



August 2023

Issue No. 378

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

VINTAGE METAL

www.vscwa.com.au

NEW CLUBROOMS FIT-OUT BEGINS CLUBROOMS OPEN DAY AUGUST 5

PLUS Come and See the New Clubrooms
What is Historic Motor Racing
Dave MacDonald Corvette Special
Red Dust Revival Returns for 2025
All the Regular Columns

**August General Meeting – Monday August 7
VSCC of WA Caversham Clubrooms
6.30 for 7.00 pm**

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COVER: Progress at the Whiteman Park site. The toilet block frames take shape. Join us for the Open Day at the new clubrooms on August 5. See pages 8 and 9 for details. Lindsay Hamersley photo.

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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.

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FROM THE PRESIDENT



Albany Volunteers

Sheryl and I visited Albany to thank the volunteers who made the event possible. None of our events could go ahead without the work of many volunteers and we must let them know how much we appreciate their efforts.

Northam Planning

We have met with the CEO of the Shire of Northam to get the planning under way for next year's Northam Flying 50.

After a survey of competitors indicated that they would overwhelmingly prefer the event to be held on the old circuit, the track we have been using this year and previous years, the plans for the new circuit have been abandoned. It appears that, because the new circuit was both shorter and less interesting, competitors preferred the old circuit. I imagine that spectators would also prefer the old circuit because it would be more interesting to watch.

Whiteman Park Building

The building is gradually progressing. The workshop floor has been sealed with the first coat of epoxy and as it is fully set work has begun on the toilet and kitchen facilities. We have donations of money (\$10,862 so far) and materials that will allow us to move ahead on the fit-out of the building.

The water tank has been delivered and put in place. See the photograph on page 6. Now we need to organise the pipes to take the rain water from the roof to the tank.

The material for the toilet block was delivered on Monday July 17 and the Dad's Army Tuesday on the 18th was repurposed to begin construction of the block. Volunteers arrived with generators to power various saws and other tools, not to mention the urn that supplied hot water for coffee or tea.

All in all, we are further advanced than expected at this time, but we still need volunteers and donations to keep the wheels turning.

Show Day at the New Clubrooms

See page 10 and 11 for details of our open day at Whiteman Park. We have been telling members about the new clubrooms and how much better things will be for the club once we have moved in. However, few of our members have seen the new premises and it seems only fair that you should have the opportunity to see what the club has been spending members' money on. You will have your chance on the first Saturday in August.

On Saturday August 5, all those interested can join the Dad's Army people at the Caversham clubrooms between 8 and 9 am for a coffee and to prepare to visit the new clubrooms.

Around 9.30 am we shall proceed in convoy to Whiteman Park and the new clubrooms. We shall gather there while Ross Oxwell, chair of the Whiteman Committee, gives us the guided tour, after which he and the other committee members will answer questions and you can take photographs of the building and site.

After you have had your fill of the new building, we shall proceed back to the Caversham clubrooms for morning tea and a sausage sizzle.

I'd like to see as many members as possible come out to explore the new site. You will then know what we are trying to accomplish and I, the Management Committee and the Whiteman Committee hope that more of you will be able to help us with this important project. It will be a major factor in the future of the VSCC.

Progress Subcommittee

Vice-President Michael Broughton, Editor Bob Campbell and members Paul Blank and Simon Loh have formed a subcommittee to develop strategies to take the club forward and to reduce the average age of members. There is some mention in the minutes of the working party that was the beginning of this initiative.

In VSCC News on page 8 you will find a description of the initial thoughts of the subcommittee as listed by Paul Blank.

If you have any ideas that you think would help advance the club, please contact Michael, Bob, Paul or Simon. Ideas are welcome, particularly if they come from young friends or family members who will know better than we do what will attract new, younger members. Let us build a club that can grow into our new headquarters.

Glenn Swarbrick

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 3 July 2023

1. **Meeting opened:** 7.20pm 30 attendees

Glenn Swarbrick to chair.

2. **Apologies:** Graeme Whitehead, Ross Oxwell, John Illig, Ivan Michaelson

3. **New Members and Guests:** Keith Smith, Michael Guelfi,

4. **Adoption of minutes of June meeting (as published in Vintage Metal):**

Moved: Ian Fry **Seconded:** Mark Jones **Carried**

5. **Business arising:** Nil

6. **Treasurer's Report:** Tabled.

Sheryl reminded meeting that Concessional licenses are now lapsed if membership has not been paid.

Moved: Lindsay Hamersley **Seconded:** Steve Boyle that the Treasurer's report be accepted **Carried**

7. **Secretary's report:** In the absence of David Moir: nil

Correspondence In: Invoices received from Synergy, Security alarms and B. Campbell newsletter fees.

Correspondence Out: Collie event forms have been sent to Motorsport Australia and Collie track administration for Coalfields 500 2023.

Moved: M. Jones **Seconded:** P. Wilkins that the Secretary's report be accepted. **Carried**

8. **President's Report:**

- a. Magazine notice re Whiteman Park clubroom building funds donations account now has \$10,862 received so far. A very encouraging result.
- b. President Glenn and Sheryl met in Albany for thank you to Albany volunteers. A very positive feeling amongst the group.
- c. Two Albany T shirts and posters available for auction tonight. Raised \$70 from Michael Guelfi leading bid.
- d. Volunteers for pre-event organization and on the day marshalling are required for Oct Coalfields 500. It features both race (Formula Classic Open Wheelers & Historic Touring Cars) and regularity classes.
- e. Flag Marshall's course is cancelled.
- f. Albany RTH charity ride pros and cons discussed. Raised \$5000 for local Albany charity. Driver standards need to be monitored.

9. **State of Play Reports:**

- a) **Competition:**
 - i. Collie Coalfields 500 (30 Sept, 1 Oct). Issues as above.
- b) **Dad's Army:** See Whiteman report below
- c) **Library:** 6 motoring books donated by mystery person.
- d) **Social:** Nil
- e) **Regalia:** New stock to be ordered
- f) **Whiteman Park:** Concrete floors have been ground for later surface coatings to be applied on a dry warm day. Once floors are sealed, work on toilets can commence. Kitchen and toilet fitout gear has already been donated. Encouraging building money donations are being received; that will allow toilets and room framing to commence. Discussion ensued on how to route roof water harvest into donated 27K litre tank. Foundation pad for tank is in progress. Ross has quantities assessed and projected costs in hand. Ross will email broadcast membership for when the next work party planned.
- g) **Lotteries West** application for grants to be announced in September

10. **General Business:** The working party of Paul Blank, Michael Broughton, Bob Campbell and others from the Dad's Army group have met to discuss ideas to progress the VSCCWA into the future with the aim of increasing club membership and member participation. Paul Blank took the floor to list the following ideas and considerations:

- a. Half price memberships to the VSCCWA for under 25 year olds.
- b. Key club events (particularly 'round the houses) only open to current members.
- c. Younger, cheaper and more appealing cars to, by invitation, be allowed to enter RTH events.

Stampede and Coalfields already, in effect, are open fields. Suggestion that 1990/1995 era cars definitely to be considered. MX5 cars specifically mentioned as examples to be allowed.

