bruce advertised in a national classic car magazine and received a reply from Steen Pedersen, Australia's leading Salmson expert, who offered to find them an engine. A year later, Steen rang again to say that he had found their engine. The gent who owned the engine had it installed in a Salmson and was unwilling to separate the engine from the car, so the brothers had to buy the whole car.

Unlike the Bartlett Special, the second Salmson did not leave the factory as a *monoplace*, but as a rather cosy two-seater. the original plan was to sell off the extra car, but the brothers were having so much fun in the Bartlett Special,



The Bartlett Special at Caversham with Coventry Climax engine.

Melbourne. A brass plaque on the side of the engine read 'Bartlett Special', which was pretty convincing.

The Bartlett Special remained with the Mackintosh family after Alan's death in 1976, although it was partly dismantled. Alan's sons, Bruce and Barry set out in the 1980s to restore the Bartlett Special. In 1999 the Bartlett Special debuted at the Northam Flying Fifty and they have been competing regularly since.

The Restoration.

It is simple to write that Bruce and Barry restored the Bartlett Special, but there was a lot more to it than a simple rebuild.

For a start, the original engine had disappeared over to the eastern states and neither brother wanted to rebuild the car with anything but a genuine Salmson engine. The car was stripped to the bare

they decided to re-engine the second car. Through Steen Pedersen they acquired a 1926 Salmson engine and the Mackintosh *équipe* grew to two cars, now regularly exercised by Barry and son Chris.

The engine in the newly acquired Salmson turned out to be the original engine from the Bartlett Special, number 605, complete with a patch over the hole made by the errant connecting rod. Barry explained the blow-up. Apparently the engine was running on Castrol R oil. When the engine was left for a long period without being run, the oil formed a jelly like blockage in the oilways. When the engine was opened out along the highway, the blocked oilway resulted in an oil-starved big end, which showed its displeasure by poking a hole in the cylinder block.



The Bartlett Special restored to the way it was in 1948.

The photograph of the newly restored Bartlett Special as used in the programme at Narrogin in 2001.



Cleaning the redbacks out of the car before restoration. Note the single carburettor Standard Vanguard engine.

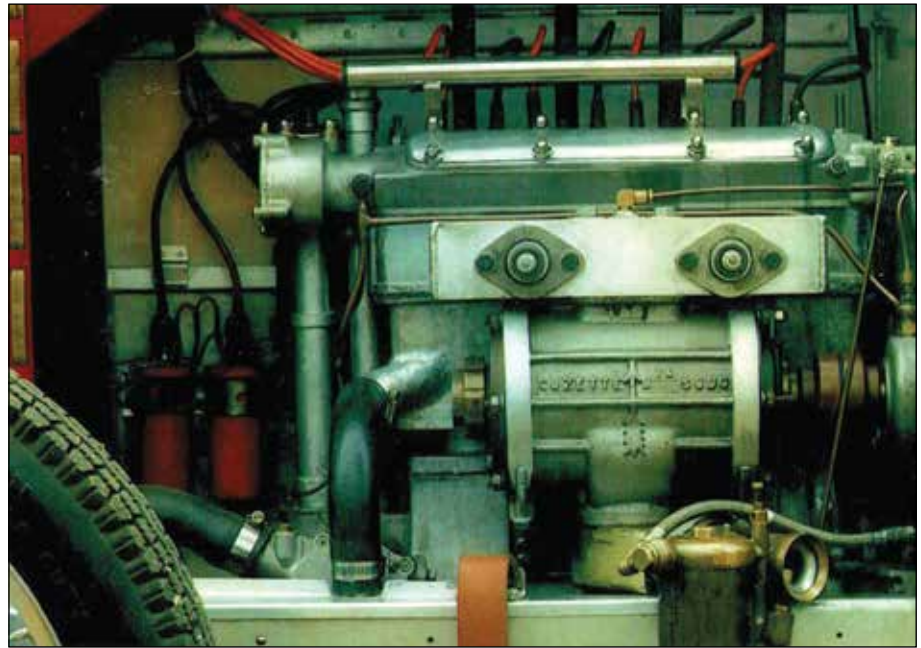
which is still located by quarter elliptic springs and friction shock absorbers.

