



February 2023

Issue No. 372

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

VINTAGE METAL

www.vscwa.com.au

VINTAGE STAMPEDE PHOTO GALLERY

PLUS

Annual Dinner

Genevieve 500 Reunion

Adelaide Rally

Bathurst Sojourn

Caversham Photographs



February General Meeting – Monday February 6
VSCC of WA Caversham Clubrooms
6.30 for 7.00 pm

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COVER: Mitchell Evans, Morris Cooper S, leads Jamie Scott, 2-litre Escort Mark 2. Sportpixx photograph.

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

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

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FROM THE PRESIDENT



Welcome to an exciting club year for 2023. We have a full year ahead with a good mixture of competition and social events, as well as the hopeful completion of our new clubhouse at Whiteman Park.

Competition

The competition year starts off with the Northam Motor Sport Festival on 1 & 2 April. We will have the Lindsay Monk Hill-climb at Mt Ommanney on the Sunday with the Northam Flying Fifty regularity event on a new circuit in the Northam township – more on that later.

Our next major event is the Albany Classic on 3 & 4 June, which we run in conjunction with our event partners, the Albany Classic Motorsports Club. This will comprise the Mt Clarence Hill-climb on the Saturday and the regularity event on the streets of Albany on the Sunday.

Later in the year, we are planning an historic race meeting at the Collie Motorplex, in lieu of the usual Coalfields 500 event. We're aiming to attract entries from interstate to boost numbers for both racing and regularity. This will be on the weekend on 30 September and 1 October.

To round out our competition year, we will have the Vintage Stampede returning to Wanneroo Raceway on Sunday 3 December. This will comprise a hill-climb at Jacks Hill in the morning and regularity on the race circuit in the afternoon.

Social

Our regular monthly meetings will continue on the first Monday of each month at the Caversham clubrooms, although you should check the club calendar in Vintage Metal as sometimes public holidays move the meeting to the second Monday. We also have various Dad's Army gatherings at Caversham on Saturdays and Tuesdays so, once again, keep an eye on the calendar for the dates.

There are lots of opportunities to get involved so make the most of your club membership, come and join us.

New Clubhouse

Last year, we made steady if sometimes frustrating progress on establishing our new clubhouse at Whiteman Park, led by Ross Oxwell and his small band of enthusiastic supporters. Work on the project has resumed after the Christmas-New Year break and our aim is have the building completed and ready for occupation later this year. However, this will depend on the club finding additional revenue to fill the gap between the projected cost and our available funds. We are looking at seeking financial support from government, businesses and members.

New Northam Circuit.

Work on the design and approval of the new circuit for the Northam Flying Fifty is going well. Although the new layout will be more compact than the old circuit, it will require a lot more safety barriers and spectator fencing to meet Motorsport Australia's requirements. Paul Bartlett and Randle Beavis have been putting a lot of work into this in recent months and have been working closely with our event partners, the Shire of Northam.

On top of the usual costs of running this important event, we are facing an additional one-off cost of around \$25,000 to pay for the additional barriers and fencing as well as an additional \$40,000 in set-up costs. We are seeking government and business support to meet this cost.

Annual Dinner

We rounded off 2022 in December with our annual Dinner at Burswood on Swan. This was a very successful evening attended by around 56 members and guests and was an opportunity to present club and competition trophies for the year. Details of the trophy winners are elsewhere in this issue.

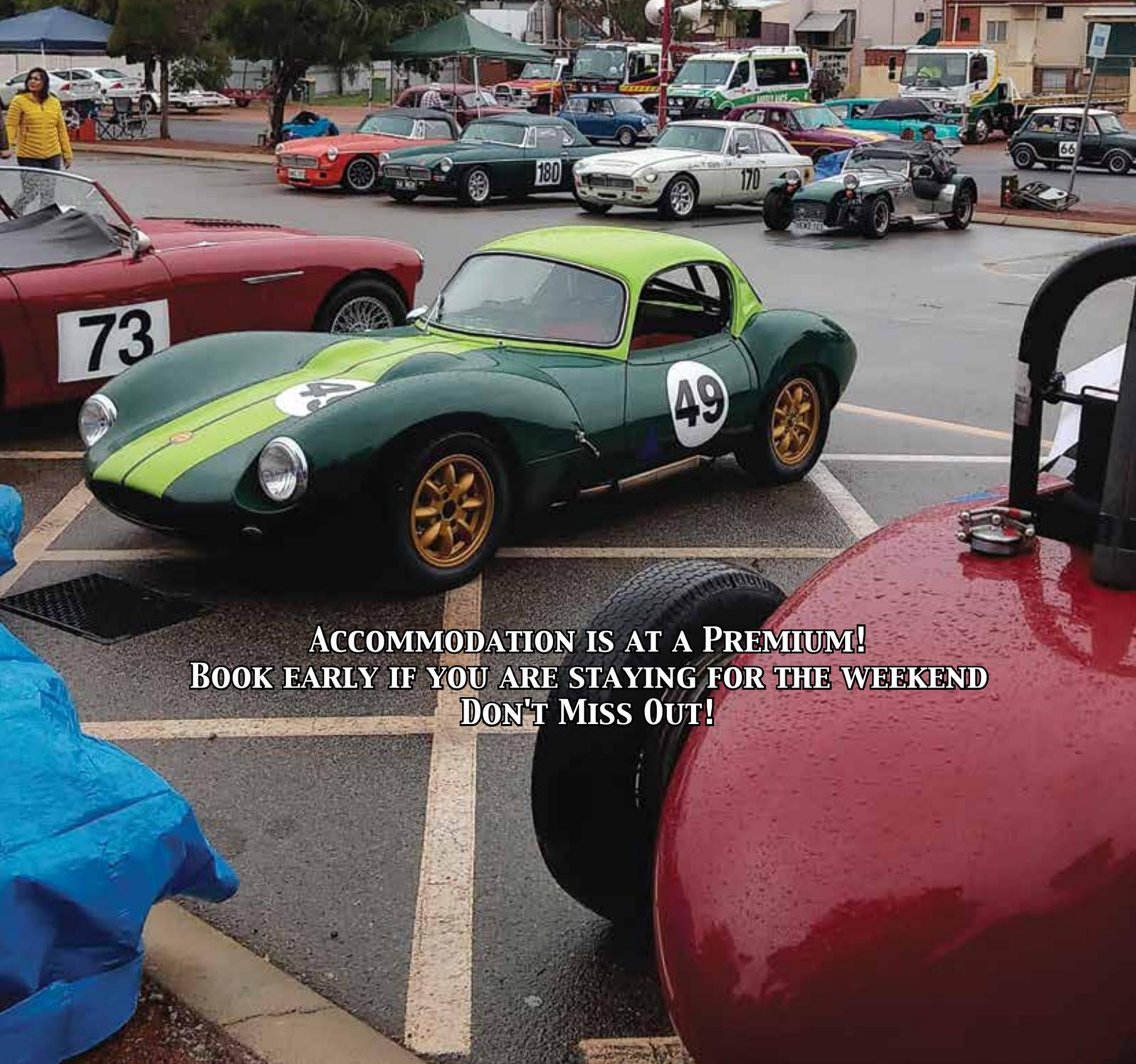
Our thanks to Michael Broughton and Sheryl Swarbrick for their work in organising the dinner.

2023 is shaping up to be a great year and I hope you enjoy the ride.