- d. Revise the VSCCWA website & Vintage Metal magazine to appeal to a broader/younger audience.
- e. Greater social media presence. What do we offer to a new/younger member?
- f. Easy access to simple, low risk events such as gymkhanas should = more participation.
- g. More public showings of the club and its variety of cars at various general public automotive events – e.g.: a VSCCWA club display at Classic Cars and Coffee each month.
- h. Driver training at the Perth Airport track, Wanneroo, or Collie.
- i. Set aside funds for all of the above to happen. All of the above points need to be implemented as a whole so a real sense of a revised/revitalised club appeal occurs.

All of the above would need to be discussed and approved at the Committee level. This extra work load needs to then be carried out by a separate 'progress' committee.

12. Next Meeting: Monday 7 August

13. Meeting Closed: 8.20pm

WHITEMAN WISE-UPS



The new clubrooms with water tank and 60 tonnes of road-base.

Progress at Whiteman resembles a duck on a pond – on the surface all is calm and serene, but underneath that façade the VSCCWA Whiteman Park Clubhouse Committee members are paddling energetically. Motivation people are on School Holidays, so on Saturday 8th Lindsay brought his Bobcat skid-steer, and with Kevin and Ross on rakes and shovels, cleared and levelled the area for the 27.5kl rain water tank donated by country

members Mark and Matt. The tank was delivered on Thursday 13th and Lindsay, Steve and Ross assisted the driver in wrestling it into place. The next step is to connect the ten downpipes, donated by Steve, to feed into the tank so that water collection can begin while we're still getting rain.

On Monday 10th there was a window in the cold and wet weather so members of the Whiteman Committee along with Nick Danielle, got the first coat of the epoxy sealant onto the previously diamond-ground workshop end of the Clubhouse. With plenty of ventilation provided by large industrial-type fans powered by Kevin's big generator, the 240 square metre job of cutting-in with brushes and filling with long-handled rollers, was safely done in about 3 hours, which was good: the bad news is that it will need a second coat, and the similar sized Meeting area will need two coats of a urethane material, which is on order, so the job is only a quarter done!

Construction materials for the enclosed toilet block have been ordered and paid for by member Kevin Dorn, and will be delivered onto site in the week beginning 17th July, with construction work under the direction of Graeme Whitehead and Brian Eyre then commencing. Anybody with experience of this type of construction is welcome to join us. When this is in hand we will get the second coats onto the floors to cover any wear and tear related to the delivery of the materials.

Also delivered is another sixty tonne of crushed limestone road-base, ready for the Motivation kids to put into place completing our roadways when the School holidays are over.

Well you've read my rabbiting-on about our new Clubhouse, but you might not have got the picture, so on Saturday August 5th we're going to give you the opportunity to actually find out where it is exactly, and to see for yourself the progress that has been made. We'll meet at the Harrow Street Clubroom and travel in convoys into Whiteman Park, have a look at our lease, and return to Harrow Street for some refreshments. See pages 8 and 9 for details. Members of the Whiteman Committee will be available to answer your queries, explain the long-term plan, and, hopefully, enthuse you to donate your time, skills and/or money to help make The Vintage Sports Car Club of WA the great Club it was always meant to be. On the subject of donations, quite a few members have already made donations of materials and some of cash which has enabled further work to commence – we sincerely thank those people.

Ross Oxwell

Chair, Whiteman Committee

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

VSCC OF WA CALENDAR 2023

August

- 4-6 Winton Festival of Speed — Winton Motor Raceway
- 5 Dad's Army
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting
- 15 Management Committee
- 21 Competition Group
- 22 Dad's Army
- 29 Dad's Army

September

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 26 Dad's Army
- 30 Collie Historic Races

October

- 1 Collie Historic Races
Club Regularity Championship Rd 3,
State Historic Race Championship
- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 24 Dad's Army
- 27-29 The Bend Classic — the Bend Motorsport Park, Tailem Bend
- 31 Dad's Army

November

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

December

- 2 Dad's Army
- 3 Hillclimb, Jack's Hill & Vintage Stampede, Wanneroo Raceway
Club Hillclimb Championship Rd 3
Club Regularity Championship Rd 4
- 11 Annual Dinner, Awards Night and General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army

VSCC NEWS

VSCC Revival Ideas

Vice-President Michael Broughton, Editor Bob Campbell and members Paul Blank and Simon Loh arranged to meet at the Dad's Army Tuesday on June 27 to brainstorm ideas for the future development of the club. Unfortunately, Simon could not make it, but the Whiteman Park Committee was also meeting that morning and they and the Dad's Army members were co-opted on to the brains trust. A fairly lively meeting ensued and many ideas were bounced back and forth to very good effect.

Michael asked Paul to speak to the general meeting on July 3 and Paul provided this report.

At July's VSCC general meeting Michael Broughton asked me to speak about what we'd discussed at our meeting during the week.

It was very well received, and quite a lot of discussion ensued, all very constructive. I was fearful that there may be some people upset, but it wasn't so. One member told me afterwards "You can't make an omelette without breaking an egg". Many people agreed that if the club continues on its existing course, it's doomed.

Below is what I spoke about – there were calls for this to be published in *Vintage Metal*, so here it is.

I left it with the suggestion that the Committee needs to decide if it will support the initiatives as a whole package (not just selected parts of it) and if so, to appoint a sub-committee to investigate how to implement the ideas. And that time is of the essence.

- Encourage younger members – half price membership for under 25 years of age
- Must be a club member to get an entry at key events Northam or Albany (lose 2 or 3 entrants to gain 10, 20 or 30 members – it's a no-brainer)
- Extend 'invitations' to sports cars up to 1990 or 1995 (or rolling 30-years) for Northam and Albany (can be done under existing rules)
- Add some easy-access motorsport events (including driver training) as attractions to new members - like motorkhanas. These will also attract some of our non-participative existing members
- Revise the look and content of Website (pay a professional to upgrade it) and keep it updated
- Revise the look of *Vintage Metal* (pay a graphic designer to do the layout)
- Publicise the club and its activities in social media
- Have mix of cars at events where the club is being promoted, including the sorts of newer cars we're opening up to

It is very important to implement all of these ideas at the same time, for effectiveness of all aspects and so that the club can be promoted as being revitalized. Making the changes piece-meal will dilute the effectiveness.

If we stick to the existing format of events, entries, membership, etc, all aspects of the club will continue to diminish. This is our one chance to save the club. If we don't do it very soon, it will be too late. While funds are desperately short due to the clubroom cost blow-outs, the club rooms will be useless if the club folds. Some funds must be directed to the above.

Other ideas suggested such as added social events, use of the new clubrooms by other clubs, events with other clubs, etc, while worthwhile, won't be the key changes to bring new members and new life to the club.

Paul Blank

New Clubrooms Going Ahead

With donations of both cash and materials flowing in, the fit-out of the new clubrooms is going ahead. However, more support is needed from members in both cash and kind if the momentum is to be maintained.

Construction of the toilet block within the building has commenced and at the time of writing the frame was well on the way to completion.

The workshop end of the building has its first coat of sealer applied and cured so that work could go ahead on the construction of the interior fittings. Club volunteers descended on the building on July 18 with equipment provided by enthusiastic members to assemble the material delivered only the day before.