When the Bartlett Special arrived in Australia the engine was running a 10:1 compression ratio and 13 pounds boost (0.88 bar) but the brothers rebuilt the engine with 5:1 compression and only 5 pounds boost (0.34 bar). In its highly tuned state, the engine was developing 110 bhp (82 kW), which was a considerable output for a 1096 cc engine conceived in the mid-1920s. Enough power to take Jack Bartlett around the Brooklands Outer Circuit at 115 mph and set the Mountain Circuit lap record at 69 mph.

The Bartlett Special made its VSCCWA debut at the first Northam Flying Fifty round the houses regularity event in 1999 and the Mackintosh family have been regular competitors ever since.

They don't use Castrol R, but Barry makes sure that all fluids that might cause problems are drained from the engines after each event. Both cars have been reliable and he intends that they stay that way.

On driving the Bartlett Special, Barry says that the supercharger whines loudly, accompanied by the noise of the straight cut supercharger drive gears. The gearbox also has straight cut gears and no synchromesh. When Alan



The Salmson engine, complete with odd inlet manifold.

drove the car it had a fierce cone clutch that could give trouble, to the extent that Alan used to use it only for the initial take-off, shifting gears without benefit of the clutch thereafter. Barry has fitted a plate clutch from a 1933 Salmson, which is almost as fierce but more predictable.

The twin magnetos have been retired but are still available for use. A twin spark distributor and twin coils provide the spark to the twin spark plugs.

Barry has also fitted a starter motor so he doesn't have to look for volunteers to push start the car. A battery that the car never carried in its Brooklands days supplies the current for ignition and starting. An electric fuel pump means no more pumping up



The newly restored Bartlett Special chassis.

pressure in the fuel tank.

How quick is it? Slightly quicker than Mike Sherrell's MG TC, to Mike's chagrin and Barry's delight.



Right rear view of the car as it is today. Note the 'Brooklands' silencer and dual rear wheels as used by Jack Bartlett for hillclimbs.

Head on view usually seen by competitors just before they are overtaken.

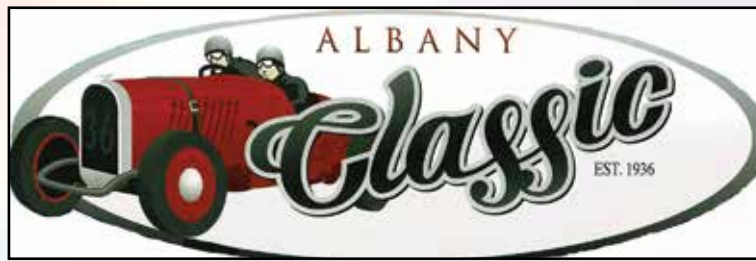


Right front view of the car as it is today. Note the friction shock absorbers and the blow-off pipe for the radiator.



Above: Cockpit view. Note battery box, fire extinguisher and seat belt that Jack Bartlett wouldn't have had.

Left: Engine showing supercharger and effective blow-off valve.



ALBANY CLASSIC & MT CLARENCE HILLCLIMB

4 & 5 June 2022

COLLECTOR'S BOOK REVIEW:

MY LIFETIME IN MOTORSPORT

BY S C H 'SAMMY' DAVIS

HIS FINAL AUTOBIOGRAPHY

S C H "Sammy" Davis

My Lifetime in Motorsport



His Final Autobiography

office that he met F Gordon Crosby, who moved out of Daimler to become an artist-illustrator at *The Autocar* where he was to become world famous. His example led to Sammy moving to a new paper called *The Automobile Engineer* as illustrator, the first step on the way to his becoming the world renowned automotive journalist that enthusiasts around the world remember.