Glenn Swarbrick

NORTHAM MOTOR SPORT FESTIVAL

**Lindsay Monk Hillclimb
Mt Ommaney Saturday April 1
Northam Flying 50
Sunday April 2**



**ACCOMMODATION IS AT A PREMIUM!
BOOK EARLY IF YOU ARE STAYING FOR THE WEEKEND
DON'T MISS OUT!**

VSCC OF WA CALENDAR 2022-2023

February 2023

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

March 2023

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

April

- 1 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 2 Northam Flying 50 Club Regularity Championship Rd 1 (Historic only)
- 3 General Meeting
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 24 Dad's Army (Note: Monday because Tuesday is Anzac Day – to be confirmed)

May

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

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

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

Minutes of General Meeting

held at Burswood on Swan, Tuesday 13 December 2022

1. Meeting opened: 7:25 pm, Glenn Swarbrick presiding, 56 members and guests present.

Moved: Glenn Swarbrick **Seconded:** David Moir that normal business be suspended to enable members and guests to enjoy their dinner and celebrate the club year. **Carried**

Following dinner and trophy presentations, the meeting was closed at around 9:30 pm.

Regularity Trophy Winners:

Club Championship trophies for 2022:

- Regularity Champion, Class J, K, L
Frank George
- Regularity Champion, Class N under 3 litres
Matthew Lawson
- Regularity Champion, Class N over 3 litres
Lindsay Hamersley
- Regularity Champion, Class Sa
Ian Wookey
- Regularity Champion, Class Sb
Michael Broughton
- Regularity Champion, Class Sc
Gary Cutler



Mark Duder and Glenn Swarbrick award Lindsay Hamersley Regularity Champion Group N Over 3 Litres.



Michael Broughton receives Max Gamble Trophy from Max.

- Scrutineers' Choice Car of the Year
Criteria – Consistently best presented car for scrutineering.
Winner – Ian Wookey
- John Davies Trophy
Criteria - Most understanding scrutineer.
Winner – John Illig

Perpetual Trophies for 2022:

- Max Gamble Trophy for best club member.
Criteria – person who consistently acts as ideal club member
Winner – Michael Broughton
- President's Trophy for individual effort
Criteria – Person making a remarkable effort for at least one event, theme or consistent effort over the year.
Winner - Ross Oxwell
- Terrence Smith Quiet Achiever Award.
Criteria – driver of pre - 1960 car who is involved in an unassuming way in a role within the Club.
Winner – Brian Eyre
- List Family Trophy
Best performing British Ford.
Winner – Jamie Scott



Brian Eyre receives the Terrence Smith Quiet Achiever Award from Glenn Swarbrick



An assortment of pictures of members, partners and friends at the Annual Dinner, taken by Sheryl's daughter.



Lake Perkolilli cars at Hot Rod Show

Ron Fabry attended the Hot Rod Show and spotted these competitors from the Red Dust Revival at Lake Perkolilli on show.

It shows that there is an interest in old cars and competing with them.

Now if we could get a few hot rodders interested in building cars with 1930s running gear...



LETTERS TO THE EDITOR

First a letter from friend of the VSCC H Donald Capps, President of the Society of Automotive Historians in the USA. The Argetsinger Symposium he mentions is held annually at Watkins Glen and Don has been MC at the event in recent years.

Bob,

As always, I enjoyed the issue of VM. Again, I always enjoy your editor's notes, but the comments on vehicle sounds, the Peugeots, and that E-Type did trigger some memories.

Growing up in Germany and travelling frequently about Europe, you nailed it regarding the many different noises that the cars, trucks (lorries), and things such as trains and the S-bahn made; not to mention the aircraft on top of all that.

I did have, VERY briefly, a 1964 Mercury Marauder S55 of the sort that Bud Moore built a few for the street that all seem to have vanished. They were essentially NASCAR stockers for the street and felt like it. They had the same 427 engine used on the track, but apparently detuned a bit. Sorta. It was a bear of a car to drive and the clutch was great for increasing the size of your left leg. It had a Hurst shifter, of course, and you kept plenty of oil cans in the trunk. But it SOUNDED wonderful, even with the "muffler" in place. How it ended up with me is a long, confusing, and convoluted story, but it was apparent that it was not meant for everyday use by a struggling college student and then the insurance company realized just what it actually was... I did make a profit off it, thank goodness, but some many years ago when I was talking with Bud Moore, I told him about it. He literally dropped his jaw and almost bugged his eyes out looking at me. Then laughed, telling me that he always wondered what happened to the one that went to Columbia, knowing that it changed hands several times before somebody in Atlanta got it. He said that I was lucky that I didn't kill myself in it... That is a sentiment that I fully agreed with since it could be a frightening machine at times.

Earlier this year, a friend of mine who is a Le Mans fanatic asked me to look up something for her regarding the French entries from 1936 to 1939. She wanted something or other, but I was interested to find the Peugeot specials as I rummaged through my books and material. I had somehow forgotten or overlooked them over the years. To see you mention them was a pleasant surprise. And, yes, I still have a weakness for French racing cars from the Old Days...

The Argetsinger Symposium was a great success, but other than some involvement with the opening remarks and being there, I was on pain-killers most of the time. Definitely happy that I went, of course, it was wonderful to be in the midst of things once again.

Best regards,
Don Capps



Above: 1934 Peugeot 601 Coupé Transformable.

Left: Peugeot DArl'Mat Sport



Many of you will know John McLean, former manager of the WA Motor Museum and another friend of the VSCC. His article on the Genevieve 500 Race Reunion is on page 10 below

Hi again Bob.

I wish I had known that you had some interest in 'Genevieve' as I have just had a reunion for the Genevieve 500 Race to Albany in 1992. I have attached an article I wrote for *Early Auto* magazine for the VCCC WA.

I noted your comments on the Peugeot Darl'Mat and remembered that I saw one in the Peugeot Museum a few years ago Gorgeous car but I also loved the Peugeot 601 hard-top convertible. Way ahead of it's time.

John McLean

On January 19, my brother sent me the following email and photograph. He apparently belongs to a Facebook group that sends out photographs of historic races. He has said 'I am actually getting too many pictures. I might leave the group.' But he hasn't yet.



Crap picture quality but: 65 years ago today [January 19]

First modern era win for "rear" engine cars, Cooper and car with engine from different manufacturer than chassis. provided by....

Stirling Moss in Rob Walker's Cooper T43, Argentine GP 1958

William Campbell



Then there was a short note in early December from Rod Waller with pictures of a Morgan three-wheeler on trade plates.

Hi Bob.

Someone took these pics of a Morgan in Perth on the weekend.

Cheers,
Rod.



And finally, a letter from Alanah McNeil thanking the club for fixing a broken lamp that was brought to the Brabham's Repair Garage on November 19. Barry Mackintosh took the broken lamp home and basically rebuilt it. The rest is in the letter.

Good afternoon all,

Thank you again gents, for repairing the green lamp.

It is now back with its owner Eryl who wanted to pass on the message below:



"I am very grateful for your kindness in taking the trouble to fix my lamp. I am overjoyed AND it doesn't need to go to landfill. Thank you so very much. Sincerely, Eryl"

Have a lovely afternoon.

Kind regards,
Alanah

If you have any news for the club or matters you wish to raise with the club members or something you have to say about the magazine, please write to the editor at robertcampbell4@icloud.com.

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

GENEVIEVE 500 RACE REUNION 2022

A little over 30 years ago, in November 1992, Western Australia hosted an international vintage motoring event that captured the imagination of local and overseas entrants, to participate in a street legal road race based on handicapped performance. Entrants came from across the globe, from the United Kingdom, Spain, the Netherlands, India and New Zealand as well as across Australia. Vehicles ranged from 1904 to 1930 and with an eclectic selection including Darracq, Spyker, Vauxhall, Studebaker (3), Ford (2), Cadillac,



L to R. Geoff Moor, Jeremy Greene, John McLean, Rick Beazley, Kevin Cochrane (in cap), Stuart Kostera, Murray Lizatovich, David Reid, Ray Mahoney & Kelvin Pepper.
GENEVIEVE 500 RACE REUNION 19/11/2022

Dennis fire engine, Sunbeam GP racer, Lincoln, Hispano Suiza, Pierce Arrow, Rolls Royce (3), Austin 7 (2), Alvis, Chrysler and Bentley.