If you wish to join the band of volunteers who are working on the new clubrooms, contact Whiteman Committee Chair Ross Oxwell on (08) 9401 1449 or iroxwell@westnet.com.au to offer your services.

**NOTE! DEADLINE FOR ARTICLES FOR THE SEPTEMBER 2023 ISSUE IS AUGUST 15, 2023
ADVERTISING DEADLINE AUGUST 11, 2023.**

COME & SEE THE NEW CLUBROOMS



Above: The toilets framing after the first day of assembly on Dad's Army Tuesday, July 18.

Below: The building ready for landscaping and other cosmetic work plus the laying of driveways and paths.

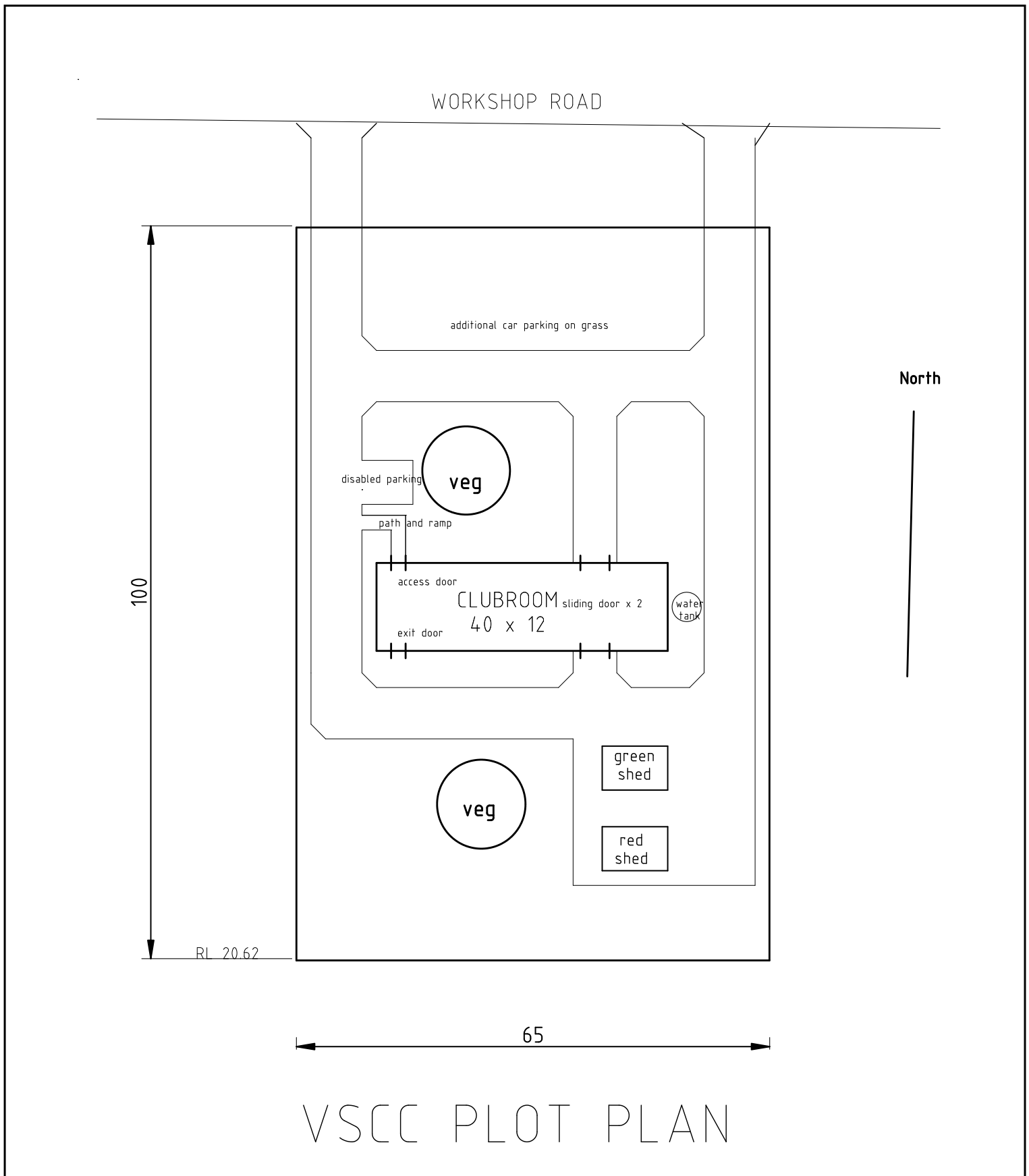
When? Saturday August 5 at the Caversham Clubrooms

What time? We meet at 8 am for a 9 am start,

Between 9 and 9.30 am we travel in convoy to the new building in Whiteman Park.

Whiteman Park Committee Chair Ross Oxwell will give us a guided tour after which you can take photographs before we return to the old clubrooms for a barbecue/ sausage sizzle and to discuss the new building and plans for the development of the site.





VSCC PLOT PLAN

The plan above shows the layout of the VSCC block on Workshop Road in Whiteman Park.

The two circles marked 'veg' are where the two trees that feature on the block are located. We are not establishing a vegetable patch.

Wheelchair access is by the door at the northwest corner of the building. Vehicle access is through the two sliding doors in the eastern half of the building, which will be the workshop space and there will be a hoist situated between the doors.

The circle by the eastern end of the building is the location of the rainwater tank, which will collect the run-off from the roof. This will be used for reticulation of the grounds, flushing toilets and the like. Scheme water will be supplied to the kitchen and will supplement the rainwater if required.

The green and red sheds have been donated to the club and will be erected when funds permit.

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DAD'S ARMY NEWS

The Fit-out Begins

As Ross Oxwell has told us in his Whiteman Wise-Ups on page 5 above, Kevin Dorn organised the building materials for the toilet block in the new clubrooms. These arrived in Monday July 17, so the Dad's Army Tuesday on the 18th was repurposed to become a working day at Whiteman Park.



Barry Mackintosh, Lindsay Hamersley and Paul Wilkins adjust the cutting disc on the power saw.

The working party consisted of Ross Oxwell, Graeme Whitehead, Brian Eyre, Kevin Dorn, Barry Mackintosh, Ron Fabry, Wally Phoebe, Lindsay Hamersley and Nick Danielle. Paul Wilkins and Editor Bob Campbell were also there with Bob wielding his camera.

Bob had to leave early to continue work on *Vintage Metal*, but Lindsay Hamersley took pictures of the



Sparks fly as Barry and Lindsay cut frame pieces to size. Note the high-tech support.



Ross Oxwell mans the drill, Nick Danielle looks on and Wally Phoebe holds the metal strip, preparing parts.



Brian Eyre and Kevin Dorn measure up the first of the frames while Graeme Whitehead works in the background

frame as it was at the end of the day. The team were to return on Saturday the 22nd to continue the work.

One of Lindsay's photographs graces the front page of this magazine. Another is in the advertisement for the Open Day at the Whiteman Park site on page 8 above.