From this unusual beginning, Sammy went on to become a highly thought of racing driver, winning the 1927 Le Mans 24 Hours Race in a 3-litre Bentley with Dr Dudley 'Benjy' Benjafield, the 1927 Brooklands Six-Hour Race in a 1½-litre Alvis and the 1930 Brooklands 500-mile Race in a 750 cc Austin with the Earl of March (Freddie March), who later founded the Goodwood Racing Circuit.

His great success in racing as a driver and team manager was fitted around his burgeoning career as a motoring journalist. He also served with distinction in both World Wars – he lied about his age to get into the second.

This book tells an astonishing story of an amazing man, he even managed to be instrumental in the founding of the Veteran Car Club along the way. If you can find a copy of this book, I recommend that you grab it and read it.

Most of us have heard of the Bentley Boys, who dominated the Le Mans 24 Hours Race in the late 1920s. S C H Davis was one of them.

That was only one of his achievements. He wrote for *The Automobile Engineer* and *The Autocar* as well as providing illustrations for both, wrote at least 15 books of which this is the last, and drove successfully in races and rallies for a number of different manufacturers and teams.

A poor student, he went from Westminster School to Slade School of Art, as he had some skill as an artist, which was to be useful in the future.

Slade was enjoyable, but Davis was going to need a real job to support himself and he chose to take an apprenticeship in the motor industry. He duly began work at the Daimler Motor Company in the erecting shop. His fellow workers, faced with his many names (Sydney Charles Houghton Davis), decided to call him Charlie.

He tells of how much he learned at Daimler, moving eventually to the drawing office. While at Daimler he tended to present a rather grubby appearance (not in the drawing office) and Molly Swain of the purchasing office referred to him as Little Black Sambo. Later, when they became good friends, she modified this to Sammy, a nickname that stuck for the rest of his life.

It was in the drawing



- Le Mans winner for Bentley in 1927
- Sports Editor of *The Autocar*
- A serviceman in both World Wars
- Founder of the Veteran Car Club

The final autobiography of S C H "Sammy" Davis – racing driver, rallyist, motoring journalist, artist, cartoonist, and one of the most popular and enduring figures in the history of British motorsport.



Bob Campbell



Ed at Northam in 2014

ED FARRAR AND HIS MG J2 SPECIAL

BY BOB CAMPBELL

I had a lot of help with this story, firstly from Ed and Cris Farrar, but also from all the club members who have supplied photographs of the car from various VSCC events over the years. For details of the story of the origins of the car I am indebted to the editor of the MGOC magazine Enjoying MG, Jon Pressnell, and his UK contacts.

Among the many ingenious specials enlivening our historic racing scene in Western Australia, for more than 40 years a standard-looking – at least at first glance – J-type MG was often to be spotted, campaigned by the same owner all those years. But the car is not all that it seems.

Way back in 1977 a young man in Western Australia inherited some money from his grandmother. As he wondered how to use the windfall, a friend, John Hunting, who happened to own a J3, suggested that what the



A UK shot of the truncated rear of the lightweight aluminium body as built. Rear wheels are 16-inch with 15-inch rims at the front.

then 20-year-old needed was a pre-war MG. So it was that Ed Farrar used his grandmother's legacy to buy an MG J2 special from the UK. Now, 45 years later, he still owns it, although ill-health means that he and the car have now retired from active competition.

The MG has an interesting history. It was built as a lightweight door-less racer by Roger Cadogan, at the time an electronics engineer who had been racing a supercharged TD. The car was closely modelled on a similar special being campaigned by Geoff Coles, then a leading light of the MMM Register. The basis was a J2 chassis Roger had already restored and what he describes as "many other odd bits and pieces". Some of these were contributed by a friend of the time, Dermot (Ted) Reynolds, including an F-type gearbox and a special bellhousing; Ted Reynolds also painted the finished car. Roger also fitted an N-type water pump and he still recalls



Ted Reynolds in the MG at a wet Wiscombe hillclimb.

the effort involved in drilling the cooling holes in the larger P-type brake drums

Everything was done for weight reduction, according to Roger. 'You might as well have been out on the track in a Bacofoil suit. The whole thing was made of 20swg alloy sheet, pop-riveted into place. The body, which extended forward to the firewall, with a resultant short bonnet, had an extremely rudimentary frame made of steel angle-iron, with just one hoop under the scuttle and another around the back, which was absolutely flat.'