Paul Terry from Albany was the instigator of this great event that was used to promote his Esplanade Hotel and the Extravaganza Galley that housed his superb collection of cars, the centrepiece being 'Genevieve'. He was also raising charity funds for the Paul Terry Foundation.

Many members of the Veteran Car Club of WA volunteered to become involved in the event with a number of them travelling with the race as Scrutineers, Sweeps, Marshalls, Doctor and other essential roles.

Scrutineering was held at the RAC workshop in Adelaide Terrace and the weekend before the big race, handicap and speed tests were performed at Wanneroo Raceway and Pearce Airbase confirming to our overseas guests that you needed to 'slip, slop & slap' in Perth. Temperatures rose to the high 30s and it looked to be a very warm race to Albany. How wrong can you be? The following Friday a briefing was held at the Hyatt Hotel and the forecast was for gale force winds, heavy rain with the possibility of sleet and maybe snow! What a contrast.

The first day's drive to the over-night stop in York was quite mild but the next morning it could not have been worse. The rain was blown horizontal by the gale force winds and the temperature had plummeted from the pleasant previous day. Channel 7 was filming a documentary of the Race with a full camera crew and

well-known TV presenter Susannah Carr was the passenger on 'Genevieve'. She and her driver Graham Bate drew enormous admiration for their gritty performance perched on 'Genevieve' with no dashboard, no windscreen and therefore no weather protection apart from the clothing they wore.

With the race passing through many country towns, it was pleasing to see many school children lining the road to watch these pieces of history pass by. Over-night stops were made at Narrogin where a sprint was held in the main street that attracted a large number of townsfolk and the following night was at Katanning. The competitors were feasted and entertained by locals who added the country flavour for the overseas guests.

The race finished in Albany with large crowds gathered at the Esplanade Hotel to greet the participants who were greatly relieved to have completed a very gruelling but immensely enjoyable event. The race was won by Ray Jones from Sydney in his 1929 Chrysler Le Mans replica followed by the 1928 Austin Chummy with a Rolls Royce 20/25 in third, so fairly effective handicapping.

Sadly, Paul Terry never saw the continuation of his dream, losing his life the next year in a helicopter accident in Hawaii.

John McLean had organised a Reunion for the 10th Anniversary of the 'Genevieve 500 Race' in 2002 and decided that a 30-year Reunion would be appropriate as many of the participants are no longer with us. About 35 people enjoyed a day of fellowship, reminiscing and tall story telling after again viewing the 1952 'Genevieve' movie that was the catalyst for the formation of Veteran Car Clubs and for the old car movement as we all know it. Many attendees still had their Genevieve Race jackets and many items of interest and photographs were available for all to see.

Lunch was a barbeque meat pack with an assortment of salads provided by John's wife Geraldine and daughter Vicki and this was followed by a number of people regaling the audience with personal memories of their activities on the race. We then had the pleasure of watching the Channel 7 video of the 'Genevieve 500 Race' which brought back a flood of memories. The only Competitor able to attend, and with his 'race' car was Jeremy Greene in his Rolls Royce Silver Ghost.

Thanks to everyone who attended and made it such a memorable reunion.

John McLean (Travelling Scrutineer)

Photo courtesy of Ken Devine.

This story originally appeared in the VCCC of WA magazine Early Auto.

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A New Year and a New Look at Competing

We've all looked at the possibility of competing in racing and regularity events and some of us have managed to acquire a suitable car to allow us to compete. However, we should look more closely at the cars that are competing. Are they, as we often claim, the cars that raced in our youth, or in some cases before we were born?

It's a good question, especially when the scrutineers turn up electronic ignition in a Group Na or Nb car, or perhaps a Zetec engine in a Mark One Escort, a 1500 cc engine in a 105E Anglia or a 1600 crossflow engine in a Mark One Cortina. Holden owners get into the act with red motors in FJs connected to four-speed gearboxes and the whole thing stopped by disc brakes. Sneakier Holden people apparently slip a 202 crankshaft into the 179 cubic inch engine of their EH Holdens. And we shouldn't forget the BMC cars that started out with A-series engines of 803 cc (A30 and Series II Minor), 948 cc (A35, A40 Farina or Minor 1000) or 1098 cc (later model A40 Farina or Minor 1000) that are now running around with 1275 cc engines sourced from UK market Marinas or wrecked late model Spridgets. I've seen a Standard 10 with a 1293 cc Spitfire engine, too.

If you want a Motorsport Australia Historic Logbook, your sedan should have the original engine with a maximum 1.5 mm overbore. The original gearbox with the original number of gears must be fitted, so any pre-HR Holden is stuck with three on the tree and drum brakes. EH and HD can have 149 or 179 red motors, but earlier models are stuck with the grey motor. The aforementioned BMC models must have the original engine as must equivalent models from other manufacturers. Multiple carburettors are permitted, but Na cars can have a maximum of one choke for every two cylinders.

Hot cams are permitted and cylinder heads can be modified, but only by removing metal. You are back to Grandpa's twin carburettor Austin Lancer (1489 cc B-series engine), but it can't have a 2-litre bored out MGB engine or disc brakes. The same restrictions apply to the Morris Major and Wolseley 1500 sister cars.

Chief Scrutineer Barry Mackintosh is keen to see cars competing in VSCC events meeting Motorsport Australia's criteria for Category 5 historic cars wherever possible so that the cars can be logbooked and raced both locally and over east.

Sports cars also should meet similar restrictions if they are to be raced as historics and there are detailed specifications for what constitutes a Group J or Group K prewar racer. All of the regulations are available on the Motorsports Australia web site, motorsport.org.au. Your legal historic racer might not be quite as fast, but it will be fun to drive and might prove to be more reliable because of the lower stresses on older parts.

Volunteer Officials

Most of you will have received the last minute urgent call for flag marshals for the Vintage Stampede at Collie. Without officials the VSCC cannot run its events. Without the events there will be no VSCC in WA. With 382 members as reported at the November general meeting, surely our club can raise enough volunteer officials to run the events.

46th Historic Winton

Presented by the Austin 7 Club Inc in association with HMRVAV.

The 46th Historic Winton car and motorcycle event will be held on 27th and 28th May 2023 in its usual spectacular style with races, car park displays and marketplace of motoring and biking-related goods as well as delicious food.

Organised by the Austin 7 Club Inc, President Len Kerwood said that Historic Winton will once again see competitors, motor enthusiasts and motorsport fans flock to Winton Motor Raceway for this Australia's most popular and iconic historic motorsport event.

"We are thrilled to be back again with another weekend with fun for all the family," Len said. "This historic race meet has been around for so long now the we are seeing third and fourth generations competing and attending as well as quite a lot of first-timers."

He said that a new race has been placed on the 2023 program, a Regularity* for N Class 'tin tops' touring cars up to 1965.

"This will be staged for the first time and is expected to add to the spectacle," Len said. "The traditional highlight of the Sunday Parade returns which always has crowds enthralled."

"We get a lot of requests to join in the Sunday Parade because everyone wants to do of lap of Winton Motor Raceway in their 'pride and joy' car, motorbike, bus, fire engine or other mode of land transport."

"Vehicles are selected for the parade on Sunday morning with invitations placed on windscreens."

Len said that parade participants were selected based on the number of vehicles in an anniversary group, rarity and presentation.

The list of anniversary display vehicles to be on show will be announced in the New Year.