The Scribe

DAD'S ARMY DATES - 2023

| | WORKSHOP SATURDAY | SECOND LAST TUESDAY | LAST TUESDAY |
|-----------|-------------------|---------------------|--------------|
| AUGUST | 5 | 22 | 29 |
| SEPTEMBER | 2 | 19 | 26 |
| OCTOBER | 7 | 24 | 31 |
| NOVEMBER | 4 | 21 | 28 |

EDITOR'S RAMBLINGS

American Sports Car Racing Books

Thanks to Richard Parks' *Motorsports Newsletter*, I can pass on the news that Martin Rudow, author of *Lost Road Courses*, *Long Straights and Hairpin Turns*, *Weekends of Glory*, and *Pete Lovely, a Racer's Life* has a new book coming out later this year. Titled *One Last Turn*, it should be released in Australia in December.

Martin Rudow writes about the history of sports car racing in the USA, particularly the Pacific North West, but also about the top class race courses that have disappeared under shopping centres and housing developments.

One Last Turn recounts personal memories of the Can-Am era's greatest mechanics, tuners and crews. It should be a great read for fans of those ground pounding two-seaters. There is more information about Rudow's books at rudo-mart.com.



Do You Remember Ed 'Isky' Iskenderian?

If, like me, you read American car magazines of the fifties and sixties, you could not help reading about Ed Iskenderian, the 'Camfather', and his remarkable range of racing camshafts for just about any V8.

Ed is still around, although his sons Ron and Richard now run the legendary company. Ed turned 102 on July 10, which makes him even older than our Dad's Army members.



Genevieve and Spyker Reunited

The stars of the 1953 film *Genevieve*, the 1904 Darraq christened *Genevieve* and the 1905 Spyker, actually one year too new to qualify for the run, will be reunited at the 2023 RM Sotheby's London to Brighton Veteran Car Run to be held on November 5.

If you plan to be in the UK in November, you should arrange your itinerary so that you can see these veterans of the silver screen setting off again for Brighton as they did 70 years ago. John Gregson and Dinah Sheridan won't be in the Darraq and Kenneth More and Kay Kendall won't be crewing the Spyker, but the real stars of the film will be there.

Genevieve has been turning up to the London-Brighton Run for some years, but this will be the first outing for the Spyker in 10 years. If you can make it, it is not to be missed, but you can probably chase it up on YouTube or some other social medium.

Of course, you will have to provide your own recording of Larry Adler's fantastic score to back up the sight of Darraq and Spyker.

Correction

In the Ted Hantke story in the July issue I lifted the body of the story from *Hundreds & Thousands* magazine. Rod Waller has emailed me to tell me that Iain McPherson of the Austin-

Hesley Owners Club of Victoria got his Triumph wrong. Jim Harwood and Bill Downey won the 1958 Six Hours Le Mans Race in a TR2 and not a TR3 as mentioned in the story. Rod sent me a photograph of the Triumph which is shown on the right. It looks like Gentleman Jim at the wheel.

A Message From Virginia

Mike Matune, a photo-journalist from Virginia USA and a keen reader of *Vintage Metal*, responded to the July issue as follows:

My research efforts continue and I have been involved in any number of interesting projects. Your Elite article was timely as I was asked a question about who invented the backbone chassis, a feature of Lotus Elites, Elans and Europas among others. Colin Chapman is sometimes given the credit for inventing it, but its origins so back into the early parts of the Twentieth Century. He does deserve credit for applying it very successfully. One of Chapman's many innovations.



creative people were in constructing these Specials. One of my other research projects deals with a car guy by the name of Peter Dawson. He built one special utilizing a three-cylinder, two-stroke outboard motor placed under the passenger seat to optimize weight distribution. When he began having problems with vibrations, he built balance shafts to smooth out the engine. In another case, he built a mid-engined special powered by a seven-liter Chrysler Hemi. He couldn't afford a transaxle capable of handling the power, so he fitted the car with a big torque convertor from an automatic transmission. It had no neutral, so you had to be very careful starting the engine and holding the car still on the grid. Neither of those things would pass scrutineering today! But it did work in getting that much power to the ground.

I liked the lines on the Bolwell Mk VII on page 24. I assume this was a Kit Car of some sorts.

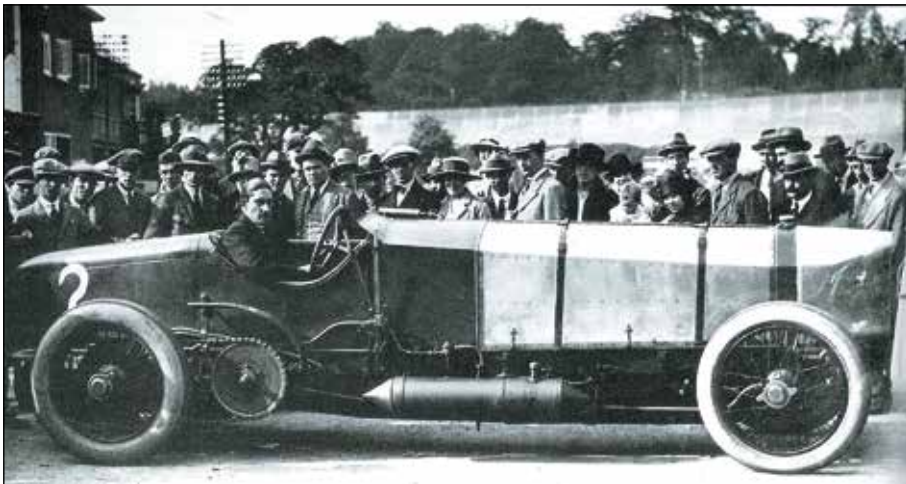
Good luck with your effort to "Young-Up" the club. I guess the trick will be to draw a younger audience without alienating the existing membership. Maybe a more modern project car with which they can identify? Or perhaps an emphasis on racing as an experience. I understand from nothing more than reading about it, that today's youth values experiences more than possessions. I note that there are more concerts held on race nights at tracks than I remember. These seem to draw and hold a younger audience.

I have replied to Mike and described the Bolwell to him. His 'research project' Peter Dawson sounds interesting. It seems that innovative special building is a worldwide phenomenon. I like his suggestion about concerts. Do we know any bands that would attract younger audiences?

It's a Funny Thing

There are a lot of stories going around that are accepted as fact but are in reality no such thing. The so-called urban myths.

For instance, one writer on classic car matters a few years back stated categorically that if you lost the back end of a Triumph Herald, it was impossible to catch. Hmmm. If that's the case then I have performed the impossible several times during my ownership of a Herald 1200. In fact, letting the back end step out is a great way of scrubbing off excess speed if you find that the corner you just entered is tighter than expected. The only problem is that it scares your passengers spittleless.



The original Chitty Chitty Bang Bang in its final form with Count Zborowski at the wheel. Note the chain guard and streamlined oil tank. In this form the car lapped Brooklands at 113.45 mph (182.54 km/h). It would be a genuine Group J historic car, but who would fancy lugging it around Northam or Albany? Photo from *Brooklands: The Complete Motor Racing History* by William Boddy.

One myth that turned up on television the other day in connection with the movie *Chitty Chitty Bang Bang* was that the name of the flying car came from the sound of its engine. Really! The name came from a series of aero-engined racers built for Count Zborowski, a noted racing driver at Brooklands in the immediate post World War II years. The first of these, known as Chitty I to its creator, was described as Chitty Chitty Bang Bang in contemporary press reports, and was based on a prewar 75 hp Mercedes chassis with a 23,092 cc Maybach aero engine from a German Gotha bomber shoehorned in.