The car was completed in time for a first competitive outing at Brands Hatch in April 1971 – not bad going, considering that the project had only been started over Christmas the previous year. 'It was so quick to build, because there wasn't much to it,' says Roger. 'I remember how simple the wiring loom was, for instance, and we used a small motorcycle battery, which was just about capable of starting the car when the engine was warm.'

Soon fitted with a Centric supercharger, the special was raced by both men, and eventually ended up in the hands of Ted Reynolds, from whom it passed to the well-known dealer in pre-war MGs from whom Ed Farrar bought the car in 1977. Associated with the car is the British (Bournemouth) registration LJ 7069, but it is understood



Ed with the J2 and a more sophisticated MG Special at Phillip Island in 2005.

ABOUT THE J-TYPE

Current from August 1932 to January 1934, the J-type was a replacement for the M-type, C-type and D-type, and used M-type mechanicals in what was essentially a D-type chassis. In total 2494 J-types were made. Most were the two-seater J2, of which 2061 were produced; following a long way behind were the J1 four-seat tourer, with 262 made, and the J1 Salonette closed saloon, with 117 made. Further to this, 23 chassis went to outside coachbuilders. Power for the J1 and J2 came from a 36bhp two-main-bearing 847cc ohc engine, derived from that of the contemporary Morris Minor but with a crossflow head, and mated to a four-speed gearbox.

The J1 tourer body was basically the same as that of the D-type tourer, but with a more curved cutaway to the doors and sides; the Salonette, meanwhile, was essentially as the D-type Salonette. Swept wings arrived on J2 from late 1933, at which stage the J1 tourer was deleted.

Additionally there were two competition models: the J3, which was a supercharged 746cc version of the J2, and of which 22 were made, and the J4, a two-seat doorless racer, again with a supercharged 746cc engine, and of which nine were produced. Both models were only available for the 1933 season.

that this was a number transferred to the chassis at the time of its move to Australian ownership.

At this point it is important to correct a couple of stories that have gained currency. Firstly, it is misleading to call the MG 'the Ted Reynolds special'. The car was built by Roger Cadogan – who still has the rough sketches he made of the planned body – and was only latterly in the possession of Ted Reynolds. Secondly, it does not have a Brooklands history. This tale might have come about for an amusing reason: Roger Cadogan's house in Salisbury, where he completed construction of the car, was called Brooklands.

Photographs from 1971 show the J2 running without the mudguards and headlamps it later gained, and with four stub exhausts. 'You can imagine the noise it

made,' remembers Roger. 'When I first started it up, my neighbours sarcastically enquired whether a Spitfire had just flown over.'

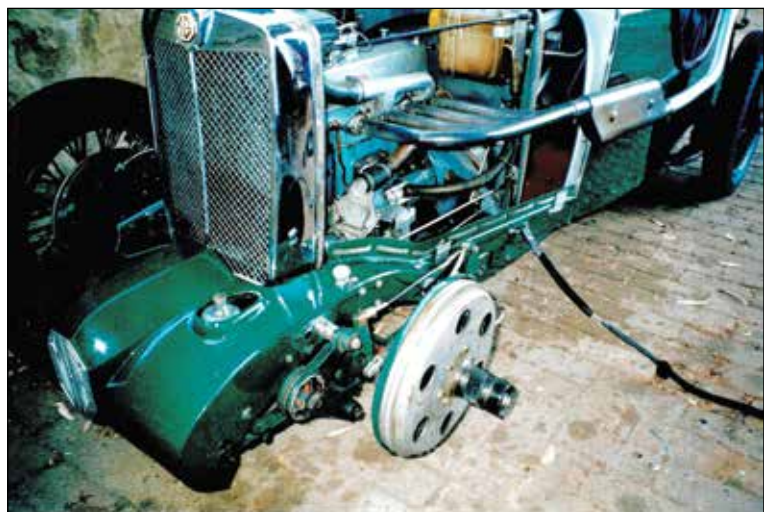
The J2 has an 847cc engine, the same size as was fitted when it left the factory, but it is from an MG PA and as a result has a stronger three-bearing crankshaft that can stand a higher state of tune without affecting reliability. As for the F-type four-speeder, as fitted to the J4 racing cars, Ed says that it is a beautiful gearbox and that in 45 years of ownership he has never missed a shift.