This time, tickets were on sale in time for Christmas. Event and camping tickets are now on sale and can be purchased at a discounted price at this link:

ticketebo.com.au/historicwinton

For the latest Historic Winton news, please visit www.historicwinton.org or follow us on Facebook or Instagram @historicwinton.

For further information, please contact Leanne Cutler at Siren Marketing: pr@historicwinton.org or Mobile: 0400 790 060.

2023 Anniversaries

Courtesy of Leanne Cutler, PR Consultant for Historic Winton, we have this list of anniversaries to be celebrated during 2023.

120 years

Buick Motor Company, Standard Motor Company, Harley Davidson

110 years

Morris Oxford Bull Nose, Aston Martin.

100 years

Alvis 12/50, Amilcar CGS.

90 years

Singer Nine, Morris Ten.

75 years

Land Rover, Morris Minor, Porsche 356, Vauxhall Velox, Vauxhall Wyvern, Citroen 2CV.

70 years

FJ Holden, 1st Redex Trial, Sunbeam Alpine, Triumph TR2, Lagonda, MG Magnette.

60 years

EH Holden, Lightburn Zeta, Hillman Imp, Triumph 2000, Vauxhall Viva.

50 years

Leyland P76



Whether all of these should be celebrated is up to the individual, but who wouldn't like to see a parade of Lightburn Zetas around Albany? Or what about finding and entering a Zeta Sports, with its 21 bhp (15.5 kW) ZF Sachs F.M.R. 500 498cc two-cylinder, two-stroke engine pushing only 400 kg of fibreglass bodied 2-seater. According to Professor Wikipedia and a sign in the National Motor Museum in Birdwood, South Australia, only 48 of the sports model were produced, making it an extremely rare bird.

Request from the Motor Museum of WA

We have received a request from the Motor Museum of WA through the CMC as follows:

Dear CMC member clubs

Patric O'Callaghan, manager of the Motor Museum of WA, has made the following requests which are forwarded for your information.

Through the generosity of the CMC and clubs such as Corvette and Citroen, the Motor Museum is already a third of the way to reach its goal of 40 display cabinets to house the remarkable world class Blair Allsopp diecast model collection. A letter requesting other clubs to consider supporting this program is attached.

The Motor Museum is also seeking an XY or XW Ford GT or GTHO to complete a display of desirable muscle cars from the '70s. If there any club members that would consider placing their vehicle on loan with the Museum for a period, please contact Patric directly on mobile 0455 322 282.

Regards,

Tony Ford

Secretary, Council Of Motoring Clubs Of W.A. [Inc]

Note: The request from the museum is on page 14 below.

The Motor Museum of Western Australia Pty Ltd

233a Drumpellier Drive
Whiteman WA 6068
Phone: (08) 9249 9457
ABN: 7960 466 3943 87601015113



The Motor Museum of WA has one of the largest diecast model collections in the world, but it needs your assistance to be able to display the total collection of over 17,000 individual pieces.

In 2021 a Canadian collector, Blair Allsopp donated to the museum via the Federal Government's "Cultural Gift Scheme" his entire collection of 11,699 diecast models. This collection is a significant chronological history of international motor sport and racing over some 50 years.

Such a unique collection of limited editions, manufacturers, sizes, and the sheer scope needs to be enjoyed by generations of motoring enthusiasts and the wider community for years to come.

How can you assist? By supporting the purchase of a locally manufactured dust proof acrylic display unit. A unit stands 1.8m high, 1.2m wide and 300mm deep with 18 shelves to display this substantial collection. We require 40 units in total with the display covering 50m in length, impressive! Each unit has a cost of \$3,000. The Motor Museum of WA Trust is an endorsed Deductible Gift Recipient, therefore, all donations over \$2.00 are tax deductible.

Each display unit will have permanent and prominent signage acknowledging your donation of the display unit.

In addition, to show our appreciation, we will offer your club the use of our M shelter gazebo located adjacent to the museum for a day event within the next 12 months at no charge so you can organise a run to come out and see your donated unit/s.

If you would like any further details or to discuss this request further, please contact me directly via email manager@motormuseumwa.com.au or mobile 0455 322 282.

Thank you!

Kind Regards

Patric O'Callaghan

Manager

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WHITEMAN WISE-UPS

It's been a busy couple of months on the Whiteman Clubhouse Project. Motivation Foundation ran into end-of-school-year problems so weren't able to finish their bits and pieces on site, so on Saturday 3rd of December Diego from Ricciardo Earthmoving was on site to finish the shed pad preparation. Because this needed more sand, a large hole was dug at about where our leech drains will be situated. Our grateful thanks to Joe Ricciardo for the loan of man and machine. This sand was relatively uncompacted and would later require work.

On Wednesday 7th December our builder, Mark Bowers from Ivanhoe Enterprises, commenced work on the erection of the Coastline shed kit which had been on-site since the end of June, by using a large auger to bore 28 holes for the footings for the shed columns. He requested widening of the shed pad apron and capping with some



Lindsay in the trusty Bobcat thunders by with a scoop of limestone for the shed pad apron.

crushed limestone to facilitate the use of a large scissor lift, and some further work on the east end to allow access by concrete trucks. On Friday 9th some of our members were on-site armed with shovels, rakes and wheelbarrows to meet this request. Lindsay Hamersley brought his Bobcat skid-steer to flatten out the east driveway limestone heap using the material to extend that driveway and strengthen the east end of the building apron. On Tuesday 13th he was back again to add limestone to the building aprons as the scissor-lift was still getting bogged.

Wednesday 14th Brian Eyre was able to borrow a heavy diesel plate compactor, and it was given a good workout on what was now the interior of the shed frame. Unfortunately it didn't last the distance, chewing a drive belt which fortunately Brian was able to replace the next day

Concrete footings for the building columns were poured on Monday 19th, and members delivered 40 rolls of wall insulation from storage at Harrow Street to site as the frame was now complete and the roof safety net installed. Thanks to Lindsay Hamersley and Graeme Whitehead for the use of large trailer and truck respectively.

By Thursday 22nd wall sheeting with insulation was complete to 3 walls, the east gable still proving too boggy for the scissor-lift. The construction crew decided that enough was enough for 2022, and the site was closed for the Christmas/New Year construction industry shut down.

Bill Oliver from Shedbuild WA, our steelwork erector indicated that he would like to re-commence on Monday 16th January 2023, so a working party of members was on site Friday 13th. Lindsay Hamersley and the Bobcat was there to reconfigure the east end apron and save a lot of wheelbarrowing by depositing extra sand to the wall areas of the interior, where Steve Gilmour, Mark Jones and Chad Raven were busy flattening out. Kevin Dorn brought his laser-level to check the height and level of the floor. Ross, Kevin and Chad did compaction mapping of the floor area using a Perth Standard Sand Penetrometer. Graeme Whitehead and Chad did a bit of creative work on hoses to facilitate watering of the floor area for compaction using the plate compactor again borrowed by Brian. Brian and Steve marked out the location of all the plumbing penetrations, set to avoid any coincidence with the concrete footings. Everyone had a go at guiding the compactor around the 480 square metre enclosure.

On Monday 16th the remaining insulation was delivered to site, and 26 6m lengths of 100mm underground electric conduit received. Bill will finish the east gable and put the insulation and sheeting to the roof, but this may be delayed as there are forecasts for strong winds. When he is finished with the roof, we will install all the plumbing and electrical conduits required to be under the floor. Mark Bowers will then schedule the concrete and grannos (and thus the termite treatment) to the floor.

Looking back at the frustrations of 2022 which seemed interminable, the progress since the issue of the Building Permit by the City of Swan on October 17th 2022 to the virtual completion of the building contract now, has been truly remarkable and due in no small part to the contributions of involved members. The VSCCWA will forever be indebted to these blokes.