Where did the name come from? It apparently came from a World War I soldiers' song in which one line of the chorus ran, '...and the cheeks of her a**e went chitty chitty bang bang.'

It seems that a chitty was the piece of paper, the pass, that allowed a soldier to take an evening off in the nearest town. The bang bang I leave to your imagination. Engine noise! I'm pretty sure that the young lady's rear end was not equipped with an internal combustion engine.

When Ian Fleming used Chitty Chitty Bang Bang as the name of the car in his children's book of the same name, he explained the name as being the noise the starter made followed by two bangs as the engine fired. The soldiers' song would hardly have been suitable material for the jacket notes of a children's book.

The last car in Zborowski's series of aero-engined specials, Chitty 4, was also known as the Higham Special from Higham Park, Zborowski's home. After the count was killed at Monza in 1924 that car was sold to J G Parry-Thomas, who rebuilt it and renamed it 'Babs'. Parry-Thomas was killed on March 3, 1927 when he crashed Babs on Pendine Sands attempting to regain the World Land Speed Record. That accident gave rise to another urban myth. It was said that Parry-Thomas was killed because he had removed the chain guards from the drive chains to the back axle to reduce wind resistance. A chain broke and whipped round to virtually behead the driver.

Babs was buried on Pendine Sands after the crash. When the car was disinterred in 1969 the chains and chain guards were found to be intact and the cause of the crash was determined to be the collapse of the right rear wheel. Another urban myth was put to rest.

Memory Lane

Or should that be Lovers' Lane? Back in the day a young constable was detailed to clear the amorous parkers from the local Lovers' Lane. He proceeded to the location and approached the first of several cars. Knocking on the misted window he asked, 'What's going on here then?'

The young man in the car replied, 'I'm teaching my girlfriend how to tango.'

'Hop it,' said the constable and the couple were duly despatched.

At the second and third cars the procedure was the same except that the young men were teaching the samba and cha cha respectively.

The constable approached the fourth and last car and knocked on the window. A sweet young thing popped up at the window saying, 'Yes, Officer?'

'I suppose,' he said, 'you are doing the Bossa Nova?'

'Oh no,' she replied. 'I'm doing the boss a favour.'

Not Disturbing the Neighbours

With all of our building activities and earth moving we don't seem to have disturbed our new neighbours. As you



can see in the photograph at left, a considerable number of kangaroos are looking very relaxed while our working party creates a fair bit of noise with various power tools.

Just behind the trees in the background is the new Ellen Brook Railway, and that work doesn't seem to have upset our bouncy neighbours, either. They are a laid back mob.

Bob Campbell



**The Bend Classic at The Bend
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thebend.com.au.**

HISTORIC LONG TRACK RACING, CLASSIC CAR SHOW & PARADE



WINTON FESTIVAL OF SPEED

4/5/6
AUGUST
2023



FEATURING THE JUST CARS 50KM
TOURING CAR CUP



ENTRIES FROM MAY 2023
MORE INFORMATION: WWW.VHRR.COM

PHOTO CREDITS: PETER ELLENBOGEN

WHAT IS HISTORIC MOTOR RACING?



An assortment of historic racing cars as approved by Motorsport Australia

Historic motor racing provides the opportunity for drivers to race Historic cars in an atmosphere similar to that enjoyed in the various historic periods. The three major guiding principles of historic motor sport are authenticity of vehicles, amateur sport and safe operation. Preservation, restoration and appropriate use of historic cars, in that order, are the keynotes. Whilst the category was designed originally to cater only for the actual cars that raced in the historic periods, the category has since been expanded to include classes for cars which, although not endowed with a racing history, are considered a suitable addition to historic motor sport and are cars that are an appropriate representation of the period. The Historic Commission of Motorsport Australia is adamant that historic racing should accurately depict the cars that existed in the past.

Particular attention is paid to the periods of the cars, the authenticity of their specifications, and the group categories in which they compete. Historic racing in Australia now provides an ideal segment of the sport for those people with an interest in motor racing history, and in particular Australian motor racing history, and a desire to recapture the more relaxed atmosphere of the days of amateur motor sport. Many of its present participants and those seeking to enter this facet of the sport are, to a large extent, unaware of the historical background of the historic racing movement and of the history of Australian motor racing. Indeed, many are uninformed as to the position of the Historic Commission in its administrative and advisory role to the Board of Motorsport Australia. Hence, before describing the detail of the regulations and philosophy of this sport, it is proper to consider the history of Australian motor racing briefly, and equally briefly, the development of Historic racing since it began as far back as the late 1950s. (Historic Commission of Motorsport Australia)

VSCC of WA conducts a number of Historic and/or promotional events in any one year.

1. Around the Houses events, at Albany and Northam (Regularity, Category 5)
2. Closed Circuit Track events, Barbagallo Raceway and Collie Motor Sport Park (Regularity and/or Open)
3. Hill Climbs, at Barbagallo, Collie, Albany, Northam. (Open)
4. Motorkhana, Northam. (Open)
5. Sprint Events, generally run on closed circuits. (Open)

Vehicle Eligibility for RTH events:

RTH (Round The Houses Events) are conducted for vehicles complying with the regulations for 5th Category Historic Cars Groups A, C, F, J, K, L, M, N, O, P, Q, R, S, T, U, V, as outlined in the current Motorsport Australia Manual of Motor Sport. See below

| Year | Group | Historic Description |
|-----------------|---------|---|
| Pre-1931 | Ja & Jb | Vintage early Racing and Sports cars. Can include factory or Australian built specials. Modern built vehicles may be included under strict guidelines. |
| 1931-1940 | Ka & Kb | Post-Vintage cars. Pre war and early post war vehicles. Can include factory or hand fabricated "specials". |
| 1/1/41-31/12/60 | Lb | Post War Racing & Sports Racing cars. Can include factory or Australian built specials. Modern vehicles may be included under strict guidelines. |
| 1/1/61-31/12/65 | M | Racing & Sports Racing is for race cars with a racing history. This group includes a period where technology moved rapidly with great advances in chassis, suspension and tyre development. |
| 1966-1969 | O | Racing & Sports Racing Cars (rear engine). This group represents a period when engine size and performance increased and includes treaded and slick tyres. |
| Pre-1978 | P | Formula 5000 Racing Cars with History |
| 1970-1977 | Q | Racing & Sports Racing Cars with history and/or aerodynamic devices |
| 1941-1977 | S | Group S cars are required to remain very close to original production specification. State of tune must be restricted in the interests of fair competition, safety, and authenticity. |
| 1941-1960 | Sa | Production Sports Cars may include some run on (no factory built specials) |
| 1961-1969 | Sb | Production Sports Cars (as above S) |
| 1970-1977 | Sc | Production Sports Cars (as above S) |
| Pre-1986 | Sm | Modern Sports Car non boosted (as above S) |
| Pre-1973 | N | Group N is for touring cars, not necessarily with a racing history, built before the end of 1972, and is divided into three subgroups |
| Pre-1958 | Na | Production Touring Cars (early) |
| 1958-1965 | Nb | Touring Cars - Homologated for competition by manufacturer |
| 1965-1972 | Nc | Touring Cars (late) Original Spec or factory endorsed performance parts |
| Pre-1985 | Ip | Improved Production Cars (dealer sold but certain mods allowed) |
| Pre-1985 | Tt | Sports Sedans "Tin Tops" (dealer sold but no mods allowed) |
| | By | By Invitation |

NOTES ON VEHICLE ELIGIBILITY FOR HISTORIC EVENTS:

Note one

The express purpose of the eligibility guidelines for 5th category cars is to ensure that vehicles in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed.