The engine is boosted by the vane-type Centric supercharger, driven off the nose of the crankshaft and fed by a large SU carburettor. Sparks are provided by a Smiths magneto. The J3 and J4 competition models were reduced in capacity by having a shorter 73mm stroke to fit within the 750cc class, so with its extra 100cc this car is almost certainly more powerful than a J3. The racing J-types were produced in much smaller numbers, so it is not surprising that many J2s have been modified to a similar specification by enthusiastic owners.

Since Ed has owned the J2 he has competed in literally thousands of events, including the very first York Flying 50 regularity event in 1980, which was also Ed's first competitive outing and in which he was the youngest competitor. Since then he has been an active member of the Vintage Sports Car Club of Western Australia (VSCCWA) and was the club's president from 2005 to 2007. The



Ed (bearded in overalls) examines the damage at Mindarie Keys..



Detailed shot of the left front corner after the post Mindarie rebuild.

MG has been a regular competitor at VSCCWA fixtures such as the Vintage Stampede, the Round-the-Houses races in Narrogin, near Perth, the Albany Classic weekend, with its hillclimb and regularity events and the one-off hillclimb at Boyd Road, Keysbrook.

Away from the VSCCWA, Ed has competed in WA's Classic Rally and the Grand Prix Rally. His trophy cabinet carries a silver charger engraved '1994 Dutton



The billet crankshaft (bottom) is much more substantial than the original.



Ed leads Barry Mackintosh in the Bartlett Special at Northam, 2014.

Grand Prix Rally Post-Vintage Under-2000cc First Driver'. Ed is understandably very proud of that trophy. In March 2005, he and the J2 competed at the Phillip Island Classic Festival of Motorsport, Australia's biggest historic race meeting.

In spite of enthusiastic use, the gearbox has



Ed and the J2 in the paddock at Albany in 2016.

The light-alloy bodywork was severely bent, with the headlamps pushed back, the front mudguards twisted and the beautifully-shaped scuttle and the aeroscreens flattened. Ed must have ducked very effectively, as he walked away from the crash. The wrecked car was trailered home and a comprehensive rebuild commenced.

This was completed in time for Ed to compete in most of the events of 2000. Changes to the specification included a slightly longer body and a general tidy-up, fixing things that had shown up over the years. Other than that, the body itself was rebuilt largely as before, which did raise an interesting point. Ed knew that his J2 was very light, but his old friend John Hunting wouldn't believe that it weighed only 500kg, until Ed put it on a weighbridge and proved his point. Ed says that the light weight is at least in part due to the aluminium panels being only 1mm thick as opposed to the 1.2mm thickness found in most aluminium body panels.

Ed's current project is a replica Q-type MG with a 939cc PB engine fitted with a Zoller vane-type supercharger. It should be a very quick little car when completed, and an interesting counterpoint to the Cadogan J2 special.

Unfortunately, Ed's competition career has come to an end as he is suffering from Huntingdon's Disease, an inherited degenerative disease. Ed has fought off the effects of the disease for much longer than expected, but it has now progressed to the extent that he is no longer able to drive his beloved J2 and has had to retire from competition.

never required a rebuild, which Ed puts down to careful and regular maintenance. However, the engine did require major work after a welded repair to the drive flange on the rear of the crankshaft failed. A billet crank from Phoenix Engineering was fitted and the engine has given no further trouble.