Ross Oxwell

Chair, Whiteman Committee

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

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2023 PERTH CLASSIC CAR SHOW

The largest display of classic vehicles in Perth

Each year the classic motoring clubs affiliated to the Council of Motoring Clubs WA come together to put on a combined display that showcases the variety and diversity of the classic motoring movement.



This year's show will be held on Sunday 26th March 2023 at Ascot Racecourse. Gates open to the public at 10am to 3pm.

FROM OLD TO NEW

From the latest sports supercars through to wooden wheeled

veterans. Come along and see more than a century of motoring heritage on display.

FROM BIG TO SMALL



From historic heavy commercials and vintage buses, to cars, utes, military vehicles, motorcycles, scooters, microcars, bicycles and even prams! From large to small, if it has wheels it will be here.

CLUBS FOR EVERYONE

Displays are organised by the clubs and with 109 affiliated clubs in Western Australia, there is a club for every motoring interest, from marque specific clubs to generalist clubs covering all interests, and even clubs dedicated to individual models.

Wander through the displays and find the historic machinery that appeals to you

A GREAT FAMILY DAY OUT

The Shannon's Classic Car Show is held in the pleasant grounds of Ascot Racecourse. There is abundant free parking onsite, food and refreshments, displays by community groups and traders and slot-car racing for the kids. With free entry for children, it makes for a great activity for the whole family. Adults \$15, concession \$12.



EDITOR'S RAMBLINGS

Errata and More About the Beechey Nova

John Hurney, one of my loyal band of pedants, pointed out that I had made a mistake in my ramblings in the December 2022 issue. In it I credited Norm Beechey's Chevy Nova with a 350 cubic inch engine when its V8 displaced a little over 327 cubic inches.

Shannons Club described the engine thus: 'Beechey commissioned Traco [legendary engine builders Jim Travers and Frank Coon] to build a full-house racing version of his 327 that would out-muscle Geoghegan's 289 cid Shelby-powered Mustang. Traco responded with a 40-thou overbore, forged high compression pistons with stainless steel rings, Chevy's strongest 'pink' connecting rods and steel billet crankshaft.

'A full roller cam worked big valve heads that featured dual valve springs and tappet return springs. Induction was courtesy of a quartet of huge 58mm two-barrel side-draught Webers mounted on a Moon Industries cross-over manifold cast from lightweight magnesium.

'The dyno confirmed every dollar Norm spent with Traco was worth it, when the mighty 5.4 litre small block churned out a stomping 475bhp and around 480 foot pounds of torque!'

With a weight of 1270 kg, the Nova had a power to weight advantage over the slightly lighter but less powerful Geoghegan Mustang, its main opposition. The Chevy was the only V8 powered car to defeat Geoghegan's 1965 Mustang, although it only managed to do it once. Again courtesy of Shannons Club: 'Beechey's sole victory over Geoghegan's famous Ford occurred on November 20, 1966 at Sandown Park's LCCA Touring Trophy meeting, where he beat Geoghegan fair and square, a feat he was never able to achieve in his own Mustang.'

Come to think of it, the Nova was probably the last non-disc braked car to win an ATCC race. Its four-wheel drum brakes seemed to work very well, although rumour had it that the linings were so hard that the drums wore out first.

A Quote from Winston

During the Christmas break I was watching Timothy West and Prunella Scales riding on a barge down a canal in Alsace when Tim came up with a quote from Sir Winston Churchill about how much one should drink. Of course, with the festive season over, it's probably a little late, but Churchill said, 'A magnum is the correct amount of liquor for two people – if one of them doesn't drink.'

It's Amazing What You Learn

It's not just drink that you learn about on television. A question on a popular quiz show asked the contestant for the meaning of **callipygian**. He got it wrong, but the correct meaning according to my Oxford Dictionary is 'Of, pertaining to, or having shapely or finely developed buttocks'. Try getting that word into a conversation.

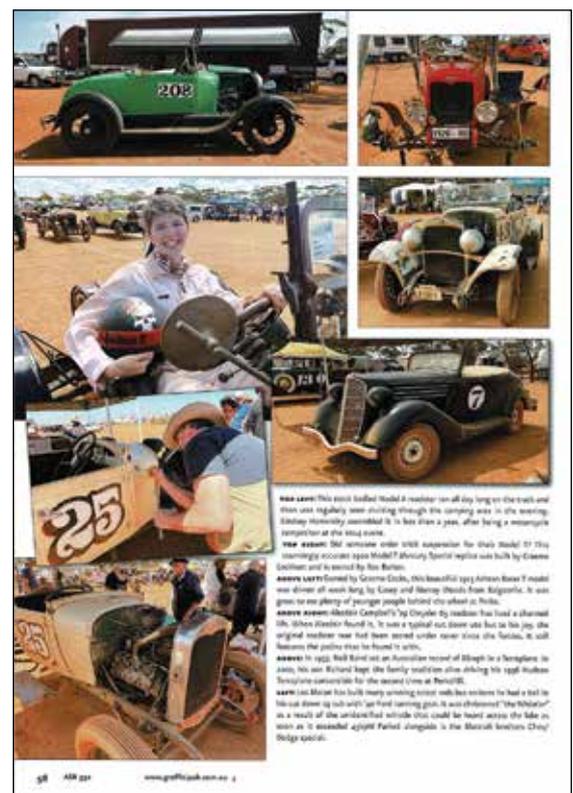
Perkolilli Message Gets Around

I was poking around the motor magazines at a local newsagent a few days ago and the cover of *Australian Street Rodding*, the February 2023 issue, caught my eye. I flicked through it and found that, in the column on Scale Rodding, the building of 1/25 scale models of Perkolilli cars was described. Two models were free form, from the writer's imagination, but one was a replica of the #25 car, owned and driven at the event by Les Moran.

Looking further into the magazine I found a great article about the Red Dust Revival with excellent photographs of several of the entries including Lindsay Hamersley's Model A Ford, Richard Baird's Hudson Terraplane, Casey Woods in one of the Cocks family Model T Fords and Gary West's Brax Dodge. If you can find a copy of the magazine in your local newsagent, it is worth buying for the 5-page Perkolilli feature.

There's a shot of one of the pages at right. The photographs are high quality and the magazine is printed on glossy paper, so it looks really good.

Bob Campbell
Vintage Metal Editor



DAD'S ARMY NEWS

Barry Mackintosh Recovering Well

By now most of you will have heard of Barry's nosedive from the roof of a shed that Dad's Army volunteers were dismantling.

He suffered a wound to his head, a severe fracture to his wrist, a greenstick fracture to his collarbone and a couple of broken ribs. He has had a steel plate inserted in his wrist and is looking to a fairly extended period of recuperation.

In Barry's own words, 'Healing is slow but is going well.'

We look forward to seeing him at Dad's Army to offer advice and keep us on the straight and narrow with the project car. And of course to share morning tea with us.

New Dad's Army Year

The new Dad's Army year started on January 24. While we are continuing to maintain the Caversham clubrooms and to work on the project Standard Willys Special, there is increasing emphasis on the new clubrooms at Whiteman Park.

Dad's Army needs new blood. We are looking for younger, fitter people, who are interested in helping the club go forward. We need people with DIY skills, but more particularly we need tradespeople who can help with the setting up of the new building.

We also need people who can help with the landscaping and making the clubrooms look less like a shed stuck in the bush and more like a well constructed clubrooms, fit for one of WA's premier car clubs.