Accordingly all vehicles being entered can only use the correct period engine type, (no substitution to a larger engine, later type engine or increase in cylinders numbers is allowed unless it was a period factory option).

Induction systems are controlled and should be as specified by the manufacturer, (number of carburettor throats/throttle bodies/butterflies should be as per original specification).

Fuel injection is only allowed if factory fitted.

Only factory approved modifications as used in the period are allowed for production based vehicles.

Any upgrade to a later model component will result in the vehicle being moved to the year of manufacture of the newest component part.

Any form of boost device fitted to the engine must be as per original (or factory option).

Wheels should be as fitted at production, (an option available from the dealer or increase of up to two inches in diameter may be allowed in some classes).

Note two

Race cars with an actual race history are encouraged.

Replicas are allowed, in fact encouraged, but they must be clearly identified as replicas.

Any replica must be built as representative of the period and have only period available modifications.

Note three

Entries for vehicles which do not comply but “represent the 5th Category” may be accepted at the discretion of the Event Organiser. This may include late model sports cars and sedans in original specification and condition.

Note Four

Original vehicles with a competition history are encouraged and welcome, however it is envisaged that most vehicles will not have a racing history and these are acceptable provided that they are accurate in detail both mechanically and visually. The club is very careful in this regard as power to weight ratio is taken into account in the final decision.

By Invitation

Some vehicles may be allowed to participate in regularity events by invitation of the race committee. Typically these vehicles may be run-ons of a particular model or vehicles deemed to be of particular interest to the public because of their heritage or historic importance.

In the case of original vehicles, they must conform with the mechanical specifications as listed, however minor modification undertaken and employed during the period are acceptable.

All vehicles included in Regularity events must comply, as a minimum, with Schedule A and B of the Motorsport Australia Manual – General Requirements (generally full compliance with a scrutiny checklist will satisfy these requirements). Schedules A and B are reproduced below.

Schedule A

Each automobile (except a superkart) shall, of necessity, in any competition

- (a) comply with the definition of an automobile;
- (b) be fitted with protection between engine and driver's compartment to prevent the passage of flame;
- (c) be so constructed to minimise the entry of foreign matter into the driving compartment from the road or road wheels;
- (d) have any propeller shaft and universal joints, if passing through the cockpit, fitted in a fixed casing;
- (e) have any driving chain effectively guarded;
- (f) have each fuel tank vented externally to the bodywork;
- (g) if manufactured prior to 1 January 1978 (or otherwise not complying with ADR25A) and not registered for use on public roads, have any steering column locking device removed or disabled;
- (h) be fitted with a safety cage as required by Schedule J;
- (i) use only fuel compliant with Schedule G;
- (j) have any window or windscreen fitted made from a material which is clear or, if tinted, compliant with AS 2080;
- (k) have a safety harness as required by Schedule I;
- (l) have any container within the cockpit which can hold more than 500mL of hot liquid (other than a series heater core) enclosed in a sealed compartment;
- (m) where fitted with rigid brake pipes have such pipes made of steel ('Bundy' tubing or equivalent), unless it is an automobile of the 5th Category which is fitted with original components. The installation must be such to protect the pipes against vibration and damage; and
- (n) be fitted with ballast in compliance with the requirements detailed in Definitions-Technical

Schedule B

Each automobile (except a superkart) shall, of necessity, in any speed event or race:

(a) be fitted with two separate fastening systems on any bonnet or other panel where the leading edge can be raised. The fastening systems shall meet the following requirements:

- (i) to be deemed separate, a fastening system shall continue to function if the second system is removed in

its entirety;

(ii) they shall be of adequate strength and limited elasticity and range of movement;

(iii) they shall simultaneously hold the bonnet or panel closed or as an alternative for speed events only, one fastening system shall hold the bonnet or panel closed and its release shall allow the bonnet or panel to be raised to provide access to a second separate fastening system fitted within the automobile. The second fastening system shall prevent the bonnet or panel from being raised more than 150mm from the fully closed position. A road registered series production automobile fitted with an unmodified original equipment two stage fastening system shall be exempt from these requirements;

(b) be fitted with a fire extinguisher compliant with Schedule H;

(c) be fitted with a device or devices that shall protect any longitudinal propeller shaft from striking the ground in the event of a component failure;

(d) be fitted with wheels and tyres compliant with Schedule E;

(e) if fitted with any aerodynamic device, be compliant with Schedule F;

(f) if fitted with a scatter shield, be compliant with Schedule M;

(g) be fitted with a return mechanism which in the event of any throttle linkage or throttle system failure will close each throttle;

(h) be fitted with a dual circuit braking system save for automobiles manufactured prior to 31 December 1973 or of the 5th Category;

(i) be fitted with an operable reverse gear controlled by the driver whilst seated in the driving position, save for automobiles of the 5th Category and Formula Libre;

(j) be fitted with sideways or rearward-facing exhaust outlets. If rearwards, the outlet/s shall be between 100mm and 450mm above the ground and shall not protrude more than 150mm beyond the rearmost portion of the automobile. If directed sideways, the outlet/s must be located rearward of the midpoint of the wheelbase. In any case, they shall not project beyond the maximum width of coachwork or terminate more than 50mm within the plan view of the adjacent coachwork;

(k) save for 1st Category automobiles, be fitted with a bulkhead constructed from a flame- and liquid-proof material. If the material is constructed from polycarbonate it shall be a minimum of 6mm thick. This bulkhead shall effectively seal the cockpit from the fuel tank and re-fueling system.

(l) be configured such that the sound emitted when measured 30m from the track edge does not exceed 95dB(A) unless event regulations set a lower limit;

(m) be fitted with a steering wheel not incorporating any wood, unless such is the original component of the automobile;

(n) if fitted with any crankcase breather discharging to the atmosphere, each breather be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc. Regulations for competitions on unsealed surfaces may waive this requirement;

(o) if fitted with any engine radiator coolant vent discharging to the atmosphere, each coolant vent be vented to a catch tank of a minimum capacity of one litre. Regulations for competitions on unsealed surfaces may waive this requirement;

(p) if in a Multi-car event each forward facing lamp must not be red in colour, and each external forward-facing glass component, save for the windscreen, must have fitted an adhesive cover of a colour other than red to prevent the spillage of broken glass on all external forward-facing glass components, save for the windscreen;

(q) display a blue triangle of sides 150mm indicating the location of the battery. A battery fitted in the cockpit shall have an additional blue triangle not less than 60mm sides fitted on the cover of the battery or immediately adjacent to the battery if uncovered;

(r) be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the automobile on a sealed surface with its wheels locked. Where a tow point is obscured, each tow point shall be marked with the word "TOW" of a contrasting colour marking the location of each tow point.