The J2 has been rebuilt twice and during the first rebuild the opportunity was taken to improve access to the clutch by extending the bonnet to the rear, which necessitated shifting the scuttle rearwards by the same distance. More major body work was required after a broken stub axle resulted in a rollover at a hillclimb at Mindarie Keys in August 1999; I was at the event and remember wondering how Ed had managed to roll the J2.



Rear view at Albany in 2016. Not much changed since 1971.



Ed and the J2 charging up Mt Clarence Albany in 2017.



J2 pressing on, Boyd Rd Keysbrook 2005.

PHOTOGRAPHS FROM CAVERSHAM



This is labelled Sydney Taylor at Caversham in the TS Special. Is it Caversham? When was it? It looks as though it still has the original Dodge engine. One of the Peter McKay shots.



Another Peter McKay picture, this one labelled Sydney Anderson Austin Healey 100 4 at Caversham. When was it?.



this Peter McKay shot is labelled Sydney Anderson in the Bugatti Type 57 at Caversham. Does anyone know more?

PHOTOGRAPHS FROM CAVERSHAM CONT.



Syd Negus in the Plymouth Special in sports car guise. Another of the pictures that came from Peter McKay Does anyone know more?.

Labelled Colin Melcher in the ex-Barry Ranford Morgan. It looks like Caversham, but does anyone know more? Didn't Colin Melcher drive a speedcar at Claremont Speedway? Another Peter McKay shot.



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

JK AND SQUARE RIGGERS UPDATE

1924 T-Model special *Heza Henry* built by Ossie Cranston



HEZA HENRY AND T-MODEL SPECIALS

What is it with all the Vintage Specials? And why does this column get signed off by 'Heza Henry'?

The 15 York Flying 50 events beginning in 1980 began the move to revive old racing cars in WA and to recreate some of the old racers which delighted crowds in the 1920s and 1930s. However, nothing compares with the recent enthusiasm to build vintage specials for the Red Dust Revival later this year.

As Vintage Metal goes to press, more than 90 people with pre-war cars will probably have nominated to have a run around Lake Perkolilli in September. Many of these cars will make their debut at Perko. The owners will be incredibly proud of what they have created, and rightly so. They are continuing a tradition to build 'specials' in Western Australia which goes back more than a hundred years.

In July 1923, Lawton's Garage in Fremantle advertised:

A BEAUTIFUL FORD RACING CAR

No other like it in Australia.

Speeds up to 60 miles per hour,

With perfect safety

The engine is specially constructed. Powerful magneto ignition, worm driven, special oiling system, high gear ratio, special racing wire wheels, Goodrich cord tyres, special racing frame, electric head and side lights, self-starter.

Strong racing body, torpedo design, constructed by Victoria's best body builders, upholstered in real leather. NP (Nickel-plated) rimless windscreen; colour scheme, royal blue.

This car is what you have been looking for.

ON VIEW

LAWTON'S GARAGE

Fremantle

This car was obviously used many of the racing accessories (including racing chassis) made for Ford Model Ts in America with a body made in Victoria. Later in the year, in November 1923, an article was run in a WA newspaper:

Tuning a Ford for Speed

How a Fast Sports Car can be Made out of the Popular American Vehicle.

Although the standard Ford is capable of a maximum speed in the neighbourhood of 42 m.p.h., which

is quite fast enough for all practical purposes, much can be done to increase this, while it is an interesting job for the mechanically inclined to purchase an old Ford chassis for a few pounds and build a fast sports model which, when finished, will provide plenty of fun. An old chassis is not worth having vast sums spent upon it, and it is therefore proposed to describe methods whereby the amateur can convert such a car with a minimum of expense.....