Barry at work on one of our donated sheds

The Scribe

DAD'S ARMY DATES - 2022-2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
FEBRUARY	4	21	28
MARCH	11	21	28
APRIL	11	18	24
MAY	6	23	30



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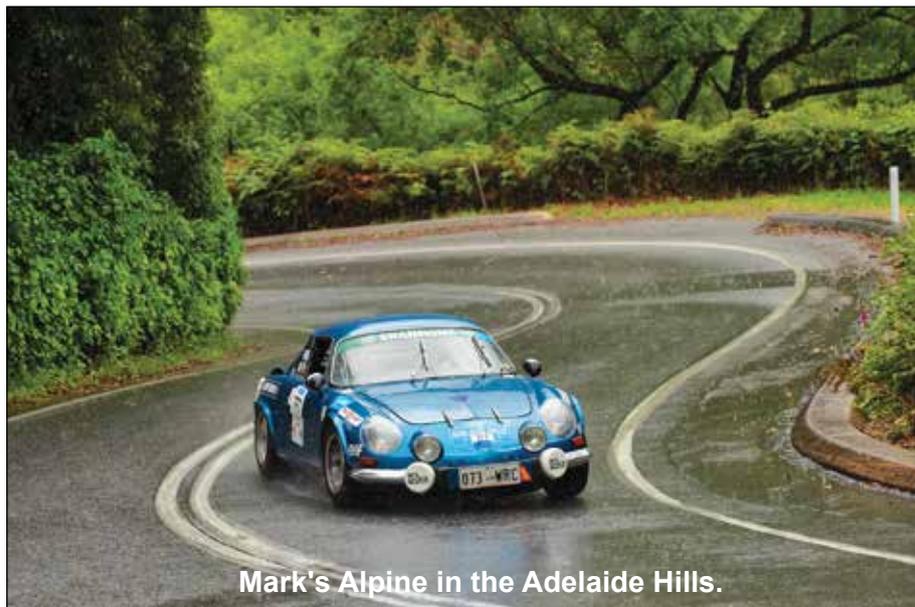
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10 race engine, 4 speed gearbox,
modified hypoid differential,
adjustable steering & seat, comes
with some
spares.



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Contact Bryan Scrivenor
ph 0407 442 180

ADELAIDE RALLY



Mark's Alpine in the Adelaide Hills.

Tried to enter the event but found that out of the 3 competitive categories only 1 was open, but although this was the one we had entered in before, the rules had changed considerably.

It had now gone from a half cage to a full cage plus HANS device (which I wore before) 6 point harness instead of 4 and an FIA seat.

I think that the competitive side to Targa events is only going to get much stricter on safety in the future as MSA contemplates going forward no matter what category.

Anyhow as their TOUR category had swelled, they were looking for extra leaders and followers, so we applied and were accepted. (There were so many McLarens,

Porsches, Lambos and Ferraris including the latest Hybrid Ferrari.)

So off fellow VSCC Member Greg Humphries and I went, trailering the Alpine across the Nullarbor. 4 days there, 4 days at the event and 4 days back.

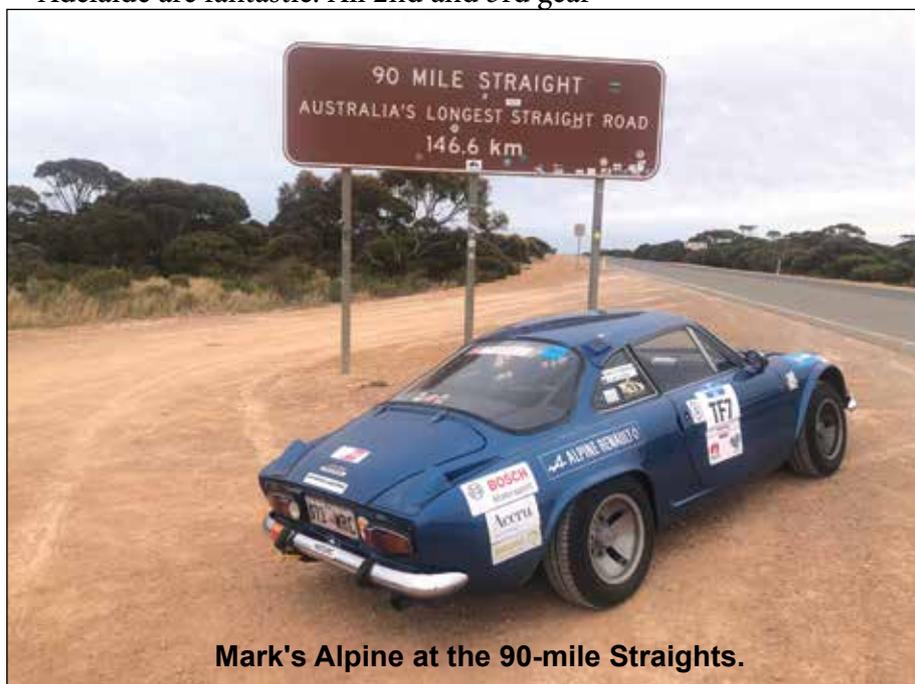
The tour groups were divided into 15 to 20 cars, sent off at 4 seconds interval and what we were allocated as a follower was made up of several of the new Yaris GR Rally, Porches, WRXs, Evos and anything else 4 wheel drive.

As you could imagine, starting 4 seconds behind that lot didn't mean that we were 4 seconds behind at the end of the stage. Ha Ha.

Having competed in this event before, can I say the roads up in the hills behind Adelaide are fantastic. All 2nd and 3rd gear



Hybrid Ferrari at rest.



Mark's Alpine at the 90-mile Straights.

and whilst it was speed restricted I'm not sure we could have gone much faster on the twisty bits.

The temperature was up to 35 on the first day and then it rained on the 2nd day which made it quite interesting for an old school car like mine, without all the traction control and other driver aids the other cars had.

On the way home I could not resist taking the Alpine off the trailer at Caiguna and driving Australia's longest straight to Balladonia.

We also saw quite a number of cars returning from the Bathurst Challenge on the Nullarbor too. Our member Michael Broughton took his Porsche to that event.

Mark Duder



NORTHAM VINTAGE SWAP MEET



Presented by the **Avon Valley Vintage Vehicle Association of WA Inc**
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Sunday February 19th 2023

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

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

Site : \$15:00 each (Admits one)

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

GATES OPEN : Sellers - 06.30am

Public Entry : 7.00am

FINISH : 12.00 Midday

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

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

Display Vehicles 7am – 12 noon on site

Food and Drink available, no alcohol
Organiser Approved food-drink vendors only on site

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Facebook Message : www.facebook.com/avonvintagecars

Fred Singleton Ph 0408 092 900 PO Box 755 Northam WA 6401 E-Mail: fsi93402@bigpond.net.au

Bookings not necessary enrollment forms on day of event

STRICTLY NO DOGS ALLOWED AT THIS EVENT

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VINTAGE STAMPEDE PHOTO GALLERY



Sports cars stampede away from Graeme Howie's camera. Sportpixx photograph.



Taj Vanzetti in the Falcon Rallye Sprint. Mark Hamersley photograph.



Russell Benn, Balrog Special. Mark Hamersley photograph.



Mark Jones, Triumph TR4, leads Ivan Michelsen, MGC GT. Sportpixx photograph.



Tony Brett enjoys his Westfield. Mark Hamersley photograph.



Graeme Adamson, Capri V6 Mark 1. Sportpixx photograph.



Jamie Scott, 2-litre Escort Mark 2. Sportpixx photograph. t



Patrick Dick, E-type Jaguar. Sportpixx photograph.



John Rowe, CWM Ford Special (which is for sale, see page 16) leads Richard Baird in the Terraplane Special. Sportpixx photograph.



Evan Edwards, GSM Dart 1500 R. Mark Hamersley photograph.