A road registered series production automobile fitted with any unmodified original equipment tow point shall be exempt from these requirements, save for the requirement to identify an obscured front and/or rear tow point; and(s) for each external door handle that is not easily distinguishable or visible from the surrounding bodywork, there shall be fitted an arrow, a minimum of 50mm long, yellow or red in contrasting colour to the bodywork and the word 'OPEN, LIFT, PUSH or PULL', whichever is appropriate, marking the location and operation of each door handle. The arrow marking the location shall be clearly visible on approach by an event official.

DAVE MACDONALD CORVETTE SPECIAL

BY ERNIE NAGAMATSU



Ernie exercises the Corvette Special at the Pacific Northwest Historic Races.

We have completed the two-year build of the Dave MacDonald Corvette Special. The Corvette Special is the Old Yeller V that was commissioned by Dave MacDonald and Sponsor Simpson, which had a 1961 Corvette ultra thin body and a 327 Fuelie motor... and used Pontiac front drums contrary to the usual Old Yeller Race Cars with Buick drums and Buick Nailhead motors. Dave MacDonald had incredible achievements in Corvette Racing, but wanted to have a lighter weight Corvette race-car. Carroll Shelby advised Dave to have Max and Ina Balchowsky,



The original Corvette Special. Note the classic Fords and Hudson in the background.

builders and racer of Old Yeller Race Cars, build that special race-car. Dave had good Chevrolet Sponsorship with Don Steves and he and Jim Simpson went to Max and Ina Balchowsky at their Hollywood Motors. Max designed the Old Yeller V using the unique Old Yeller design using a light-weight chrome moly chassis. The finished Old Yeller V became known and raced, as the successful #00 "Corvette Special," racing in the Main Event Open Modified class.

I was a good friend with Max Balchowsky and he entrusted me with the entire Balchowsky Archives of the Old Yeller race records/ lap charts, invoices, trophies, race dash plaques, Old Yeller parts.

It was fortuitous that I had rare large photographs of Max working with Dave, at Hollywood Motors, on the Corvette Special as well as all of the build of the special torsion bar suspension images of the #00. For many years, I also had the Max Balchowsky built chassis for

the Old Yeller X stored, a project that which was never completed. The payment to Max for the Old Yeller X project included the entire custom and unique "Balchowsky" design suspension which, always included front upper Jag A arms that were drilled (for crushability upon any impact), special drilled backing plates, and lower Pontiac A arms shortened. In the archives included a collection of torsion bars for the Old Yellers and a large collection of parts. In the Balchowsky Archive was the #00 Pontiac front Drum Brakes with a 'Max' drilled backing plate showing some damage.

A Fabrication Shop effectively built and fabricated the Old Yeller V/ 'Corvette Special' guided by large format black and white photographs from the Archives. Special effort was made to utilize exact period parts including securing manufacture dates as close to the build date of the #00. The 1961 327 Fuel Injected Corvette motor was

built by an expert in early Corvette Performance engines. The 327 "Fuelie" engine made 350 horse power for a 5:1 power-to-weight ratio. A special modified Chevy II rear-end, exact to original build, was assembled by 'Cook's Machine Works'. The two 'Cooks' machinists recall when they were very young, working with Max building all of the custom rear-ends for his Old Yeller race cars. The metal seat autographed by Max was utilized, it was from the archives. The Corvette body was made by an 'old school' Corvette Body fabricator to the very exact specifications of the #00. The 'razor thin' 1/16-inch fiberglass body for the #00 was 17" shorter in length, 4" shorter in height, and 5" more narrow than an original Corvette body. The Corvette Special weighed a mere 1,750 lb (794 kg) and was a 'rocket' of a race-car. The Corvette motor was set back in the chassis.



Ernie Nagamatsu in the MacDonald Corvette in close company with Tony Garmey in the Washburn 1959 Corvette raced in period by Bob Bondurant. and now owned by Steve Earle of Monterey Historics fame.

he was at and #00 was stored for the 1962 PNW Grand Prix Races and he was there. There was a special gathering of rare early solid axle Corvette race cars including a Corvette racer that Dave MacDonald had built out. The legendary Paul Reinhart Corvette race car was shipped from the East Coast for the 'Launch' gathering. The famous Washburn Corvette, raced by Bob Bondurant was there as well. The 'ground swell' for the 'launch', was incredible and beyond.

Dave MacDonald was our Motorsports 'Camelot' and compared to Bruce McLaren globally, as 'Camelot'. Dave was the 'chosen one' in Motorsport, winning championships with ease at all levels of Motorsports. He was on a 'Mercurial' rise as fans everywhere watched his journey. Dave was the ultimate American hero, being a crew cut, handsome as a movie star, Hot Rodder,



Rich MacDonald drives the MacDonald Corvette on the parade lap with Wally Peat as passenger.

family man, racing American Sports Cars... then came the sudden tragic accident, May 30, 1964 at Indy, that sadly ended his life.

This was such an emotional weekend as everyone in PNW and the team knew Dave's son Rich MacDonald was taking big hits of Chemo, just to be with us as he was diagnosed with inoperable, wide spread cancer by his doctor, on the day he autographed the just completed #00.

Everything unfolded magically for Rich with first the Solo Parade Laps in the #00 and then the new scheduled Early Corvette Race Cars Parade Lap and Rich leading with Wally Peat, Dave's Chief Engineer, builder of #00 and best friend as passenger.



It looks like a Corvette, it sounds like a Corvette, but it isn't quite a Corvette. Another shot of Ernie in the Special

SPORTS CAR BRAND NAMES

With all of the talk about expanding the list of cars that qualify to run in our events, Ron Fabry came up with a list of manufacturers who made sports cars that are now over 25 years old. The list is not exhaustive, but it is a suggestion for a target market for a future membership drive for the VSCC.

| | | |
|---------------|------------|-------------|
| Alfa Romeo | Daihatsu | Nissan |
| Aston Martin | Delorean | Napier |
| BMW | De Soto | Nash |
| Bugatti | DKW | Oldsmobile |
| Ferrari | Fiat | Opel |
| Jaguar | Ford | Packard |
| Lamborghini | GMC | Peugeot |
| Lotus | Holden | Plymouth |
| Maserati | Honda | Pontiac |
| Mercedes-Benz | HRG | Renault |
| Porsche | Isuzu | Riley |
| Alvis | Jensen | Rolls-Royce |
| Austin Healey | JBA | Saab |
| Amilcar | Karmann | Singer |
| Auburn | Kia | Simca |
| Austin | Kurtis | Subaru |
| Ballot | Studebaker | Sunbeam |
| Buick | Lancia | Suzuki |
| Chevrolet | Lola | Toyota |
| Caterham | Marcos | Triumph |
| Chrysler | Maybach | TVR |
| Citroën | Mazda | Vauxhall |
| Cord | McLaren | Volkswagen |
| Daimler | MG | Volvo |
| Datsun | Mercury | Westfield |
| Dodge | Morgan | Yamaha |
| Delage | Mini | Mitsubishi |
| Morris | Bolwell | Healey |

The list is not in any particular order and it is hard to imagine some of those brands having produced a sports car, but it's a starting point. Come to think of it, some of our members would have to resort to Google or similar to identify some of these long lost brand names.