Use a Light Body

A light sheet-metal body, providing the curves are in one direction only, can be made by a clever amateur without very much trouble. For seats, those of the aluminium or basket bucket type, obtainable from any aircraft disposals syndicate, will be found most suitable. An extra large petrol tank can be bolted to the chassis behind the seats; this also could very possibly be obtained locally. Wire wheels add considerably to the improvement of the vehicle and it is claimed that they have some effect on the maximum speed obtainable. The alterations suggested above need not involve the expenditure of a very large sum, while one will have a car which costs no more to run than an average standard Ford, and for which most of the standard Ford parts will be suitable, while the maximum speed obtainable will be from 65 to 70 m.p.h. If, of course, one cares to purchase a special 16-valve cylinder head one may expect, with careful tuning, to get very high speeds indeed; but for the average man in the street 70 m.p.h. is generally quite fast enough.

A few years later, at least one more speedster had been built because it was offered for sale: 'A 1925 Model Ford Speedster, racing body, attractive lines, well shod, perfect condition, any trial, cheap, £40; licensed. Apply 35 Spring Park Rd, Midland Junction.'

So, West Aussies have been building specials for a very long time. Accessories were available, too. If the speedster builder wanted an overhead valve head, then it was only a matter of heading for Shack's Motors in Fremantle which was the local agent for Rajo racing cylinder heads.

When Ossie Cranston built a Ford T racer for Perkolilli he imported a HAL overhead valve head and built the most famous T Model race car ever seen in the State. He called it *Heza Henry*.

It is exciting to see so many vintage specials being constructed in WA. Every one of the builders has pored over

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old pictures, drawn out designs of car bodies, scrounged for parts and refurbished components which have been thrown out years ago. Then they have given their creation a lick of paint and a race number.

They are part of a great tradition in Australia where we make things out of what we have.

They may not be Bugattis or Bentleys, but every one of them is a personal creation. Some may be rough, some slower than others, some may be perfection but all of them have seen a lot of sweat gone in to make them.

When you are at Albany in June or Perkolilli in September, give these specials builders a pat on the back and a word of encouragement. They are keeping a great WA motor sport tradition alive.



Mike Sherrel in Ed's MGTC that Mike built for Ed.

JK cars from the VSCC were invited by the Pre-war competition to attend their tuning day at Collie Motorplex.

On Friday 18th March, Anna and Tamara from Collie Motorplex organised a great day for the Pre-war Competition group, to which the J and smaller K cars from the VSCC were invited. We had an early start as the weather forecast was for hot and humid. After a driver's briefing we were out on the track early and all cars ran well.

Barry Mackintosh was sporting dual back wheels on the Bartlett, they looked fantastic. The Bartlett ran

these at hill climbs in its heyday and made us mere mortals feel we were at Shelsley Walsh hill climb.

What's great about a tuning day is there is plenty of time to swap cars and also take passengers. Barry was kind enough to let Mike and Ed have a drive of the Bartlett, Mike and Ed reciprocated by giving Barry and Hugh runs in their cars. The MG boys also got to sample Hugh's Austin Seven commenting on how small yet loud it is. We were delighted to have Phil Tweddle who usually drives a Datsun Fairlady join us and sample a few Pre-war cars.

Great to see some other VSCC Club members Graeme Whitehead and Kevin Dorn arriving for lunch. Also as their Austin's engine is getting a refresh, Ian and Simon Fry were there as spectators with Simon having a few runs as passenger.

Not sure how many laps we all did. Late in the day as Nicole was heading out in the Silver Austin, Hugh thought maybe he should check the fuel, no gauge just a dipper stick. Luckily, he did, just about totally empty, the car had used a full tank. Usually get 160 road miles (approx. 260km) from a tank. Would not have been good to have one's better half having her fun stopped by running out of fuel.

At around 3pm we all had had enough, thanked Anna and team before heading home. With the way things are in the world we appreciated being able to have a day driving pre-war cars. This helped us get over the disappointment of Northam understandably being postponed.

Ian Henderson's V8 Special

Ian Henderson is progressing well on re building his Ford V8 Special. Ian ran the car at few events in the early 2000's including Albany. Can you guess what Ian's favorite colour is?

Heza Henry



Two shots of Ian Henderson's Ford V8 Special.

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