Simon Fry, Austin Seven Special. Sportpixx photograph.



Ian Wookey, Austin Healey 3000, Ivan Michelsen, MGC GT and Peter Pelham, Datsun 260Z. Sportpixx photograph.



Len Kidd, MGB, leads Paul Markich, Triumph Spitfire Special and David Blainey, Porsche 911. Sportpixx photograph.



Glenn Swarbrick, 1983 Macon MR9-82 FF Mark Hamersley photograph.



Gary Cutler, Porsche 911 S. Sportpixx photograph.



Bill Clazie in his genuine ex-police pursuit Falcon. Sportpixx photograph.



David Dearden 1994 Vector TF94 FF. Sportpixx photograph.



Michael Broughton in the evergreen Porsche 356. Mark Hamersley photograph.



Hugh Fryer in his faithful Austin Seven Special. Mark Hamersley photograph.



Richard Baird in his Hudson Terraplane Special. Mark Hamersley photograph.



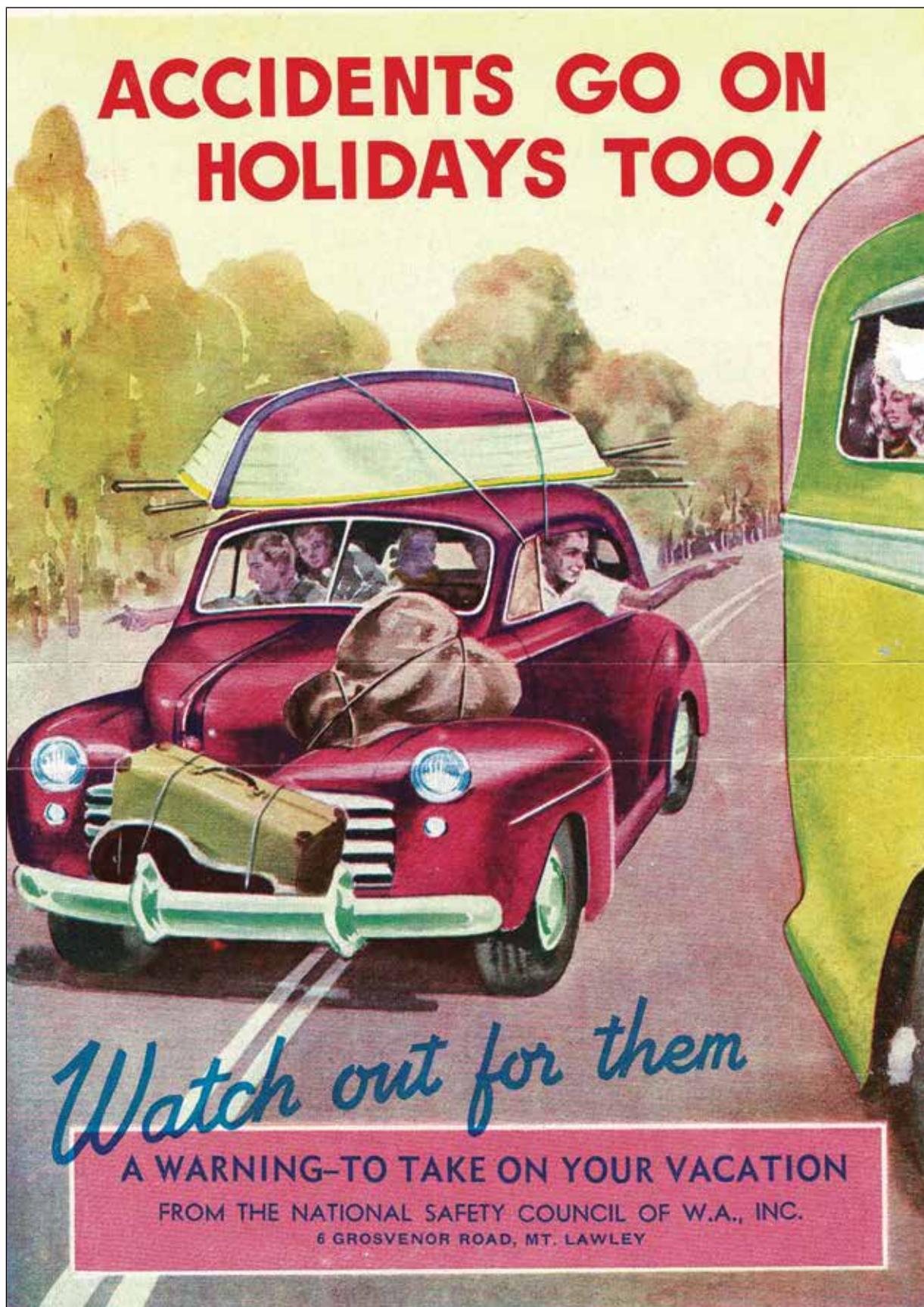
Barry Mackintosh in the family Bartlett Special. Mark Hamersley photograph.

Thank you to Graeme Howie of Sportpixx Photography and Mark Hamersley (Lindsay's brother) for the photos. You can order copies of Graeme Howie's photographs through his web site at www.sportpixx.com.au.

ROAD SAFETY ON THE OPEN ROAD

Even in the early postwar years, the National Safety Council of WA was pushing for safety on our country roads, as shown by this advertisement that appeared in the RAC of WA magazine *The Road Patrol*.

Many of us will remember the National Safety Council's premises near Edith Cowan University. The National Safety Council of WA was shut down by the WA Government more than 30 years ago and a car park established over the site of the lecture rooms, skid pan, children's cycle safety road and other safety related facilities.



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JK AND SQUARE RIGGERS UPDATE



To steal a quote from Charles Dickens, the year 2022 could be remembered as the “best of times and the worst of times” for vintage motor sport in Western Australia.

We lost two of the great characters from our club’s early years: Peter Briggs and James Harwood. Sure there was a move to develop vintage motor sport in WA before Messrs Briggs and Harwood, but these two men accelerated its development and

put our State at the forefront of the movement. The York Flying 50 was a phenomenon and the legacy of that event is seen at every around the houses event conducted by our club. The formation of the Vintage Sports Car Club was as a result of their efforts.

So the best of times? Yes, I am biased, but the Lake Perkolilli Red Dust Revival was remarkable: the first time that more than a hundred pre-war sporting cars and 40 motorcycles from the era gathered to reimagine the glory days of pre-war motorsport in WA.

The most exciting result of Lake Perkolilli was that the number of active participants went from about 15 in our around the houses events to well over a hundred. The question remains as to how the club can harness this interest and make the club stronger as a consequence. Many of the participants were not VSCC members but were members of other clubs, most particularly, the Veteran and Classic Car Club of WA. Others came from the hot rod movement. The phenomenon has not gone unnoticed at the Veteran and Classic Car Club of WA which is moving to incorporate more sporting activities. While our membership is relatively stagnant, the VCCCWA is constantly increasing. While our membership is in the hundreds, its membership numbers several thousand.

Dozens of cars were built or restored to participate in the Red Dust Revival. Our Collie event enjoyed several new competitors who built cars for Perkolilli. Many of the entrants at Perko have no interest in around the houses events. They do not wish to prepare their cars so they can keep up with an around the houses field of pre war cars with a smattering of post war sports cars in the field. They want events in which they can have fun in their vintage motor, throw it around a bit and enjoy the camaraderie.



The VSCC was formed to run around the houses events such as the York Flying 50 after the WA Sporting Car Club opted to concentrate on race meetings at Wanneroo. Maybe the VSCC should concentrate on its primary purpose which was to focus on around the houses meetings?