Images of some of the brands listed above.

Sandra Stephenson in her Chevrolet Special, Brett Pollock in the stately Rolls-Royce 20/25 and Graeme Cocks in Silverwings kick up the dust in 2022. Sport Pixx photograph.



J, K AND SQUARERIGGERS NEWS

LAKE PERKOLILLI RED DUST REVIVAL RETURNS FOR 2025

At last a date has been set for the next Lake Perkolilli Red Dust Revival. It will be conducted from 29 September to 5 October 2025.

This follows an agreement between the Goldfields branch of Variety the Children's Charity and the Lake Perkolilli Motor Sports Club Inc. which includes VSCC club members Lyn and Ross Oxwell, Hugh Fryer and Graeme Cocks.

The Red Dust Revival is now recognised as Australia's greatest outback historic motor sport event with 114 vintage cars and 40 vintage motorbikes, all built before 1940, registered for the last event

Variety will manage the event, arrange the construction of the Red Dust Revival facilities on the claypan and coordinate the camping. They will also supervise more than 140 volunteers who make the event possible, taking the demanding job from Ross. Lyn also will not have to deal with the entries.



Harold Hitchcock's 1936 De Soto shows the way to Matthew Kerrison's 1933 Vauxhall Cadet VX sedan in 2022. Sport Pixx photograph.

Proceeds from the event supports kids who are facing many challenges through sickness, disadvantage or living with disability with a focus on Goldfields families.

The Lake Perkolilli Motor Sports Club Inc will manage the historic car and motorcycle entries and assist Variety with planning and the conduct of the track events.

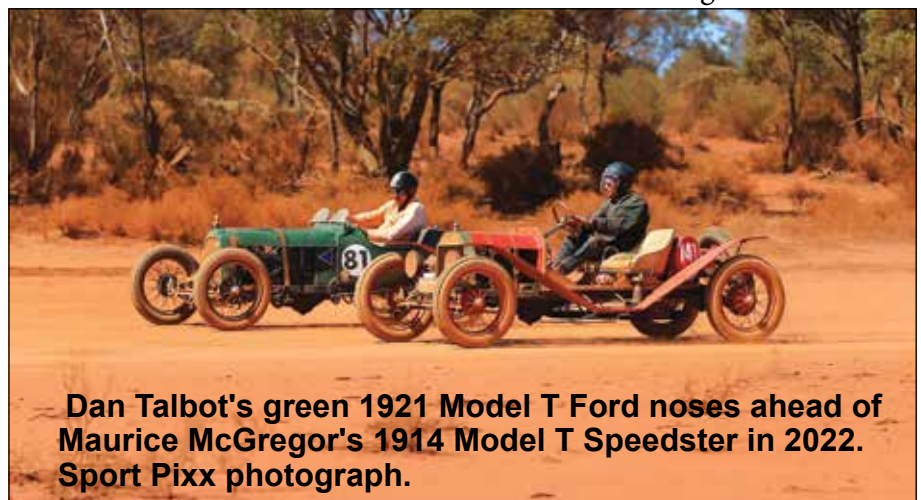
Following feedback, the event has been timed to the school holidays so that more families will be able to attend. Since the last Red Dust Revival in 2022, enquiries have once again been received from all over Australia and overseas. The focus from the organisers is now on helping people who are planning to build cars for the event.

A theme for 2025 will be authenticity with entries being encouraged for cars that look like the ones which actually raced at Perko between 1914 and 1939. With so many people wanting to enter the next Red Dust Revival, stricter criteria relating to authenticity will be used as a way of deciding who will be accepted. For the next event, the cars which are built to replicate original Perkolilli racers will be preferred, then cars which replicate the style of cars of the era will be OK, and last to be accepted will be cars which do not meet either of the criteria but have a vague pre-war look. Keep this in mind. Being accepted at a previous event does not necessarily mean automatic entry to the next event. An explanation of the criteria is at the website:

<https://www.motoringpast.com.au/red-dust-revival>

<https://www.motoringpast.com.au/red-dust-revival>

If you have any questions, contact Hugh Fryer (0419 964 543) or Graeme Cocks (0438 980 859).



Dan Talbot's green 1921 Model T Ford noses ahead of Maurice McGregor's 1914 Model T Speedster in 2022. Sport Pixx photograph.

Heza Henry

PHOTOGRAPHS FROM CAVERSHAM DAYS

The Dave Sullivan album of photographs from Caversham days has run out. I am working my way through the shots from the folder 'Caversham shots for VM' that I introduced in the May issue. Bill Richards has confirmed that it was indeed he who supplied the photographs. Please let me know anything that you might know about the photographs, the cars and drivers plus the dates and race meetings at which the shots were taken.



No further information on the 48/215 number 36 but Rod Waller thinks that the EH wagon was driven by Vern Elder, Harley Pederick's brother-in-law. Sadly, we lost Harley Pederick in July. Bill Richards shot.

Doesn't anyone know who is driving the number 36 Holden? Bill Richards shot.



This must have been a tuning day because the Triumph TR3 doesn't have any race numbers. Shouldn't that flag be yellow? It's an atmospheric shot of Shell Corner, showing how things were at Caversham. Who is taking his Triumph for a spin? No-one came forward last month so I'm showing it again. Bill Richards shot.

Another repeat shot. Surely someone knows the colourful MG and there weren't that many VWs racing. Volkswagen number 56 and MGB number 37 entering the main straight at Caversham. Still pretty casual with spectators sitting on or standing in front of the fence. And there's a dog at far right on the wrong side of the fence! Bill Richards shot.





Another shot from the 1966 6 Hours Le Mans Race showing Andy Buchanan in the Scuderia Veloce Ferrari 250LM followed by the Brockwell/Mitchell Ford Anglia. Neither car finished, the Ferrari succumbing to a failed rear wheel bearing after 76 laps.

Another opinion from Paul Wilkins is that this is the 1965 race with either David McKay or Spencer Martin in the Ferrari and Stuart Kostera in the Anglia, but Stuart's number was 39 and this Anglia is clearly numbered 34. Bill Richards shot.

Lindsay Taylor was quick to suggest that the taped up Cortina was Noel Mitchell. He said that Noel was fussy about his paintwork. Bill Richards shot.



Issigonis's pocket rocket helped many drivers into motor racing. Can anyone name these three? Bill Richards shot.

Rod Waller wonders if the Holden might be Bill Dickson. The TR4 could be Roger Fielding or our own Paul Wilkins. Paul contacted me to say that it was Roger Fielding. Bill Richards shot.



It's that GTV again, but this time you can clearly see CECCHELE MOTORS on the front mudguard. Chances are that it is Gordon Stephenson. Bill Richards shot.



Lindsay Taylor suggests that this was not actually left hand drive but was the Gordon Stephenson car again. He asked what the chances were of two red Alfa GTVs and says it probably wasn't a different Alfa Romeo. The overall shot shows the fairly casual atmosphere at Caversham. Bill Richards shot.

I'm pretty sure that this is Syd Negus in the Repco Cooper, his re-engined Cooper Bristol with Repco Holden power. I'm equally sure that it is Caversham, but when? Bill Richards shot.






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