The pre war fraternity in our club is on the lookout for interesting venues to conduct low key, fun events of a sporting nature. We need a flat, hard beach which is run by a local authority which will

welcome a group of cars from the 1920s and 1930s for a trundle. We like the idea of a trials course on a farm where the cars can drive a circuit along bush tracks. How about a grassy paddock? We are looking at using a speedway venue in the country to get a taste of how it was to drive cars at Claremont Speedway in the early days. What not some mud plugging which amuses our brothers and sisters at the VSCC in the UK every winter?

If you have ideas on venues which would welcome the Perko cars with open arms then please get in touch with Hugh Fryer or Graeme Cocks. Importantly, we want people who want us.

Keep an eye out for the new book “Denizens of Dust”, a pictorial celebration of the Lake Perkolilli Red Dust Revival 2022.

See you at Northam or Albany or at one of Hugh’s fantastic tuning days at Collie.



Perkolilli attracts cars of every sort, from stately Rolls-Royces (above left) to classic prewar sports cars like the Morgan (top left). Specials based on Fords (top right) or the Chevrolet and Chrysler specials flanking the Rolls-Royce mix with between the wars sedans like the Vauxhall and De Soto above right. Some might not be suitable for round the houses or race tracks, but there are events for everyone.

Heza Henry

PHOTOGRAPHS FROM CAVERSHAM DAYS

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



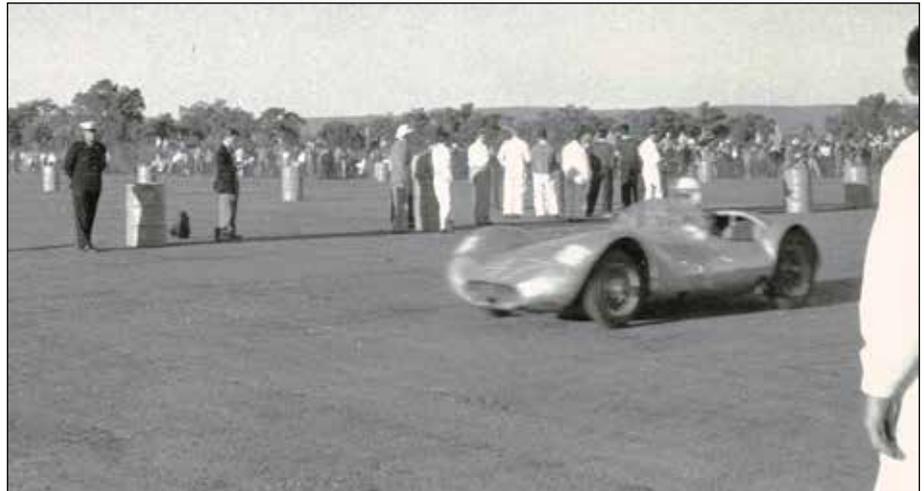
It is 1959, the State Championships and the car is Vin Smith's Sevin The pic shows Vin Smith on the left in white cap and in the centre, looking at the camera is John Budgen.

The car in the background is the ex-Ranford Morgan Special of new owner Colin Metcher who painted it cream.

Thank you to Rod Waller for the information.

Once more, Rod Waller comes up with the answer. The mystery sports racer is certainly not one of Cliff Byfield's creations and is in fact Bob Annear's s/c Holden special.

It was engineer Bob's first attempt at bodywork.



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

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





I have found a report of the 1957 Christmas Cup race meeting at Caversham on the web site speedwayand roadracehistory.com. It shows Jim Harwood coming first in the 5-lap Closed Car Handicap in an Aston Martin DB2 (this car?) and, in a later race, Clem Dwyer competing in the 4-lap Sports and Closed Car Handicap in the Performance Cars Aston Martin. As Performance Cars was Jim Harwood's company, we can assume that it was the same car.

Rod Waller reported that the Aston was for sale at Performance Cars when Jim Harwood decided to give it a run in the Closed Car Championship.

Performance Cars was in Stirling Highway, Nedlands at one stage. The ex-Peter Whitehead Ferrari with Corvette V8 was for sale there in 1962. Rod

remembers seeing Bill Downey and Jim preparing it for the 1962 AGP at Caversham.

Rod had more to say about Performance Cars. The Jack Nelson "White Mouse" was in the showroom at one stage. Other offerings were in a big open yard in front.

Regarding the first location in James St.; I'm certain Performance Cars was there much later than '52. I remember seeing the Double V8 for sale there, minus its motors. More like circa '56 when I was attending Perth Boys High school, also in James St. The car reappeared in '58 from memory, when Keith Winsor bought it & fitted a Lincoln V12---again from rusty memory.

Any more thoughts from my band of pedants?

Another mystery car. Over to my band of pedants and assorted experts to identify this one.



Right front of shot is Bob Annear's s/c Holden special. However, who were the others? Anybody know?



Rod Donovan takes the chequered flag at Caversham in his humpy Holden with FE/FC bonnet and windscreen. Does anyone know when, or a bit more about the car?

Another shot of the number 5 Lotus Elite. Is it the Gavin Sandford-Morgan and Henry Short car from 1960-1961?



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BATHURST SOJOURN

BY MICHAEL BROUGHTON



As a certified long term tragic motorsport enthusiast, with lots of local VSCC events under my belt, 2 Adelaide motorsport events and 3 (4th in March 2023) Phillip Island challenges with my 356 Porsche, I still had one holy grail event to tick on the bucket list.

3 years after enrolling in Challenge Bathurst in my substantially quicker, but still 20 years old Porsche GT3, I was finally able to compete in the regularity event with the Datsun Z Car Club on the iconic Mt Panorama Motor Racing Circuit in November 2022.

My adventure along with 11 WA enthusiasts went exactly to script.

Who gets perfect weather over 2 days, 200 kms of track time (6 events x 6 laps of the 6.2 km track) and pouring rain on Sunday afternoon as we loaded our intact vehicles on to our 2 car carriers?

Highlights for me included 220 kph in 5th gear at 7000 rpm, down Conrod Straight, over the blind hump, 2 bumps and then a veer to the right and then on the brakes.

The Esses and the Dipper were also treated

with the utmost respect as an inspection of several damaged competitive vehicles confirmed.

I managed to break 3 minutes (2.55) which, whilst not in the hero category, was, I felt respectable enough for a 1st timer and will give me a reason to head back in 2024.

A must attend also is the Bathurst Museum which features lots of historic race cars and motor bikes from that wonderful Brockie era.

Fond memories to be continued in 2024.



Top left: Michael's Porsche GT3 posed at Bathurst.

Above: The GT3 at play on the circuit.

Left: The GT3 and friends loaded on the truck ready to travel across the continent.

Michael supplied other photographs from Bathurst including shots from the Bathurst Museum. I shall feature those in a future issue of Vintage Metal, probably the March issue.

Editor



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Paul Blank - Classic Car Broker

VSCC club member for 34 years. MD28143

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<p>\$259,000 ono</p>  <p>1962 Mercedes-Benz 190SL - rare, beautifully restored</p>	<p>\$26,900 ono</p>  <p>2004 Alfa Romeo 147 GTA Q2 - V6 pocket rocket!</p>	<p>\$45,000 ono</p>  <p>1950 Ford Thames V8 - restored</p>	<p>\$139,000 ono</p>  <p>1991 Aston Martin Virage - rare and desirable</p>
<p>\$34,900 ono</p>  <p>1970 Ford Galaxie XK Convertible - Mint, very rare model</p>	<p>\$42,500 ono</p>  <p>1927 Vauxhall 20R60 Melton - award winner</p>	<p>\$34,500 ono</p>  <p>1964 Daimler Majestic Major V8 - restored</p>	<p>\$160,000 ono</p>  <p>1971 Mercedes-Benz 280SL - Auto, air, LHD</p>

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